



TAKE PRIDE

in

**RULES
OBSERVANCE**

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

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

TAKE TIME FOR SAFETY

SAFETY FIRST



**MISSOURI PACIFIC
RAILROAD CO.**

and

AFFILIATED COMPANIES

SYSTEM

**TIMETABLE
No. 10**

Effective 12:01 a.m. Sunday, Oct. 30, 1977

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

**FOR THE GOVERNMENT OF
EMPLOYEES CONCERNED.**

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

**R. K. DAVIDSON, Senior Vice President—Operation.
J. M. TOLER, Vice President—Transportation.
J. G. GERMAN, Vice President—Engineering.
N. W. DERRYBERRY, Asst. Gen. Mgr.—Transportation.
W. F. HILLEBRANDT, Asst. Gen. Mgr.—Transpn.**

SYSTEM

| | |
|----------------|--|
| D. J. Bertel | Chief Engineer - Maintenance - St. Louis, Mo. |
| E. T. Franzen | Chief Engineer - Design-Construction - St. Louis, Mo. |
| D. M. Tutko | Chief Mechanical Officer - St. Louis, Mo. |
| E. E. Dent | Supt. Motive Power - St. Louis, Mo. |
| D. J. Rodrigue | Supt. Car Dept. - St. Louis, Mo. |
| D. C. Conway | Dir. Equip. Control - St. Louis, Mo. |
| M. G. Ummel | Gen. Supt. Stas. & Cl. Prev. - St. Louis, Mo. |
| C. S. Baldwin | Gen. Supt. Rules & Safety - St. Louis, Mo. |

EASTERN DISTRICT

| | | |
|----------------------|---|-----------------------|
| H. S. Vierling | Vice President - Chicago, Ill. | |
| C. E. Dettman | General Manager - No. Little Rock, Ark. | |
| B. E. Kerlee | Asst. General Manager - No. Little Rock, Ark. | |
| J. B. McCormack | General Superintendent - No. Little Rock, Ark. | |
| C. D. Barton | Dist. Engr. - No. Little Rock, Ark. | |
| E. A. Jones | Mech. Supt. - No. Little Rock, Ark. | |
| Division | Superintendent | Headquarters |
| Chicago | R. Turner | Yard Center, Ill. |
| Illinois-M&I RR | R. B. Schoultz | Chester, Ill. |
| Arkansas | C. Oehler, Jr. | No. Little Rock, Ark. |
| Little Rock Terminal | A. W. Rees, Jr. | No. Little Rock, Ark. |
| Louisiana | C. Percy, Jr. | Monroe, La. |
| St. Louis Terminal | W. Crimm | St. Louis, Mo. |

SOUTHERN DISTRICT

| | | |
|---------------------------|---|----------------------|
| G. A. Craig | Vice President - Houston, Tex. | |
| G. T. Graham | General Manager - Houston, Tex. | |
| L. H. Miller | Asst. General Manager - Ft. Worth, Tex. | |
| A. L. Shoener | Asst. General Manager - Houston, Tex. | |
| M. G. Jackson | Asst. to Gen. Mgr. - Houston, Tex. | |
| A. E. Gaebler | Dist. Engr. - Houston, Tex. | |
| M. L. Wall | Mech. Supt. - Houston, Tex. | |
| Division | Superintendent | Headquarters |
| Palestine | J. W. Brugioni, Jr. | Palestine, Tex. |
| Kingsville | K. M. Holloway | Corpus Christi, Tex. |
| New Orleans | R. L. Brewer | Addis, La. |
| DeQuincy | C. E. Satterfield | Houston, Tex. |
| Red River | R. G. Lang | Longview, Tex. |
| Rio Grande | B. J. Cranford | Ft. Worth, Tex. |
| Dallas-Ft. Worth Terminal | L. L. Carmichael | Ft. Worth, Texas. |

WESTERN DISTRICT

| | | |
|----------------------|--|------------------|
| K. D. Hestes | General Manager - Kansas City, Mo. | |
| H. E. Handley, Jr. | Asst. General Manager - Kansas City, Mo. | |
| H. M. Doan | Mech. Supt. - Kansas City, Mo. | |
| T. L. Gibson | Dist. Engr. - Kansas City, Mo. | |
| Division | Superintendent | Headquarters |
| Northern | R. L. McCoy | Kansas City, Mo. |
| Kansas City Terminal | H. C. Gruenkemeyer | Kansas City, Mo. |
| Kansas | P. L. Tucker | Osawatomie, Ks. |
| Central | R. B. King | Coffeyville, Ks. |

CHIEF DISPATCHERS

| | |
|-------------------|-----------------------|
| D. D. Beggs | Chester, Ill. |
| J. E. McVey | No. Little Rock, Ark. |
| W. E. Butler | No. Little Rock, Ark. |
| D. E. Hoover | Palestine, Tex. |
| M. H. Cunningham | Houston, Tex. |
| R. L. Wisdom, Jr. | Ft. Worth, Tex. |
| R. G. Swindler | Kansas City, Mo. |

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| Miles | SOUTH V | STATIONS | NORTH A | Station Numbers | Sidings | |
|-------|------------|-----------------------------------|---------------|--------------------|--------------------------|------|
| | | | | | Cars | Feet |
| 0.0 | | VALLEY JCT. | ⊗T.R.R.A. ⊗ | C-9 | | |
| 0.2 | | ST. L. S. W. CONNECTION | | | | |
| 4.3 | | NO. DUPO. | ⊗ ⊗T.R.R.A. ⊗ | | | |
| 6.0 | | DUPO. | ⊗ ⊗T | C-15 | | |
| 7.1 | | SOUTH DUPO. | ⊗ ⊗ | | | |
| 9.4 | | ⊗IOG | ⊗ | | | |
| 20.6 | | VAL. | I ⊗ | | | |
| 33.6 | | FULTS | I | C-42 | | |
| 41.7 | | PRAIRIE DuROCHER. | ⊗ | C-50 | | |
| 47.7 | | KIDD | I | C-56 | | |
| 49.6 | | FLINTON. | I | C-58 | Yd. | |
| 52.1 | | GAGE JCT. | I | | | |
| 55.7 | | REILY JCT. | | C-63 | | |
| 61.5 | | CHESTER. | ⊗ ⊗T ⊗ | C-70 | n-122 6384 s-145 7585 | |
| 65.7 | | FORD | | C-73 | n-125 6522 s-118 6160 | |
| 70.3 | | ROCKWOOD JCT. | | | | |
| 73.0 | | CORA JCT. | ∅ | | | |
| 76.3 | | RADDLE JCT. | ∅ | C-86 | | |
| 81.4 | | JACOB | I | C-90 | | |
| 84.2 | | GORHAM. | ⊗-1 T | C-93 | | |
| 84.7 | | ⊗IOG | ⊗ | | | |
| 84.8 | | CHAP. | I | C-94 | | |
| 90.5 | | HOWARDTON JCT. | ∅ | C-100 | | |
| 95.0 | | HALSEY JCT. | ∅ | C-104 | | |
| 108.0 | | POTTS | I | C-117 | | |
| 115.5 | | NILE ILL. | I | C-125 | | |
| 119.7 | | SIMBCO. | I | C-129 | | |
| 120.7 | | CAIRO JCT. | T ⊗ | C-130 | | |
| | | ILLMO, MO. | ⊗ □ ⊗ | ZC-386 | | |
| 192.5 | | MISSOURI JCT. | | C-179 | | |
| 191.3 | | DEXTER JCT. | | XD-26 | | |
| 190.3 | | CHARLESTON JCT. | | XD-24 | | |
| 190.1 | | DEXTER. | ⊗ ⊗-1 ⊗ | XD-24 | 124 6488 | |
| 178.7 | | IVES. | | XD-13 | 178 9205 | |
| 172.1 | | JUNLAND. | | XD-6 | 181 9560 | |
| 165.5 | | POPLAR BLUFF. | ⊗-1 ⊗T ⊗ | X-166 | Yd. | |

CAPE GIRARDEAU SUBDIV.—ILLINOIS DIVISION

| Miles | SOUTH V | STATIONS | NORTH A | Station Numbers | Maximum Speed 30 MPH except: Through cuts between Hendrix and Will- iams Street, Cape Girardeau 5 MPH. |
|-------|------------|-------------------------|------------|--------------------|---|
| | | | | | |
| 122.8 | | CAPEDEAU JCT. | ⊗ | C-132 | MP 128.6 to End of Track .10 MPH |
| 127.0 | | MARQUETTE. | ⊗ | CF-4 | Yard Limits: Entire Subdiv. |
| 128.5 | | RUSH JCT. | □ | | Normal position of switch Rush Jct. is lined for movement to and from SLSF connection. |
| 128.6 | | ⊗S.L.-S.F. | G | | Max. vertical clearance Hendrick and Williams St., Cape Girardeau 15 ft. 1 in. Plate "C" cars will not clear. |
| 129.6 | | ⊗S.E. MO. LBR. SL-SF ⊗ | | | |
| 130.2 | | CAPE GIRARDEAU. | ⊗ | CF-7 | |
| 7.4 | | | | | |

SPECIAL INSTRUCTIONS—CHESTER SUBDIV.

| Maximum Speed | MPH | Stations on StLSW between Illmo and Paragould. |
|--------------------------------|-----|--|
| (Except as below) | 60 | |
| MP 0-00 — MP 4-03 | 50 | |
| MP 4-03 — MP 7-01 | 30 | |
| MP 7-01 — ICG | 50 | |
| South leg wye Chester | 10 | |
| MP 55-26 — MP 76-12 | 50 | |
| MP 84-28 — ⊗ ICG (both tracks) | 30 | |
| MP 116-14 — MP 117-21 | 50 | |
| MP 117-21 — MP 119-10 | 40 | |
| MP 119-10 — MP 119-19 | 30 | |
| MP 189-10 — Dexter Jct. | 25 | |
| Missouri Jct. — MP 191-00 | 35 | |

| BUSINESS TRACKS | MP | Sta. No. | SSW Mile Post: |
|-----------------|-------|----------|--------------------------------|
| Warnock | 15.1 | C-24 | Illmo 3.31 |
| Fountain | 17.5 | C-26 | Ancell 5.16 |
| Valmeyer ⊗ | 22.5 | C-31 | Quarry 9.56 |
| Danley | 39.7 | C-48 | Rockview Jct. 10.50 |
| Menard | 60.5 | C-69 | Frisco Jct. 10.62 |
| Jones Ridge | 74.6 | C-83 | SLSF Crossing 10.73 |
| Raddle | 77.0 | C-86 | MP Crossing 16.08 |
| Powder Plant | 98.6 | C-98 | Delta 16.13 |
| Wolf Lake | 99.7 | C-107 | MP Crossing 16.14 |
| Ware | 104.0 | C-113 | Randles 21.39 |
| McClure | 113.0 | C-122 | Mesler 26.39 |
| Dudley | 182.8 | XD-17 | Bell City 29.71 |
| Fisk | 176.1 | XD-11 | Ardeola 32.20 |
| Boeving | 170.0 | XD-4 | Avert 36.96 |
| | | | Paront 47.08 |
| | | | Missouri Jct. 48.92 |
| | | | Dexter Jct. 50.12 |
| | | | MP Crossing 50.22 |
| | | | Dexter 50.9 |
| | | | Bernie 59.5 |
| | | | NM Jct. 65.2 |
| | | | Malden 67.7 |
| | | | St. Francis 69.9 |
| | | | Piggott 75.6 |
| | | | Greenway 78.8 |
| | | | Rector 85.6 |
| | | | Jay 90.7 |
| | | | Marmaduke 92.9 |
| | | | Blytheville Jct. 103.0 |

ABS — Between Valley Jct. and Poplar Bluff. CTC — Between Valley Jct. & Dexter Jct.; on East Track only between Dexter Jct. & Charleston Jct. and between Charleston Jct. and Poplar Bluff. Signal indication with current of traffic on West Track only between Missouri Jct. & Charleston Jct.

Two main tracks designated East and West tracks between Valley Jct. and Reily Jct.; Rockwood Jct. and Cora Jct.; Raddle Jct. and Howardton Jct.; Halsey Jct. and Simbco; and between Missouri Jct. and Charleston Jct.

