

## **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. 2**

**Effective 12:01 a.m. Sunday,  
OCTOBER 27, 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.**

**M. F. KELLY, Asst. Gen. Mgr. — Transportation.**

## SYSTEM

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M. L. Wall Chief Mechanical Officer St. Louis, Mo.	Q. D. Pickering Gen. Supt. Rules & Safety St. Louis, Mo.
R. T. Johnson Supt. Motive Power St. Louis, Mo.	

### SOUTHEASTERN DISTRICT

M. E. Merritt General Manager N. Little Rock, Ark.	K. R. Welch Dist. Engr. N. Little Rock, Ark.
R. G. Lang Asst. General Manager N. Little Rock, Ark.	J. G. Dunlap 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. M. Dunn Dist. Engr. Kansas City, Mo.
P. L. Tucker Asst. General Manager Kansas City, Mo.	B. W. Wiggans 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	K. C. Packard	Osawatomie, Ks.

### SOUTHERN DISTRICT

G. T. Graham General Manager Spring, Tex.	G. R. Lilly Dist. Engr. Spring, Tex.
C. Aadnesen Asst. General Manager Spring, Tex.	G. A. Taylor Mech. Supt. Spring, Tex.
R. L. Short General Supt. Spring, Tex.	

Division	Superintendent	Headquarters
Red River	K. D. Milam	Longview, Tex.
Rio Grande	W. E. Richmond	Ft. Worth, Tex.
Kingsville	J. L. Riney	Corpus Christi, Tex.
New Orleans	P. N. Crabtree	Addis, La.

### CHIEF DISPATCHERS

D. D. Beggs V. R. Hardin R. G. Swindler	N. Little Rock, Ark. Spring, Tex. Kansas City, Mo.
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2 CHICAGO SUBDIV. — ILLINOIS DIVISION

Maximum Speed	MPH
Between Dolton Jct. and Gorham (Except as below)	60
Dolton Jct. to Thornton Jct.	20
Thornton Jct. to MP 28-00	40
MP 49-00 — MP 51-00	50
MP 60-10 — MP 61-35 Northward track	55
MP 153-17 — MP 153-20	20
MP 164-33 — MP 165-00	30
MP 175-28 — MP 176-22	30
MP 193-35 — MP 194-23	30
MP 195-01 — MP 195-14	20
MP 202-28 — MP 203-21	30
MP 218-16 — MP 219-02	20
MP 224-19 — MP 224-28	30
MP 252-00 — MP 254-07	30
MP 264-40 — MP 265-10	55
MP 266-14 — MP 266-29	55
MP 270-14 — MP 270-38	50
MP 275-38 — MP 277-00	30
MP 298-00 — MP 299-10	30
MP 299-10 — MP 302-23	55
Through sidings Benton and Bush	10
MP 314-00 — MP 318-00	40
MP 318-00 — MP 323-00	50
MP 323-00 — MP 336-00	40
MP 338-00 — Chester Subdiv. Conn.	20
North leg wye Gorham	10

Southward trains originating Chicago area secure clearance Yard Center.

Northward SBD trains secure MP clearance at Danville. Yard Limits between MP 9.0 and MP 32.6.

ABS — Between Oakdale 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 Oakdale 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 Oakdale MP 10.1; 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 Dragging Equipment Detectors located at: ⊕ MP 32.2, ⊕ MP 55.5, ⊕ MP 75.7, ⊕ MP 98.3, ⊕ MP 122.7, ⊕ MP 139.9, ⊕ MP 160.8, ⊕ MP 179.5, ⊕ MP 190.1, ⊕ MP 197.8, ⊕ MP 212.8, ⊕ MP 237.6, ⊕ MP 267.1, ⊕ MP 293.5 and ⊕ MP 321.0.

30 MPH turnouts — Dual control switches at: Twelfth St., Ben, Woodland Jct., Findlay Jct. and Benton Jct.; North end Tuscola, St. Peter, Kell, Glover and Grimsby; Both ends Goodwine, Ellis, Block, Villa Grove, Cadwell, Findlay, Clarksburg, Altamont, St. Elmo, Salem, Mt. Vernon, Ina and Benton.

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

Operation via Conrail between MP 220-40 and MP 224-12. Radio communication via ⊕-1.

PANA SUBDIV. — ILLINOIS DIVISION

Maximum Speed:	MPH	Radio communication via Channel		Station	Sidings
Findlay Jct.-Lenox (Except as below)	60	One, call-in Two		Nos.	Feet
MP 205.1 — MP 205.4	35	SOUTH	NORTH		
MP 197.8 — MP 212.8	30	▼	▲		
MP 205.1 — MP 205.4	35	Miles	STATIONS		
MP 205.1 — MP 205.4	35	185.5	FINDLAY JCT. .... ⊕	ZB-186	
MP 205.1 — MP 205.4	35		19.6		
MP 205.1 — MP 205.4	35	205.1	PANA .....	ZB-205	8773
MP 205.1 — MP 205.4	35		8.4		
MP 205.1 — MP 205.4	35	213.5	OHILMAN .....	ZB-213	10340
MP 205.1 — MP 205.4	35		18.6		
MP 205.1 — MP 205.4	35	232.1	HILLSBORO .. ⊕-2 ♯	ZB-232	11961
MP 205.1 — MP 205.4	35		11.6		
MP 205.1 — MP 205.4	35	243.7	WALSH JCT. ....		
MP 205.1 — MP 205.4	35		4.4		
MP 205.1 — MP 205.4	35	248.1	JOAN .....	ZB-243	10203
MP 205.1 — MP 205.4	35		17.0		
MP 205.1 — MP 205.4	35	265.1	GARD .....	ZB-260	10782
MP 205.1 — MP 205.4	35		8.6		
MP 205.1 — MP 205.4	35	273.7	VIERLING JCT. ....		
MP 205.1 — MP 205.4	35		2.0		
MP 205.1 — MP 205.4	35	275.7	LENOX ⊕ .....	⊕-2 ⊕	
MP 205.1 — MP 205.4	35		14.3		
MP 205.1 — MP 205.4	35	290.0	ST. LOUIS, MO ⊕ ⊕ ⊕	MX-001	
MP 205.1 — MP 205.4	35		104.8		

Missouri Div. jurisdiction St. Louis - MP 273.7.

Remote control switches are 30 MPH turnouts except both ends of Mitchell Yard, BN Wye at Vierling Jct., crossover at Lenox MP 275.7 and BN connection at Lenox.

Hot Box and Dragging Equipment Detectors located at ⊕ MP 219.2 and ⊕ MP 260.5.

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 3

Radio Communication via Channel One Call-in Two. Exception: Yard Center yard engs. via Channel Two.		Station	Sidings
SOUTH		NORTH	
Miles	STATIONS	Nos.	Feet
9.0	81ST STREET		
10.1	Oakdale ⊕ CRL ⊕		
16.9	DOLTON JCT. .... ⊕ ⊕	ZA-17	
	1.1		
18.0	YARD CENTER ⊕ T ⊕ ⊕ ⊕ ⊕	ZA-18	Yd.
	2.1		
20.1	THORNTON JCT. ⊕ GTW ⊕ ⊕ ⊕ ⊕ ⊕	ZA-20	
	5.6		
25.7	TWELFTH ST. .... ⊕		
	1.3		
27.0	JAY ⊕ EJ&E ⊕	ZA-26	
	0.8		
27.8	CHICAGO HEIGHTS	ZA-27	Yd.
	21.9		
49.7	PENCE ⊕ CR ⊕	ZA-49	
	0.2		
49.9	MOMENCE	ZA-50	n5535 s2944
	10.2		
60.1	ST. ANNE ⊕ KBS ⊕	ZA-60	
	13.5		
73.6	BEN .....		
	3.9		
77.5	WATSEKA ⊕ ATSF ⊕	ZA-77	
	5.1		
82.6	WOODLAND JCT. .... T ⊕	ZA-83	
	11.4		
94.0	GOODWINE .....	ZB-92	10800
	14.0		
108.0	ELLIS .....	ZB-108	10474
	17.9		
125.9	GLOVER ⊕ CR ⊕	ZB-126	8229
	9.7		
135.6	BLOCK .....	ZB-136	12458
	9.5		
145.1	VILLA GROVE .....	ZB-145	11710
	8.3		
153.4	TUSCOLA ⊕ ICG B.&O ⊕	ZB-153	9894
	1.3		
164.7	ARTHUR .....	ZB-165	
	4.4		
169.1	CADWELL .....	ZB-168	10303
	7.0		
176.1	SULLIVAN ⊕ ICG ⊕	ZB-176	
	9.1		
185.2	FINDLAY .....	ZB-185	11988
	0.3		
185.5	FINDLAY JCT. .... T ⊕-2	ZB-186	
	14.3		
199.8	CLARKSBURG .....	ZC-200	10481
	4.7		
204.5	MODE ⊕ N&W ⊕	ZC-205	
	14.4		
218.9	ALTAMONT .....	ZC-219	9622
	5.7		
224.6	ST. ELMO .....	ZC-224	
	5.7		
235.7	ST. PETER .....	ZC-236	10284
	6.7		
242.4	KINMUNDY ⊕ ICG ⊕	ZC-242	
	9.7		
252.1	SALEM .....	ZC-252	14761
	2.0		
254.1	⊕ B&O ⊕		
	9.2		
263.3	KELL .....	ZC-263	9718
	11.6		
274.9	MT. VERNON .. ⊕ SOU, SBD ⊕ ⊕	ZC-276	7180
	12.3		
287.2	INA .....	ZC-287	8083
	11.0		
298.2	BENTON JCT. ⊕ ICG ⊕	ZC-298	
	3.6		
301.8	BENTON .....	ZC-302	10707
	4.3		
306.1	⊕ BN ⊕		
	8.8		
314.9	BUSH .....	CD-24	7432
	20.6		
335.5	GRIMSBY .....	CD-3	5729
	3.2		
339.0	GORHAM .....	C-93	Yd.
	330.0		

Trains receiving a Stop indication at Signal 292 must communicate with control operator at Jay Tower before proceeding. Rule 252 in effect between Pence and crossover located at MP 51.5 on Northward Track. 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.



**6 WESTVILLE SUBDIV. — ILLINOIS DIVISION**

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

**PINCKNEYVILLE SUBDIV. — ILLINOIS DIVISION**

Maximum Speed	MPH	Radio communication via Channel Two, call-in Two.		Station Nos.	Sidings
(Except as below)		SOUTH	NORTH		Feet
MP 64.0	35				
MP 65.9	20				
MP 65.9	30	64.0	CHESTER	⊕ ⊕ T ⊕	C-70
MP 77.0	10	72.0	WELGE		CA-10 4540
Pinckneyville to Pyatts via ICG	10	77.3	STEELVILLE		CA-16 9007
North leg of wye Pinckneyville	10	79.4	PERCY ⊕ ICG ⊕		CA-18
MP 101.7	10		4.2		
MP 103.7	25	83.7	NEW WILSON		CA-23 5225
MP 111.0	10		8.8		
MP 121.5	10	92.5	PINCKNEYVILLE ⊕ ICG ⊕	⊕ -2	CA-31 Yd.
MP 121.5	20		2.7		
MP 121.6	10	95.5	SHAKE RAG		CA-34
MP 121.6	20		7.4		
Mt. Vernon	20	102.7	TAMAROA ⊕ ICG ⊕		CA-41
Rule 10(D) not in effect			8.5		
BUSINESS TRACKS	Sta. No.	111.2	SCHELLER		CA-49 Yd.
Pyatt-Fidelity Mine (via ICG at Pinckneyville)	CA-39	111.6	⊕ ICG ⊕		
Leahy (via ICG at Percy)	CA-22	115.0	WALTONVILLE ⊕ BN ⊕		CA-53
10 MPH Between Percy and Leahy operation on ICG.		121.8	JSW JCT.	⊕	CA-60
		124.6	MT. VERNON	⊕ ⊕ ⊕ ⊕	ZC-276 Yd.
			60.8		
			Yard Limits: MP 120.0 to Mt. Vernon.		

Absolute block in effect between MP 64.0 and MP 120.0. Authority for occupancy must be obtained from train dispatcher.

Block Limits established between:

MP 64.0 to MP 65.9;	MP 83.1 to MP 90.8;
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.

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 3.2 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					
Miles	SOUTH	STATIONS	NORTH	Station Nos.	Sidings
298.2		BENTON JCT.	⊕ ⊕ -2	ZC-298	
		6.8			
305.0		WEST FRANKFORT	⊕ ⊕ ⊕ ⊕	ZC-305	
		3.8			
308.8		JENKINS	⊕	ZC-309	3870
		7.6			
316.4		MARION ⊕ COE ⊕		ZC-317	2700
		7.6			
324.0		NEILSON JCT. ⊕	⊕ ⊕	ZC-324	
		5.3			
329.3		GOREVILLE		ZC-329	2655
		10.4			
339.7		VIENNA JCT. ⊕	⊕ ⊕	ZC-340	
		11.8			
351.5		KARNAK ⊕ SOU ⊕		ZK-352	6840
		11.8			
363.3		JOPPA	T	ZK-363	Yd.
		65.1			

Yard Limits:  
Benton Jct. to MP 300-04  
MP 303-00 to MP 309-20

Freeman Ind. Lead breaks out at Jenkins

Freeman Ind. Lead Max. Speed ..... 10 MPH

Business Tracks MP No. Johnston City

310.7 ZC-311

Orient #4

313.3 ZC-313  
Hudgens 321.8 ZC-322  
Cypress 345.3 ZC-345  
Chasco 348.5 ZK-348  
Cook (on BN) ZK-367  
Metropolis (on BN) ZK-370

Maximum Speed	MPH	Maximum Speed	MPH
(Except as below)	35	MP 363.1 — End	10
MP 324.2 —		of track	
MP 324.5 —	20		
MP 334.6 —			
MP 334.8 —	20		
MP 347.2 —			
MP 363.1 —	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 300.1 and MP 303.0; MP 309.6 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
Miles	SOUTH	STATIONS	NORTH		Normal position of switch Rush Jct. is lined for movement to and from BN connection.
122.8		CAPEDEAU JCT.		C-132	Absolute block in effect between Rush Jct. and Capeadeau Jct. Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instruction Item 11(15).
		4.2			
127.0		MARQUETTE		CF-4	
		1.5			
128.5		RUSH JCT.		CF-6	
		0.1			
128.6		⊕ BN G			
		5.8			

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

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.
	WEST	EAST	
MP 57.8 to MP 59.0	Miles	STATIONS	
MP 83.1 to end of Track			
Maximum Speed (Except as below) MPH	57.7	CADET	X-57
MP 81.0 - MP 81.4	58.6	NEW FOUNTAIN FARM	XA-58
Switch point derail installed main track MP 83.6	72.4	INDIAN CREEK	XA-72
Rule 10(D) not in effect.	84.1	PEA RIDGE	XA-84
	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).

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

Maximum Speed (Except as below)	MPH		BUSINESS TRACKS	MP	Sta. No.
	Pgr.	Frt.			
Thru Grand Ave. Interlocking	60	50	Triangle Spur	10.8	X-11
Between Grand Ave. and Iron Mountain Jct.	10	10	Bussen Spur	11.6	X-12
MP 3-25 — MP 3-29	45	35	Hillcrest	17.8	X-17
Between Iron Mtn. Jct. and Davis St.	15	15	Sulphur Spring Spur	22.9	X-23
Thru turnouts Davis Jct.	25	25	Pevely	27.3	X-27
MP 6-33 — MP 8-00	15	15	Hematite	35.6	X-36
MP 9-21 — MP12-29	25	25	Iron Mountain	80.7	X-81
MP17-16 — MP21-12	15	15	Middlebrook	83.1	X-83
MP21-12 — MP33-00	55	—	Arcadia-Ironton	88.6	X-89
MP35-29 — MP36-00	50	—	Glover	97.8	X-99
MP41-21 — MP42-33	55	—	Chloride	100.1	X-101
MP42-33 — MP45-29	55	—	North Des Arc	111.8	X-112
MP52-37 — MP54-21	55	—	Leeper	133.1	X-133
MP54-21 — MP70-12	30	30†	Mill Spring	134.5	X-135
MP70-12 — MP71-04	55	—	Wilby	155.4	X-155
MP71-04 — MP78-04	45	45			
MP78-04 — MP97-08	45	45			
MP97-08 — MP98-00	55	—			
MP98-00 — MP98-16	55	—			
MP100-16 — MP126-12	55	50			
(Except as below)					
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)					
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	—			

Do not exceed 45 MPH if train averages from 80 to 100 gross tons per car. Do not exceed 35 MPH if train averages over 100 gross tons per car.  
 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.  
 Dual 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 MPH
	8.0			(Except as below)
157.4	BN G			Around wye-Charleston
	0.7			MP 151.0 — MP 153.0
158.1	ORAN		D-83	Between Dexter Jct. and Charleston
	3.9			(Except as below)
162.0	MORLEY		D-87	(Approach Highway 61 Crossing, Sikeston, prepared to stop for highway traffic.)
	16.3			
178.3	CHARLESTON		D-103	
	5.2			
219.5	BERTRAND		XD-54	
	8.1			
211.4	SIKESTON		XD-46	
	0.4			
211.0	BN G			BUSINESS TRACKS
	5.6			Newman Spur
205.4	MOREHOUSE		XD-40	Diehlstadt
	9.8			Buckeye
195.6	ESSEX		XD-30	Miner
	4.3			Hunterville
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.		Radio Communication via Channel Two, Call-in One		Station Nos.	Siding Feet
Miles		SOUTH STATIONS	NORTH		
Yard Limits: Riverside-Crystal City					
0.0	RIVERSIDE	⊙	⊙ T	X-27	
Trains originating St. Louis enroute Ste. Genevieve secure BN clearance at Vandeventer.					
1.9	HERCULANEUM	⊙	⊙	MC-2	
4.5	CRYSTAL JCT.			MC-5	
5.2	CRYSTAL CITY	⊙		MC-6	
Maximum Speed . . . . . 20 MPH					
Except Ste. Genevieve Depot-Ogborn . . . . . 10					
Business Tracks . . . . . Sta. MP No.					
McClay Spur . . . . . 6.2 MC-6					
Ag-Nit Spur . . . . . 8.0 MC-8					
Thomure — Track and time must be granted by BN train dispatcher before switches are lined for BN main.					
Station on BN R.R. between Crystal City and Thomure:					
Name	BN	MP			
Crystal City		42.1			
Selma		44.6			
Rush Island		46.1			
Brickkeys		53.1			
Coral		56.6			
Duren		61.5			
83.0 STE. GENEVIEVE ⊙ ⊙ T ⊙ MB-2					
29.2					
Operation on BN R.R. between Ste. Genevieve and Crystal City be governed by General Code of Operating Rules and Special Instructions Item 14(b).					
Operation on PPG Co. tracks between Crystal City and Crystal Jct.					
Max. gross wt. Crystal City to end of track 220,000 lbs.					
Thomure Industrial Lead Ste. Genevieve to Derby Jct. 35.2 miles					
Maximum Speed . . . . . 10 MPH					
Business Tracks . . . . . MP No. Sta.					
Thomure . . . . . 83.0 MB-0					
Moshier . . . . . 87.0 MB-5					
MFA . . . . . 91.5 MB-9					
Weingarten . . . . . 97.4 MB-14					
Ogborn . . . . . 110.7 MB-27					
Esther . . . . . 115.2 MB-32					
Central . . . . . 117.0 MB-34					
Derby Jct. . . . . 118.2 MB-36					
Trains or engs. must not occupy following public crossings at grade without first providing flag protection for vehicular traffic by a member of the crew on the ground at the crossing: MP 116.4 Route 32; MP 114.3 Route 0; MP 110.8 Route D; MP 101.7 Route 32.					

### SPARTA SUBDIV. — ILLINOIS DIVISION

Maximum Speed (Except as below)		Radio Communication via Channel Two, Call-in Two		Station Nos.	Siding Feet
MPH		SOUTH STATIONS	NORTH		
25	Chicago Subdiv. Conn.				
10	MP 11-05				
10	MP 14-00 — MP 29-00				
10	MP 54-20 — MP 56-05				
10	MP 80-06 — MP 83-00				
Between Branch Jct. and ICG Jct., operation over ICG.					
Yard Limits: MP 48-17 to MP 60-0 and MP 80.2 to End of Track at Kellogg.					
BUSINESS TRACKS					
MP	Sta. No.				
Selmaville . . . . . 3.0	MI-4				
Hoyleton . . . . . 23.2	MI-24				
Oakdale . . . . . 40.9	MI-41				
IP Co. . . . . 47.0	MI-47				
Zeigler Mine # 11 . . . . . 51.5	MI-51				
Evansville . . . . . 69.6	MI-70				
0.0	SALEM	⊙		ZC-252	
11.1	BRANCH JCT.	⊙		MI-12	
13.5	CENTRALIA			MI-14	
14.0	ICG JCT.	⊙ BN G		MI-15	
14.5	OIL CENTER			MI-16	
32.6	NASHVILLE	⊙ SBD	⊙	MI-34	
48.7	COULTERVILLE	⊙ ICG	⊙	MI-49	1948
57.4	SPARTA	⊙ - 1	⊙	MI-58	Yd.
68.5	PAUTLER			MI-69	2855
77.7	GAGE JCT.				
2.5 Mi. Via Chester Subdiv.					
80.2	FLINTON	⊙		MI-80	Yd.
83.0	KELLOGG	⊙		MI-82	Yd.
83.0					
Absolute block in effect between: Salem to MP 32.0 MP 32.0 to MP 48.7 MP 60.0 to MP 68.7 MP 68.7 to Gage Jct. Be governed by Special Instructions Item 11(15). The train dispatcher is authorized to grant occupancy.					

### VAN BUREN SUBDIV.—ARKANSAS DIVISION 11

Maximum Speed (Except as below)		Radio communication via Channel One, Call-in Two		Station Nos.	Siding Feet
MPH		SOUTH STATIONS	NORTH		
50	MP 343-06 — MP 346-00				
45	MP 357-19 — MP 359-10				
45	MP 359-10 — MP 359-29				
45	MP 371-00 — MP 382-02				
45	MP 385-31 — MP 386-05				
30	MP 391-13 — MP 392-30				
45	MP 412-28 — MP 412-34				
35	MP 415-00 — MP 419-30				
45	MP 426-27 — MP 427-00				
45	MP 434-19 — MP 434-31				
45	MP 464-10 — MP 467-10				
40	MP 471-20 — MP 474-16				
45	MP 479-19 — MP 479-26				
BUSINESS TRACKS					
MP	Sta. No.				
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 No. 2 . . . . . 362.3	L-19				
Maumelle . . . . . 355.3	L-13				
Marche Spur . . . . . 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.					
443.7	L-101				
441.9	L-99				
440.7	L-97				
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.					
Dual control switches are 30 MPH except Maumelle Lead and West Leg of Wye North Little Rock.					
Do not exceed 45 MPH if train averages from 80 to 100 gross tons per car. Do not exceed 35 MPH if train averages over 100 gross tons per car.					
ABS — Van Buren-N. Little Rock.					
CTC — MP 355.4-N. Little Rock.					
Yard Limits: MP 495-20 to MP 498-20; MP 412-00 to MP 419-30; MP 371-00 to MP 374-00.					
Hot Box and Dragging Equipment Detectors located ⊕MP 368.7, ⊕MP 433.3 and ⊕MP 463.5.					
TUNNELS: Conway: MP 375-31 to MP 376-03. All trains must flag crossing Conway when using siding and cutoff track.					

### PARIS SUBDIV. — ARKANSAS DIVISION

Rule 99 (4) in effect.		Radio communication via Channel One, Call-in Two		Station Nos.	Siding Feet
Miles		SOUTH STATIONS	NORTH		
Yard Limits: MP 504.5 to MP 515.00.					
Maximum Speed (Except as below) . . . . . 25 MPH					
MP 507.5 to MP 513.0 . . . . . 10					
Business Tracks . . . . . MP No. Sta.					
Barling . . . . . 518.1 LD-16					
Lavaca . . . . . 526.3 LD-24					
Branch . . . . . 540.0 LD-38					
Ratcliff . . . . . 544.1 LD-42					
Ft. Smith Yard:					
Nth. R. St. . . . . ⊙ BN G					
Nth. L. St. . . . . ⊙ KCS ⊙					
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).					
497.2	VAN BUREN	⊙	⊙ T ⊙	L-158	10436
504.5	FT. SMITH		⊙	LD-5	
506.3	⊙ BN G				
507.0	⊙ KCS ⊙				
509.3	⊙ BN G				
512.8	SO. FT. SMITH		⊙	LD-10	
519.4	FORT CHAFFEE			LD-17	
535.3	CHARLESTON			LD-33	
536.0	THESSING			LD-34	1727
552.5	PARIS			LD-51	
50.6					
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				NORTH	
First Class		Radio Communication via		First Class	
21		Channel One, call-in Two.		22	
Pgr.		STATIONS	Station	Sid-	
Mon. Wed.	Miles		Nos.	ings	Mon. Wed.
Sat.				Feet	Sat.
AM					AM
3 42	165.5	POPLAR BLUFF ② - 2 ① X	X-166	Yd.	s3 39
	165.6	0.1 4TH STREET			
	165.7	0.2 HENDERSON			
	167.5	1.8 SOUTH POPLAR			
	170.0	2.5 STANLEY	X-170		
	172.9	2.9 HARVIELL JCT.	⊖ X-173		
	180.4	7.5 NEELYVILLE, MO.	† X-180	8302	
	192.2	11.8 CORNING, ARK. ② - 2 †	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	1.4 HOXIE ② BN ② ⊖ - 2	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 ② - 2 ① X	X-262	Yd.	s2 09
	263.9	2.2 NORTH BRIDGE JCT.	X-264		
	264.1	0.2 WHITE RIVER	⊖		
	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 ② - 2 ① X	X-288	14580	
	289.7	1.3 JUD	X-289		
	296.4	6.7 KENSSETT	X-296		
	298.4	2.0 HIG	X-298		
	306.5	8.1 MACK	X-306		
	312.7	6.2 BEEBE ② - 2	X-313		
	319.2	6.5 WACROSS	X-320		
	330.7	11.5 JAX	X-331		
	332.1	1.4 JACKSONVILLE	T X-332		
	339.4	7.3 NORTH END YARD			
	343.6	4.2 N. LITTLE ROCK ② X	X-344	Yd.	
s6 45	345.6	2.0 L. ROCK AMTK STA.	X-346		12 50
AM					AM
	180.1				

MPH		BUSINESS TRACKS		MP	Sta.
MAXIMUM SPEED	Pgr. Frt.				No.
(Except as below)	75 60	Delaplane	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.  
 ABS West departure lead N. Little Rock.  
 Two main tracks designated East and West Track between Poplar Bluff & Harviell Jct., Murta Jct. & Minturn Jct., Campbell Jct. & North Bridge Jct., South Bridge Jct. & Glaise Jct., Russell Jct. & N. Little Rock.  
 Dual 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.  
 East departure lead, Trim 1 and Trim 2 Max. Speed 20 MPH.  
 Hot Box and Dragging Equipment Detectors located at ②MP 188.6, ③MP 207.6, ④MP 232.5, ⑤MP 255.3, ⑥MP 283.4 and ⑦MP 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 15 MPH on both legs of Van Buren wye.  
 Radio Communication Via Channel 2.

	MP	Sta.
Rock St. Industrial lead, 5.6 miles breaks off Monroe Subdiv. at MP 349.3. Max. Speed	10 MPH.	
North Little Rock	343.6	X-344
Arkansas River ②	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.  
 MP 131.9 to MP 130.5 10 MPH.

Station	MP	No. Sta.
North Little Rock ②	131.9	X-344
③SSW ③	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 First Class 21 Pgr.	Radio communication via Channel One, call-in One.		Station Nos.	Sid- ings Feet	NORTH First Class 22 Pgr.
	Miles	STATIONS			
Mon. Wed. Sat.					Sun. Tues. Fri.
AM					AM
343.6		N. LITTLE ROCK	X-344	Yd.	
345.1		HILL			
345.3		ARK. RIVER			
345.6	6 45 6 53	L. ROCK AMTK STA.	X-346		12 50 12 42
347.2		LR JCT.			
351.7		ENSIGN	X-352		
358.9		ALEXANDER	X-359		
364.1		BAUXITE JCT.	X-364	5208	
368.3		SHERIDAN JCT.	X-368		
368.7		BENTON	X-369		
370.2		SALINE JCT.	X-370		
373.3		HASKELL	X-373	11099	
377.3		TRASKWOOD	X-377	6044	
384.6		GIFFORD	X-385	6210	
s7 38		MALVERN	X-389		s11 35
392.2		ABCO	X-390	9238	
399.6		DONALDSON	X-400	6320	
405.6		WITHERSPOON	X-406	6329	
s7 59		ARKADELPHIA	X-411	8626	s11 13
422.3		CURTIS JCT.	X-422		
426.3		GURDON	X-426	Yd.	
429.3		BEIRNE JCT.	X-429		
437.6		BOUGHTON	X-438	8164	
442.4		PRESCOTT	X-442	8900	
449.6		EMMET	X-450	6297 m10477 s5769	
457.7		HOPE	X-458		
463.0		GUERNSEY	X-463	5997	
470.3		FULTON	X-471	9308	
478.2		HOMAN	X-478	8729	
9 01		CLEAR LAKE JCT.	X-481		
s9 23		TEXARKANA	X-491	Yd.	9 57
AM		146.6			PM

ABS — CTC between N. Little Rock and 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.

LITTLE ROCK SUBDIV. — ARKANSAS DIVISION 15

MPH		St. No.
Pgr.	Frt.	
Maximum Speed	75	60
(Except as below)	40	40
MP 339-20 — MP 347-15	60	—
MP 347-15 — MP 351-07	50	50
MP 351-07 — MP 351-23	60	50
MP 351-23 — MP 357-10	60	50
MP 357-10 — MP 357-24	60	50
MP 357-24 — MP 363-10	60	50
MP 363-10 — MP 364-20	65	—
MP 364-20 — MP 366-11	60	55
MP 366-11 — MP 382-18	35	35
MP 382-18 — MP 385-35	70	—
MP 385-35 — MP 389-19	40	40†
MP 389-19 — MP 414-04	65	—
MP 414-04 — MP 414-29	50	50†
MP 414-29 — MP 426-35	30	30
MP 426-35 — MP 435-34	70	—
MP 435-34 — MP 442-29	65	—
MP 442-29 — MP 457-12	40	40
MP 457-12 — MP 458-09	65	—
MP 458-09 — MP 471-09	60	—
MP 471-09 — MP 471-21	25	20
MP 471-21 — MP 483-21	10	10
MP 483-21 — MP 488-32	10	10
MP 488-32 — MP 490-08		
Union Station tracks Little Rock		
Malvern Wye tracks		

Dual 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.

N. Little Rock — Departure lead Max. Speed 30 MPH.

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.		Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH
	SOUTH ▼	NORTH ▲			
					Mountain Pine to MP Jct. .... 20
					MP Junction to MP 397.7
					(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 MP Nos.
422.3	MOUNTAIN PINE	T	XH-90		Mountain Pine
	11.9				Spur Track ..... 421.6 XH-88
410.4	HOT SPRINGS	⊕T	XH-77	Yd.	Sutco ..... 407.4 XH-75
	2.7				Lake Catherine
407.7	MP JCT		XH-74		Norris Dispenser ..... 404.1 XH-71
	9.6				Union Carbide ..... 402.6 XH-70
398.1	JONES MILLS		XH-64	1331	Ark. Aluminum ..... 402.4 XH-69
	4.2				General Cable ..... 401.7 XH-68
393.9	BUTTERFIELD		XH-59	Yd.	Rolling Mill ..... 399.6 XH-66
	5.2				Cuffman Lbr. Co. .... 391.1 XH-55
388.7	MALVERN	T ⊕ ⊕ ⊕ ⊕ ⊕	X-389	Yd.	
	33.6				

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 (except as below) MPH	MPH	Radio Communication via Channel One		Station Nos.
		SOUTH ▼	NORTH ▲	
MP 457-20 — MP 457-25	10			
MP 472-00 — MP 472-02	10			
Yard Limits Gurdon to MP 430.0; MP 446.0 to MP 448.0				
Business Tracks	MP No.	STATIONS		
Summit	433.1	XL-7		
Rosboro	469.8	XL-43		
Pike City Ind. lead (3.3 miles)				
Pike City Jct. — Pike Max. Speed	10 MPH			
Pike	449.5	XL-23		
Absolute block in effect between: MP 430.0 and MP 446.0; MP 448.0 and MP 479.2. Authority for occupancy must be obtained from train dispatcher. Be governed by special instructions Item 11 (15)				
		426.3	GURDON	X-426
		441.0	OKOLONA	XL-15
		446.5	PIKE CITY JCT.	XL-20
		454.0	GRAYSONIA	XL-28
		465.3	AMITY	XL-39
		473.5	GLENWOOD	XL-47
		479.2	BIRDS MILL	XL-52
			52.9	

NASHVILLE SUBDIV. — ARKANSAS DIVISION

Maximum Speed (except as below) MPH	MPH	Radio Communication via Channel One		Station Nos.
		SOUTH ▼	NORTH ▲	
MP 457.1 — MP 458.0	10			
MP 483.2 — MP 483.3	10			
MP 484.0 — MP 492.0	25			
Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 459.0; Nashville MP 481.2 to MP 484.0; MP 492.0 to end of subdivision.				
Absolute block in effect between: MP 459.0 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. Ozan Creek MP 472.0 — XJ-13.				
		457.5	HOPE	X-458
		483.1	NASHVILLE	XJ-26
		493.1	PERKINS	XJ-36
			35.3	
Crew member must flag Highway 24 and 27 crossings at MP 483-12 until occupied.				

GURDON SUBDIV. — ARKANSAS DIVISION

Maximum Speed (except as below) MPH	MPH	Radio Communication via Channel One		Station Nos.	Sidings Feet
		SOUTH ▼	NORTH ▲		
MP 456.0 — MP 456.2	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 487.1 to end of track MP 497.0.					
BUSINESS TRACKS	MP No.	STATIONS			
Reader	437.6	E-11			
Chidester	444.7	E-18			
Lester	452.4	E-26			
Kraft	461.3	E-35			
Smackover	478.8	E-52			
Norphlet	484.5	E-58			
		426.3	GURDON	X426	Yd.
		459.8	CAMDEN	E-33	
		460.8	SSW		
		463.1	CULLENDALE	E-37	
		474.5	LOUANN	E-48	6321
		487.5	MONSANTO	E-61	3222
		492.2	EL DORADO	E-66	Yd.
			65.9		
Absolute block in effect between: MP 428.3 and MP 457.4; MP 463.5 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

Miles	Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings Feet
	WEST ▼	EAST ▲		
380.7	MEMPHIS (Sargent Yd.)		XG-93	Yd.
380.6	KC JCT. SOU G			
378.2	TEXAS ST. ICG			
378.1	KENTUCKY ST.			
375.8	BRIDGE JCT. BN		XG-88	
375.2	BRIARK		XG-87	
370.0	PRESLEY JCT. BN		XG-82	
361.5	CRAWFORDSVILLE		XG-74	9760
348.3	SMITHDALE		XG-60	7697
332.4	WYNNE		C-304	8618
318.8	FAIR OAKS SSW		XG-31	9489
300.0	NEW AUGUSTA		XG-12	6196
298.5	WHITE RIVER			
287.9	BALD KNOB		X-288	
	92.8			

Sargent Yard  
 Kentucky St.  
 ICG  
 Old Aulon  
 SBD Track  
 ICG Southwest Wye  
 Iowa Avenue  
 ICG West Jct. via Wye  
 and MV Track  
 Westward trains secure  
 clearance Kentucky Street.

Business Tracks

Rio Vista 292.8 XG-6

Patterson 307.3 XG-19

McCrary 2,309.3 XG-21

Hamlin 324.7 XG-37

Levesque 337.5 XG-50

Parkin 346.9 XG-59

Earle 2,352.1 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.

Dual 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 Drugging 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.

Radio Communication and call in via Channel Two except Channel One between Paragould and Jonesboro Jct. and on Helena Ind. lead.		Station Nos.	Siding Feet	Maximum Speed MPH
SOUTH	NORTH			
Miles	STATIONS			
219.9	PARAGOULD	C-243	8938	MP 235.3— MP 407.5 (Except as Below) . . . . . 60
221.6	1.7 PARAGOULD JCT.	C-245		MP 235.3— MP 242.1 . . . . . 50
235.3	13.7 JONESBORO JCT.	C-259		MP 242.1— MP 278.3 . . . . . 45
238.0	2.7 JONESBORO BN	C-262	8080	MP 280.7 . . . . . 40
256.7	18.7 HARRISBURG	C-280	7794	MP 295.2— MP 297.7 . . . . . 25
278.0	21.3 NORTH WYNNE			MP 311.0— MP 313.6 . . . . . 30
281.0	3.0 WYNNE MP	C-304	6944	MP 326.4— MP 366.4 . . . . . 30
290.9	9.9 CALDWELL	C-314	7527	MP 372.5— MP 366.4 . . . . . 30
296.4	5.9 FORREST CITY SSW	C-319		MP 372.5— MP 376.0 . . . . . 40
314.0	17.6 MARIANNA	C-337	6776	MP 376.0— MP 382.5 . . . . . 30
325.5	11.5 LEXA	C-349	8792	MP 406.8— MP 407.5 . . . . . 20
326.5	1.0 HELENA JCT.	C-351		Yard Limits: MP 406.8 to MP 407.5.
339.5	13.0 LAKEVIEW	C-363	6953	
368.7	29.2 SNOW LAKE	C-392	6985	
377.8	9.1 WHITE RIVER			
381.1	3.3 MEDINA	C-405		
382.0	0.9 ARKANSAS RIVER			
387.0	5.0 WATSON	C-411	6946	
406.8	19.8 NORTH McGEHEE			
407.5	0.7 McGEHEE	C-432	Yd.	
188.2				

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

BUSINESS TRACKS	MP	Sta. No.	BUSINESS TRACKS	MP	Sta. No.	BUSINESS TRACKS	MP	Sta. No.
Greenfield	251.6	C-275	Yaletowne	293.3	C-317	Mellwood	356.6	C-380
Whitehall	262.4	C-286	Barton	329.2	CK-12	Vestal Spur	377.4	C-401
Cherry Valley	267.8	C-291	Oneida	335.3	C-359	Cypress Bend	399.7	C-423
Vandale	274.3	C-298	Wabash	341.1	C-365	McArthur	402.5	C-426
Colt	286.2	C-310	Elaine	347.1	C-371			

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.

Dual control switches are 30 MPH turnouts except south end siding Lexa and Helena Jct.

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

Rule 99 (4) in effect.		Miles	Radio Communication via Channel One.		Station Nos.
Maximum Speed (Except as below)	MPH		SOUTH	NORTH	
MP 526-05 — MP 553-22	10				
MP 567-00 — Huttig Jct.	10				
Inside IMC Plant					
Sterlington	5				
STOP AND PROTECT					
LA Highway 143	MP 548.8	527.2	HUTTIG, ARK.		F-3
LA Highway 2	MP 550.6	530.3	LITROE, LA.		F-6
Loop Road	MP 564.3	542.8	HAILE		F-18
19th Street	MP 566.0	553.7	OUACHITA RIVER		
Desiard St.	MP 568.3	554.0	STERLINGTON		F-30
Business Tracks	MP				
Upco	547.6	F-22			
Spencer	548.7	F-24			
Lamkin	561.5	F-37			
STATIONS					
		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		C-525
41.4					

Yard Limits: MP 566-00 to Huttig Jct.