Southward trains originating Valley Jct. secure clearance.

Clearance must be secured by Southward MP and M-I trains at South Dupo and Northward trains at Poplar Bluff.

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

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

Operation between Simbco-Illmo over SI&MB Co. and between Illmo-Missouri Jct.-Dexter Jct. and between Dexter Jct. and Paragould over StLSW RR.

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

No. 20 turnouts at StLSW connection and crossover MP 1-35.

Remote control switches between MP 6-10 and Poplar Bluff are No. 15, 16, or 20 except: Flinton-North end from yard, Chester-South end south siding and Gorham-North end from yard. No. 16 turnout on StLSW at North end Dexter Jct.

Flashing Light Signal-U.S. Highway 60 East, Poplar Bluff crossing with track No. 105-Barnes Gro. Co. Ind. Lead. Push Button located 100 ft. on both sides of crossing. Trains and engines stop before passing Push Button Box-operate push button to actuate flashing light signal crossing U.S. Highway 60.

Hot Box and Dragging Equipment Detectors located at MP 28-02, *MP 57-20, MP 92-28, *MP 111-25, and MP 182-17.

6 WESTVILLE SUBDIV.—ILLINOIS DIVISION

| Rule 99 (d) in effect. | | Miles | STATIONS | | Sta. Nos. |
|--|-------|-------|-------------|-------|-----------|
| MAXIMUM SPEED | MPH | | SOUTH | NORTH | |
| Except 10 MPH between Danville-P&E MP 82 and Westville-MP 132.9. | 25 | 123.0 | DANVILLE | ④⑤⑥ | ZD-123 |
| | | 132.8 | WESTVILLE | ⑤ | ZD-132 |
| | | 142.1 | INDIANOLA | | ZD-142 |
| Business Tracks: | MP | 145.6 | SIDELL JCT. | | ZE-141 |
| Hastings | 150.1 | 146.5 | SIDELL | | ZD-146 |
| Longview | 159.7 | 152.6 | ALLERTON | | ZD-153 |
| Zeigler Mine No. 5 | 161.0 | 155.7 | BROADLANDS | | ZD-156 |
| Fairland | 161.9 | 164.9 | VILLA GROVE | T ④⑤⑥ | ZB-145 |
| Industrial Lead. | | | | | |
| Jamacia Spur— | | | | | |
| Breaks out at Sidell Jct.— | | | | | |
| Jamacia | 150.9 | | | | ZE-151 |
| (Max. speed 10 MPH) | | | 39.7 | | |

Yard Limits: Between Danville-P&E MP 82 and Westville MP 132.9; MP 160-00 — MP 164-35.

Operation over: P&E Danville to Wyton (2 mi.); CR Wyton to Westville (6.2 mi.). Clearance 16 ft. 8 in. high ATR and 10 ft. 6 in. wide at 16 ft. 8 in. high ATR.

Before entering P&E or CR tracks secure permission of operator Wyton Tower and be governed by his instructions.

PINCKNEYVILLE SUBDIV.—ILLINOIS DIVISION

| Maximum Speed | MPH | Miles | STATIONS | | Station Nos. | Sidings | |
|---|-------|-------|---------------|------------|--------------|---------|------|
| | | | SOUTH | NORTH | | Cars | Feet |
| (Except as below) | 40 | 63.7 | CHESTER | ④⑤⑥⑦⑧ | C-70 | | |
| MP 64-02 | | 71.8 | WELCH | | CA-10 | 86 | 4479 |
| MP 64-14 | 10 | 77.3 | STERLEVILLE | ⑦ | CA-16 | 167 | 8700 |
| MP 64-14 | | 79.4 | PERCY | ④ ICG ④⑤ | CA-18 | | |
| MP 77 | 30 | 83.7 | NEW WILSON | ⑦ | CA-23 | 99 | 5165 |
| MP 90-00 | | 92.5 | PINCKNEYVILLE | ⑦⑧⑨ | CA-31 | Yd. | |
| MP 96-00 | 20 | 95.5 | SHAKE RAG | | CA-34 | | |
| MP 101-20 | | 102.7 | ④ ICG | ④ | | | |
| MP 103-20 | 20 | 102.9 | TAMAROA | | CA-41 | | |
| MP 112-00 | | 111.2 | SCHELLER | ⑦ | CA-49 | Yd. | |
| MP 124-20 | 25 | 114.5 | WALTONVILLE | ④ BN ④ | CA-53 | | |
| MP 124-20 | | 125.0 | MT. VERNON | ④ L&N ④⑤⑥⑦ | CA-64 | Yd. | |
| MP 125-00 | 10 | | | | | | |
| BUSINESS TRACK | MP | | | | | | |
| Streamline | | | | | | | |
| Lead | 77.9 | | | | | | |
| Pyatt-Fidelity | | | | | | | |
| Mine (via ICG at Pinckneyville) | CA-39 | | | | | | |
| Leahy (via ICG at Percy) | CA-22 | | | | | | |
| Between Percy and Leahy operation on ICG. | | | | | | | |

Yard Limits: Chester subdiv. Conn. to MP 66-05; MP 76-20 to MP 84-00; MP 90-00 to MP 97-00; MP 110-15 to MP 112-05; MP 123-20 to End of Track at Mt. Vernon.

Industrial Leads — Maximum Speed 10 MPH except reduce speed to 5 MPH on Orient No. 6 Industrial Lead-North end doubling track.

| | | |
|--|-------|--------------------------|
| Over Scale 300 feet west of No. 1 load yard switch Cap. Mine | 5 | MPH |
| CAPTAIN MINE | | Breaks out at MP 81.2 |
| ICG Jct. | 82.5 | |
| Captain Mine | 86.1 | CA-20 |
| BURNING STAR NO. 4 | | Breaks out at New Wilson |
| BURNING STAR NO. 2 | | Breaks out at Shake Rag |
| ICG Jct. | 99.1 | |
| Burning Star No. 2 Mine | 101.2 | CA-38 |
| ORIENT | | Breaks out at Scheller |
| ICG Jct. | 111.5 | |
| Orient No. 3 | 112.6 | CA-50 |
| ④ BN ④ | 113.5 | |
| Orient No. 6 | 114.1 | CA-52 |

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

TIMETABLE NO. 10

JOPPA SUBDIV.—ILLINOIS DIVISION

7

| Miles | STATIONS | | Station Nos. | Sidings | | Yard Limits: |
|-------|-----------------|---------|--------------|---------|------|---|
| | SOUTH | NORTH | | Cars | Feet | |
| 298.2 | BENTON JCT. | ④-1 ⑦ | ZC-298 | | | MP 298-10— MP 299-00 |
| 305.0 | WEST FRANKFORT. | ④⑤⑥⑦ | ZC-305 | | | MP 347-15— MP 353-00 |
| 308.8 | JENKINS | | ZC-309 | 86 | 3870 | MP 360-00— to end of Track. |
| 316.4 | MARION | ④ ICG ④ | ZC-317 | 60 | 2700 | Conditional Yard Limits: MP 303-00—MP 309-20—701 am to 701 pm |
| 324.0 | NEILSON JCT. | ④⑤⑥ | ZC-324 | | | Buckhorn Ind. Lead: Jenkins |
| 329.3 | GOREVILLE | | ZC-329 | 59 | 2655 | Max. Speed..10 MPH ICG Jct. 310.0 |
| 334.0 | OMAR | | ZC-333 | 60 | 2700 | Zeigler #4 310.6 ZC-310 Orient #4 313.3 ZC-313 |
| 339.7 | VIENNA JCT. | ④⑤⑥⑦ | ZC-340 | | | |
| 345.3 | CYPRESS | | ZC-345 | 57 | 2565 | |
| 347.6 | JOPPA JCT. | T ⑦ | ZC-348 | | | |
| 348.5 | CHASCO | ⑦ | ZK-348 | | | |
| 351.5 | KARNAK | ④ CR ④⑤ | ZK-352 | 152 | 6840 | |
| 363.3 | JOPPA | ⑦ T ④ | ZK-363 | Yd. | | |
| | | 65.1 | | | | |

BN trains register at Nelson Jct. and Vienna Jct. by ticket.
Maximum Speed: MPH Maximum Speed: MPH
(Except as below) . 35 Joppa Jct. Wye..... 20
MP 324-07—324-15 . 20 MP 363-04—End
MP 334-20—334-26 . 20 of track 10
Operation on BN R.R. between Vienna Jct. and Choat.
Business Tracks: MP Sta. No.
Johnston City 310.7 ZC-311
Hudgens .. 321.8 ZC-322
Cook (on BN) ZK-387

THEBES SUBDIV.—ILLINOIS DIVISION

| Miles | STATIONS | | Station Nos. | Rule 99(d) in effect. |
|-----------------------------|---------------|---------|--------------|---|
| | SOUTH | NORTH | | |
| 347.6 | JOPPA JCT. | ④⑤⑥ | ZC-348 | Yard Limits: Joppa Jct.—MP 348-05 Operation between Cairo Jct. and Illmo over SIMB; Illmo and Rockview over BSV; Rockview and Chaffee over SLSF. See Item 7(b) Special Instructions. |
| 362.8 | TAMMS | ④ ICG ④ | ZC-363 | Maximum Speed 10 MPH |
| 373.3 | FAYVILLE JCT. | ④⑤ | ZC-373 | Business Tracks MP Sta. No. Perks 351.1 ZC-351 Olive Branch 369.3 ZC-369 |
| VIA CAIRO SUBDIV. 4.9 Miles | | | | |
| 378.0 | CAIRO JCT. | ④⑤⑥ | C-130 | |
| 394.4 | CHAFFEE | | ZC-394 | |
| | | 45.0 | | |

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

CAIRO SUBDIV.—ILLINOIS DIVISION

| Miles | STATIONS | | Station Nos. | Yard Limits: Fayville Jct. to Cairo |
|-------|---------------|-------|--------------|--|
| | SOUTH | NORTH | | |
| 120.7 | CAIRO JCT. | ④⑤⑥ | C-130 | Maximum Speed (Except as below)..... 25 MPH MP 120-27—MP 120-40..... 10 MPH MP 142-31—MP 144-35..... 10 MPH |
| 125.6 | FAYVILLE JCT. | ⑦ | ZC-373 | |
| 130.8 | MILLER CITY | | CG-10 | |
| 142.6 | ④ ICG | G | | |
| 144.2 | ④ CR | ④ | | |
| 145.0 | CAIRO | ④⑤ | CG-24 | |
| | | 24.3 | | |

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

TIMETABLE NO. 10

| Miles | M-I R.R. | | Station Nos. | Sidings | |
|-------|---------------------|----------------|--------------|---------|-------|
| | SOUTH STATIONS | NORTH STATIONS | | Cars | Ft. |
| 0.0 | RIVERSIDE..... | ①②T | MC-0 | ..... | ..... |
| 1.9 | HERCULANEUM..... | ① | MC-2 | ..... | ..... |
| 4.5 | CRYSTAL JCT..... | ② | MC-5 | ..... | ..... |
| 5.2 | CRYSTAL CITY..... | ③ | MC-6 | ..... | ..... |
| | 24.0 Miles Via SLSF | | | | |
| 83.0 | STE. GENEVIEVE..... | ④⑤⑥ | MB-2 | ..... | ..... |

Rule 99 (d) in effect.

Yard Limits: Riverside-Crystal City

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

Maximum Speed MPH (Except as below) .25
 MP 2 (Bridge No. 1) .10
 MP 2-10—MP 2-18... 20
 MP 3-21—MP 3-27... 20

Business Tracks MP Sta. No.
 McClay Spur ...6.2 MC-6
 Ag-Nit Spur ...8.0 MC-8
 Bonne Terre Ind. lead (max. Speed 20 MPH) Breaks out at Derby Jct.
 Rivermines...37.6 MC-38
 Flat River ...37.1 MC-37
 Desloge ...35.6 MC-35
 Dolomite ...34.0 MC-34
 McDowell Spur ...32.3 MC-32
 Bonne Terre ...31.1 MC-32

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

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

Operation on SLSF R.R. between Ste. Genevieve and Crystal City be governed by Uniform Code of Operating Rules and Special Instructions Item 7-(b).