## WARREN SUBDIV. — ARKANSAS DIVISION

Rule 99 (4) in effect.		Miles	Radio Communication via Channel One.		Station Nos.
Yard Limits	MP		SOUTH	NORTH	
MP 442-00 to MP 447-10	MP 460-10 to end of track.				
Maximum Speed	30 MPH				
Note	Trains and engines move over crossing, MP 445-22 when protected by crew member.				
BUSINESS TRACKS	MP				
Baxter	426.5	KC-10			
Cominto	434.0	KC-17			
Killin	442.5	KC-28			
Wilmar	454.0	KC-37			
STATIONS					
		422.6	DERMOTT		C-439
		445.3	MONTICELLO AD&N		KC-29
		461.4	WARREN		KC-45
38.7					

## LAKE PROVIDENCE SUBDIV. — ARKANSAS DIV.

Radio Communication via Channel One		Station Nos.	Siding Feet	Rule 99 (4) in effect	
SOUTH	NORTH			Maximum Speed (Except as below)	MPH
Miles	STATIONS				
408.1	McGEHEE	C-432	Yd.	MP 484.0 — MP 499.0 . . . . . 10	
424.1	16.0 MACON LAKE	K-118		MP 503.0 — MP 514.0 . . . . . 10	
431.3	7.2 LAKE VILLAGE	K-126	2574	MP 546.0 — MP 557.0 . . . . . 10	
446.8	15.5 EUDORA, ARK.	K-141	2654	MP 641.8 —	
470.1	23.3 LAKE PROVIDENCE, LA.	K-165	2597	Ferriday . . . . . 10	
487.4	13.1 SONDHEIMER	K-182		Vidalia Ind. Lead . . . . . 10	
498.4	11.0 TALLULAH ICG	K-194	2051	BUSINESS	
511.5	11.8 QUIMBY	K-207		TRACKS	
523.3	10.4 NEWELLTON	K-219	2607	MP No.	
533.7	12.4 ST. JOSEPH	K-229		MP 412.1	K-106
546.1	11.1 WATERPROOF	K-242		MP 440.0	K-135
557.2	11.1 CLAYTON	E-210		MP 463.1	K-158
637.2	5.5 FERRIDAY	E-216	Yd.	H & W	
642.2				Warehouse . . . . . 463.8	K-159
	154.6			Hollybrook . . . . . 474.4	K-169
				Transylvania . . . . . 478.5	K-173
				Talla Bena . . . . . 490.9	K-186
				Goldman . . . . . 544.4	K-240
				Azucena . . . . . 549.4	K-245
				Concordia Jct. . . . . 643.4	E-217
				Vidalia . . . . . 651.6	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)	

## 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
LA Highway 568	MP 642.1

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	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 558-20 — MP 559-00	30	Standard	546.8	C-570
MP 571-27 — MP 575-10	40	Urania	552.9	C-576
MP 582-11 — MP 585-25	40	H & C Veneer	574.5	C-599
MP 590-06 — MP 590-20	40†	Christi Spur (Farmland)	577.9	C-602
MP 593-02 — MP 593-04	30	Pollock	580.4	C-605
MP 597-02 — Texmo Jct.	30	Simms	586.9	C-611
		Camp Beaugard	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.

Dual 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.

		Radio communication via Channel One, Call-in Two.		Station Nos.	Sidings Feet
Miles	SOUTH	STATIONS	NORTH		
343.6		N. LITTLE ROCK	⊗ ⊙ ⊙ T ⊙ ⊙	X-344	Yd.
347.2		LR JCT.			
344.2					
347.3		BIDDLE		XZ-000	7221
354.1		HIGGINS		K-9	9150
364.5		HENSLEY		K-19	8700
370.5		WHITE BLUFF	⊙ -2	K-25	
387.4		⊗ SSW ⊙			
390.9		PINE BLUFF	⊙ ⊙ -2 ⊙ ⊙	K-43	10286
409.6		GRADY		K-64	9820
420.2		GOULD	⊙ -2	K-75	
427.9		DUMAS		K-82	
431.0		PICKENS		K-86	9446
447.2		McGEHEE	⊗ ⊙ -2 T ⊙ ⊙	C-432	Yd.
408.1		DERMOTT		C-439	
415.6		HUDSPETH		C-446	8873
432.1		MONTROSE		C-456	
436.4		PORTLAND	⊙ -2	C-460	
440.1		SUNSHINE		C-464	9010
449.3		WILMOT, ARK.		C-473	
460.8		BONITA, LA.		C-484	9135
473.5		MER ROUGE		C-497	
481.0		COLLINSTON	⊙ -2 T	C-505	9058
491.8		SWARTZ		C-515	8872
501.0		HUTTIG JCT.	T	C-524	
501.1		⊗ ICG ⊙	⊙ ⊙		
502.9		MONROE	⊗ ⊙ -2 ⊙	C-525	13840
516.6		BOSCO		C-540	9387
528.2		OUACHITA RIVER	⊙ ⊙		
535.1		GRAYSON	⊙ -2	C-558	9200
548.7		OLLA		C-572	7952
556.5		TULLOS		C-580	
561.6		GEORGETOWN	⊗ LOAM ⊙ ⊙ -2	C-585	8003
576.9		ANTONIA		C-601	9584
592.6		TIOGA	⊗ L&A ⊙	C-616	8029
595.1		⊗ L&A ⊙			
596.5		RED RIVER	⊙		
596.6		RED RIVER JCT.	⊙	C-620	
597.8		TEXMO JCT.	⊙	TB-196	
601.5		ALEXANDRIA	⊙ ⊙ ⊙ ⊙	C-625	Yd.
294.0					

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

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 9.9  
 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.

Union Pacific dispatcher frequencies 1 and 2 must not be used in St. Louis Terminal.

### CARONDELET SUBDIV. — MISSOURI DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Notes
13.0	KIRK JCT. ....	⊙ ⊙	MX-12	⊙ Crestwood, MP 13.9 to MP 15.8 Maximum Speed 20 MPH. Green and red flashing light indicators located each side highway crossings MP 15.3 and MP 22.4, unless indicator is green stop and member of crew flag highway traffic.
0.6				
13.6	⊗ BN ⊗			
3.0				
16.6	GRANT		GH-4	
7.1				
23.8	BROADWAY JCT.	T	GH-11	
10.8				

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

Block limits established between:

Kirk Jct. and Sappington Road  
 Sappington Road and Highway 21  
 Highway 21 and Reavis Barracks Road  
 Reavis Barracks Road and Broadway Junction  
 Be governed by Special Instructions Item 11 (15).

### LESPERANCE SUBDIV. — MISSOURI DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Notes
0.0	GRATIOT ST. ....	⊙ ⊙		Two main tracks between Lesperance St. and Nagel St. Maximum Speed 20 MPH (except as below) ... 20 Elevated Track Between 8th St., and Rutger St. .... 10 Gratiot St. Through Interlocking ..... 10
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	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet
	WEST	EAST		
125.3	JEFFERSON CITY	⊙ ⊙ ⊙ -2T ⊙	MX-125	Yd.
2.6				
127.9	RIVER JCT.	⊙	MX-128	
15.9				
143.8	SANDY HOOK		G-15	9475
12.9				
156.7	WOOLDRIDGE	⊙ -1	G-27	8999
14.1				
170.8	BOONVILLE		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	
278.6				
1.4				
278.2	SOUTHWEST JCT.	⊙ ⊙ KCS ⊙	MX-277	
0.8				
279.0	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 Congo.

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

Two main tracks between Jefferson City and River Jct.; Ripley Jct. and Eton Jct.; and between Congo and Neff Yard. Operation on ATSF, two main tracks Eton Jct. and Congo. (See Item 14(a) Special Instructions). ATSF timetable not required.

Dual 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 284.4 to MP 286.7.

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.

Maximum Speed (except as below)	MPH	Business Tracks	MP No.	Sta. No.
MP 129.3 — MP 129.8	35	Renz Spur	133.0	G-8
MP 137.5 — MP 137.9	35	Lupus	151.1	G-22
MP 137.9 — MP 139.9	40	Overton	161.0	G-32
MP 163.3 — MP 163.5	45	Nelson	189.6	G-80
MP 169.0 — MP 175.0	45	Stanhope	209.5	G-60
MP 175.6 — MP 177.1	35	Blosser	211.0	G-82
MP 183.0 — MP 194.6	40	Waverly	224.5	G-95
MP 197.1 — MP 207.8	45	Napoleon	258.0	G-129
MP 218.3 — MP 219.0	40	Levasy	261.5	G-132
MP 220.7 — MP 229.8	40	Buckner	265.1	G-136
MP 236.3 — MP 237.5	45	Blue Valley	270.4	G-141
MP 242.0 — MP 242.2	45	Marshall Lead	202.1	GB-2
MP 252.6 — MP 252.9	40	(Ind. lead 2 mi. - Marshall)		
MP 252.9 — MP 253.9	45	(Ind. lead 1.9 miles Myrick - Lexington)		
MP 265.1 — MP 265.7	35	Lexington Electric Light Spur	245.2	LA-56
		Lexington	249.3	LA-55
		Lexington — north side of Farmers Assn.		
		Elevator — do not ride side of equipment beyond close clearance signs.		
On ATSF, (Except as below)	55*	ATSF Station		ATSF MP
Eton Crossover	40	Eton		436.5
Mo Pac Conn	30	Courtney		439.4
MP 437.5 — MP 437.8	35	Sugar Creek		442.6
MP 437.9 — MP 438.4	45	Congo		444.2
MP 443.7 — MP 444.2	40			
Congo E. Crossover & Mo Pac Conn	30			
Congo W. Crossover	40			

Do not exceed 45 MPH if train averages from 80 to 100 gross tons per car. Do not exceed 35 MPH if train averages over 100 gross tons per car.

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



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. are designated north and south tracks.

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 at: ⊕MP 28.7, ⊕MP 62.5, ⊕MP 95.9, ⊕MP 120.3, ⊕MP 152.8, ⊕MP 184.2, ⊕MP 230.2 and ⊕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 250.6;  
Carthage — MP 361.6 to MP 524.6; MP 490.0 to MP 488.0 and MP 382.5 to MP 380.0.

<b>BUSINESS TRACKS:</b>	MP	Sta. No.
Archie .....	271.7	P-23
Passaic .....	282.8	P-34

<b>BUSINESS TRACKS:</b>	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 restricted speed" trains must wait 8 minutes and then proceed at restricted 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 459.6 to MP 460.1; Crest MP 435.0 to MP 435.7; Cricket MP 431.9 to MP 432.4; Pyatt MP 401.3 to MP 401.5; Cotter MP 382.7 to MP 383.1.

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 307.2, ⊕MP 408.7, \*MP 426.0 and ⊕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 249.2 — MP 364.1		MP 462.9 — MP 460.1	35
(Except as below) .....	49	MP 460.1 — MP 459.5	30
MP 258.4 — MP 259.9	40	MP 459.5 — MP 453.1	35
MP 298.7 — MP 299.6	25	MP 448.3 — MP 447.6	35
MP 317.6 — MP 317.8	35	MP 447.6 — MP 445.4	25
MP 364.0 — MP 364.1	15	MP 445.4 — MP 436.7	35
MP 527.9 — MP 468.4		MP 436.7 — MP 429.4	30
(Except as below) .....	49	MP 423.8 — MP 422.5	35
MP 527.9 — MP 527.0	15	MP 420.6 — MP 420.3	30
MP 511.7 — MP 511.5	40	MP 411.3 — MP 409.9	35
MP 490.4 — MP 488.0	20	MP 409.9 — MP 381.7	
MP 483.2 — MP 481.5	35	(Except as below) .....	49
MP 481.5 — MP 478.1	45	MP 404.8 — MP 399.1	35
MP 478.1 — MP 477.9	30	MP 399.1 — MP 393.6	45
MP 471.1 — MP 470.6	35	MP 393.6 — MP 392.1	40
MP 468.4 — MP 409.9		MP 385.7 — MP 381.7	35
(Except as below) .....	40		
MP 467.7 — MP 467.4	30		

**CARTHAGE SUBDIV. — MISSOURI DIVISION**

Miles	SOUTH ▼	Radio Communication via		STATIONS	Stations Nos.	Sidings Feet
		Channel One, Call-in One	NORTH ▲			
249.2				PLEASANT HILL ..... T ⊕ -1 ⊕ ⊕ ⊕	MX-249	9890
254.7				3.5 ORE .....	P-5	7690
258.8				4.1 HARRISONVILLE ⊕ BN ⊕ ... T	P-10	2234
265.4				6.6 LONE TREE .....	P-16	4009
279.5				14.1 ADRIAN .....	P-29	7514
286.5				7.0 BUTLER .....	P-38	4593
299.7				13.2 RICH HILL .....	P-50	8216
302.4				2.7 PANAMA .....	P-54	4614
307.4				5.0 HORTON .....	P-58	2533
317.4				10.0 NEVADA ⊕ MKT ⊕ ... ⊕ ⊕ -1	P-69	1741
319.3				1.9 NASSAU JCT. .... T	P-71	.....
330.5				11.5 SHELDON .....	P-82	3472
341.0				10.5 LAMAR .....	P-93	7646
343.0				2.0 ⊕ BN ⊕	.....	.....
353.5				10.5 JASPER .....	P-105	4404
364.1				10.6 CARTHAGE ⊕ BN ⊕	.....	.....
527.6				1.8 ..... ⊕ ⊕ ⊕ -1 ⊕ T § ⊕	P-115	.....
525.8				1.8 PEARL .....	.....	7478
506.8				19.0 STOTTS CITY .....	WR-250	7761
489.6				17.2 ⊕ BN ⊕	.....	.....
489.1				0.5 AURORA .....	WR-232	3002
478.5				10.7 CRANE .....	WR-221	7738
460.7				17.8 REEDS SPRING .....	WR-204	2378
451.5				9.2 GRETNA .....	WR-194	6790
447.3				4.2 BRANSON .....	WR-191	.....
445.7				1.6 HOLLISTER, MO. ....	WR-189	2136
434.3				11.4 DAVIS, ARK .....	WR-178	6851
432.7				1.6 CRICKET .....	WR-176	2191
416.1				16.6 BERGMAN .....	WR-159	7710
392.3				23.8 YELLVILLE .....	WR-136	2761
381.5				10.8 COTTER .....	WR-125	7840
				261.7		

Radio Communication via Channel Two, call-in One.				
Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings
				Feet
381.5	COTTER	⊕ -1 ⊕	WR-125	7840
	24.1			
357.4	NORFORK	⊕ -1	WR-102	8342
	17.9			
339.5	CRESWELL		WR-83	2539
	9.9			
329.6	MOUNT OLIVE		WR-73	7913
	17.2			
312.4	GUION	⊕	WR-56	2364
	4.8			
307.6	MYERSVILLE		WR-50	8097
	2.7			
304.9	BILTMORE		WR-49	2553
	16.0			
288.9	CUSHMAN		WR-30	8294
	2.8			
286.1	BATESVILLE	⊕ -1 ⊕ T ⊕	WR-29	2492
	20.6			
265.5	PAROQUET		WR-9	4363
	7.4			
259.5	DIAZ JCT.	T ⊕	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 ⊕MP 298.8, ⊕MP 325.0 and ⊕MP 352.5.

Max. Speed	MPH	BUSINESS TRACKS	MP	Sta. No.
(Except as Below)	49	ZZ Siding	259.5	WR-1
MP 259.5 — MP 260.9	35	Independence	267.7	WR-12
MP 264.4 — MP 264.7	30	Newark	270.3	WR-14
MP 275.0 — MP 277.7	40	Arkansas Eastman	273.6	WR-17
MP 277.7 — MP 279.6	35	Sulphur Rock	276.3	WR-20
MP 279.6 — MP 284.0	40	Moorefield	281.4	WR-25
MP 284.0 — MP 285.4	30	Pfeiffer Spur	283.6	WR-27
MP 285.4 — MP 286.0	20	Cushman Spur	288.1	WR-31
MP 286.0 — MP 286.5	10	Earnharts	293.0	WR-36
MP 286.5 — MP 288.3	30	Sylamore	325.0	WR-68
MP 305.8 — MP 306.6	25†	Calico Rock	341.4	WR-85
MP 308.3 — MP 308.4	45†			
MP 318.7 — MP 319.4	25†			
MP 339.3 — MP 341.6	30			
MP 359.0 — MP 360.0	25†			
MP 374.3 — MP 376.1	35†			

When operating over Arkansas Eastman, Independence Coal plant, Pfeiffer Spur and Cushman Spur do not exceed 10 MPH.

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

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.

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.					
Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Maximum Speed	MPH
				(Except as below)	
364.1	CARTHAGE	⊕ ⊕ ⊕ T § ⊕	P-115	MP 364.7 — MP 366.3	15
	10.8			MP 381.1 — MP 381.4	15
374.9	WEBB CITY	⊕ ⊕	P-126	Business Tracks	MP No.
	6.6			Dumont	367.9 P-119
381.5	JOPLIN	⊕ ⊕	P-133	Hercules — Dynamite	369.9 P-120
				Center Creek	371.3 P-122
17.4				Atlas Ind. Lead — Webb City to 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

Dual 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 287.6	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 284.6 (except as below)	40
Neff Yard — MP 280.3	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 Broadway and between Kaw Pt. and Shannon. Two main tracks between Kaw Pt. and Broadway designated northward and southward tracks. Rule 251 in effect. Movement against current of traffic will be made at restricted speed only on authority of operator at Broadway. Trains originating Atchison secure clearance. Between MP 329.6 and MP 332.1 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. Atchison Yard: Stop before crossing ATSF. Yard Limits: MP 280.0 to MP 287.5; MP 369.5 to MP 370.0; MP 383.0 to MP 385.6; MP 434.8 to MP 437.6; MP 446.4 to MP 448.4; Gilmore Jct. to Council Bluff. Operation over Union Pacific between Gilmore Jct. and Council Bluffs be governed by UP, Eastern Dist., Bridge Subdiv., Nebraska Div., Tenant Line Rules. Maximum Speed: MPH Kaw Pt. Between Broadway and Kaw Pt. 20 Between Kaw Pt. and Council Bluff 25 Between MP 287.6 and Council Bluff (Except as below) 50 MP 291.1 — MP 291.7 35 MP 309.6 — MP 309.9 30 MP 322.5 — MP 322.9 35 MP 329.5 — MP 332.2 20 Atchison — Around curve Union depot and between curve and 10th Street and thru MP-BN Jt. Br. Connection 10 MP 350.7 — MP 351.0 45 MP 387.3 — MP 387.9 45 MP 434.7 — MP 437.0 25 MP 439.1 — MP 439.5 45 MP 447.3 — MP 448.5 30 MP 461.1 — MP 462.9 45 MP 466.2 — MP 466.8 45 Do not exceed 45 MPH if train averages from 80 to 100 gross tons per car. Do not exceed 35 MPH if train averages over 100 gross tons per car. 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 Wynard 458.9 0-176 Plattsmouth 462.3 0-180 Ft. Crook 471.3 0-189 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. At Hiawatha on Old Mill Spur, do not operate engines over pit and look out for the open pit. At Wolcott Smoot Grain Co. Elevator do not operate engine over pit on No. 2 track.
SOUTH	NORTH			
Miles ▼	▲			
STATIONS				
484.0	Council Bluff, IA. ⊗ ⊙ ⊙ T §	NX-001	Yd.	
	via UP-10.1 Miles			
473.1	GILMORE JCT. NE. ⊗	O-191		
	6.0			
467.1	LA PLATTE	O-185	3517	
	1.6			
465.5	⊗ BN ⊗			
	0.3			
465.2	⊗ BN ⊗			
	10.1			
455.1	MURRAY	O-172	3633	
	7.7			
447.4	UNION ⊙-1 T ⊙	O-165	4586	
	9.5			
437.9	MONTANA	O-155	3539	
	1.0			
436.9	NEBRASKA CITY ⊙ ⊙ ⊙ ⊙	O-153	Yd.	
	8.4 ⊙-1 ⊗ BN ⊗			
428.5	PAUL	O-146	3522	
	5.3			
423.2	JULIAN	O-141	3520	
	9.1			
414.1	AUBURN ⊙-1 ⊙	O-132	6145	
	13.1			
401.0	STELLA	O-119	3523	
	7.8			
393.2	VERDON	O-112	6137	
	3.3			
389.9	STRAUSVILLE	O-107	3638	
	5.6			
384.3	FALLS CITY, NEB. ⊗ BN ⊗	O-102	Yd.	
	7.6 ⊙ ⊙ ⊙ ⊙-1 ⊙			
379.1	RESERVE, KAN.	O-97		
	8.8			
370.3	HIAWATHA ⊙-1	O-88	4631	
	0.6			
369.7	UP CONN. ⊙			
	11.0			
358.7	WILLIS	O-76	6383	
	7.0			
351.7	EVEREST	O-69		
	4.3			
347.4	HURON	O-64	6209	
	6.1			
341.3	LANCASTER	O-59		
	3.2			
338.1	SHANNON	O-56	6378	
	5.8			
332.3	NORKAN JCT.	O-49		
	1.6			
330.7	ATCHISON ⊙ T § ⊙-1 ⊙	O-48	Yd.	
	10.7			
320.0	OAK MILLS	O-38	7495	
	5.8			
314.2	WADE	O-32	5049	
	4.2			
310.0	LEAVENWORTH ⊙	O-27	4024	
	0.8 — ⊗ BN-CN W			
309.2	CNW CONN.			
	3.0			
306.2	COCHRANE	O-23	5624	
	3.0			
298.2	WOLCOTT ⊙-1	O-16	7809	
	8.0			
293.4	NEARMAN	O-10	6243	
	4.8			
287.5	EDGEWATER ⊙	O-05	4000	
	5.9			
284.7	⊗ UP ⊙			
	2.8			
284.5	KAW PT., KAN.			
	0.2			
283.0	BROADWAY ⊙			
	1.5			
282.0	⊗ KCS ⊙			
	1.0			
280.0	NEFF YD., Mo. T § ⊙	MX283	Yd.	
	2.0			
	199.6			

Dual 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 ▲	Station Nos.	Sidings Feet
330.7	█	ATCHISON ..... 1.6	⊠ ⊕ -1 T § ⊕	O-48	Yd.
332.3		NORKAN JCT. .... 15.6	⊙	O-49	.....
347.9		EFFINGHAM ..... 7.3		S-17	.....
355.2		MUSCOTAH ..... 6.2		S-25	.....
361.4		WHITING ..... 5.9		S-31	.....
367.3		NETAWAKA ..... 12.5		S-37	4648
379.8		GOFF ..... 5.9		S-49	.....
385.7		CORNING ..... 7.2		S-55	4104
392.9		CENTRALIA ..... 7.5		S-62	.....
400.4		VERMILLION ..... 8.4		S-70	.....
408.8		FRANKFORT ⊕ UP ⊕ ..... 4.9	⊙	S-78	2168
413.7		TUTTLE ..... 9.1	⊙	S-83	5235
425.6		BLUE RAPIDS ..... 4.9		S-95	.....
430.5		WATERVILLE ..... 7.2		S-100	.....
437.7		BARNES ..... 5.9		S-107	.....
443.6		GREENLEAF ..... 7.0		S-113	3103
450.6		LINN ..... 4.8		S-120	.....
455.4		PALMER ..... 9.0		S-125	.....
464.4		CLIFTON ..... 1.6		S-134	2701
466.0		⊙ KYLE ⊕ ..... 5.0		S-136	.....
471.0		CLYDE ..... 14.1		S-141	.....
485.1		⊙ ATSF ⊕ ..... 0.3			
485.4		CONCORDIA ..... ⊕ -1 ⊠ ⊕ ⊕ ..... 4.9		S-155	Yd.
490.3		YUMA ..... 6.0		S-160	2189
496.3		BURR OAK JCT. .... 0.1	⊙	S-166	.....
496.4		JAMESTOWN ..... 6.4	⊙	S-166	.....
502.8		SCOTTSVILLE ..... 11.6		S-172	.....
514.4		BELOIT ⊕ UP ⊕ ..... 9.7	⊙	S-184	1633
524.1		GLEN ..... 9.2		S-194	1938
533.3		CAWKER ..... 5.3		S-203	1724
538.6		DOWNNS ..... ⊕ -1 ⊠ T ⊕ ⊕ ..... 9.9		S-208	Yd.
548.5		OSBORNE ..... 13.6		SF-10	.....
562.1		ALTON ..... 8.3		SF-23	.....
570.4		WOODSTON ..... 10.0		SF-32	.....
580.4		STOCKTON ..... ⊙ T		SF-42	Yd.
246.9					

Rule 99 (4) in effect  
 Maximum Speed MPH  
 (Except as below) 35  
 MP 418.0 —  
 MP 580.5 ..... 30  
 MP 491.2 —  
 MP 491.4 ..... 10

Business Tracks MP No. Sta.  
 Vliets ..... 404.0 S-74  
 Ames ..... 473.8 S-143  
 Rice ..... 479.8 S-149  
 Gilbert ..... 509.5 S-179  
 Solomon  
 Rapids .. 519.3 S-189  
 Glen  
 Elder ... 525.6 S-195  
 Cawker  
 City ... 532.9 S-202  
 Blooming-  
 ton ... 553.7 SF-15

ABS — CTC: Norkan Jct. to Atchison.

Yard Limits: MP 332.9 to MP 338.0; MP 406.9 to MP 414.0; MP 484.0 to MP 496.7; MP 514.0 to MP 515.0; MP 537.9 to MP 539.5; MP 578.6 to end of track Stockton.

CONCORDIA: Washington Ave. and Cedar St. — Stop and protect.

At Osborne, stop and protect U.S. Highway 281 crossing.

**LOUISVILLE SUBDIV. — MISSOURI DIVISION 33**

Rule 99 (4) in effect.					
Yard Limits:					
Entire Subdivision					
Maximum Speed ..... 25 MPH					
Miles	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sidings Feet
455.1		WEeping WATER ... 0.9	⊙ ⊕ -1 ⊕	OD-41	Yd.
456.0		OMAHA JCT. .... 3.9	⊙	OD-42	.....
459.9		MANLEY ..... 6.0	⊙	OD-46	1223
465.9		LOUISVILLE ..... 10.8	⊙	OD-52	761

**LINCOLN SUBDIV. — MISSOURI DIVISION**

Maximum Speed MPH (Except as below) 25					
Elmwood (MP 471.0) to end of track Lincoln ... 10					
Weeping Water, First street east of depot ... 10					
Business Tracks MP No. Sta.					
Nehawka ..... 451.7 OF-4					
Wabash ..... 467.6 OF-20					
Eagle ..... 479.1 OF-32					
Walton ..... 486.5 OF-39					
Miles	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sidings Feet
447.4		UNION ..... 13.0	⊕ -1 ⊕ T	O-165	.....
460.4		WEeping WATER ... 1.0	⊠ ⊕ -1 ⊕	OD-41	.....
461.4		OMAHA JCT. .... 10.1	⊙	OD-42	.....
471.5		ELMWOOD ..... 22.7		OF-24	.....
494.2		⊕ OL & B ⊕			
495.1		LINCOLN ..... 0.9	⊙ ⊕	OF-48	Yd.
47.7					

Yard Limits: Union: MP 447.7 to MP 464.9; Lincoln: MP 489.0 to Lincoln. At BN 11th and UP Conn-Lincoln, which is protected by gates and pipe connected derails, trains, engines or cars must not be left standing between opposing gates unless coupled to other equipment that extends beyond one of the gates.



Radio communication via Channel One, Call-in One		STATIONS		Station Nos.	Sidings Feet	ABS — Osawatome — Council Grove CTC — Lake — Council Grove Hot box and dragging equipment detectors located at *MP 364.8 and *MP 390.8.
Miles	WEST	EAST	▲			
334.4	▲	OSAWATOMIE	T § □ ⊕ ⊕	MX-341	Yd.	
		8.9				
343.3		RANTOUL		MX-351	7158	
		10.8				
354.1		OTTAWA	⊕-1	MX-362	7465	
		0.3				
354.4		⊗ ATSF ⊕				
		2.7				
357.1		⊗ ATSF ⊕				
		11.6				
368.7		LOMAX		MX-376	4591	
		8.1				
376.8		FLINT		MX-385	6662	
		1.8				
378.6		LYNDON		MX-386		
		7.6				
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	Osawatome—Around wye	10
Vassar	375.3	MX-383	MP 332.9 — MP 335.0	25
Miller	395.3	MX-403	MP 338.9 — MP 339.8	45
Allen	405.8	MX-414	MP 353.8 — MP 354.9	20
Bushong	411.0	MX-419	MP 357.1 — MP 357.2	30
			MP 357.2 — MP 357.3	50
			MP 385.0 — MP 387.1	40†
			MP 400.4 — MP 400.8	50
			MP 425.7 — MP 426.7	25

Dual control switches are 30 MPH turnouts except at Osawatome; Coffeyville Subdiv. main track to running track and Osawatome 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		STATIONS		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 426.7 — 25 MP 430.6 — 50 MP 432.5 — 45 MP 435.0 — 45 City Limits Herington MP 495.9 — 30 MP 497.0 — 30 Over street crossings Geneseo MP 544.9 — 40 MP 545.9 — 30† Hot Box and Dragging Equipment detectors located at *MP 440.2 and *MP 533.0. BUSINESS TRACKS Sta. No. Delavan .443.9 MX-452 Dillon .462.9 MX-471 Carlton .470.9 MX-479 Frederick 530.4 MX-538 Procco .535.4 MX-539 Redwing .552.8 MX-561 Dual control switches 30 MPH turnouts except at west end No. 1 track Council Grove. 25 MPH turnouts east end Hope. 25 MPH turnouts both ends of Prairie, Elmo and Cody. Yard Limits: MP 556.1 to MP 560.0; MP 524.0 to MP 527.0 and MP 476.9 to MP 479.6.
Miles	WEST	EAST	▲			
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				
496.2		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		STATIONS		Station Nos.	Sidings Feet
Miles	WEST	EAST	▲		
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	MP	Sta. No.	BUSINESS TRACKS	MP	Sta. No.
Dual control switches located both ends Hoisington yard.			Boyd	562.9	MX-571
Maximum Speed (Except as Below) MPH			Hargrave	598.0	MX-606
MP 588.9 — MP 589.3	60		Pen Dennis	649.4	MX-657
MP 617.0 — MP 730.2	50		Manning	671.4	MX-679
City Limits LaCrosse	45		Coronado	704.1	MX-712
MP 617.0 — MP 730.2	40		Whitlaw	724.6	MX-732
Hot Box and Dragging Equipment Detectors located at MP 595.5, *MP 625.7, *MP 679.4 and *MP 705.6.			Time applies at the station for trains operating through Horace.		
Dual control switches, Hoisington are 30 MPH turnouts.			Yard Limits: MP 556.1 to MP 560.0; MP 730.0 to MP 732.6.		

MOUNTAIN STANDARD TIME					
WEST	Radio communication via Channel One. Call-in One STATIONS	EAST	Station Nos.	Sidings	
Miles		▲		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	
603.6	DEVINE		MX-895		
609.6	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)	60	MP 730.0 to MP 732.6	
MP 730.8-MP 820.9	40		
City Limits Ordway	40		
NA Jct. — Pueblo Jct.			
(Except as below)	55		
Boone (until crossing occupied)	40		
ATSF MP 615.9 — MP 616.0	50		
ATSF MP 617.2 — MP 617.6	25		
Pueblo Jct.: ATSF MP 617.5 — MP 617.9	15		
Pueblo Jct. Switch MP 617.5	15		
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 displ. at La Junta. General Code of Operating Rules apply except as modified by ATSF Rules shown under Item 14(a) of Special Instructions. ATSF timetable not required. 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

Maximum Speed	MPH				
(Except as below)	20				
Ohio Street Salina	10				
West leg of wye Salina Jct.	10				
MP 500 — MP 521	10				
Yard Limits Entire Subdivision					
BUSINESS TRACKS	MP	Sta. No.			
Kipp	484.7	GK-6			
Smolan	504.5	GK-26			
Phillips	506.5	GK-28			
Mackie	516.5	GK-38			
WEST	Radio communication via Channel One. Call-in One STATIONS	EAST	Station Nos.	Sidings	Feet
Miles		▲			
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					

Rule 99 (4) in effect: between MP 491.0 and Conway Springs only.	WEST	EAST	Station Nos.	Sidings	Feet
Miles	STATIONS	▲			
Yard Limits: Hardtner Jct. to MP 491.0, MP 511.0 to MP 514.6.	485.9	HARDTNER JCT.	Ⓞ T	M-001	
	487.9	⊗ ATSF			
	488.8	⊗ ATSF			
Maximum Speed (Except as below) 30	494.3	FRONTIER		H-196	6398
MP 512.3 — MP 513.0	496.6	BAYNEVILLE		H-197	1277
MP 513.0 — MP 564.0	501.4	CLEARWATER		H-202	1169
MP 564.0 — MP 569.7	506.9	MILLERTON		H-208	1364
MP 569.7 — MP 573.5	512.9	CONWAY SPRINGS	Ⓞ ⊠ T	NL-135	Yd.
Business Tracks	524.3	ARGONIA		H-225	
MP No. Murray Gill 493.3	524.5	⊗ ATSF			
H-194 CG&F Elevator 493.8	531.2	FREEMONT		H-232	2220
H-195 Clearwater Co-op 500.4	541.6	ANTHONY		H-243	
H-201 Shook 548.2	541.9	⊗ ATSF			
H-250 Rucila 552.0	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					

STAFFORD SUBDIV. — KANSAS DIVISION

Rule 99 (4) in effect. Max. Wt. 220,000 lbs. except on authority of Superintendent.	WEST	EAST	Station Nos.	Sidings	Feet
Miles	STATIONS	▲			
Yard Limits: Conway Springs to MP 559.9, MP 610.1 to End of Track Iuka.	558.7	CONWAY SPRINGS	Ⓞ ⊠ ⊕ T	NL-135	Yd.
	567.1	MILTON		NL-144	
Maximum Speed (Except as below) 30	572.2	⊗ ATSF			
Between Olcott and Iuka	592.3	KINGMAN		NL-169	
20	593.1	⊗ ATSF			
Preston, through turnout at end of siding	593.9	⊗ ATSF			
15	598.4	BROWNS SPUR		NL-175	
Business Tracks	605.8	PENALOSA		NL-183	
MP No. Norwich 571.4	610.0	OLCOTT	T	NL-187	
NL-148 Belmont 580.4	619.9	PRESTON	Ⓞ	NC-10	599
NL-157 Alameda 585.3	620.1	⊗ SSW			
NL-198 Neola 620.9	630.0	IUKA	Ⓞ T	NC-20	
	614.5	TURON		NL-191	
	615.0	⊗ SSW			
	628.6	STAFFORD	□	NL-205	
	629.6	⊗ ATSF			
	639.3	HUDSON		NL-216	
	648.3	SEWARD		NL-225	
	653.7	RADIUM		NL-230	
95.0					

Miles	WEST STATIONS	EAST STATIONS	Sta- tion Nos.	Sid- ings Feet	Maximum Speed Between Wichita and Geneseo (Except as below) . . . . .	MPH
482.0	WICHITA YD. . . . .	□ ⊕ ⊕ T § ⊕	H-183	Yd.	MP 482.0 —	20
482.4	⊗ BN ⊗				MP 485.0 . . . . .	20
482.6	⊗ OKT ⊗				MP 486.0 . . . . .	10
483.0	⊗ WTA ⊗				MP 530.5 . . . . .	20
483.0	⊗ ATSF ⊗				MP 533.7 . . . . .	20
483.0					MP 559.2 . . . . .	20
483.0					MP 561.1 . . . . .	20
485.9	HARDTNER JCT. . . . .	⊕ T	M-1		Business	Sta.
495.0	MAIZE . . . . .		M-10	1502	Tracks	MP No.
499.1	COLWICH . . . . .		M-14	1516	Wichita	
509.9	MT. HOPE . . . . .		M-25	3029	Sand . . . . .	490.5 M-5
516.9	HAVEN . . . . .		M-32	2888	Superior	
522.4	YODER . . . . .		M-37	2192	Sand . . . . .	490.9 M-6
531.5	⊗ ATSF ⊗				Berwet . . . . .	496.0 M-11
531.6	⊗ ATSF ⊗				Lock . . . . .	
532.0	⊗ SSW ⊗				Joint . . . . .	497.7 M-13
532.6	HUTCHINSON . . . . .	⊕ ⊕ § ⊕	M-48	Yd.	KGE Co. . . . .	498.3 M-14
533.5	⊗ ATSF ⊗				Andale . . . . .	504.2 M-19
537.5	YA JCT. . . . .				Small Spur . . . . .	511.1 M-26
	Via ATSF 13.09 Mi.				Elmer . . . . .	526.0 M-41
550.1	ST JCT. . . . .				Yaggy . . . . .	535.8 M-54
559.2	⊗ BN ⊗				Nickerson	
560.5	LYONS . . . . .	⊕ ⊕ ⊕ ⊕	M-76	2536	(between	
561.0	⊗ ATSF ⊗				YA Jct. &	
573.2	GENESEO . . . . .	□ ⊕ ⊕ ⊕	MX-532	3890	ST Jct.) . . . . .	544.0 M-59
524.5					Kanopolis . . . . .	14.3 M-103
	91.7				Stations on ATSF between	
					YA Jct. and ST Jct.:	
					Name	ATSF MP
					YA Jct. . . . .	222.7
					Yaggy . . . . .	228.6
					Nickerson . . . . .	223.2
					ST Jct. . . . .	235.6

Rule 99(4) in effect between Hardtner Jct. and YA Jct. and between ST Jct. and Lyons only.

Yard Limits: Wichita to MP 487.7; MP 530.5 to MP 537.4; MP 558.1 to MP 562.0 and MP 570.6 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.

Eastward trains secure clearance before departing Lyons. ATSF trains will use Missouri Pacific main tract at Lyons between MP 561.1 and MP 559.2.

Hutchinson: In yard ⊗ SSW G.