Operation on PPG Co. tracks between Crystal City and Crystal Jct.
 Max. gross wt. Crystal City to end of track 220,000 lbs.

Industrial Lead Ste. Genevieve to Bismarck:
 Maximum Speed..... 20 MPH
 Business Tracks MP Sta. No.
 Mosher 87.0 MB-5
 Zell 91.5 MB-9
 Weingarten 97.4 MB-14
 Ogborn 110.7 MB-27
 Ester 115.2 MB-32
 Flat River 116.5 MB-33
 Central J. 117.0 MB-24
 Derby Jct. 118.2 MB-36
 Bismarck ①②T③ 126.1 MB-43

Trains or engs must not occupy following public crossings at grade without first providing flag protection for vehicular traffic by a member of the crew on the ground at the crossing: MP 116.4 Route 32; MP 114.3 Route 0; MP 110.8 Route D; MP 101.7 Route 32.

SPARTA SUBDIV. — ILLINOIS DIVISION

| Miles | M-I R.R. | | Station Nos. | Sidings | |
|-------|-----------------------------|----------------|--------------|---------|-------|
| | SOUTH STATIONS | NORTH STATIONS | | Cars | Ft. |
| 0.0 | SALEM..... | ①② | MI-1 | ..... | 12 30 |
| 11.1 | BRANCH JCT..... | ③ | MI-12 | ..... | ..... |
| 13.5 | CENTRALIA..... | ④ | MI-14 | ..... | ..... |
| 14.0 | ICG JCT..... | ⑤BN⑥G | MI-15 | ..... | ..... |
| 14.5 | BIG BEN..... | ⑦ | MI-16 | 39 2077 | 10 01 |
| 23.2 | HOYLETON..... | ⑧ | MI-24 | ..... | 9 40 |
| 32.6 | NASHVILLE..... | ⑨L&N⑩V | MI-34 | ..... | ..... |
| 40.9 | OAKDALE..... | ⑪ | MI-41 | ..... | ..... |
| 48.7 | COULTERVILLE..... | ⑫ICG | MI-49 | 37 1948 | 8 30 |
| 56.6 | ICG JCT..... | ⑬ | MI-57 | ..... | ..... |
| 57.4 | SPARTA..... | ⑭⑮⑯ | MI-58 | Yd. | 8 01 |
| 68.5 | PAUTLER..... | ⑰ | MI-69 | 55 2855 | AM |
| 69.6 | EVANSVILLE..... | ⑱ | MI-70 | ..... | ..... |
| 77.7 | GAGE JCT..... | ⑲ | ..... | ..... | ..... |
| | 2.5 Mi. Via Chester Subdiv. | | | | |
| 80.2 | FLINTON..... | ⑳ | MI-80 | Yd. | ..... |
| 83.0 | KELLOGG..... | ㉑ | MI-82 | Yd. | ..... |

Maximum Speed: MPH (Except as below) .35
 MP 10-23 — MP 11-3 ... 10
 MP 13-25 — MP 14-15 ... 20
 MP 48-15 — MP 49-04 ... 20
 MP 55-17 — MP 56-5 ... 10
 MP 78-14 — MP 80-20 ... 10

No. 465 will not require clearance at Salem.

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

Yard Limits: End of Track Salem to MP-2; MP 13-27 to MP 16-0; MP 32-10 to MP 32-30; MP 48-17 to MP 60-0; MP 76-00 — Gage Jct.; MP 78-12 to End of Track at Kellogg.

BUSINESS TRACKS MP Sta. No.
 Selmaville ...3.0 .MI-4
 Toedte Spur...31.0 .MI-31
 Meinert ...30.9 .MI-31
 IP Co.47.0 .MI-47

Zeigler Mine #11 ...51.5 .MI-51
 Midwest Mine ...52.0 .MI-52
 Burning Star Mine S ...59.4 .MI-62

St. Louis Terminal Div. Jurisdiction includes area between St. Louis — Kirkwood — Jefferson Barracks — Dupo — Mitchell Yard.

MANCHESTER AVE. and Chippewa-Christy Lead — Stop and flag crossing.

Transfers and trains moving up — Carroll St. approach — MacArthur Br., use East Track unless otherwise instructed by yardmaster.

Reduce speed to 10 MPH on Mun. Br. tracks except north approach from river span to relay depot.

Reduce Speed to 3 MPH over Towveyor rail crossing at south end of East Bay and West Bay in Miller Street Warehouse.

Cars must not be left standing on the Towveyor crossing, south end of Miller St. Freight House.

When setting cars to piggyback ramps, full stop must be made within ten (10) feet of the ramp, then move slowly to spot or couple cars to ramp.

CARONDELET SUBDIV.—ST. LOUIS TERML. DIV.

| Miles | STATIONS | | Station Numbers | ① Crestwood |
|-------|-------------------|-------|-----------------|--|
| | SOUTH | NORTH | | |
| 13.0 | KIRKWOOD..... | ②③④ | MX-13 | Maximum Speed 25 MPH |
| 13.6 | ⑤S. L. S. F..... | ⑥ | ..... | Yard Limits: Entire Subdiv. |
| 16.6 | GRANT..... | ⑦ | GH-4 | Green and red flashing light indicators located each side highway crossings MP 15-10 and MP 22-13, unless indicator is green Stop and member of crew flag highway traffic. |
| 18.7 | ALPHA..... | ⑧ | GH-6 | |
| 23.8 | BROADWAY JCT..... | T⑨ | GH-11 | |
| | 10.7 | | | |

LESPERANCE SUBDIV.—ST. LOUIS TERML. DIV.

| Miles | STATIONS | | Station Nos. | Yard Limits: Entire Subdiv. |
|-------|--------------------|-------|--------------|---|
| | SOUTH | NORTH | | |
| 1.1 | LESPERANCE ST..... | ①②③④ | X-8 | Two main tracks between Lesperance St. and Nagel St. Maximum Speed .25 MPH (except as below) |
| 6.8 | DAVIS JCT..... | ⑤ | ..... | Elevated Track Between 8th St., and Rutger St.: Tangent 15 Curves 10 Gratiot St. Through Interlocking 10 |
| | 5.7 | | | |

| St. Louis Terminal Div. Business Tracks | Sta. No. | Vertical Clearances: Under Mun. Br. Approach—10th St.: | Desoto Subdiv.—MP 4-20: |
|---|----------|---|---|
| Maplewood Mo. | MX 7 | Break up Lead.....17'6" | Southward track ...16'3" |
| Webster Groves | MX 10 | House Track Lead..17'11" | Northward track ...16'11" |
| Lake Jct. | MX 8 | House 4 and 6.....18'6" | Equipment must not be routed between Davis St. and Iron Mountain Jct. unless they will clear above heights. |
| Maplewood, Ill. | C-2 | House 7 and 8.....19'8" | |
| E. St. Louis | C-3 | House 10 and 11...19'11" | |
| Valley Jct. | C-9 | | |
| Dupo | C-15 | | |
| Bixby | C-17 | (Piggybacks, loaded tri-levels and Vert-A-Pac cars will not clear.) Crews handling cars make sure will clear bridge approach. | |
| Big Bend Road | GH-1 | | |
| Billman | GH-2 | | |
| Collopy | GH-2 | | |
| Tesson | GH-5 | | |
| Grasso | GH-7 | | |
| Maes | GH-9 | | |
| Brentwood | GM-1 | | |
| Rock Hill | GM-1 | | |
| Matco | GM-2 | | |
| Jefferson Barracks ... | X-10 | | |

Crossover from the north to the southbound main line at Nagel Street, is the end of double track and single track from Nagel Street to Davis Jct. The south end of the crossover at Nagel Street is equipped with spring switch. Normal position is lined from north to southbound. All southbound trains and engines using northbound main track, unless otherwise instructed will cross over at Nagel Street and be governed by automatic block signals at Davis Jct. and must secure permission from operator at Grand Ave. to run against current of traffic between Nagel St. and Jefferson Barracks.

10 DE SOTO SUBDIV. — ARKANSAS DIVISION

| SOUTH | | NORTH | |
|----------------|-------|--------------------------|-------------------|
| FIRST CLASS | | FIRST CLASS | |
| 21 | | 22 | |
| Psg. | | Psg. | |
| Sun. Wed. Fri. | Miles | Station Nos. | Sidings |
| | | Cars | Ft. |
| 5 00 PM | 0.5 | ST. LOUIS.....ⓄⓈⓂⓄ | MX-1 |
| | 2.3 | GRAND AVE.....ⓈⓂⓄⓈ | |
| | 3.6 | IRON MTN. JCT.....ⓈⓂ | X-1 |
| | 3.7 | Ⓢ. L. S. F.....Ⓢ | |
| | 10.6 | DAVIS JCT.....TⓈ | X-8 |
| 5 35 | 6.8 | BARRACKS JCT..... | X-10 |
| | 9.5 | WICKES..... | X-19 93 4842 |
| | 18.7 | RIVERSIDE.....□Ⓢ-1 T | X-27 95 4953 |
| | 26.5 | HEMATITE..... | X-36 94 4906 |
| | 42.2 | DE SOTO.....Ⓢ-1 § | X-42 122 6370 |
| | 51.0 | BLACKWELL..... | X-51 84 4404 |
| | 57.0 | CADET.....Ⓢ-1 | X-57 89 4630 |
| | 60.9 | MINERAL POINT..... | X-61 84 4390 |
| | 69.5 | IRONDALE..... | X-70 |
| | 75.3 | BISMARCK.....Ⓢ-1 ⓂTⓈ | X-75 96 5023 |
| | 83.1 | MIDDLEBROOK..... | X-83 |
| | 88.6 | ARCADIA-IRONTON..... | X-89 |
| | 91.8 | TIP TOP.....Ⓢ-1 | X-92 81 4244 |
| | 97.8 | GLOVER..... | X-99 |
| | 100.1 | CHLORIDE..... | X-101 |
| | 107.9 | ANNAPOLIS..... | X-108 87 4554 |
| | 111.8 | NORTH DES ARC..... | X-112 |
| | 117.7 | GADS HILL.....Ⓢ-1 | X-120 83 4348 |
| | 127.3 | PIEDMONT..... | X-127 126 6570 |
| | 134.5 | MILL SPRING..... | X-135 |
| | 145.4 | WILLIAMSVILLE.....Ⓢ-1 | X-146 85 4471 |
| | 155.4 | WILBY..... | X-155 |
| | 164.6 | BLACK RIVER JCT..... | X-164 |
| 8 40 PM | 162.3 | POPLAR BLUFF.....Ⓢ-1 ⓂTⓈ | X-166 Yd. 4 00 AM |

Between Grand Ave. and Barracks Jct., two main tracks designated east track and west track — Rules 450-453 inc. in effect — signalled for movement with current of traffic only. Authority of train dispatcher not required to enter main track. Movements against current of traffic will be made only on authority of 21st St. Yardmaster and must not exceed 25 MPH. Trains and engines must clear first class trains as prescribed by Rule 93 except:

1. When authorized by signal indication.
2. Trains or engines must not enter, foul or re-enter after having cleared main track at hand operated switch without first obtaining authority from 21st St. Yardmaster.