### CONWAY SPRINGS SUBDIV. — KANSAS DIVISION

Miles	WEST STATIONS	EAST STATIONS	Sta- tion Nos.	Sid- ings Feet	Yard Limits: MP 537.3 to MP 558.0.	
						Maximum Speed Between Belle Plaine & Conway Springs . . . . .
522.9	ARKANSAS CITY . . . . .	□	NB-25		Winfield Ind. Lead 5.0 miles opens off ATSF MP 249.7 Max. speed 20 MPH.	
	43.3 Mi. Via ATSF					
537.9	BELLE PLAINE . . . . .		NL-115			
544.5	⊗ OKT ⊗					
558.7	CONWAY SPRINGS . . . . .	⊕ ⊕ T ⊕	NL-135	Yd.	Business	
	68.7				Tracks	
	Operation over ATSF Belle Plaine to Arkansas City				MP	
	Special Instructions Item 14(a).				Sta.	
					No.	
					Riverdale . . . . .	544.4 NL-121
					Anson . . . . .	552.2 NL-129
					Winfield . . . . .	517.2 NL-94

Miles	WEST STATIONS	EAST STATIONS	Sta- tion Nos.	Sid- ings Feet	Maximum Speed Durand to Iola . . . . .	MPH	Radio communication via Channel	
							One, Call-in Two	Channel
					Durand to Wichita (except as below) . . . . .	49		
367.4	IOLA . . . . .		H-68		MP 408.0 —	40		
367.8	⊗ ATSF ⊗				MP 411.0 . . . . .	40		
374.7	PIQUA . . . . .		H-76	1560	MP 420.6 —	25		
383.6	DURAND . . . . .	□ T ⊕ -2 ⊕ ⊕	H-85	4872	MP 421.6 . . . . .	35		
386.0	YATES CENTER . . . . .	⊕	H-87		MP 431.0 . . . . .	35		
394.4	BATESVILLE . . . . .		H-96	4851	MP 438.0 . . . . .	30		
420.7	EUREKA . . . . .		H-122		MP 458.0 —	10		
438.6	SUMMIT . . . . .		H-140	4256	Both legs of Wye-Durand . . . . .	10		
452.7	WALNUT . . . . .		H-154	4472	Yard Limits: MP 387.7 to end of track Iola; MP 451.9 to MP 458.3 and MP 476.6 to Wichita.			
454.5	ELDORADO . . . . .	□ ⊕ ⊕ ⊕ § ⊕	H-155		Piqua-Humboldt Ind. Lead 10.33 miles. Max. speed 20 MPH.			
454.6	McPHERSON JCT. . . . .	T	H-155		Humboldt . . . . .	HU-10		
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 STATIONS	Sta- tion Nos.	Sid- ings Feet	Rule 99 (4) in effect between McPherson Jct. and Newton only.
454.6	McPHERSON JCT. . . . .	⊕ T	H-155		City Limits Potwin . . . . .
467.1	POTWIN . . . . .		PB-13		City Limits . . . . .
474.5	WHITEWATER . . . . .		PB-20	1087	Mound Ridge . . . . .
474.7	⊗ OKT ⊗				MP 486.5 —
486.8	NEWTON . . . . .	⊕	PB-32	976	MP 488.8 . . . . .
487.0	⊗ ATSF ⊗	⊕			Yard Limits: McPherson Jct. to MP 457.4; MP 486.1 to MP 487.6; MP 494.1 to MP 497.0; MP 501.3 to MP 502.0 and MP 515.9 to MP 516.3.
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.	
						Trains arriving Nassau Jct. will secure authority from train dispatcher before fouling main track on Carthage Subdiv.	Yard Limits: Nassau Jct. to MP 321.5; Pittsburg, MP 355.0 to MP 360.5 and MP 422.0 to Coffeyville.
319.3		NASSAU JCT. ....	⊙ T	P-71			
333.2		BRONAUGH 13.9		N-16			
343.3		LIBERAL, MO. 10.1		N-26			
343.4		⊗ BN					
352.8		CORNELL, KAN. 9.4		N-35	2772		
357.6		⊗ KCS G 4.8					
358.0		PITTSBURG ..... 4.8	⊙ ⊗ ⊕	N-41	Yd.	Maximum Speed	MPH 10
362.8		FLEMING ..... 2.8		N-46	1961		
365.6		⊗ BN					
365.8		CHEROKEE ..... 1.0		N-48	839		
366.8		⊗ BN G				Business Tracks	MP Sta. No.
379.6		SHERWIN ⊗ BN G		N-62	1290	Moundville	328.0 N-11
386.1		FAULKNER ..... 6.7		N-68	1531	Bartlett	400.0 N-83
392.8		CHETOPA ..... 0.4		N-75	1191		
393.2		⊗ MKT G 14.9					
408.1		EDNA ..... 5.1		N-91			
413.2		VALEDA ..... 9.8		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.	
						Yard limits: MP 93.0 to MP 101.1 and MP 146.1 to MP 154.7.	Maximum Speed (Except as below) MPH
20.8		PANAMA ..... 8.5		MV21			
29.3		⊗ FS & VB ⊕					
40.9		KEOTA ..... 11.6		MV41			
55.2		STIGLER ..... 14.3		MV55	2340		
67.5		PORUM ..... 12.3		MV67			
77.2		WARNER ..... 9.7		MV77			
95.8		SHOPTON ..... 18.6	⊕ ⊙ T ⊕ ⊕	MV96	Yd.	BUSINESS TRACKS	MP Sta. No.
97.1		⊗ BN				Bokoshe	27.2 MV-27
97.2		⊗ MKT G				Gloco	47.4 MV-47
100.1		MUSKOGEE ⊗ MP G		MV97		Kerr McGee	50.5 MV-50
117.3		HASKELL ..... 17.2	⊙ ⊕ T ⊕	MV117	1248	Carbonex Coal	69.7 MV-67
134.0		BIXBY ..... 16.7		MV134		Skiatook	166.6 MV-167
141.5		JENKS ..... 7.5		MV142	550		
148.1		TULSA ..... 6.6	⊕ T ⊙ ⊕ ⊕	MV152	Yd.		
152.3		⊗ SS RY ⊕					
187.2		BARNSDALL ..... 4.2		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	Radio Communication via Channel One, Call-in Two	
						OSAWATOMIE	COFFEYVILLE
334.4		OSAWATOMIE ..... 0.5	⊕ -2 ⊕ T ⊕	MX-341	Yd.		
334.9		⊗ MP					
336.0		TOLER ..... 1.1					
336.6		BALDWIN ..... 2.9					
338.9		LANE JCT. .... 4.6		R-9			
343.5		HECLA ..... 9.9		R-20	7358		
353.4		⊗ ATSF					
357.4		BIRCH ..... 4.0		R-29	7745		
361.3		DIXON ..... 10.4		R-39	9081		
371.7		FIELDS ..... 10.0		R-51	7801		
381.7		VERNON ..... 9.3		R-59	9021		
391.0		DURAND ..... 7.5	⊕ -2 T ⊕	H-85	8327		
398.5		ROPER ..... 16.6		R-82	7856		
415.1		BENEDICT ⊗ ATSF		R-85			
417.6		HENNELLY ..... 8.1		R-94	7861		
425.7		NEODESHA ..... 9.1	⊙ ⊕	R-102	8265		
434.8		⊗ BN					
434.9		SYCAMORE ..... 7.4		R-109	9490		
442.3		⊗ ATSF					
448.6		INDEPENDENCE ..... 1.4	⊙	R-116	8084		
450.0		DEARING ..... 13.4		R-130	8223		
463.4		COFFEYVILLE ..... 4.4	⊕ -2T ⊕ ⊕ ⊕	R-135	e8717 w7546		
467.8							
				133.4			

ABS-CTC — Osawatomie 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.)

Dual control switches are 30 MPH turnouts.

Hot Box and Dragging Equipment Detectors located at ⊕MP 366.5, ⊕MP 387.1, ⊕MP 410.9 and ⊕MP 438.2.

Maximum Speed	MPH	BUSINESS TRACKS	MPH	Sta. No.
MP 335.0 and MP 376.2				
(Except as below)	55	Greeley	348.1	R-15
MP 338.5 — MP 339.9	50	Garnett	357.6	R-24
MP 340.9 — MP 341.8	45	Westphalia	373.6	R-41
MP 343.5 — MP 344.2	50	New Strawn Spur	375.6	R-43
MP 348.1 — MP 348.6	25	Le Roy	384.4	R-51
MP 356.9 — MP 357.8	25	Buffalo	411.2	R-78
MP 364.5 — MP 364.6	25	Altoona	427.2	R-94
MP 371.6 — MP 372.6	50	Blake	453.3	R-120
MP 376.2 — MP 467.7		DMA	461.2	R-129
(Except as below)	60	Fredonia	426.5	RC-12
MP 383.8 — MP 385.0	30			
MP 385.0 — MP 392.1	55			
MP 403.6 — MP 418.1	55			
MP 418.1 — MP 418.3	50			
MP 418.3 — MP 423.0	55			
MP 423.0 — MP 423.3	45			
MP 423.3 — MP 426.3	55			
MP 426.3 — MP 428.5	40			
MP 428.5 — MP 433.6	55			
MP 433.6 — MP 435.2	30			
MP 435.2 — MP 437.3	55			
MP 443.4 — MP 448.2	55			
MP 448.2 — MP 450.3	40			
MP 450.3 — MP 451.3	55			
MP 451.3 — MP 462.1	55			
MP 462.1 — MP 462.2	45			
MP 462.2 — MP 467.3	55			
MP 467.3 — MP 467.7	20			

Osawatomie — Around wye ..... 10 MPH

44 WAGONER SUBDIV. — KANSAS DIVISION

Miles	SOUTH	Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	
		STATIONS	NORTH			
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.  
Dual 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 MPH

MP	MP	MP	Sta. No.
MP 497.2 — Okay Jct	50		
(Except as below)			
MP 497.6 — MP 499.2	25		
MP 500.1 — MP 500.4	45		
MP 507.6 — MP 508.9	45		
MP 525.2 — MP 526.8	35		
MP 534.6 — MP 535.1	40		
MP 536.1 — MP 536.2	30		
MP 544.1 — MP 544.5	45		
MP 556.1 — MP 556.3	45		
MP 559.5 — MP 560.1	45		
MP 560.7 — MP 560.8	40		
MP 564.1 — MP 564.4	40		
On OG&E Spur	10		
Okay Jct — MP 662.7	60		
(Except as below)			
MP 575.7 — MP 576.2	55		
MP 580.5 — MP 581.7	25		
MP 585.6 — MP 586.3	55		
MP 588.6 — MP 589.1	55		
MP 596.5 — MP 597.1	35		
MP 598.7 — MP 599.1	55		
MP 603.2 — MP 605.3	55		
MP 608.5 — MP 608.6	55		
MP 609.3 — MP 610.3	30		
MP 611.6 — MP 613.3	55		
MP 616.1 — MP 616.5	55		
MP 617.5 — MP 618.8	40		
MP 620.1 — MP 620.3	55		
MP 621.3 — MP 622.2	45		
MP 628.3 — MP 628.5	55		
MP 632.5 — MP 632.7	55		
MP 639.2 — MP 639.3	55		
MP 639.6 — MP 640.6	30		
MP 643.2 — MP 643.3	55		
MP 646.4 — MP 646.5	55		
MP 652.3 — MP 653.5	55		
MP 657.0 — MP 657.1	55		
MP 660.5 — MP 660.6	30		
MP 660.6 — MP 660.7	20		
MP 662.7 — MP 662.8	20		

Van Buren to OG & E Spur:  
Do not exceed 45 MPH if train averages from 80 to 100 gross tons per car. Do not exceed 35 MPH if train averages over 100 gross tons per car.

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.

OKLAHOMA SUBDIV. — KANSAS DIVISION 45

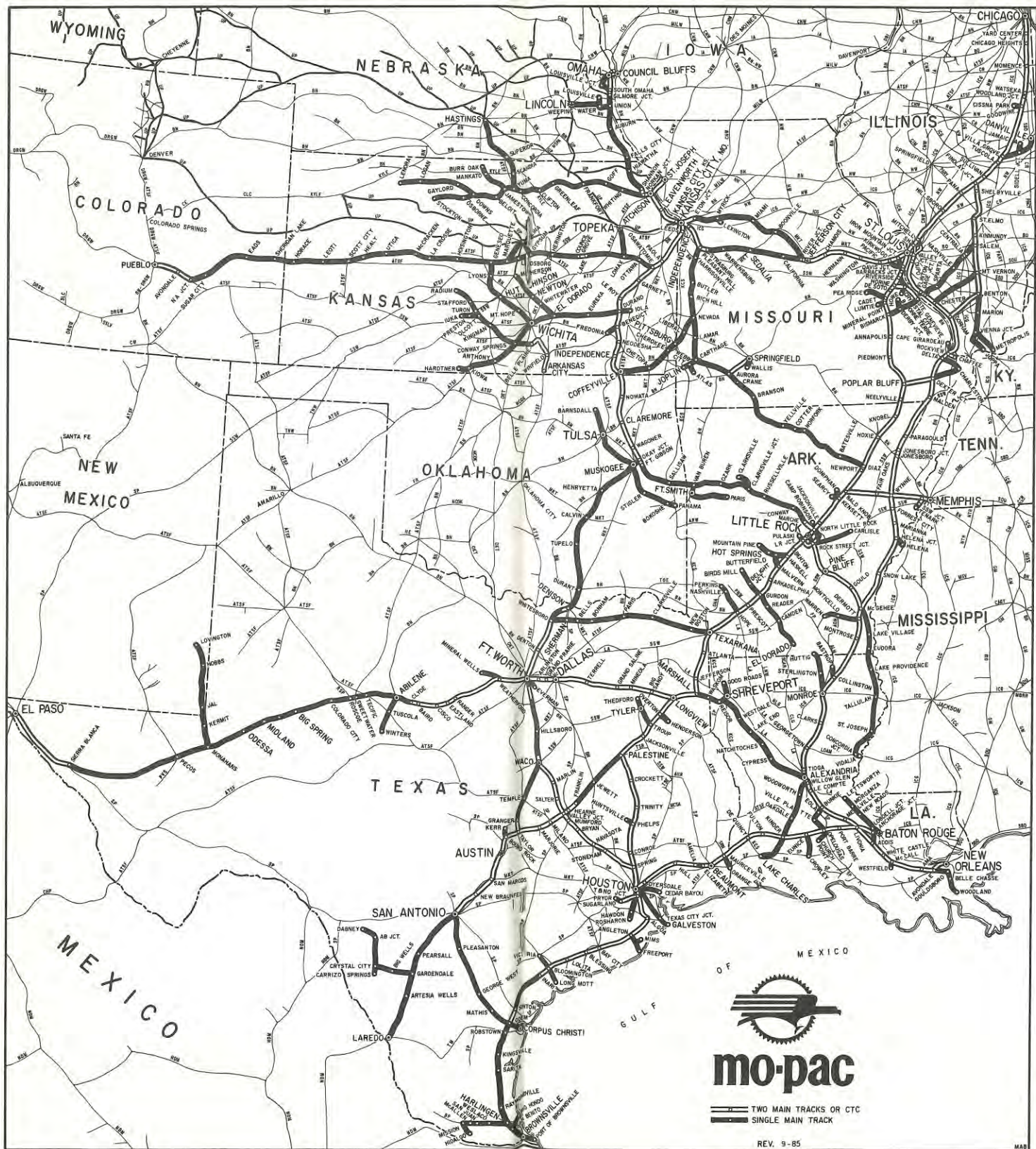
Miles	SOUTH	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet
		STATIONS	NORTH		
120.2	OKAY JCT.			L-233	
122.5	VERDIGRIS RIVER ⊕		∅		
128.3	⊗ MKT ⊕				
133.8	MUSKOGEE ⊗ MP ⊕		☐ ⊕ ⊕ T ⊕	MG-3	8624
145.9	WAINWRIGHT			MG-146	7766
158.5	HITCHITA			MG-159	3420
174.1	HENRYETTA		⊕ T ⊕ -1	MG-174	4140
188.6	TANNER			MG-189	4513
202.2	MINA		⊕ -1	MG-202	7560
215.3	⊗ MKT ⊕				
216.3	CALVIN			MG-216	4303
226.0	LEON			MG-226	7700
252.5	TUPELO		⊕ -1	MG-252	7798
269.5	WAPANUCKA		⊕ -1	MG-270	
278.0	CAIN			MG-279	7760
297.6	KO&G JCT. OKLA.		⊕	MG-298	
20.9 MILES VIA MKT					
RAY-DENISON, TEX. ☐ ⊕ MK-662 Yd.					
198.3					
Yard Limits					
MP 128.0 to MP 135.2 Business Tracks MP Sta. No.					
MP 172.5 to MP 174.5 Port Lead 126.4 MG-126					
MP 296.2 to KO&G Jct Allen ⊕ -1 230.0 MG-230					
Coleman 277.6 MG-278					
Durant 298.0 MG-298					

Northward trains secure clearance Durant, Okla.  
Operation over Verdigris River MP 122.4 to MP 123.9 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	4641	9635
OLIVE	649.1	4649	10092
STALEY, OKLA.	655.9		
EXCESS, TEX.	656.7	5657	
DENISON	660.9	5663	Yd.
RAY	661.9	5664	Yd.





**mo-pac**

== TWO MAIN TRACKS OR CTC  
 — SINGLE MAIN TRACK

REV. 9-85

Maximum Speed Below 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 —	60				
MP 173.7 —	35			MK622	Yd.
MP 186.2 —		20.9 MILES VIA MKT			
MP 186.5 —	50	173.1	WHITESBORO JCT.	TA-173	Yd.
MP 188.6 —			18.4		
MP 189.1 —	50	191.5	PILOT POINT	TA-191	7627
MP 191.5 —			13.1		
MP 203.3 —	40	204.6	MINGO	TA-203	7589
MP 203.7 —			4.5		
MP 208.1 —	30	209.1	DENTON	TA-209	7208
MP 209.8 —			16.3		
MP 221.7 —	30	225.4	ROANOKE	TA-225	7699
MP 222.2 —			12.7		
MP 228.6 —	30	238.1	SSW		
MP 228.9 —			2.4		
MP 229.2 —	55	240.5	HODGE	TA-240	9688
MP 242.7 —			2.2		
MP 242.7 —	40	242.7	PEACH STREET	TA-243	7500
MP 251.1 —			1.8		
Tower 55 —	20	244.5	TOWER 55	TP-245	Yd.
Through Interlocking	15				
On Wye tracks					
Tower 55	10				
Operation on Dallas Subdiv. between Tower 55 and Centennial Yard.					

ABS — Whitesboro Jct. to Tower 55.

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

Rule 94 in effect between MP 242.7 and Tower 55.

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

Northward trains secure MP clearance at Tower 55.

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

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

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

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

All dual control switches are 30 MPH turnouts except Whitesboro Jct.

	MP	Sta. No.
Business Tracks		
Collinsville	179.5	TA-179
Aubrey	198.3	TA-198
Keller	230.2	TA-230
Affiliated Foods	232.0	TA-232
Watauga	235.5	TA-235

#### STATIONS BETWEEN WHITESBORO JCT. AND RAY-DENNISON

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

Maximum Speed: ABS — Ft. Worth to Big Spring. CTC — Ft. Worth to West end Siding Clyde.	MPH	Radio Communication via Channel One, Call-in One		Station Nos.	Sid- ings Feet
		Miles	WEST STATIONS EAST		
MP251-27 — MP304-00 (Except as below)	60	251.1	CENTENNIAL YD. T §	TP-250	Yd.
MP258-00 — MP266-25	50		0.8		
MP277-00 — MP282-00	50	251.9	FT. WORTH	TP-252	Yd.
MP284-25 — MP286-03	50		8.4		
MP286-03 — MP294-17	55	260.3	IONA	TP-260	7792
MP294-17 — MP295-19	35		12.8		
MP295-19 — MP297-12	55	273.1	EARLS	TP-273	7983
MP298-14 — MP298-21	50		4.2		
MP304-00 — MP364-00 (Except as below)	50	277.3	WEATHERFORD	TP-277	8327
MP326-05 — MP326-25	45		9.8		
MP329-28 — MP337-03	35	287.1	PREBLE	TP-287	6795
MP340-14 — MP341-10	45		14.0		
MP343-05 — MP345-18	35	301.1	BRAZOS	TP-301	6921
MP350-15 — MP352-00	40		12.4		
MP360-11 — MP364-00	45	313.5	JUDD	TP-313	6952
MP364-00 — MP417-00 (Except as below)	60	326.8	STRAWN	TP-326	6959
MP372-05 — MP372-13	50		11.9		
MP378-19 — MP378-26	50	338.7	TIFFIN	TP-338	6913
MP383-06 — MP388-18	40		2.1		
MP393-15 — MP393-15	30	340.8	RANGER	TP-341	
MP405-11 — MP405-11	50		10.7		
MP406-04 — MP409-07	30	351.5	EASTLAND	TP-351	6913
MP413-00 — MP414-20	40		7.2		
MP417-00 — MP513-12 (Except as below)	50	360.7	CISCO	TP-361	9803
MP438-00 — MP438-15	40		13.8		
MP446-30 — MP448-13	35	367.9	DOTHAN	TP-368	6920
MP509-00 — MP510-00	20		11.1		
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 507-21 to MP 517-00.					
Trains will be governed by instructions of Crest Yardmaster from Ft. Worth to Centennial Yard.					
404.5			HOLDER	TP-405	8779
406.6			ABILENE	TP-407	Yd.
409.9			BAGDAD	TP-409	6008
415.0			TYE	TP-414	5520
423.9			MERKEL	TP-423	7775
429.7			TRENT	TP-429	4884
437.0			ESKOTA	TP-438	7481
441.0			TECIFIC	TP-441	
447.8			SWEETWATER	TP-448	11649
456.4			ROSCOE	TP-456	7430
466.4			LORAINÉ	TP-467	7451
478.1			DOMÉ	TP-479	8266
491.1			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 347.3, @MP 377.0, @MP 416.0, @MP 453.0, and MP 485.5.