PEA RIDGE SUBDIV. — ARKANSAS DIVISION

| Rule 99(d) in effect. | | Miles | SOUTH STATIONS | NORTH STATIONS | Station Nos. |
|--|--|-------|-------------------------|----------------|--------------|
| Yard Limits: MP 57-25 to MP 59-00; MP 83-10 to end of track. | | 57.7 | CADET.....Ⓢ-1 Ⓢ | | X-57 |
| Maximum Speed (Except as below)..... 30 MPH | | 58.6 | New Fountain Farm.....Ⓢ | | XA-58 |
| MP 59-00 to MP 59-25..... 20 MPH | | 72.4 | INDIAN CREEK..... | | XA-72 |
| | | 84.1 | PEA RIDGE.....Ⓢ | | XA-84 |
| | | 26.4 | | | |

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

TIMETABLE NO. 10

DE SOTO SUBDIV. — ARKANSAS DIVISION 11

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

| Maximum Speed | MPH | St. No. |
|--|-------|---------|
| (Except as shown below)..... | 50 | |
| Between Grand Ave. and Iron Mtn. Jct. (Except as below)..... | 35 | |
| Grand Ave. Interlocking..... | 10 | |
| Iron Mtn. Jct. Turnout..... | 15 | |
| Between Iron Mtn. Jct. and Davis Jct..... | 25 | |
| Thru turnouts Davis Jct..... | 15 | |
| MP 6-3 — MP 8..... | 15 | |
| MP 17-13 — MP 18-21..... | 40 | |
| MP 20-39 — MP 21-12..... | 40 | |
| MP 41-24 — MP 42-30..... | 30 | |
| MP 52-39 — MP 54-30..... | 40 | |
| MP 70-10 — MP 71-03..... | 40 | |
| MP 106-11 — MP 108-39..... | 40 | |
| MP 125-38 — MP 126-13..... | 40 | |
| MP 129-29 — MP 131-00..... | 40 | |
| MP 135-20 — MP 137-12..... | 40 | |
| MP 146-18 — MP 148-29..... | 40 | |
| MP 150-17 — MP 151-00..... | 40 | |
| MP 153-08 — MP 154-08..... | 40 | |
| MP 164-05 — MP 165-14..... | 40 | |
| MP 165-14 — MP 165-32..... | 20 | |
| Freight trains must not exceed 40 MPH. | | |
| BUSINESS TRACKS | | |
| Triangle Spur..... | 10.8 | X-11 |
| Bussen Spur..... | 11.6 | X-12 |
| Whitehouse..... | 16.0 | X-16 |
| Hillcrest..... | 17.8 | X-17 |
| Sulphur Spring Spur..... | 22.9 | X-23 |
| Pevely..... | 27.3 | X-27 |
| Horine..... | 29.5 | X-30 |
| Vineland..... | 47.1 | X-47 |
| Tiff..... | 53.9 | X-54 |
| Evergreen..... | 57.7 | X-58 |
| Iron Mountain..... | 80.7 | X-81 |
| Lopez..... | 84.1 | X-84 |
| Pilot Knob..... | 87.0 | X-86 |
| Hogan..... | 96.0 | X-96 |
| Leeper..... | 133.1 | X-133 |
| Potosi Industrial Lead: — | | |
| Max. wt. 240,000 lbs | | |
| Maximum speed 20 MPH | | |
| (Mineral Point—Potosi) | | |
| Lumtle..... | 62.0 | XB-1 |
| Lawood..... | 63.5 | XB-3 |
| Potosi..... | 64.4 | XB-4 |

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

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

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

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

CHARLESTON SUBDIV. — ARKANSAS DIVISION

| Miles | SOUTH STATIONS | NORTH STATIONS | Station Numbers | Rule 99 (d) in effect. |
|-------|------------------------|----------------|-----------------|--|
| 163.2 | JACKSON.....Ⓢ | | DC-16 | Maximum Speed (Except as below)..... 30 |
| 147.1 | ALLENVILLE..... | | D-72 | Jackson to Delta..... 20 |
| 149.3 | ⓈINDUSTRIAL LEAD.....Ⓢ | | | White Water Ind. Ld..... 20 |
| 149.4 | DELTA ⓈSt.L.S.W.....G | | D-74 | Around wye-Charleston..... 10 |
| 157.4 | ⓈSt.L.-S.F.....Ⓢ | | | Around curve-Allenville..... 10 |
| 158.1 | ORAN..... | | D-83 | Between Dexter Jct. and Charleston (Except as below)..... 30 |
| 162.0 | MORLEY..... | | D-87 | MP 211-02 — MP 212-01..... 10 |
| 173.5 | DIEHLSTADT..... | | D-98 | MP 213-10 — MP 213-24..... 20 |
| 178.3 | CHARLESTON.....ⓈT | | D-103 | Between SLSF Crossing and Highway 61 Crossing at Sikeston..... 10 |
| 219.5 | BERTRAND..... | | XD-54 | (Approach Highway 61 Crossing prepared to stop for highway traffic.) |
| 214.5 | MINER.....Ⓢ | | XD-49 | Max. wt. Jackson to Delta 220,000 lbs., White Water Ind. Ld. breaks out at Allenville. |
| 211.4 | SIKESTON.....ⓈⓈⓈ | | XD-46 | White Water Industrial lead 220,000 lb. |
| 211.0 | ⓈS.L.-S.F.....Ⓢ | | | BUSINESS TRACKS |
| 205.4 | MOREHOUSE..... | | XD-40 | MP |
| 195.6 | ESSEX..... | | XD-30 | St. No. |
| 191.3 | DEXTER JCT ⓈStLSW-G | | XD-26 | White Water.....144.6 D-69 |
| | 80.3 | | | Newman Spur.....160.2 D-85 |
| | | | | Hunterville.....198.7 XD-33 |
| | | | | Gray Ridge.....200.2 XD-35 |
| | | | | Buckeye.....217.3 XD-52 |

Yard Limits: MP 162-00 to End of Track; MP 191-11 to MP 191-24; MP 209-10 to MP 215-00 MP 224-00 to Charleston and MP 177-05 to Charleston.

Permission must be secured from SLSW Dispatcher before occupying StLSW Siding or lead track to Siding Delta.

TIMETABLE NO. 10

| SOUTH | | STATIONS | Station Nos. | Sidings | NORTH | |
|----------------|--------|---|--------------|----------|----------------|--|
| FIRST CLASS | | | | | FIRST CLASS | |
| 21 | | | | | 22 | |
| Psg. | | | | | Psg. | |
| Sun. Wed. Fri. | | | | | Mon. Wed. Sat. | |
| PM | | | | | AM | |
| 8 45 | Miles | | Cars | Ft. | 3 55 | |
| | 165.5 | POPLAR BLUFF... ^{4.4} ⓉⓈⓐ | X-166 | Yd. | | |
| | 170.0 | STANLEY... ^{2.9} I | X-170 | | | |
| | 172.9 | HARVIELL JCT... ^{7.4} Ⓣ | X-173 | | | |
| | 180.4 | NEELYVILLE, MO... ^{11.7} T | X-180 | 162 8457 | | |
| | 192.2 | CORNING, ARK... ^{6.3} Ⓣ-2 | X-192 | 161 8376 | | |
| | 198.5 | KNOBEL... ^{4.3} | X-199 | 188 9800 | | |
| | 202.9 | PEACH ORCHARD... ^{4.7} | X-203 | 155 8088 | | |
| | 207.6 | DELAPLAINE... ^{6.7} | X-208 | | | |
| | 214.4 | O'KEAN... ^{9.2} | X-214 | 160 8338 | | |
| | 223.6 | MURTA JCT... ^{1.2} Ⓣ | X-223 | | | |
| | 224.9 | WALNUT RIDGE... ^{1.4} | X-225 | | s 2 50 | |
| | 226.3 | HOXIE S. L. S. F. ... ^{2.2} Ⓣ-2 | X-226 | 166 8641 | | |
| | 228.5 | MINTURN JCT... ^{10.3} Ⓣ | X-228 | | | |
| | 238.9 | ALICIA... ^{12.9} | X-239 | 162 8448 | | |
| | 251.8 | TUCKERMAN... ^{1.3} | X-252 | 162 8436 | | |
| | 258.1 | CAMPBELL JCT... ^{2.3} | X-258 | | | |
| | 259.4 | DIAZ... ^{2.2} IT | X-259 | | | |
| | f10 30 | NEWPORT... ^{0.6} Ⓣ-2ⓈI | X-262 | Yd. | f 2 05 | |
| | 263.9 | NORTH BRIDGE JCT... ^{5.1} | X-264 | | | |
| | 264.5 | SOUTH BRIDGE JCT... ^{4.6} | X-265 | | | |
| | 269.7 | JIFFY... ^{3.8} I | X-270 | | | |
| | 274.3 | GLAISE JCT... ^{8.5} Ⓣ | X-275 | | | |
| | 278.1 | BRADFORD... ^{1.7} | X-278 | 190 9893 | | |
| | 286.7 | RUSSELL JCT... ^{1.2} | X-286 | | | |
| | 288.4 | BALD KNOB... ^{6.7} Ⓣ-2IT | X-288 | 110 5763 | | |
| | 289.7 | JUD... ^{1.9} I | X-289 | | | |
| | 296.4 | KENSETT... ^{8.0} | X-296 | | | |
| | 298.4 | HIG... ^{6.2} I | X-298 | | | |
| | 306.5 | MACK... ^{5.7} I | X-306 | | | |
| | 312.7 | BEEBE... ^{5.0} Ⓣ-2 | X-313 | | | |
| | 319.2 | WACROSS... ^{9.0} I | X-320 | | | |
| | 330.7 | JAX... ^{1.4} I | X-331 | | | |
| | 332.1 | JACKSONVILLE... ^{11.5} T | X-332 | | | |
| | 343.6 | NO. LITTLE ROCK... ^{178.1} ⓈIⓉⓈⓐ | X-344 | Yd. | 12 25 AM | |

| Maximum Speed | MPH | BUSINESS TRACKS | MP | Sta. No. |
|---------------------------|-----|-----------------|-------|----------|
| (Except as below)..... | 60 | Harviell | 173.0 | X-173 |
| MP 191-26 — MP 192-31.... | 50 | Minturn | 232.4 | X-232 |
| MP 224-13 — MP 227-26.... | 50 | Olyphant | 269.8 | X-270 |
| MP 258-01 — MP 264-08.... | 50 | Judsonia | 292.6 | X-293 |
| MP 288-06 — MP 288-19.... | 40 | Higginson | 299.7 | X-300 |
| MP 292-26 — MP 293-03.... | 55 | McRae | 308.2 | X-308 |
| MP 339-20 — MP 345-05.... | 40 | Ward | 317.6 | X-318 |
| North and South Wye | | Cabot | 323.0 | X-323 |
| Bald Knob | 15 | Valentine | 336.1 | X-336 |

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

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

Hoxie—3 switches north end of siding.

Diaz—Cotter Subdiv. conn.

Newport—South siding switch.

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

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

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

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

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

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

DONIPHAN SUBDIV. — ARKANSAS DIVISION

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

LITTLE ROCK TERMINAL DIVISION

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

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

14 LITTLE ROCK SUBDIV. — ARKANSAS DIVISION

| SOUTH FIRST CLASS | | Miles | STATIONS | Station Nos. | Sidings | | NORTH FIRST CLASS | |
|-------------------|-------|-------|----------------------------------|--------------|-----------------|-------|-------------------|-----------------|
| 21 | | | | | Sun. Tues. Fri. | 22 | | |
| Mon. Thurs. Sat. | Psg. | | | | | Cars | Ft. | Sun. Tues. Fri. |
| AM | 12 05 | 343.6 | NO. LITTLE ROCK... I@T@ | X-344 | Yd. | | AM | 12 25 |
| | | 345.3 | ARK RIVER... 1.7 @ | | | | | |
| s | 12 30 | 345.6 | LITTLE ROCK... I 0.3 | X-346 | | | s | 12 20 |
| | | 346.0 | C.R.I. & P... 0.3 @ | | | | | |
| | | 351.7 | ENSIGN... 5.6 I | X-352 | | | | |
| | | 358.9 | ALEXANDER... 7.1 I | X-359 | | | | |
| | | 364.1 | BAUXITE JCT... 5.2 I | X-364 | 104 | 5411 | | |
| | | 368.3 | SHERIDAN JCT... 4.1 I | X-368 | | | | |
| | | 368.7 | BENTON... 0.4 T@ | X-369 | | | | |
| | | 370.2 | SALINE JCT... 1.5 ∅ | X-370 | | | | |
| | | 373.3 | HASKELL... 3.0 XCRIP@ | X-373 | 215 | 11187 | | |
| | | 377.3 | TRASKWOOD... 3.8 | X-377 | 118 | 6181 | | |
| | | 384.6 | GIFFORD... 7.3 | X-385 | 121 | 6311 | | |
| f | 1 20 | 388.7 | MALVERN... 4.1 T@ | X-389 | | | f | 1 15 |
| | | 392.2 | ABCO... 3.4 XCRIP@ | X-390 | 177 | 9238 | | |
| | | 399.6 | DONALDSON... 7.4 | X-400 | 119 | 6215 | | |
| | | 405.6 | WITHERSPOON... 6.0 | X-406 | 118 | 6198 | | |
| | | 411.0 | ARKADELPHIA... 5.3 @ | X-411 | 169 | 8839 | | |
| | | 422.3 | CURTIS JCT... 11.3 | X-422 | | | | |
| | | 426.3 | GURDON... 3.9 T@ | X-426 | Yd. | | | |
| | | 429.3 | BEIRNE JCT... 3.0 | X-429 | | | | |
| | | 437.6 | BOUGHTON... 8.3 | X-438 | 160 | 8331 | | |
| | | 442.4 | PRESCOTT... 4.8 | X-442 | 174 | 9094 | | |
| | | 449.6 | EMMET... 7.2 | X-450 | 124 | 6564 | | |
| | | 457.7 | HOPE... 8.1 n201 10477 XSLSF@ T@ | X-458 | s110 | 5769 | | |
| | | 463.0 | GUERNSEY... 5.2 | X-463 | 118 | 6186 | | |
| | | 471.3 | FULTON... 8.2 | X-471 | 182 | 9509 | | |
| | | 477.7 | HOMAN... 4.4 | X-478 | 167 | 8729 | | |
| | | 480.4 | CLEAR LAKE JCT... 2.6 ∅ | X-481 | | | | |
| | | 490.2 | TEXARKANA... 9.8 I@ T@ | X-491 | Yd. | | | 9 10 |
| AM | | 146.5 | | | | | PM | |

ABS — CTC between No. Little Rock and Sig 4900 at Texarkana.

Two main tracks designated East and West tracks between No. Little Rock and Saline Jct.; Curtis Jct. and Beirne Jct.; Clear Lake Jct. and Texarkana.

Trains originating No. Little Rock and Texarkana must secure clearance.

Hot Box and Dragging Equipment Detectors located: MP 373-35, MP 403-03, *MP 431-37 and 462-00.

No superiority of trains and Rule 93 in effect between Sig 4900 Texarkana and StLSW crossing at MP 0.5. Do not exceed 10 MPH while occupying Texarkana Union Station tracks.

LITTLE ROCK SUBDIV. — ARKANSAS DIVISION 15

| Maximum Speed | MPH | BUSINESS TRACKS | MP | Sta. No. |
|-----------------------|-----|-----------------------------|-------|----------|
| (Except as Below) | 60 | Vogels E. Main | 351.0 | X-351 |
| MP 339-20 — MP 345-05 | 40 | Cash Whistle-East Main | 352.3 | X-352 |
| MP 345-05 — MP 347-11 | 30 | Ark Power & Light-West Main | 353.4 | X-353 |
| MP 346-00 — MP 346-01 | 20 | Midwest Castings-West Main | 354.0 | X-354 |
| MP 351-00 — MP 370-10 | 50 | Mabelvale-West Main | 355.0 | X-355 |
| MP 373-28 — MP 373-30 | 30 | AG W. Main | 356.3 | X-356 |
| MP 385-23 — MP 385-37 | 55 | Ark Power & Light-East Main | 356.5 | X-356 |
| MP 388-05 — MP 389-29 | 35 | Enmar-East Main | 356.7 | X-357 |
| MP 425-35 — MP 426-20 | 40 | Jacuzzi Bros.-West Main | 357.2 | X-357 |
| MP 441-30 — MP 442-20 | 50 | Ark. Cont. Corp. | 357.4 | X-357 |
| MP 457-15 — MP 458-10 | 30 | Bryant-West Main | 362.7 | X-363 |
| MP 471-17 — MP 471-24 | 40 | Perla | 386.7 | X-387 |
| MP 480-16 — MP 480-20 | 50 | Daleville | 410.0 | X-410 |
| | | Gum Springs | 415.5 | X-415 |
| | | Beirne | 430.1 | X-430 |

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

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

Little Rock — crossover CRIP ⊗, switch entrance north end Amtrak Depot.

Bauxite — Siding switches.

Sheridan Jct. — Switch to Benton Yard.

Gurdon — Gurdon subdiv. conn.

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

HOT SPRINGS SUBDIV. — ARKANSAS DIVISION

| Miles | STATIONS | | Station Numbers |
|-------|-----------------|-------|-----------------|
| | SOUTH | NORTH | |
| 412.1 | MOUNTAIN PINE | | XH-90 |
| 399.1 | HOT SPRINGS | ⊗ T ⊕ | XH-77 |
| 395.6 | HOT SPRINGS JCT | | |
| | MALVERN | ⊗ ⊕ | X-389 |
| 35.4 | | | |

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

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

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

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

16 HUGHES SUBDIV. — ARKANSAS DIVISION

| Maximum Speed 25 MPH— Except Briark to CRI&P Jct. 20 MPH. Rule 99 (d) in effect between CRI&P Jct. and Hughes only. | | Miles | STATIONS | | Station Nos. | Sidings | |
|--|--|-------|------------|------------|-----------------|---------|------|
| | | | SOUTH ▼ | NORTH ▲ | | Cars | Feet |
| BRIARK..... | | | | | XG-87 | | |
| C. R. I. & P. JOT..... | | 355.6 | | | | | |
| TENARK..... | | 354.5 | | | CH-42 | 70 | 3685 |
| HUGHES..... | | 334.3 | | | CH-22 | 78 | 4070 |
| | | 25.2 | | | | | |

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

COTTER SUBDIV. — ARKANSAS DIVISION

| Miles | STATIONS | | Station Numbers | Sidings | |
|-------|------------------|------------|--------------------|---------|------|
| | SOUTH ▼ | NORTH ▲ | | Cars | Feet |
| 381.5 | COTTER..... | ① ② ③ ④ | WR-125 | Yd. | |
| 357.4 | NORFORK..... | ①-1 | WR-102 | 100 | 6244 |
| 341.4 | CALICO ROCK..... | | WR-85 | | |
| 339.5 | CRESWELL..... | | WR-83 | 48 | 2539 |
| 329.6 | MOUNT OLIVE..... | | WR-73 | 56 | 2940 |
| 325.0 | SYLAMORE..... | | WR-68 | | |
| 312.4 | GUION..... | ① | WR-56 | 45 | 2364 |
| 304.9 | BILTMORE..... | | WR-49 | 49 | 2553 |
| 293.0 | EARNHARTS..... | | WR-36 | 49 | 2594 |
| 286.1 | BATESVILLE..... | ①-1 ② ③ | WR-29 | 47 | 2492 |
| 270.3 | NEWARK..... | | WR-14 | | |
| 265.5 | PAROQUET..... | | WR-9 | 83 | 4363 |
| 258.8 | DIAZ..... | T ④ | X-259 | | |
| 122.7 | | | | | |

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

Conditional Yard Limits: MP 283—MP 289—8:01 am to 10:01 pm; MP 306—MP 308—1:00 pm to 7:00 pm; MP 311—MP 313—10:01 am to 10:01 pm.

Engs. must not go beyond Midwest Lime Co. loading chute on Midwest Spur Batesville. Six axle type engines must not operate over Bridge #1 at Hays Bros. Lbr. Calico Rock. Trains enroute to or from Cotter Sub. secure clearance Newport.

| Maximum Speed | MPH | BUSINESS TRACKS | MP | Sta. No. |
|---------------------------------|-----|-----------------------|-------|-------------|
| MP 258-30 — MP 266-25 | 40 | ZZ Siding..... | 259.5 | WR-1 |
| (except as below)..... | 30 | Arkansas Eastman..... | 273.6 | WR-16 |
| MP 264-12 — MP 264-15..... | 30 | Sulphur Rock..... | 276.3 | WR-20 |
| MP 266-25 — MP 313-00 | 49 | Moorefield..... | 281.4 | WR-25 |
| (except as below)..... | 35 | Pfeiffer Spur..... | 283.6 | WR-27 |
| MP 277-21 — MP 278-25..... | 40 | Cushman Spur..... | 288.1 | WR-31 |
| MP 279-11 — MP 279-17..... | 40 | Myersville ①..... | 307.4 | WR-50 |
| MP 283-12 — MP 285-10..... | 40 | Naseo..... | 315.2 | WR-59 |
| MP 285-10 — MP 286-22..... | 20 | | | |
| Batesville Over Central St..... | 10 | | | |
| MP 286-22 — MP 287-29..... | 40 | | | |
| Cushman Spur..... | 10 | | | |
| MP 305-21 — MP 306-18..... | 25 | | | |
| MP 308-16 — MP 308-22..... | 40 | | | |
| MP 313-00 — MP 350-00 | 30 | | | |
| (Except as below)..... | 35 | | | |
| MP 318-20 — MP 319-11..... | 25 | | | |
| MP 350-00 — MP 381-15 | 49 | | | |
| (Except as below)..... | 25 | | | |
| MP 359-00 — MP 360-00..... | 25 | | | |
| MP 374-23 — MP 376-00..... | 40 | | | |

MEMPHIS SUBDIV. — ARKANSAS DIVISION 17

| Miles | STATIONS | | Station Numbers | Sidings | | MPH (except as below) |
|-------|----------------------------|---|--------------------|---------|------|---|
| | SOUTH ▼ | NORTH ▲ | | Cars | Feet | |
| 380.7 | MEMPHIS(Sargent Yd.)..... | ① ② ③ ④ | XG-93 | Yd. | | MP 298-08 |
| 380.6 | KC JCT ② SOU..... | G..... | | | | MP 299-03..... 40 |
| 378.3 | BROADWAY..... | | | | | MP 331-29 — |
| 378.2 | TEXAS ST ① IOG..... | | | | | MP 334-25..... 40 |
| 378.1 | KENTUCKY ST..... | □ ⑤ | | | | North and South wye Bald Knob 15 20 MPH between Briark and Kentucky St. |
| 375.8 | BRIDGE JCT. ② S.L.S.F..... | | XG-88 | | | Southward trains will secure clearance Kentucky Street. |
| 375.2 | BRIARK..... | | XG-87 | | | Movement of trains and engines between Sargent Yard and Kentucky St. must be made at Low speed and only on authority of yard- master Sargent yard, subject to interlock- ing rules, verbal and- or hand signals by operator. |
| 370.0 | PRESLEY JCT ② S.L.S.F..... | | XG-82 | | | |
| 368.0 | GAVIN..... | ② | XG-80 | 82 | 4274 | |
| 361.5 | CRAWFORDSVILLE..... | | XG-74 | 190 | 9882 | |
| 352.1 | EARLE..... | ② | XG-64 | 43 | 2266 | |
| 337.5 | LEVESQUE..... | | XG-50 | 53 | 2778 | |
| 332.4 | WYNNE..... | T ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ | C-304 | 171 | 8935 | |
| 318.8 | FAIR OAKS..... | ② STLSW | XG-31 | 162 | 8472 | |
| 309.3 | McCRORY..... | | XG-21 | 68 | 3584 | |
| 300.0 | NEW AUGUSTA..... | | XG-12 | 124 | 6474 | |
| 298.5 | WHITE RIVER..... | ② ③ | | | | Business Tracks Patterson..... 307.3 XG-19 |
| 292.8 | RIO VISTA..... | ② ③ | XG-6 | 68 | 3579 | Morton..... 315.1 XG-27 |
| 287.8 | BALD KNOB..... | □ ② T | X-288 | | | Hamlin..... 324.7 XG-37 |
| 92.8 | | | | | | Parkin..... 346.9 XG-59 |
| | | | | | | Smithdale..... 348.9 XG-60 |
| | | | | | | Vincent..... 363.1 XG-75 |
| | | | | | | W. Memphis Ind. Ld. ... 370.0 XG-85 |

ABS — CTC between Bald Knob and Kentucky Street.

Two main tracks between Briark and Kentucky St.

ABS — CTC both SLSF main tracks Neptune St. to Kentucky St.

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

Gate protecting Sou RR crossing MP 380.6 may be left lined as last used.

Permission must be obtained from train dispatcher before opening door of gate lock on MP crossing Wynne.

Hot Box and Dragging Equipment Detector located *MP 292-00, MP 324-25 and *MP 348-15.

Operation over railroad crossing at grade on industrial leads at Memphis:

Memphis Ind. leads max. speed 20 mph except 10 mph on President Island lead and auxiliary tracks.