30 MPH Turnouts: Old E. Main — West end Ft. Worth; 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	EAST	Station Nos.
Yard Limits: Entire Subdiv.	Miles	STATIONS		
Radio Communication via Channel One, Call-in One.	0.0	WEATHERFORD	TP-277	
	18.1	WOLTERS	TK-18	
	22.0	MINERAL WELLS	TK-22	
		22.0		

50 TOYAH SUBDIV. — RIO GRANDE DIVISION

Radio Communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Maximum Speed MPH
WEST STATIONS	EAST			
513.4	BIG SPRING	TP-513	Yd.	60
523.9	MORITA	TP-524	7560	50
533.3	STANTON	TP-534	7492	40
549.2	CHUB	TP-549	6856	40
553.3	MIDLAND	TP-553		35
559.0	BOUNCE	TP-559	4335	55
563.8	PEGASUS	TP-564	8312	40
568.7	SOLO	TP-569	4186	50
570.3	ODESSA	TP-570	Yd.	45
578.9	ARCADE	TP-579	7862	55
584.1	DOURO	TP-584	4303	35
593.7	METZ	TP-594	7899	45
609.4	MONAHANS	TP-609	7465	55
615.6	WICKETT	TP-615	5451	40
646.6	PECOS	TP-647	4584	40
666.1	TOYAH	TP-666	11467	40
676.7	GOZAR	TP-676	4216	40
686.3	SAN MARTINE	TP-687	4203	40
691.2	LEVINSON	TP-691	4130	40
698.8	KENT	TP-698	4348	40
708.8	BORACHO	TP-709	8764	40
727.1	WILD HORSE	TP-727	4216	40
735.0	VAN HORN	TP-735	3584	40
746.5	ALLAMORE	TP-746	4220	40
753.9	EAGLE FLAT	TP-754	4232	40
763.6	ARISPE	TP-764	4129	40
768.5	SIERRA BLANCA	TP-768		40
858.4	EL PASO	TP-860	Yd.	40
343.5				

Trains secure clearance Toyah.  
 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 507-21 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 & RED RIVER DIVS. 51

Radio Communication via Channel One Call-in Two STATIONS		Station Nos.	Sidings Feet	RULE 99 (4) in effect.	
WEST	EAST			Maximum Speed (except as below)	MPH
0.0	TEXARKANA	TP-0	Yd.	25	MP 0.0 — MP 4.7
0.6	KCS			10	MP 50.0 — MP 67.0
14.8	HOOKS	TA15	4051	10	MP 70.0 — MP 73.0
34.2	DE KALB	TA34	4059	10	MP 75.0 — MP 85.0
61.0	CLARKSVILLE	TA61	2310	10	MP 97.0 — MP 121.0
91.0	PARIS	TA91	Yd.	10	MP 126.0 — MP 157.0
91.7	ATSF			10	
128.1	BONHAM	TA128	Yd.	10	
141.6	MKT	TA142		10	
154.5	SP			10	
154.6	MKT			10	
154.7	SHERMAN	TA155	Yd.	10	
173.1	WHITESBORO JCT.	TA173	Yd.	10	

Yard Limits: MP 0.0 to MP 2.3; MP 59.0 to MP 63.0; MP 88.2 to MP 95.0; MP 126.0 to MP 132.2; MP 152.2 to MP 156.1 and MP 171.3 to MP 173.1.  
 Within Red River Army Depot — Stop and protect Texas St. and 1st St. South.  
 Red River Div Jurisdiction MP 0 to MP 126.0.

A & S SUBDIV. — RIO GRANDE DIVISION

Radio Communication Via SOUTH Channel One, NORTH Call-in One STATIONS		Station Nos.	Maximum Speed (Except as below)	
WEST	EAST		MPH	MPH
0.0	ABILENE	TP-407	25	MP 4.0 — MP 17.0
16.7	ATSF		10	
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.	
WEST	EAST		Maximum Speed (Except as below)	MPH
105.5	LOVINGTON	TM-105	25	MP 0-00 — MP 38-00
84.4	HOBBS	TM-84	10	MP 50-00 — MP 55-00
65.0	EUNICE	TM-66	10	MP 65-02 — MP 66-00
42.3	JAL. N.M.	TM-42	10	MP 83-00 — MP 91-00
23.6	KERMIT, TEX.	TM-24	10	
0.0	MONAHANS	TM-000	10	
105.5				

Business Tracks

MP No.	MP No.	MP No.
52.6	55.9	78.0
80.1	100.0	101.0



54 SHREVEPORT SUBDIV. — RED RIVER DIVISION

Radio Communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Yard Limits:
WEST	EAST			
Miles	STATIONS			
192.1	ALEXANDRIA	TB-195	Yd.	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
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	8400	
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	SCOTTSDALE	TB-342	4028	
349.5	LOUISIANA		7551	
351.0	MARSHALL	TP-67	Yd.	
351.4	MARSHALL JCT.			
156.9				

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

FT. WORTH SUBDIV. — RED RIVER DIVISION 55

Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	ABS — CTC Spring Jct. to Waco Jct. Maximum Speed MPH MP 0.0 — MP 165.8 (except as below)
SOUTH	NORTH			
Miles	STATIONS			
165.8	CENTENNIAL YD.	TP-250	Yd.	MP 0.0 — MP 0.4 ..... 35 MP 0.4 — MP 6.0 ..... 50 MP 20.9 — MP 22.7 ..... 40† MP 25.4 — MP 25.7 ..... 50 MP 31.0 — MP 47.5 ..... 50 MP 47.5 — MP 48.3 ..... 25 MP 78.0 — MP 78.2 ..... 25 MP 97.3 ..... 40 MP 97.3 — MP 100.6 ..... 55 MP 100.6 ..... 40 MP 106.8 — MP 107.0 ..... 50 MP 138.0 — MP 140.6 ..... 25 MP 148.2 — MP 148.5 ..... 55 MP 158.5 — MP 158.8 ..... 55 MP 161.5 — MP 165.8 ..... 25 On Wye tracks Tower 55 10
165.4	WACO JCT.	TP-245		Creosote Plant Lead
163.7	SSW	BV-181		Navasota ..... 10 Thru Turnout Waco Jct. .... 25 Thru Turnout SP-Bryan Jct. .... 25 Thru Turnout SP-Nava Jct. .... 25
155.0	WACO	BV-178	8548	Sta. No.
137.0	HARRISON	BV-155	8562	Wardlaw (Waco) BV-173
116.5	MARLIN	BV-139	7552	Sand Hill ..... 86.7 BV-087
110.1	SALTER	BV-117	8260	Indpark ..... 80.3 BV-79 College Sta.
100.6	SARGE	BV-110	4616	SP MP 94.7 BV-74
97.3	VALLEY JCT.	AX-175	7766	Pinehurst ..... 17.0 BV-17 Dubrook ..... 2.4 A-209
92.0	SP A	BV-92	8206	Sutherland Lbr. .... 1.5 A-209 Hou. Shell ..... 1.3 A-209 Parker Bros. .... 1.0 A-209 Campbell Ready Mix ..... 0.8 A-209
78.1	MUMFORD	BV-78	3208	
75.5	BRYAN	BV-75		
48.6	SP A	BV-49		
48.5	BRYAN JCT.	BV-49	3351	
45.0	NAVA JCT.	BV-44	10500	
36.5	NAVASOTA	BV-37	4603	
26.1	JERRY	BV-26	7450	
22.1	STONEHAM	BV-22	4742	
11.2	GAZZOLI	BV-11	9201	
0.0	MAGNOLIA	A-209		
	HUFSMITH			
	SPRING JCT.			
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 dual 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 TAYLOR

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		
BELLMEAD	842.9	5843	Yd.
WACO	845.5	5846	Yd.
BASS	849.7	5849	10964
EDDY	865.2	5865	10142
TEMPLE	880.0	5880	2128
OPAL	880.8		
COBEL	881.1	5881	3400
SMITH	883.1	5883	
LITTLE RIVER	887.6	5888	8993
GRANGER	908.1	5908	7371
BIRGE	918.4	5918	9121
TRANSFER JCT.	918.9		

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.		Radio Communication via Channel One Call-in Two		Station Nos.	Sidings Feet
Maximum Speed (Except as below)	MPH	SOUTH	NORTH		
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				
Alcoa Spur	7.4	AX-73			
Kinsloe	74.0	AX-7			
Bodie	78.0	AX-4			
30 MPH turnouts north end freight route Palestine, all sidings except Jacksonville.					
Hot Box and Dragging Equipment Detectors: ⊕ MP 25-12, ⊕ MP 53-01 and ⊕ MP 76.3.					

Radio Communication via Channel One		Station Nos.	Sidings Feet
SOUTH	NORTH		
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	8580
	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	8865
	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.		Miles	SOUTH	NORTH	Station Nos.
Maximum Speed (Except as below)	MPH				
MP 26.0 — MP 30.0	25				
BUSINESS TRACKS	MP				
General Electric Co.	13.5	26.3	SWAN		CX-27
Max. Wt.			7.3		
Troup-Swan	263,000 lbs.	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.		Miles	SOUTH	NORTH	Station Nos.
Maximum Speed	MPH				
MP 26.0 — MP 30.0	25				
BUSINESS TRACKS	MP				
Humble Oil Rack	2.7	0.0	OVERTON		AX-22
Int. Paper Co.	13.3		16.0		
Henderson Clay	13.6	16.0	HENDERSON		BX-16
Woodcarve	14.0		16.0		
			16.0		
Radio Communication via Channel One					

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

Maximum Speed (Except as shown below)		Miles	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet
MPH	MPH		SOUTH	NORTH		
MP 0.0 — MP 1.6	30	0.0	PALESTINE ⊕ -1 ⊕ § T ⊕		AX-81	Yd.
MP 1.6 — MP 4.0	40					
MP 4.0 — MP 9.4	45					
MP 9.4 — MP 11.9	50					
MP 11.9 — MP 21.7	45	0.0	WEST JCT.		A-81	
MP 23.6 — MP 25.2	30		1.6			
MP 25.2 — MP 26.6	45	1.6	SOUTH JCT.		A-83	
MP 36.7 — MP 38.6	40†		10.6			
MP 42.7 — MP 43.3	45	12.2	ELKHART		A-94	7512
MP 43.3 — MP 48.3	55		25.3			
MP 50.7 — MP 51.3	45	37.5	CROCKETT ⊕ -1 †		A-119	9961
MP 59.6 — MP 59.8	55		27.3			
MP 63.7 — MP 65.5	40†	64.8	TRINITY ⊕ -1 †		A-146	9755
MP 70.2 — MP 72.2	50		19.2			
MP 82.1 — MP 82.4	55	84.0	PHELPS ⊕ -1 †		A-165	7977
MP 82.4 — MP 89.0	45		11.7			
MP 99.3 — MP 99.7	55	95.7	NEW WAVERLY		A-177	4777
MP 105.3 — MP 105.5	55		16.0			
MP 110.1 — MP 113.2	30†	111.7	CONROE ⊗ ATSF ⊕		A-193	7765
MP 144.0 — Belt Jct.	45		16.0			
		127.7	SPRING JCT.		A-208	
			0.6			
		128.3	LLOYD YD. ⊕ ⊕ -1 †		A-210	Yd.
			3.5			
		131.5	WESTFIELD		A-213	
			5.7			
		137.2	ALDINE		A-219	
			4.8			
		142.0	McGOWEN		A-223	
			3.8			
		145.8	BELT JCT. ⊕ HBT ⊕		A-227	
			0.9			
		146.6	⊗ SP ⊕			
			0.8			
		147.5	GULF COAST JCT.			
			2.7			
		150.1	SETTEGAST YD. ⊕ T		B-379	Yd.
			⊕ ⊕ §			
			150.1			

Kingsville Div. Jurisdiction MP 127.0 to MP 144.0.

ABS — CTC Palestine to Belt Jct.

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

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

Trains arriving Palestine Yard, call yardmaster from Elkhart.

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

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

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

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

SOUTH			NORTH		
First Class	Miles	Radio Communication via Channel One, Call-in Two STATIONS	Station Nos.	Sidings	First Class
21 Pgr.				Feet	22 Pgr.
Mon. Wed. Sat.				Sun. Tues. Fri.	
	0.0	PALESTINE □ T ⊕ § ⊗	AX-81	Yd.	
	1.0	WEST JCT. ⊕	AX-81		
	7.5				
	8.5	TUCKER	AX-90	3686	
	9.5				
	18.0	OAKWOOD	AX-99	7609	
	16.7				
	34.7	BUFFALO ⊕-2	AX-116	3546	
	9.1				
	43.8	JEWETT ⊕	AX-125	4237	
	11.0				
	54.8	MARQUEZ ⊕-2	AX-136	9141	
	13.6				
	70.4	EASTERLY	AX-152	3919	
	6.7				
	77.1	FRANKLIN	AX-158	9819	
	12.5				
	89.6	HEARNE ⊗ SP ⊕ ⊗ ⊗	AX-171	6199	
	3.8				
	93.4	VALLEY JCT. ⊗ MP ⊕	AX-175	Yd.	
	6.2				
	99.6	GAUSE †	AX-181	8170	
	10.4				
	110.0	MILANO ⊗ ATSF ⊕ †	AX-191	7744	
	13.4				
	123.4	MARJORIE ⊕-2 †	AX-205	8194	
	15.0				
	138.4	THRALL †	AX-220	8482	
	6.0				
	144.4	⊗ MKT ⊕			
	0.4				
PM					PM
s7 20	144.8	TAYLOR □ ⊕ ⊗	AX-226	Yd.	s12 20
	6.0				
	150.8	HESTES †	AX-232	7450	
	10.8				
	161.6	ROUND ROCK †	AX-243	7115	
	4.4				
	166.0	McNEIL ⊗ SP ⊕	AX-247	4931	
	7.8				
	173.8	SNEED †	AX-253	8516	
	5.3				
s8 10	179.1	AUSTIN T	AX-262	2893	s11 30
	8.2				
	187.3	BERGSTROM †	AX-268	7370	
	13.7				
	201.0	KYLE †	AX-282	7391	
	7.7				
	208.7	CENTEX †	AX-288	8105	
	0.1				
	208.8	MKT JCT.	AX-290		
	0.9				
s8 50	209.7	SAN MARCOS	AX-291		s10 41
	11.8				
	221.5	GOODWIN †	AX-302	9921	
	5.9				
	227.4	⊗ MKT ⊕			
	7.1				
	234.5	CORBYN †	AX-316	7627	
	6.5				
	241.0	BRACKEN †	AX-322	8248	
	10.5				
	251.5	NORTH LOOP †	AX-333	7596	
	2.5				
	254.0	ADAMS	AX-335	4051	
	5.1				
	259.1	SAN ANTONIO ⊕	AX-340		
	0.7				
10 10	259.8	APACHE JCT. ⊗ SP G	AX-341		9 35
	0.6				
PM	260.4	⊗ SP ⊕			AM
	3.9				
	264.3	SOSAN § □ ⊕ T ⊕ ⊗	AX-345		
	264.3				

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 MP 251.5.  
 Trains arriving San Antonio must call operator SP Tower 112 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 0.0—MP 93.9		MP 179.6—MP 179.8	Psg. Frt.
(Except as below)	50	MP 179.8—MP 186.1	15 15
MP 0.0—MP 1.5	20	MP 190.5—MP 192.0	35 35†
City Limits Palestine	30†	MP 192.0—MP 195.0	60 55
MP 13.0—MP 14.0	30	MP 201.6—MP 203.2	65 —
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	55 50
MP 61.9—MP 62.2	45	MP 219.9—MP 220.0	30 30
MP 64.2—MP 64.6	45	MP 223.0—MP 230.0	60 —
MP 65.5—MP 65.7	45	MP 230.0—MP 232.0	30 30†
MP 89.0—MP 91.0	25†	MP 232.0—MP 235.6	60 50
MP 93.9 Over Crossing	40	MP 240.3—MP 240.7	60 —
MP 93.9—MP 144.9		MP 242.8—MP 244.3	60 —
(Except as below)	60	MP 247.4—MP 249.4	60 —
MP 94.7—MP 94.9	45	MP 252.1—MP 256.1	45 45
MP 109.9—Over ATSF Crossing	40	MP 256.1—MP 257.4	40 40
MP 113.0—MP 114.0	45	MP 257.4—MP 258.5	30 30
MP 118.7—MP 120.9	45†	MP 258.5—MP 259.9	20 20†
RS&S Yard	10	MP 259.9—SP Crossing	
MP 143.9—MP 144.3	35†	No. 1 until crossing occupied	06 06
MP 144.3—MP 144.9	15	MP 260.0—MP 260.9	30 30
		MP 260.9—MP 264.7	35 35

Between West Jct. and Valley Jct. do not exceed 45 MPH if train averages from 80 to 100 gross tons per car and do not exceed 35 MPH if train averages over 100 gross tons per car.

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.		
Koch (Conn. BN)	45.7	AX-127	Buda	194.2	AX-276
New Baden	73.1	AX-154	Texas Cement	196.1	AX-278
Rockdale	119.1	AX-201	Cedar Supply	202.3	AX-284
Majorie (Conn. RS&S)	124.4	AX-205	Kroger	211.6	AX-293
Thorndale	132.2	AX-214	New Braunfels	227.3	AX-308
Hutto	153.4	AX-235	Landas Park	227.8	AX-309
Round Rock	161.6	AX-243	Dittlinger	231.1	AX-312
Georgetown Ind. Lead 2.0 mi.			Parker Bros.	231.2	AX-312
Round Rock to Kerr DX-002			Ogden	236.7	AX-318
Max. Speed 20 MPH.			Wetmore	247.7	AX-329
IBM	169.0	AX-251	Longhorn Industrial Lead 4.0 miles		
Hooper	171.1	AX-254	Max. Speed 10 MPH.		
Stripling Blake	171.9	AX-253	Longhorn	249.2	AX-330
Steck Paper Co.	172.1	AX-253	Green Light Spur	250.0	AX-331
Vinson	183.8	AX-265	Towne Spur	251.8	AX-333
			Cementville	253.6	AX-334

Kingsville Division Jurisdiction MP 255.9 TO MP 264.3  
 All dual 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.

60 LAREDO SUBDIV. — KINGSVILLE DIVISION

Miles	Radio Communication via Channel One, Call-In One		Sta. tion Nos.	Sid- ings Feet
	SOUTH STATIONS	NORTH		
264.3	SOSAN 14.2	☐ T ☉ § ☐	AX345	Yd.
278.5	GESSNER 39.5		AX360	8300
318.0	MELON 21.5		AX399	7450
339.5	GARDENDALE 6.3	☉-1 T	AX422	7575
345.8	COTULLA 21.8		AX427	4616
367.6	ATLEE 2.4		AX449	3191
371.0	FINLEY 41.0		AX451	8300
412.0	☉ TM ☉ 0.2			
412.2	LAREDO 147.9	☐ T ☉ ☉ § ☐	AX494	Yd.