Max. wt., Leewood Yd. to North Yd. Sargent Yd. to Federal Compress and Calhoun Ave. to Parkway Yd. 240,000 lbs.; North Yd. to Huling St. 220,000 lbs.

| Location | Other Railroad | Type of Protection |
|----------------------------|-------------------|--|
| Walker Ave. at Southern | | |
| Cotton Oil Mill..... | Southern | Stop Signs. |
| Entrance to Georgia Street | | |
| Yard at North Wye..... | CRIP | Stop must be made before crossing CRIP track and member of crew must precede movement and flag crossing. |
| South Memphis Lead..... | SLSF | Gate — Normal position against Missouri Pacific. |
| West of East Parkway..... | L&N | Automatic interlocking. |
| Aulon..... | L&N | Manual interlocking. |
| Poplar Avenue..... | L&N | Gate — Normal position against L&N. |

20 HUTTIG SUBDIV. — LOUISIANA DIVISION

| Maximum Speed MPH (Except as below), 30 | Miles | STATIONS | | Station Numbers |
|--|-------|----------------|------------|-----------------|
| | | SOUTH ↓ | NORTH ↑ | |
| MP 492-08 — | | | | |
| MP 493-18 | 25 | | | |
| MP 524-21 — | | | | |
| MP 524-29 | 20 | | | |
| MP 553-21 | 10 | | | |
| MP 566-00—Huttig Jct. 10 | | | | |
| Note — Trains and engines must stop and proceed only after a member of crew has protected crossing at 19th St. MP 566-00, Loop Road MP 564-09 and DeSaird St. MP 568-10. | | | | |
| | 492.2 | EL DORADO | ⊠ ⊙ ⊕ ⊗ ⊚ | E-66 |
| | 506.8 | URBANA | | E-80 |
| | 512.8 | STRONG | | E-86 |
| | 523.1 | DOLLAR JCT. | | E-97 |
| | 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. & L. M. | ⊙ | |
| | 568.6 | HUTTIG JCT. | | |
| | | MONROE | ⊠ ⊕ ⊙ ⊚ ⊚ | C-525 |
| | 77.2 | | | |

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

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

HAMBURG SUBDIV.—LOUISIANA DIVISION

| Rule 99 (d) in effect. | Miles | STATIONS | | Station Numbers |
|---|-------|---------------------|------------|-----------------|
| | | SOUTH ↓ | NORTH ↑ | |
| Yard Limits: MP 473-10 to End of Track, Crossett. | | | | |
| Maximum Speed 20 MPH. | | | | |
| | 443.5 | MONTROSE | | C-456 |
| | 451.4 | SNYDER | | CM-27 |
| | 456.0 | MIST | | CM-32 |
| | 462.7 | HAMBURG | | CM-39 |
| | 474.5 | CROSSETT ⊗ ORI & P. | ⊙ ⊕ | CM-50 |
| | 30.9 | | | |

WARREN SUBDIV.—LOUISIANA DIVISION

| Rule 99 (d) in effect. | Miles | STATIONS | | Station Numbers |
|--|-------|------------------------|------------|-----------------|
| | | SOUTH ↓ | NORTH ↑ | |
| Yard Limits: MP 444-10 to MP 447-10; MP 460-10 to End of Track. | | | | |
| Maximum Speed 30 MPH except between MP 445-00 — MP 461-14 25 MPH. | | | | |
| Note—Trains and engines move over crossing, MP 445-22 when protected by crew member. | | | | |
| | 422.6 | DERMOTT | | C-439 |
| | 445.3 | MONTICELLO ⊗ A.D. & N. | ⊙ ⊕ | KC-29 |
| | 461.4 | WARREN | ⊕ | KC-45 |
| | 38.7 | | | |

| BUSINESS TRACKS | MP | Sta. No. |
|-----------------|-------|----------|
| Baxter | 426.5 | KC-10 |
| Cominto | 434.0 | KC-17 |
| Killin | 442.5 | KC-28 |
| Wilmar | 454.0 | KC-37 |

WYNNE SUBDIV.—LOUISIANA DIVISION 21

| Miles | STATIONS | | Station Numbers | Siding | | Maximum Speed MPH MP 235-10 MP 408-10 (Except as below) ... 30 MP 295-23 — MP 296-09 .. 20 MP 337 — MP 369 20 MP 390 — MP 391 20 |
|-------|-----------------------|------------|-----------------|--------|------|--|
| | SOUTH ↓ | NORTH ↑ | | Cars | Feet | |
| 219.9 | PARAGOULD | ⊠ ⊕ ⊗ ⊚ | C-243 | 139 | 7262 | |
| 221.6 | PARAGOULD JCT. | | | | | |
| 235.3 | JONESBORO JCT. | | | | | |
| 238.0 | JONESBORO ⊗ S.L.-S.F. | ⊕ | C-262 | 160 | 8358 | Yard Limits: Paragould to MP 221-20 Wynne MP 277-23 to MP 282-02 |
| 256.7 | HARRISBURG | | C-280 | 105 | 5506 | MP 292-15 to MP 297-00 |
| 280.3 | WYNNE ⊗ MP & G. | ⊠ ⊕ ⊗ ⊚ | C-304 | Yd. | | MP 311-00 to MP 315-00 |
| 290.9 | CALDWELL | | C-314 | 105 | 5503 | MP 324-05 to MP 330-15 |
| 295.7 | FORREST CITY ⊗ ORIP | ⊕ ⊕ | C-319 | 28 | 1456 | MP 406-28 to Jct. with Monroe Subdiv. |
| 296.4 | DEX SIDING | | C-320 | 41 | 2145 | |
| 313.1 | MARIANNA | ⊕ ⊗ | C-337 | 112 | 5589 | |
| 325.5 | LEXA | ⊕ | C-349 | | | |
| 326.5 | HELENA JCT. | ⊕ ⊗ | | | | |
| 329.2 | MARVELL JCT. | ⊕ | | | | |
| 347.1 | ELAINE | | C-371 | 58 | 3019 | White River lift bridge is normally open. To close bridge, employee must ascertain no barge under or approaching, then operate Push Button in Release Box in accordance with instructions posted therein. |
| 368.8 | SNOW LAKE | | C-392 | 97 | 5068 | |
| 377.8 | WHITE RIVER | ⊕ ⊕ | | | | |
| 381.1 | MEDINA | | C-405 | 79 | 4123 | |
| 382.0 | ARKANSAS RIVER | ⊕ | | | | |
| 387.0 | WATSON | | C-411 | 88 | 4586 | |
| 408.1 | McGEHEE | ⊠ ⊕ ⊗ ⊚ | C-432 | Yd. | | |
| 188.1 | | | | | | |

| BUSINESS TRACKS | Sta. MP | Sta. No. | BUSINESS TRACKS | Sta. MP | Sta. No. | BUSINESS TRACKS | Sta. MP | Sta. No. |
|-----------------|---------|----------|-----------------|---------|----------|-----------------|---------|----------|
| Greenfield | 251.6 | C-275 | Lakeview | 339.9 | C-363 | Ferguson | 362.2 | C-386 |
| Whitehall | 262.4 | C-286 | Wabash | 341.1 | C-365 | Deerfield | 366.0 | C-390 |
| Cherry Valley | 267.8 | C-291 | Ratio | 352.9 | C-377 | Mozart | 375.1 | C-399 |
| Vandale | 274.3 | C-298 | Catron | 355.2 | C-379 | Vestal Spur | 377.4 | C-401 |
| Colt | 286.3 | C-310 | Mellwood | 356.6 | C-380 | Duce | 394.9 | C-418 |
| Yaletowne | 293.3 | C-317 | Lundell | 358.6 | C-382 | Rohwer | 396.4 | C-420 |
| LaGrange | 321.2 | C-345 | Mosby Spur | 359.3 | C-383 | Cypress Bend | 399.7 | C-423 |
| Onida | 335.3 | C-359 | Crumrod Spur | 361.7 | C-386 | McArthur | 402.5 | C-426 |

Rule 99(d) in effect between Marvell Jct. and McGehee.

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

Trains must secure clearance Paragould and Wynne.

Permission must be obtained from train dispatcher before opening door of gate lock on gate crossing — Wynne.

St.L.S.W. trains may use siding Paragould, North Switch siding MP 219.5 — South Switch Paragould Jct.

Helena Industrial Lead: (Helena Jct. to Helena 12.0 miles — Max. speed 25 MPH except 10 MPH MP 336-08 to MP 338-06).

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

Marvell Industrial Lead: (Marvell Jct. — Marvell) max. speed 10 MPH: max. wt. 220,000 lbs.)

| | MP | Sta. No. |
|--------------|-------|----------|
| Barton | 329.7 | CK-12 |
| Poplar Grove | 334.4 | CK-17 |
| Marvell | 338.0 | CK-21 |

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

Trains and Engines must move at Restricted Speed between Rock St. Jct. and Little Rock and between Rock St. Jct. and North Little Rock.

| Maximum Speed | MPH |
|----------------------------------|-----|
| Between Little Rock and McGehee: | |
| (Except as below) | 50 |
| Little Rock to Rock St. Jct. | 10 |
| MP 343-20 — MP 346-15 | 10 |
| MP 346-15 — MP 349-21 | 20 |
| MP 385-28 — MP 389-24 | 20 |
| MP 427-15 — MP 428-08 | 35 |
| MP 446-05 — MP 447-23 | 20 |
| Between McGehee and Texmo Jct.: | |
| (Except as below) | 50 |
| MP 408-12 — MP 409-07 | 20 |
| MP 473-02 — MP 474-00 | 35 |
| MP 498-27 — MP 504-10 | 20 |
| MP 528-03 — MP 529-17 | 30 |
| MP 529-17 — MP 531-20 | 40 |
| MP 571-27 — MP 575-00 | 40 |
| MP 582-11 — MP 585-25 | 40 |
| MP 596-14 — Texmo Jct. | 30 |

Remote control switches are No. 16 except — North end sidings Higgins, Grady, McGehee, South end sidings Hensley, Baldwin, Pickens; South end No. 2 track Monroe.

No. 16 switches North end sidings Hudspeth, Bosco, Olla, Tioga; South end sidings Collinston, Swartz, Grayson, Georgetown, Antonia.

ABS — CTC between Arkansas River and Red River Jct.

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

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

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

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

| BUSINESS TRACKS | MP | Sta. No. |
|-------------------------|-------|----------|
| Granite Mt. | 350.3 | K-5 |
| Sweet Home | 351.7 | K-6 |
| Wrightsville | 357.2 | K-12 |
| Woodson | 362.8 | K-17 |
| Redfield | 368.9 | K-23 |
| White Bluff | 370.5 | K-25 |
| Fairfield | 394.7 | K-49 |
| Moscow | 402.5 | K-57 |
| Varnier | 415.0 | K-70 |
| Tillar | 441.7 | K-95 |
| Helena Chem. | 446.6 | K-100 |
| Jerome | 424.8 | C-448 |
| Boydell | 427.2 | C-451 |
| E. Ashley | 435.6 | C-459 |
| Parkdale | 445.0 | C-469 |
| Bayou | 446.8 | C-470 |
| Muller | 454.0 | C-477 |
| McGinty | 454.1 | C-478 |
| Jones | 457.2 | C-481 |
| Galion | 467.2 | C-491 |
| Hancock | 489.3 | C-513 |
| Sicard | 495.8 | C-519 |
| Maidco | 508.3 | C-532 |
| Cobb | 508.4 | C-532 |
| Riverton | 526.2 | C-550 |
| Pulpwood | 532.5 | C-556 |
| Burlington | 544.9 | C-568 |
| Standard | 546.9 | C-570 |
| Mudville | 565.2 | C-589 |
| Christi Spur (Farmland) | 577.9 | C-602 |
| Pollock | 581.4 | C-605 |
| Simms | 586.9 | C-611 |
| Camp Beauregard | 592.5 | C-618 |

| Miles | STATION | Station Numbers | Sidings | |
|-------|------------------|-----------------|---------|-------|
| | | | Cars | Feet |
| 345.6 | LITTLE ROCK | X-346 | | |
| 346.4 | ROCK ST. JCT. | | | |
| 343.6 | NO. LITTLE ROCK | X-344 | | |
| 344.5 | ⊙C. R. I. & P. | | | |
| 345.0 | ARKANSAS RIVER | | | |
| 346.4 | ROCK ST. JCT | | | |
| 346.9 | ⊙C. R. I. & P. | | | |
| 349.1 | EAST LITTLE ROCK | K-4 | | |
| 354.1 | HIGGINS | K-9 | 175 | 9150 |
| 364.5 | HENSLEY | K-19 | 167 | 8700 |
| 381.8 | BALDWIN | K-36 | 146 | 7603 |
| 388.4 | PINE BLUFF | K-43 | 220 | 11385 |
| 409.6 | GRADY | K-64 | 194 | 10138 |
| 420.2 | GOULD | K-75 | 59 | 3108 |
| 427.9 | DUMAS | K-82 | 79 | 4147 |
| 431.0 | PICKENS | K-86 | 187 | 9731 |
| 447.2 | McGEHEE | C-432 | Yd. | |
| 408.1 | DERMOTT | C-439 | 115 | 5996 |
| 415.6 | HUDSPETH | C-446 | 170 | 8873 |
| 422.0 | MONTROSE | C-456 | 110 | 5729 |
| 432.1 | PORTLAND | C-460 | 84 | 4368 |
| 436.4 | SUNSHINE | C-464 | 175 | 9139 |
| 440.1 | WILMOT, ARK | C-473 | | |
| 449.3 | BONITA, LA | C-484 | 181 | 9445 |
| 460.8 | MER ROUGE | C-497 | 102 | 5323 |
| 473.5 | COLLINSTON | C-505 | 180 | 9360 |
| 481.0 | SWARTZ | C-515 | 176 | 9181 |
| 491.8 | HUTTIG JCT | | | |
| 501.0 | ⊙ ICG | | | |
| 501.1 | MONROE | C-525 | Yd. | |
| 502.9 | BOSCO | C-540 | 181 | 9433 |
| 516.6 | OUACHITA RIVER | | | |
| 528.2 | COLUMBIA | C-554 | | |
| 530.5 | GRAYSON | C-558 | 176 | 9200 |
| 535.1 | OLARKS | C-561 | | |
| 537.4 | OLLA | C-572 | 152 | 7952 |
| 548.7 | URANIA | C-576 | 109 | 5696 |
| 552.8 | TULLOS | C-580 | 56 | 2946 |
| 556.5 | GEORGETOWN | C-585 | 153 | 8003 |
| 561.6 | ANTONIA | C-601 | 184 | 9584 |
| 567.9 | TIOGA | C-616 | 154 | 8029 |
| 592.6 | ⊙ KCS | | | |
| 595.1 | RED RIVER JCT | C-620 | | |
| 596.6 | TEXMO JCT | TB-196 | | |
| 597.8 | ALEXANDRIA | C-625 | Yd. | |
| 601.5 | | | | |

294.0

Operation between Texmo Jct. and Alexandria on Shreveport Subdiv.

24 SEDALIA SUBDIV. — NORTHERN DIVISION

SEDALIA SUBDIV. — NORTHERN DIVISION 25

| WEST | | Miles | STATIONS | Station Numbers | Sidings | | EAST | |
|-------------|-------|-------|--------------------------------------|-----------------|---------|-------------|--------|-------|
| First Class | Cars | | | | Feet | First Class | Daily | |
| 31 | | | | | | 30 | | |
| PH | | | | | | | | |
| 4 20 | 0.5 | | ST. LOUIS..... @ ① ② ③ ④ | MX-1 | | | PH | 12 55 |
| | 1.3 | | 0.8 23rd STREET..... ① T ② ③ ④ | | | | | |
| | 1.5 | | 0.2 OHIO AVE..... ④ | | | | | |
| | 2.3 | | 0.8 GRAND AVE..... ① ② ③ ④ | | | | | |
| | 3.6 | | 1.3 IRON MTN. JCT..... ④ ⑤ | X-1 | | | | |
| | 6.8 | | 3.2 MAPLEWOOD..... ① ② | MX-7 | | | | |
| | 10.8 | | 4.0 WEBSTER..... ① | MX-11 | | | | |
| | 13.2 | | 2.4 KIRK..... ① | MX-12 | | | | |
| s 4 50 | 13.4 | | 0.2 KIRKWOOD..... ① ② | MX-13 | | s12 15 | | |
| | 18.7 | | 5.3 PARK..... ① | MX-18 | | | | |
| | 23.4 | | 4.7 BOYD..... ① | MX-22 | | | | |
| | 32.2 | | 8.8 DOZIER..... ① | MX-31 | | | | |
| | 37.0 | | 4.8 SUMMIT..... ① | MX-36 | | | | |
| | 46.5 | | 9.5 SOUTH POINT..... ① | MX-52 | | | | |
| | 57.7 | | 7.9 PACE..... ① | MX-58 | | | | |
| | 86.2 | | 28.5 GASONADE JCT..... ② | MX-86 | | | | |
| | 90.9 | | 4.7 MORRISON JCT..... ① | MX-91 | | | | |
| | 100.2 | | 9.3 CHAMOIIS..... ② T | MX-100 | | | | |
| | 116.7 | | 16.5 BONNOT JCT..... ① | MX-116 | | | | |
| | 117.3 | | 0.6 OSAGE JCT..... ① | MX-117 | | | | |
| | 124.3 | | 7.0 MOREAU..... ① | MX-124 | | | | |
| s 6 53 | 125.3 | | 1.0 JEFFERSON CITY..... ② T | MX-125 | | s10 17 | | |
| | 6 58 | 127.9 | 2.6 RIVER JCT..... ① | MX-128 | | 10 09 | | |
| | 7 11 | 140.2 | 12.3 CENTERTOWN..... ① | MX-140 | 71 | 4082 | 9 56 | |
| | 7 16 | 144.7 | 4.5 McGIRK..... ① | MX-144 | 73 | 4304 | 9 51 | |
| | 7 22 | 150.3 | 5.6 CALIFORNIA..... ② | MX-150 | 62 | 4017 | 9 45 | |
| | 7 38 | 166.1 | 15.8 DOW..... ① | MX-166 | 150 | 9240 | 9 29 | |
| | 7 48 | 175.7 | 9.6 OTTERVILLE..... ① | MX-175 | 40 | 2542 | 9 19 | |
| | 7 54 | 181.1 | 5.4 SMITHTON..... ① | MX-181 | 56 | 3758 | 9 13 | |
| | 187.7 | | 6.6 ① MKT..... ① | | | | | |
| s 8 08 | 188.9 | | 1.2 SEDALIA..... ① ② T | MX-188 | 38 | 1937 | s 9 05 | |
| | 8 16 | 195.7 | 6.8 DRESDEN..... ① | MX-195 | 96 | 5043 | 8 54 | |
| | 8 22 | 200.9 | 5.2 LAMONTE..... ① | MX-200 | 48 | 2890 | 8 46 | |
| | 8 30 | 208.1 | 7.2 KNOBNOSTER..... ① | MX-208 | 110 | 6167 | 8 38 | |
| f 8 42 | 218.4 | | 10.3 WARRENSBURG..... ② | MX-218 | 39 | 2740 | f 8 27 | |
| | 8 49 | 224.4 | 6.0 CENTERVIEW..... ① | MX-224 | 150 | 9508 | 8 18 | |
| | 8 58 | 232.8 | 8.4 HOLDEN..... ① | MX-232 | 51 | 3398 | 8 09 | |
| | 9 03 | 237.5 | 4.7 KINGSVILLE..... ① | MX-237 | 44 | 2867 | 8 04 | |
| | 9 09 | 243.0 | 5.5 STRASBURG..... ① | MX-242 | 73 | 4293 | 7 58 | |
| | 249.2 | | 6.2 PLEASANT HILL..... ①-2 T | MX-249 | 181 | 9862 | | |
| | 252.3 | | 3.0 AVON..... ① | MX-252 | 76 | 4166 | | |
| | 259.8 | | 7.5 LEE'S SUMMIT..... ① | MX-259 | 155 | 8840 | | |
| | 265.1 | | 5.3 LITTLE BLUE..... ① | MX-265 | 61 | 3279 | | |
| | 273.2 | | 7.8 INDEPENDENCE..... ② | MX-273 | 117 | 6350 | | |
| | 276.8 | | 3.6 ROCK CREEK JCT..... ① ② | MX 276 | | | | |
| 10 05 | 283.0 | | 6.2 KANSAS CITY(Un.Sta.)..... ① ② | MX-282 | | | 7 10 | AM |
| PM | | | 278.8 | | | | | |

TIMETABLE NO. 10

SPECIAL INSTRUCTIONS

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

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

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

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

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

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

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

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

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

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

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

TUNNELS: Gray Summit MP 39-02 to MP 39-24; West Labadie MP 42-34 to MP 43-01.

Between 7:00 a.m. and 7:00 p.m. Whistle Signal 14(1) must be sounded for Rock Hill Road MP 10-18 and MP 10-19.

Independence-Pixley Spur: Maximum overhead clearance 16 ft. 6 inches. Stop and protect crossings at Truman Road and Noland Road before occupying.

Hand Throw Crossovers Between Main Tracks:

| | |
|---------------------|-------------|
| Pacific..... | MP 34-20 |
| West Labadie..... | MP 43-26 |
| Washington..... | MP 55-22 |
| New Haven..... | MP 67-17 |
| Hermann..... | MP 81-07 |
| Jefferson City..... | { MP 126-20 |
| | { MP 125-07 |
| | { MP 125-00 |

Trains must secure clearance before leaving St. Louis, Jefferson City, Kansas City or Neff Yard.

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

Yard Limits: Grand Ave. to MP 6-29. Conditional Yard Limits: MP 187-20 to MP 194 — 9:01 am to 6:01 pm.

St. Louis Terminal Div. jurisdiction between St. Louis and Kirkwood.

TIMETABLE NO. 10

26 CARTHAGE SUBDIV. — NORTHERN DIVISION

CARTHAGE SUBDIV. — NORTHERN DIVISION 27

| SOUTH | | STATIONS | Station Numbers | Sidings | | NORTH | |
|--------------|----------------|-------------------------------|-----------------|---------|------|--------------|-------|
| SECOND CLASS | Mile | | | Cars | Feet | SECOND CLASS | Daily |
| 101 | | | | | | 102 | |
| Daily | PM | | | | | | |
| 9 00 | 249.2 | PLEASANT HILL... ①-1 ④ ⑤ T | MX-249 | 181 | 9862 | 1 30 | |
| | 249.1 | ④ C.R.I. & P. ④ | | | | | |
| 9 10 | 253.7 | ORE ④ | P-5 | 78 | 4258 | 1 20 | |
| 9 25 | 258.8 | HARRISONVILLE... ④ SLSF | P-10 | 35 | 2264 | 1 11 | |
| 9 38 | 265.4 | LONE TREE..... ④ | P-16 | 73 | 4039 | 1 01 | |
| 9 55 | 277.6 | ADRIAN..... ④ | P-29 | 81 | 4751 | 12 40 | |
| 10 10 | 287.1 | BUTLER..... ①-1 | P-38 | 79 | 4623 | 12 25 | |
| 10 26 | 298.9 | RICH HILL..... ④ | P-50 | 115 | 6523 | 12 08 | |
| 10 38 | 307.4 | HORTON..... ④ | P-58 | 44 | 2363 | 11 38 | |
| 10 59 | 317.4 | NEVADA..... T ①-1 ④ ⑤ ⑥ MKT ④ | P-69 | Yd. | | 11 20 | |
| 11 20 | 330.8 | SHELDON..... ④ | P-82 | 74 | 4368 | 10 58 | |
| 11 39 | 342.2 | LAMAR..... ④ SLSF ④ | P-93 | 81 | 4699 | 10 42 | |
| 11 54 | 353.5 | JASPER..... ④ | P-105 | 74 | 4434 | 10 25 | |
| 12 12 | 364.1 527.6 | CARTHAGE ④ SLSF. ④ ⑤ ⑥ ⑦ ⑧ | P-115 | | | 10 10 | |
| 12 45 | 506.8 | STOTTS CITY..... ④ | WR-250 | 91 | 4956 | 9 35 | |
| 1 10 | 489.6 | ④ S. L. S. F. ④ | | | | | |
| 1 15 | 489.1 | AURORA..... ④ ⑤ ⑥ ⑦ ⑧ | WR-232 | 56 | 3178 | 9 10 | |
| 1 50 | 477.8 | CRANE..... ① ② ③ ④ ⑤ | WR-221 | Yd. | | 8 50 | |
| 2 20 | 460.7 | REEDS SPRING..... ④ | WR-204 | 36 | 2308 | 8 25 | |
| 2 35 | 450.9 | GRETNA..... ④ | WR-194 | 125 | 6658 | 8 10 | |
| 2 45 | 447.3 | BRANSON..... ① ② | WR-191 | 45 | 2609 | 8 04 | |
| 2 50 | 445.7 | HOLLISTER, MO..... ④ | WR-189 | 36 | 2166 | 8 01 | |
| 3 10 | 432.7 | CRICKET, ARK..... ④ | WR-176 | 37 | 2221 | 7 41 | |
| 3 35 | 415.5 | BERGMAN..... ④ | WR-159 | 135 | 7594 | 7 15 | |
| 4 10 | 392.3 | YELLVILLE..... ④ | WR-136 | 53 | 2891 | 6 37 | |
| 4 30 | 381.5 | COTTER..... ① ② ③ ④ ⑤ | WR-125 | 72 | 3829 | 6 20 | |
| AM | 261.7 | | | | | | AM |

No. 101 is superior to No. 102.