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 Gessner MP 278.0;

South end Gessner MP 278.0 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 Finley MP 371.5;

South end Finley MP 371.5 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	☉-1 313.0	AX-394
		Derby	321.9	AX-403
		Dilley	329.1	AX-410
		Artesia Wells	356.9	AX-438
		Encinal	☉-1 373.6	AX-455
		Callaghan	385.3	AX-467
		Nye	408.3	AX-490

CRYSTAL CITY SUBDIV. — KINGSVILLE DIVISION

Miles	Radio Communication via Channel One		Sta. tion Nos.	Sid- ings Feet
	SOUTH STATIONS	NORTH		
190.8	DABNEY 3.5	☐ T ☉ §	HX18	Yd.
187.3	BLEWETT 41.5	☉ URA ☉	HX14	Yd.
146.0	CRYSTAL CITY 2.4	☐ T ☉	FX146	Yd.
143.4	RIVER 8.9		FX143	Yd.
134.5	BRUNDAGE 16.2		FX134	4324
118.3	COUNTY LINE 13.3		FX118	2068
105.0	GARDENDALE 85.8	☉-1 T ☉	AX422	Yd.

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. Sta. 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		Sta- tion Nos.	Sid- ings Feet
	SOUTH STATIONS	NORTH		
3.1	SOSAN 17.2	☐ T ☉ ☉	AX345	Yd.
20.3	LEHR 14.0		CC20	2570
34.3	PLEASANTON 20.9	☐ ☉-2	CC34	8307
55.2	CAMPBELLTON 20.6		CC55	7898
75.8	FLOOD GATE 1.5			
77.3	THREE RIVERS 0.5	☉-2	CC77	2110
77.8	FLOOD GATE 10.3			
88.1	GEORGE WEST 24.9		CC88	7850
113.0	MATHIS 11.7	☉-2	CC113	
124.7	HUBERT 7.5		CC124	3176
132.2	ODEM 9.0	☉ MP G ☉ T ☉-2 ☉	B-155	Yd.
141.2	VIOLA 4.4	☉	CC141	
145.6	MP JCT. 0.3			
145.9	☉ CCTA 3.1	☐ T ☉ ☉		
149.0	CORPUS CHRISTI 145.9	☉ T ☉ ☉	CC150	Yd.

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, MP 8.7.

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

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.

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

- MP 4.8 and south end Pleasanton;
- South end Pleasanton and south end Campbellton;
- South end Campbellton and MP 78;
- MP 78 and north end George West;
- North end George West and MP 114;
- MP 114 and MP 130;
- MP 133 and MP 140.5.

Authority for occupancy must be obtained from train dispatcher.

Be governed by Special Instructions Item 11(15).



Maximum Speed	MPH
T&NO Jct.-Alvin	55
(Except as below)	
T&NO Jct. — MP 18	20
MP 18—MP 14	45
Around two curves on	
ATSF MP 0.5 to MP 0.0	20
Between Alvin	
and Algoa	
(Except as below)	
Way Tracks Alvin and	50
Algoa	
Between T&NO Jct. and Algoa	25
trains exceeding 90 tons per car	
or exceeding 7000 tons total must	
not exceed 45 MPH.	
Algoa—MP 204-10	
(Except as below)	
MP 343-09—MP 342-28	50
MP 320-08—MP 318-17	25
MP 309-17—MP 308-06	20
MP 305-17—MP 305-14	25
MP 285-15—MP 283-13	35
MP 218-00—MP 204-10	30†
MP 204-10—MP 0-00	40
(Except as below)	
MP 187-02—MP 184-02	49
MP 162-07—MP 161-17	25
MP 155-01—MP 154-07	20†
MP 142-00—MP 140-00	20
MP 132-01—MP 131-06	25
MP 125-09—MP 124-30	20†
MP 95-00—MP 65-00	15†
MP 48-00—MP 45-12	30
MP 25.6—MP 24.8	35
MP 22.1—MP 18.0	35†
MP 3.1—MP 3.0	15†
MP 3.0—MP 1.0	20
Business	Sta.
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
Elmaton	269.6 B-270
McFaddin	209.4 B-209
Refco Corp.	190.4 B-190
Refugio	186.0 B-186
Cranell	173.6 B-174
Calallen	148.1 B-148
Corpus Christi Filtration	
Plant	147.3 B-147
Lon Hill	146.7 B-147
Nueces	138.7 B-138
Driscoll	132.1 B-132
Chemel	122.8 B-123
Ricardo	112.0 B-112
Riviera	103.1 B-103
Turcotte	82.8 B-83
Yturria	52.4 B-52
Lylford	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.	
Monsanto Ind. Lead—MP	
335.6	
5.6 miles	
Maximum Speed	MPH
(Except as below)	
MP 3 — MP 5	15
Freeport Industrial Lead	
(Between Angleton and Freeport	
15.4 miles)	
Maximum Speed	MPH
(Except as below)	
MP 10.3 to Bridge 15.6	30
Bridge 15.6 to end of track	10
Nalco lead	5
Oyster Creek lead	5
Shintech lead	5
Business	Sta.
Tracks	MP No.
Ross	7.3 BH-10
Clute	9.5 BH-8
Hoskins	11.4 BH-6
Freeport	15.4 BH-0

Radio communication via				
Channel One Call-In Two				
	SOUTH	NORTH	Station	Sidings
Miles	▼	▲	Nos.	Feet
	STATIONS			
377.0	—	—	B-379	Yd.
	377.0	377.0		
	368.1	368.1	B-368	Yd.
	20.3	20.3		
	19.4	19.4	B-367	
				n7690
	14.0	14.0	B-362	s9350
	10.0	10.0	B-358	5400
	4.1	4.1	B-352	12800
	0.0	0.0	B-348	Yd.
	28.6	28.6		
	24.4	24.4	B-347	
	27.0	27.0		
	24.4	24.4	B-343	
	343.2	343.2		
	342.8	342.8	B-342	9636
	333.4	333.4	B-333	7552
	320.0	320.0	B-321	Yd.
	308.2	308.2	B-308	7690
	305.5	305.5	B-306	
	300.8	300.8	B-301	5095
	291.7	291.7	B-292	7800
	284.1	284.1		
	283.8	283.8	B-284	5121
	275.2	275.2	B-275	7800
	264.6	264.6	B-265	7800
	249.7	249.7	B-250	7800
	244.9	244.9	B-245	
	240.1	240.1	B-240	7051
	229.5	229.5	B-230	5547
	224.3	224.3	B-224	
	219.3	219.3	B-219	8619
	216.0	216.0		
	205.7	205.7	B-205	7521
	193.4	193.4	B-193	7252
	180.0	180.0	B-180	6392
	162.0	162.0	B-162	2224
	161.0	161.0	B-162	10864
	154.5	154.5	B-155	3656
	141.4	141.4	B-141	5773
	124.9	124.9	B-125	
	118.4	118.4	B-119	Yd.
	97.6	97.6	B-98	4249
	77.0	77.0	B-77	7506
	67.6	67.6	B-68	4098
	46.4	46.4	B-46	5228
	26.8	26.8		
	25.6	25.6	B-25	Yd.
	19.0	19.0	B-19	
	0.7	0.7	B-0	Yd.
	377.0	377.0		

ABS-CTC (ATSF-TCS) T&NO Jct. to South Switch Inari and between MP 162.0 Sinton Jct. and Odem MP 154.24.

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

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

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

Operation on ATSF between T&NO Jct. and Algoa, be governed by 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.

SP trains arriving Harlingen must report to MP train dispatcher when clear of MP main track.

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 Dragging Equipment Detectors located @MP 144.3, @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

Dernal . . . . . 4.2 BM-4

Airco Ind. . . . . 4.5 BM-4

Brownsville Port Line (7.8 miles)

Maximum Speed . . . . . MPH

(Except as below) . . . . . 15

MP 0.0 — MP 0.5 . . . . . 5

MP 0.5 — MP 2.2 . . . . . 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

Hidalgo Team . . . . . 7.9 BYO48

McAllen Trade Zone . . . . . 8.0 BYO48

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

Maximum Speed . . . . . MPH

MP 0.0 — MP 13.0 . . . . . 20

MP 13.0 — MP 14.0 . . . . . 10

Business Tracks

MP No.

Heyser . . . . . 5.0 BK-05

Green Lake . . . . . 10.3 BK-10

North Seadrift . . . . . 12.5 BK-12

Long Mott . . . . . 14.0 BK-14

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.

Fresnal . . . . . 6.6 BS-6

Rio Hondo . . . . . 9.0 BS-9

@SPG . . . . . 5.5

Mission Ind. Lead (Harlingen to Mission 42.0 miles)

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

@SP @ . . . . . MP 34.5

Business Tracks

MP No.

Kipfer . . . . . 1.9 BR-2

LaFeria . . . . . 8.3 BR-8

Mercedes . . . . . 13.9 BR-48

Weslaco . . . . . 18.8 BR-19

Donna . . . . . 22.8 BR-23

Val Verde . . . . . 24.8 BR-25

Alamo . . . . . 26.9 BR-27

San Juan . . . . . 29.3 BR-29

Pharr . . . . . 31.0 BR-31

Hauser . . . . . 32.5 BR-32

McColl . . . . . 33.0 BR-33

McAllen . . . . . 34.2 BR-34

Sharyland . . . . . 36.9 BR-37

Mission . . . . . 40.0 BR-40

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

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 ▼	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 25.0 — MP 35.0	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.
Armco	12.6	BG-13	Ordinance Spur	15.0	BG-15
Walton Barge Terminal	13.1	BG-13	Berwind Railway Service	16.3	BG-16
Greens Bayou	14.3	BG-14	Arco Ind. Lead	17.5	BG-17
			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.

Miles	Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MPH	
	SOUTH ▼	NORTH ▲			(Except as below)	MPH
601.6	ALEXANDRIA	⊙ ⊗	C-625	Yd.	MP 602-10	50
615.7	BRINGHURST		C-640	8300	MP 602-20	35
623.6	GLENMORA		C-647	3464	MP 610-04	40
635.6	OAKDALE	⊙	C-659	7080	MP 610-26	35
642.0	TRACY		C-666	8300	MP 618-00	40
654.1	ELDER		C-679	4850	MP 623-24	40
660.6	KINDER	⊗ M P G ⊕ T ⊙	B-544	Yd.	MP 624-11	35†
680.0	IOWA JCT.	⊗ SP ⊙	C-704		MP 634-16	25†
690.2	LAKE CHARLES	⊙ ⊗ ⊕ § ⊙	C-720	Yd.	On ATSF Tracks — Oakdale	5
694.2					MP 649-24	35
					MP 651-11	35
					Wye Track Kinder	10
					MP 661-07	30
					MP 690-02	30
					MP 690-02 — MP 693-07	20
					Wharves & Apron Docks	5

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
Van-Ply	638.1	C-662	Fenton	669.4	C-694	Manchester	688.0	C-712
McNary	622.6	C-646	Woodlawn	675.0	C-700	Harbor	690.0	C-713
Oberlin	650.3	C-674						

## ABS — Between Alexandria and Kinder.

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

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

## Lake Charles Goss Port Lead ⊗ SP ⊙ ⊗ KCS ⊙

25 MPH turnout 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 ▼	NORTH ▲		Maximum Speed:	MPH
	W. BRIDGE JCT.	⊙		(Except as below)	20
	WESTWEGO	⊙ ⊗	C-809	City Limits Gretna	6
	MARRERO		C-812	City Limits Westwego	6
	HARVEY	⊙	C-813	MP 15.6 — MP 17.0	10
	GRETNA	⊗ SP ⊙	C-814	MP 20.5 — MP 22.0	10
1.0	GOULDSBORO	⊙	C-815	MP 23.6 — MP 24.3	10
	⊗ SP		Y-1	MP 32.5 — MP 32.8	10
	BELLE CHASSE		Y-10		
38.2	END OF TRACK	⊙			

Radio Communication with Avondale Yard via Channel Two.

Lift Bridge over Algiers Canal MP 6-15 ⊙ ⊙

Lift Bridge over Harvey Canal MP 4.2 ⊙ ⊙

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

Trains and engines approach Louisiana Ave., Sala Ave. 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.  
CTC—Gulf Coast Jct. to MP 449.7 and Elizabeth to MP 641.5

Trains secure clearance - DeQuincy

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

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

Two main tracks designated north and south between Langham Road and KCS Ry, drawbridge Beaumont, and between Dyersdale Jct. and Settegast Jct.

Beaumont — Operation on SP R.R. between Langham Rd. and 11th St. crossover — MP rules, timetable and Special Instructions apply.

Yard Limits: MP 449.7 to West Switch Elizabeth; MP 641-15 to end of track

Maximum Speed	MPH
(Except as below)	50
Between Anchorage and MP 641.2	20
MP 611-00	
MP 610-15	35
MP 598-02	
MP 597-10	30†
City Limits Opelousas	20†
MP 571-12	
MP 568-24	20†
City Limits Basile	30†
City Limits Elton	35†
Wye Track Kinder	10
MP 544-23	
MP 543-27	20†
MP 508-25	
MP 507-11	20
GCL Jct.—MP 453-19	20†
Gulf Coast Jct. to Settegast Jct.	35

Business Tracks	MP	Sta. No.
Boudreaux	637.8	B-637
McDearmon		
(Big River Ind.)	630.8	B-630
Lottie	617.2	B-617
East Krotz		
Springs	611.2	B-611
Hazelwood	600.1	B-600
Tyrone	565.1	B-565
Unatex	563.6	B-563
Elton	553.6	B-553
LeBlanc	538.5	B-538
Fulton	523.2	B-523
Hardin	422.4	B-422
Int. Chem. Co.	418.5	B-418
Keneff	413.9	B-413

30 MPH turnouts east wye switch — Settegast Jct., Dyersdale Jct.; both ends Huffman and Hull; West Crossover and East Crossover — Beaumont; DeQuincy lead and CS Jct. — KCS conn, East End DeQuincy; both ends Reaves, KD Siding, and Port Barre.

Radio Communication via Channel One, Call in Two		Station Nos.	Sidings Feet
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
	6.5		
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	STARKS	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	Yd.
	3.4		
381.6	SETTEGAST JCT.	B-382	Yd.
	3.6		
378.0	GULF COAST JCT.	A-229	
	266.6		

Hot Box and Dragging Equipment Detectors located at # MP 402.6, ⊕ MP 422.5, ⊕ MP 444.6, ⊕ 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.

Operation on HB&T Settegast Jct. to Gulf Coast Jct. Be governed by HB&T timetable and Special Instructions.

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(e).

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	726.8
Lucas	728.4	Lunita	730.4
Starks	735.2	Lemonville	748.1
Ruliff	740.6	Korf	764.9
MP Crossing	750.2		
Mauriceville	750.2		
Vidor	760.4		
SP Jct.	764.9		
Beaumont	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 Dragging Equipment Detectors:

- # MP 726.0
- # MP 743.4
- # MP 764.9 — also equipped with oversize load detector
- # MP 766.4 — also equipped with oversize load detector (both main tracks)

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	MP 489-06 — MP 490-15	20
	5.3		Doc Brown : Dupont Industrial	10
	3.3		Lead	10
482.9	PEVETO	BE-482	Dupont Industrial Lead East Conn.	10
	4.0		Firestone Ind. Lead	10
486.9	⊗ SP ⊕		ORANGE:	
	1.1		Weaver Ind. Lead	5
488.0	DOC BROWN	BE-488	County Dock Ind. Lead	5
	2.5			
490.5	ORANGE	BE-490	BUSINESS TRACKS	MP No.
	12.9		Bancroft	485.0 BE-485
			Kilowatt	486.5 BE-486

CROWLEY SUBDIV. — NEW ORLEANS DIVISION

Radio Communication via Channel One, Call-in Two		Station Nos.	Maximum Speed	
SOUTH	NORTH		Industrial Lead Entire Subdiv.	10 MPH
Miles	STATIONS			
570.3	EUNICE	B-570	Crowley-Mill Row Lead ⊗ SP ⊕	
	7.6		BUSINESS TRACKS	MP No.
577.9	MOWATA	BD-578	Gulf States	575.5 BD-575
	14.4		American	
592.3	CROWLEY	BD-592	Cyanamid	577.7 BD-577
	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	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 Feet	Maximum Speed MPH	
SOUTH	NORTH			(Except as below)	MPH
192.1	ALEXANDRIA	C-625	Yd.	MP 195.8 — MP 190.4	60
190.4	WILLOW GLEN	TB190	.....	MP 179.2 — MP 178.4	45
177.0	MEEKER	TB177	10453	MP 170.9 — MP 170.3	35
163.1	BUNKIE	TB163	10249	MP 163.3 — MP 162.5	20
152.0	MORROWS	TB153	8960	MP 128.8 — MP 128.1	45
138.5	PALMETTO	TB139	11970	MP 118.9 — MP 117.6	40
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	8700	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 Wills 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 Sta. No.	
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 Chem. Co. .... 169.8	TB-170
11.4	AVONDALE	C-806	Yd.	LeMoyen ..... 148.7	TB-149
10.2	W. BRIDGE JCT.	TB10	Yd.	Rosa ..... 145.1	TB-146
				McKneely ..... 120.9	TB-121
				Fordoche ..... 119.1	TB-118
				Marrineaux Spur ..... 114.0	TB-114
				Maringouin ..... 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-op Refinery ..... 53.5	TB-54
				Armant ..... 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
				Hahnville ..... 25.0	TB-26
				Dufresne ..... 23.3	TB-23
				Monsanto ..... 21.4	TB-21
				Ama ..... 19.3	TB-19
				Farmers Export ..... 19.2	TB-19
				Service Foundry ..... 14.0	TB-14

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

Thibodaux Ind. Lead (9.4 Miles) Max. Speed 10 MPH.

Business Tracks	MP	Sta. No.
Lula	5.0	TH-7
Monty	7.5	TH-8
Westfield	8.9	TH-9

Hot Box and Dragging Equipment Detectors located at MP 168.1, MP 134.1, MP 108.2, MP 71.3 and MP 45.2.

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

ABS — CTC Willow Glen to MP 13.8.

Two main tracks designated East and West tracks between Ama Jct. and Avondale. 30 MPH turnouts located both ends sidings Meeker, Palmetto, Livonia, Grosse Tete, Addis, White Castle, Donaldsonville, St. James, Johnson, Ama Jct. and North End Drill Tract Avondale.

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

Operation W. Bridge Jct. to E. Bridge Jct. to Cotton Whse Yard via New Orleans Public Belt RR.

Operation E. Bridge Jct. to Gentilly Yard via SOU and SBD RR.

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

AVOUELLES SUBDIV. — NEW ORLEANS DIV. 69

Radio Communication via Channel One, Call-in Two, except Addis Terminal, Channel Two		Station Nos.	Sidings Feet
SOUTH	NORTH		
735.9	LETTSWORTH	TD-58	2002
742.6	BATCHELOR	TD-51	4163
750.9	MORGANZA	TD-42	1234
760.9	NEW ROADS	TD-33	3768
768.3	GLYNN	TD-25	.....
779.9	LOBDELL	TD-13	7741
780.7	LOBDELL JCT.	TD-12	.....
11.9	BR JCT.	TD-10	.....
10.4	ANCHORAGE JCT.	TD-9	.....
7.8	PORT ALLEN	TD-8	.....
6.5	CANAL	TD-6	.....
0.0	ADDIS	TB-90	Yd.
57.0			

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

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

Yard Limits: MP 778.5 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 fusee protects movement on the ground at the crossing. A lighted red fusee must be left displayed during the time the crossing is obstructed.

BATON ROUGE SUBDIV. — NEW ORLEANS DIV.

Radio Communication via Channel One, Call-in Two except Addis Terminal, Channel Two		Station Nos.	Sidings Feet
SOUTH	NORTH		
648.0	NO. BATON ROUGE	B-647	Yd.
785.5	MP JCT.	B-646	.....
784.8	EAST JCT.	B-645	.....
781.6	WEST JCT.	TD-11	.....
11.9	BR. JCT.	TD-10	.....
5.4			

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 Baton Rouge.

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.

All movements must be made per Rule 93.

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

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

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

## 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 equilateral turnouts (either route), entire train	50Ø
Thru No. 20 precurved turnouts, entire train	50Θ
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 and crossovers listed as 30 MPH on schedule pages is increased to 50 MPH for No. 20 equilateral and No. 20 precurved turnouts when designated by the applicable character symbol.

Unless otherwise specified on a schedule page, for a facing point move at a No. 20 equilateral turnout in ABS-CTC territory, the normal route is to the right and the diverging route is to the left.

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

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

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

Ditchers and Burro Cranes, loaded on flat cars	30
except Burro Cranes when loaded on following MP or MPX cars: 17001-17033 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

### ITEM 3-D. (CONTINUED)

speed must be further restricted\* until the equipment can be turned at the first opportunity.

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

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

When Max. The Hauling Speed is:

Frts. Speed	Wrecker Derrick		Locomotive Crane		Plow	
	Boom Trail	Boom Lead*	Boom Trail	Boom Lead*	Working Direction	Reverse Direction*
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:**

Unless further restricted on schedule page, when average tonnage of train exceeds 100 gross tons per car, train must not exceed speed of 40 MPH.

In ABS or ABS-CTC territory, unless further restricted on schedule page, when average tonnage of train is 91-100 gross tons per car, maximum permissible speed is 5 MPH less than posted maximum subdivision speed.

Trains handling empty bulkhead flat cars or empty gondola cars must not exceed speed of 50 MPH.

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

**ITEM 4. PASSENGER EQUIPMENT:**

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

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

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

**ITEM 5. MAXIMUM GROSS WEIGHT LIMITATIONS:**

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

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

Such authority together with any restrictions, must be furnished to condr. If speed 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  
Then: 4 axle cars may handle  
" 6 " " " "  
" 8 " " " "

220,000 lbs.	240,000 lbs.	263,000 lbs.
220,000 lbs.	240,000 lbs.	263,000 lbs.
330,000 lbs.	360,000 lbs.	394,500 lbs.
418,000 lbs.	456,000 lbs.	526,000 lbs.

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

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 Rules.
- (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 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**

	¼ Hr. Rating	SPEED AND AMMETER READINGS ON LEAD UNIT						
		GP40 GP50	U23B B23-7 B30-7A	U30C	GP28 GP38 SD40	SD50	GP15 SW15 MP15	C36-7
T R A I L	GP50 U23B B23-7 B30-7A	10MPH 1125AMP	10MPH 1275AMP	10MPH 1230AMP	10MPH 1100AMP	10MPH 1170AMP	10MPH 870AMP	10MPH 1275AMP
	GP28 38 SD40 U30C	10MPH 1125AMP	10MPH 1275AMP	9.5MPH 1275AMP	9.5MPH 1150AMP	10MPH 1170AMP	9.5MPH 890AMP	10MPH 1275AMP
U N I T S	SW15 MP15 GP15	10MPH 1125AMP	10MPH 1275AMP	9.5MPH 1275AMP	9.5MPH 1150AMP	10MPH 1170AMP	7MPH 1065AMP	10MPH 1275AMP

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 MP15 is at steady 890 amps, the trailing GP38 will be at 1150 amps and can be so operated for 15 minutes before adjusting tonnage. Should MP15 amps increase above 890 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 1111C of "Air Brake and Train Handling Instructions" changed as follows: Units 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

**ITEM 10. (CONTINUED)**

power and engine speed regardless of throttle advance on lead or controlling locomotive. When placed in OFF position engine speed, loading and throttle response will respond normally on this locomotive. When one of these locomotives is the lead or controlling unit, the switch may still be in ON position without affecting throttle advance on other locomotives in consist.

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

If another locomotive in the consist fails while the FUEL SAVER SWITCH is in the ON position and the locomotive is required, this switch may then be placed in OFF position to obtain required horsepower and tractive effort.

**ITEM 11. GENERAL CODE OF OPERATING RULES CHANGES (and M/W Rules When Indicated):****(1) RULE G:** First paragraph changed to read:

The use of alcoholic beverages by employes subject to duty, when on duty or on Company property is prohibited.

The illegal use of any drug, narcotic or controlled substance is prohibited at any time, either on duty or off duty.

Employes are expected to know those drugs, narcotics or controlled substances which are illegal to use.

**(2) 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.

**(3) 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.

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

**(5) 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.

**(6) 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.

**(7) 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.

**(8) 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.

**(9) 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.

**(10) 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.

**(11) RULE 105:** Rule 105 will not apply in bonded controlled sidings. Bonded controlled sidings must be designated in timetable or General Order.

**ITEM 11. (CONTINUED)**

Within bonded 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.

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

**(13) RULE 209(B):** When train orders are transmitted mechanically, all numbers written in the body of the order will be reprinted on the line directly below that number and the remainder of that line left blank.

Example: MP 210 pole 10 from 730 AM  
210 10 730

Orders originating from dispatchers transmitting device will have reprinted numbers bracketed.

Crews receiving train orders must check and make sure that numbers are repeated identically and, if they are absent or not the same, they must contact the train dispatcher for correction.

**(14) RULE 214 RETAINING TRAIN ORDERS:** Page 77 of General Code of Operating Rules "RETAINING TRAIN ORDERS" should read RULE 214 instead of RULE 213.

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

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

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

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

No following or opposing movements may be permitted 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) FORMS OF TRAIN ORDERS.** On subdivisions where FORM "F" Examples (1) and (2) are used, the use of Form "F" Example (3) is authorized.

Printed train order FORM "X" Example (1), and FORM "Y" Example (1) showing multiple locations may be used. These orders must be reissued daily when there is a change in location or removal of any of the restrictions. The individual locations may be annulled to trains holding the order until it is practicable to reissue it as follows (Example):

"Line 3 of Order No. 544 is annulled"

**ITEM 11. (CONTINUED)**

That column of FORM "Y" Example (1) showing "BETWEEN STATIONS" will not be used.

Present Form 20097 (Preprinted Form "X" Example 1) heading on right hand column should read "Flags Displayed" instead of "Temporary Speed Restriction Signs Displayed".

(17) **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 19 apply.

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

(19) Rule 26 on page 33 of General Code of Operating Rules 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.

(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:

- (a) 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.
- (b) Do not stop train over detector equipment when practicable.
- (c) Avoid braking, if practicable, while approaching or passing detector. Excessive braking will cause false indications.
- (d) 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.
- (e) When detectors are actuated, the following information must be reported to the dispatcher by radio or from first open office.
  - (1) Train identification.
  - (2) Date and time actuated and MP location of detector.
  - (3) Type of indication displayed by detector, i.e., hot box or dragging equipment.
  - (4) 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.
  - (5) Disposition of car: If set out, state where. If inspection shows that it was not necessary to set out car even though journal was warm enough to actuate the detector, advise what corrective action was taken to permit movement of car. Indicate roller bearing or friction bearing.
- (f) 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.
- (g) 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 rear of train, train must be stopped at once and given immediate walking inspection and dispatcher notified. This will not apply at detectors 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 it is verified that at least one light is burning when passed by both engine and rear of train, the system is "On" and an inspection need not be made.

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

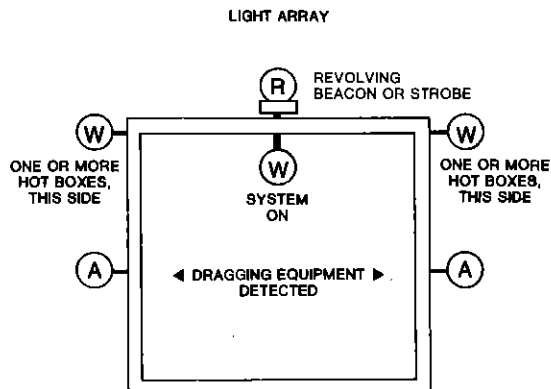
If red beacon or strobe is illuminated and no information is received by display or verbal indicators, make immediate inspection of entire train for defects.

- (i) 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 crew member until rear of train has passed detector location. If either system indicates there is a defect, train must be stopped and inspected as required by instructions for that system.
- (j) 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.



## ITEM 13. (CONTINUED)

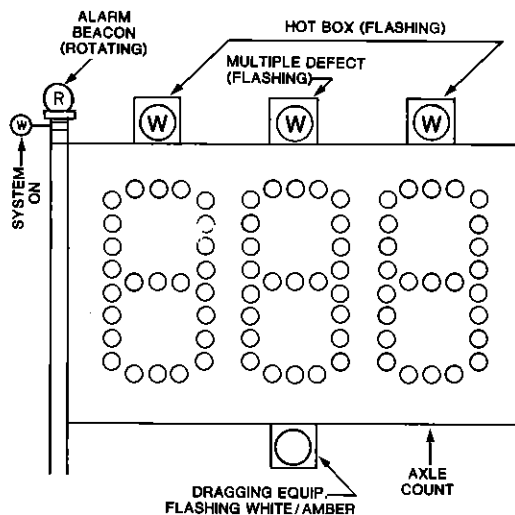
## 13.2 Detector Station Equipped With Light Array Indicator



When illuminated, array lights indicate the following:

- (a) 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.
- (b) 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.

## 13.3 Detector Stations Equipped With Digital Display Panel



- (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.

## ITEM 13. (CONTINUED)

- (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 rear car. 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 or strobe will remain illuminated for approximately ninety seconds after rear of train passes detector.
- (f) When the multiple defect indicator is illuminated with one or more of the other indicators, it can be interpreted as follows and immediate walking inspection must be made:

- (1) Multiple defect indicator flashing and right (left) side indicator flashing, axle count displayed:

Two or more hot journals have been detected on the right (left) side of train. The number displayed indicates the axle at which the first hot journal has been detected. One or more hot journals have been detected between this point and the end of the train.

- (2) Right side indicator flashing and left side indicator flashing, axle count displayed:

A hot journal has been detected on each end of the same axle indicated by the illuminated numerals.

- (3) All three white indicators flashing above panel and axle count displayed:

The first indicated hot journal may be on either side of train at axle indicated by numeral display. Make on ground inspection of both sides of entire train from point of first hot journal to the end of the train, looking for subsequent hot journals on same side of 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. Tecific and Sweetwater
2. Eton Jct. and Congo
3. Benedict and Fredonia
4. Belle Plaine and Arkansas City
5. YA Jct. and ST Jct.
6. NA Jct. and Pueblo Jct.
7. New South Yard and Algoa
8. Temple (ATSF MP 218.2) and MKT connection (MP 217.5) two main tracks. North track is to right as viewed by No. 21. ABS-CTC in effect. Maximum authorized speed 20 MPH except 10 MPH through turnouts and on MKT connection.
9. Temple and Ft. Worth.

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 40 MPH 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 40 MPH, immediately reduce to that speed.

- (3) RULE 317(2) will not apply on ATSF tracks.
- (4) 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.
- (5) 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.

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

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

BN timetable and Special Instructions will apply.

General Code of Operating Rules apply except as modified below:

- (1) Definition Restricted Speed: A speed that will permit stopping within one-half the range of vision short of train, engine, obstruction, other on-track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.
- (2) Definition Reduced Speed: Proceed prepared to stop short of train, engine or obstruction.
- (3) Unless otherwise provided, a speed of 12 MPH must not be exceeded through turnouts and crossovers.
- (4) Rule 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

**ITEM 14(b). (CONTINUED)**

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 ¼ 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.

- (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.

## ITEM 14(b). (CONTINUED)

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

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

- (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 two reds 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:**

- (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 the range 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 stay clear of arriving switch (the first switch of the siding encountered by the train holding the main track)

## ITEM 14(c). (CONTINUED)

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 preceding train is riding engine of following train, following train must proceed at restricted speed while flagman is on engine, regardless of any specific flagging instructions.
- (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 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.
- (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.

## ITEM 14(c). (CONTINUED)

- (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 "P" 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 312(1): In authorizing train or engine to proceed from a Stop indication of block signal, control operator will say, "There is no opposing train in the block". If it is not known there is no opposing movement, train or engine may proceed under flag protection to the next signal upon verbal advice from train dispatcher or control operator in words, "Proceed under flag protection".  
Rule 312(2): Does not apply.
- (17) Rule 315(A): KCS Rule 104(b) and KCS Rule 104(c). When proceeding from a Stop indication over a dual control switch, crew member, after examining switch, must remain at the switch until leading wheels pass over the switch. If control operator does not know by indication on control panel that switch is lined and locked for route to be used, the switch must be placed in hand operation by crew member of train or engine involved. After all movements over switch have been completed, switch must be restored to normal position by hand and then switch returned to power.
- (18) Road engines backing or controlled from rear unit must not exceed 30 MPH.
- (19) SD 40 and U 30 units must not be coupled to cars with gross weight in excess of 263,000 lbs.
- (20) Cars 85 feet or longer must not be placed nearer than the sixth car from an engine or remote unit. Exception: any type unit train.
- (21) Maximum weight limitations: Cars with gross weight in excess of 263,000 up to 274,000 lbs. restricted to 5 MPH less than maximum authorized speed. Cars in excess of 274,000 up to 315,000 lbs. are restricted to 30 MPH except tank cars 35 MPH.  
Movement of cars in excess of 315,000 lbs. must be authorized by 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.
- (22) MP Special Instructions. Item 13. Hot Box and Dragging Equipment Detectors.

<b>Aspect:</b>	<b>Indication:</b>
White light on equipment house illuminated:	System on.

MP Special Instructions will apply with respect to each condition indicated in addition to following:

Journal or adapter found noticeably hotter than others, car must be set out.

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

Oversize load detector installations are equipped with three (3) lights and will indicate the following if an alarm is received:

Flashing light on right side of structure — wide on right side.

Flashing light on left side of structure — wide on left side.

Flashing light on top of structure — high load.

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

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. SAFETY, RADIO AND GENERAL RULES FOR ALL EMPLOYEES CHANGES:

- (1) **RULE G:** First paragraph changed to read:  
The use of alcoholic beverages by employees subject to duty, when on duty or on Company property is prohibited.  
The illegal use of any drug, narcotic or controlled substance is prohibited at any time, either on duty or off duty.  
Employees are expected to know those drugs, narcotics or controlled substances which are illegal to use.
- (2) **RULE 4026.** 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.
- (3) Add: **RULE 4070(A) ADJUSTING COUPLERS (DRAWBARS):**  
Before adjusting coupler, employe must ascertain that coupler will move easily and, if not, employe must obtain assistance.  
When adjusting coupler, employe must face coupler and carefully follow the procedures set forth in Rule 4008(A) and, when applicable, Rule 4008(B).
- (4) **RULE 4074.** Add as first, second, fifth and sixth paragraphs:  
Before attempting to align switch, employe must ascertain that switch is not damaged, locked or spiked and that points are not fouled by ballast or other material.  
When operating switch lever, employe must not twist or jerk and, upon moving lever one-half the distance of travel, must change position of body so as to be in a better position to complete the move.  
If switch is equipped with foot latch, employe must keep foot on latch until lever is moved to the one-half position.  
Employees must be familiar with the type of switch they are operating, keep constantly in mind that no two switches operate exactly alike and always expect switches to be difficult to operate.
- (5) **RULE 4200.** Delete in its entirety.

## ITEM 16. INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS CHANGES:

- (1) **Page 16, Section VII, Emergency Response, changed to read:**  
Protect train and make notification by radio, stating exact location and status of train, repeating the transmission twice as required by General Code of Operating Rules Rule 102.

## ITEM 17. CONDUCTOR'S INSTRUCTIONS FOR WORK ORDER FEEDBACK:

- (1) At the beginning of a train crew's run or yard job tour of duty, the conductor or foreman is given a computer generated Work Order Document. The conductor or foreman must record certain information on this document (*ie.*, placement, pull times, exceptions to work indicated) date when the report is completed and sign his/her name in full.

If a car or block is handled differently from the instruction indicated on the work order the exception must be noted on the document (*on the blank space below the printed detail line*).

- (2) If a pickup or set out (*either from station, industry or interchange*) is made without a computer generated work order (*as outlined in Item 1*) to cover the work performed, the conductor or foreman must record the moves on form 29363.
- (3) At locations where work orders are not used as described in item 1 or a yard job has been designated to set out or pickup cars from industry or interchange, the document used (*ie.*, "RO" list) must be treated as a work order, that is, signed, dated and work performed noted by the conductor or foreman.

Handwritten switch lists (*where form 29363 is not available*) used in the same manner as outlined above must also be marked and signed.

- (4) When verbal instructions are received via telephone or radio the work performed must be recorded as shown in section 2 (*Cars picked up without a work order*). If the proper form is not available the car movements can be recorded on the reverse side of the work order.

## ITEM 17. (CONTINUED)

- (5) If an industry served by a train crew or yard job provides a switch list there are two alternatives the conductor or foreman has:
- A. If the industry document can be retained the conductor or foreman must:
    - Note date and time each block of work is performed.
    - Note type of work performed (*ie., place, pull or switch to another spot*) by our crew; even if the work were previously noted on the document by the industry.
    - Note any exceptions to document under appropriate equipment ID.
    - Sign and date bottom of list.
  - B. If the industry will not release the list (*and retains the document for their own record keeping*) the conductor or foreman must:
    - Copy all pertinent information from the document on form 29363 (*see section 2*) or a handwritten list if the proper form is not available.
    - Note date and time work was accomplished.
    - Sign and date
- (6) All documents pertaining to car movement must be forwarded to a yard office enabling proper T.C.S. input to be made into the computer and support demurrage records in Customer Service Centers.

## ITEM 18. NOTICE REQUIRED BY FEDERAL RAILROAD ADMINISTRATION:

## NOTICE

Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. If you refuse to take this test, the Company will initiate a disciplinary investigation against you.

If you take the test and it is positive for drugs, you may be subject to discipline under Rule G of General Code of Operating Rules, Maintenance of Way Rules or Safety, Radio and General Rules for all Employees which prohibits the illegal use of any drug, narcotic or controlled substance at any time, either on-duty or off-duty. You are expected to know those drugs, narcotics or controlled substances which are illegal to use.

If you take the urine test, because of its sensitivity, the test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment on the job from a positive urine test.

If you have used any drug off the job (other than a medication that you can prove that you possessed lawfully and that would not in any way adversely affect your alertness, coordination, reaction, response or safety on the job) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

You should be aware that the Company may initiate a disciplinary investigation if your urine or blood tests positive for illegal drugs, even if a blood sample shows that illegal drugs were used off-duty but not on-duty.

You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 C.F.R. Part 219, Subpart C).

A complete copy of this Federal Regulation is available for your review at any Division Superintendent's office.

## ITEM 19. 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.

**DISTRICT MEDICAL DIRECTOR**

Ernest T. Rouse, M.D., St. Louis, Mo.

**ASST. DISTRICT MEDICAL DIRECTOR**

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.Liles, Frierson, Wolf & Frnka  
2403 Caroline  
Houston, Texas.Richard A. Sutter, M.D.  
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Suite 2600, Commerce Tower  
911 Main St.  
Kansas City, Mo.**EMPLOYEE ASSISTANCE COUNSELORS:**Pat Patrick      Lou Meyers      Ron Goodman      Tom Stevens  
2600 S.W. Freeway      220 Willow St.      210 N 13 Street      2630 West Freeway  
Houston, Tex.      N. Little Rock, Ark.      St. Louis, Mo.      Ft. Worth, Tex.**TABLE OF TRAIN SPEEDS**

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