Nevada is register station for originating and terminating trains only.

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

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

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

Aurora is register station for originating and terminating trains only.

| YARD LIMITS: | | BUSINESS TRACKS: | | MP | Sta. No. |
|--|--|------------------|-------|--------|----------|
| Jct. Sedalia Subdiv. to MP 250-05; MP 314-20 to MP 320-00; Carthage — MP 361-00 to 524-20; MP 490-00 to 488-00; MP 477-05 to 479-20 and MP 382-19 to 379-25. | | Milo | 324.0 | P-75 | |
| | | Irwin | 335.7 | P-86 | |
| | | Carytown | 358.3 | P-109 | |
| | | Pearl | 526.0 | WR-270 | |
| | | Empire Spur | 512.2 | WR-258 | |
| | | La Russell | 513.1 | WR-256 | |
| | | Hoberg | 499.0 | WR-242 | |
| | | Galena | 468.0 | WR-211 | |
| | | Pyatt | 403.0 | WR-146 | |
| | | Flippin | 386.5 | WR-130 | |

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

TUNNELS —

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

Tunnel locations: Reed Spring MP 459-21 to MP 460-04; Crest MP 435-00 to MP 435-26; Cricket MP 431-31 to MP 432-14; Pyatt MP 401-11 to MP 401-16; Cotter MP 382-24 to MP 383-03.

| Maximum Speed | MPH | Maximum Speed | MPH |
|-----------------------|-----|-----------------------|-----|
| MP 249-06 — MP 364-03 | | MP 460-04 — MP 459-20 | 30 |
| (Except as below) | 49 | MP 454-15 — MP 454-10 | 35 |
| MP 258-16 — MP 258-17 | 45 | MP 448-10 — MP 446-17 | 30 |
| MP 264-20 — MP 274-30 | 40 | MP 436-24 — MP 435-27 | 30 |
| Rich Hill City Limits | 25 | MP 435-27 — MP 435-00 | 10 |
| MP 317-20 — MP 317-28 | 15 | MP 435-00 — MP 432-15 | 30 |
| MP 364-01 — MP 364-03 | 15 | MP 432-15 — MP 431-31 | 10 |
| MP 527-30 — MP 468-14 | | MP 431-31 — MP 429-13 | 30 |
| (Except as below) | 49 | MP 422-25 — MP 422-18 | 35 |
| MP 527-30 — MP 526-16 | 15 | MP 420-27 — MP 420-16 | 35 |
| MP 511-24 — MP 511-19 | 40 | MP 409-33 — MP 381-25 | |
| Aurora City Limits | 20 | (Except as below) | 49 |
| MP 483-07 — MP 481-18 | 40 | MP 404-27 — MP 399-03 | 40 |
| MP 481-18 — MP 477-25 | 45 | MP 399-03 — MP 393-21 | 45 |
| MP 471-05 — MP 470-21 | 40 | MP 393-21 — MP 393-02 | 40 |
| MP 468-14 — MP 409-33 | | MP 385-25 — MP 381-25 | 40 |
| (Except as below) | 40 | | |
| MP 467-26 — MP 467-15 | 30 | | |

WEBB CITY SUBDIV. — NORTHERN DIVISION

| Miles | YARD LIMITS ENTIRE SUBDIV. | | Station Numbers | Max. Wt. Joplin to end of track 220,000 lbs. |
|---|----------------------------|----------------|---|--|
| | SOUTH STATIONS | NORTH STATIONS | | |
| 364.1 | CARTHAGE..... ④ ⑤ ⑥ ⑦ ⑧ | P-115 | Maximum Speed (Except as below)..... 30 MP 364-23 — MP 366-09... 15 MP 381-03 — MP 381-15... 15 | |
| 374.9 | WEBB CITY..... ④ ⑤ ⑥ | P-126 | Business Tracks MP No. Sta. Dumont 367.9 P-119 Hercules—Dynamite 369.9 P-120 Center Creek 371.3 P-122 Cisco 376.0 P-127 Atlas 6.0 HC-6 | |
| 381.5 | JOPLIN..... ④ | P-133 | | |
| | 17.4 | | | |
| Atlas — County road AA, stop and protect. | | | | |

28 SPRINGFIELD SUBDIV.—NORTHERN DIVISION

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

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

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

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

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

LEXINGTON SUBDIV.—NORTHERN DIVISION

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

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

RIVER SUBDIV.—NORTHERN DIVISION 29

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

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

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

Trains secure clearance at Jefferson City and Neff Yard.

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

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

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

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

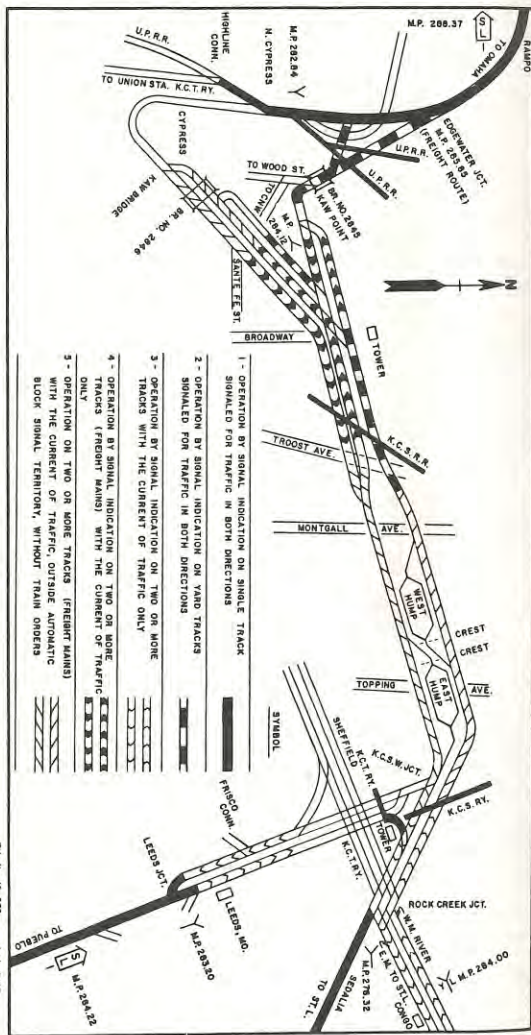
Crossover located MP 247 Pole 10 1/2 is designated as "No. 1 crossover Myrick," crossover at MP 247-31 designated as "No. 2 crossover Myrick."

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

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

| | | | |
|---|------------|---------------------------------------|--------------------|
| Maximum Speed (Except as below) | MPH | Maximum Speed: | MPH |
| MP 129-09 — MP 129-27..... | 50 | MP 443.7 — MP 444.2..... | 45 |
| MP 137-16 — MP 139-31..... | 35 | Congo-E Crossover & Mo Pac Conn. | 30 |
| MP 163-11 — MP 163-16..... | 40 | Congo W Crossover..... | 40 |
| MP 171-00 — MP 175-00..... | 45 | | |
| MP 175-21 — MP 177-05..... | 45 | Business Tracks | MP Sta. No. |
| MP 183-00 — MP 194-21..... | 45 | Renz Spur | 138.0 G-8 |
| MP 197-03 — MP 207-29..... | 45 | Lopus | 151.1 G-22 |
| MP 218-11 — MP 219-00..... | 45 | Overton | 161.0 G-32 |
| MP 220-23 — MP 229-28..... | 45 | Nelson | 189.8 G-80 |
| MP 236-09 — MP 237-18..... | 45 | Stanhope | 209.5 G-80 |
| MP 242-00 — MP 242-06..... | 45 | Blosser | 211.0 G-82 |
| MP 252-20 — MP 252-35..... | 45 | Coyne Spur | 212.9 G-83 |
| MP 252-35 — MP 253-34..... | 45 | Waverly | 224.5 G-95 |
| MP 265-01 — MP 265-23..... | 45 | Neece Spur | 253.1 G-124 |
| On AT&SF RY. (Except as below) | 55 | Levasy | 261.5 G-132 |
| Eton Crossover & Mo Pac Conn. | 30 | Carter Spur | 262.1 G-133 |
| MP 437.5 — MP 437.8..... | 40 | Midas | 263.0 G-134 |
| MP 437.9 — MP 438.5..... | 45 | Blue Valley | 270.4 G-141 |
| | | Marshall | 204.1 GB-2 |
| | | (Ind. lead 2 mi. Miami - Marshall) | |

Operating Instructions (including Map.)



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

- Wyandotte — UP conn.—2 switches.
- Edgewater Jct. — Running track.
- Kaw Point—Wood St. yard lead.
- Kaw Point—CNW yd. lead.
- Kaw Point—End of two main tracks.
- KCNW conn.
- East Yard Jct.
- Kaw River Jct.
- Leads—East switch Blue River Yard.
- Lydia Ave. to Santa Fe St. and to Troost Ave.

Max. Wt. KCNW — Kansas City, Ks. 220,000 lbs.
 ⊗ ATSF
 ⊙ Santa Fe St.

Train movements against the current of traffic must not exceed 25 MPH and will be made only on authority of Superintendent or his representative. Yard engines must keep informed of and avoid delay to trains.

Southwest Jct.: Trains and engines must stop before fouling Northern-Kansas Division Crossing at Southwest Junction unless crossing is known to be clear and no trains or engines are closely approaching crossing.

Unless otherwise instructed, when trains or engines simultaneously approach crossing, Kansas Division Trains will be allowed to cross first after conflicting movement has stopped.

| | |
|--|----------------------|
| Maximum Speed: | MPH |
| Neff Yard and MP 287-20 (Omaha Subdiv.) | 20 (except as below) |
| Over Montgall Ave. | 10 |
| MP 282-00 — MP 284-14 | 12 |
| MP 283-12 — UP Conn. Kaw Bridge Yard | 12 |
| Over KCT Bridge (between Kaw Point and Minnesota Ave.) | 10 |
| Rock Creek Jct. through interlocking (River Subdiv.) | 10 |
| Rock Creek Jct. through turnouts (Sedalia Subdiv.) | 20 |
| MP 270-28 — MP 278-36 | 35 |
| Neff Yard to MP 284-22 | 40 (Except as below) |
| Neff Yard — MP 280-11 | 25 |

In Kansas City, Kansas, be governed by Item 9 of Special Instructions.
 Leads; Chevrolet property, protect all crossings.

| WEST Second CLASS 171 | Miles | STATIONS | Station Numbers | Sidings | | EAST Second CLASS 172 |
|-----------------------------|-------|--------------------------------------|-----------------|----------|-------|-----------------------------|
| | | | | Cars | Feet | |
| 12 01 | 280.0 | NEFF YD., Mo. T [⊙] ⊙ | MX283 | Yd. | 1 01 | |
| | 282.0 | ⊗ KCS 2.0 | | | | |
| | 283.0 | ⊗ MP 1.0 | | | | |
| | 284.5 | KAW PT., KAN. ⊙ ⊙ 1.5 | | | | |
| | 284.7 | ⊗ UP 0.2 | | | | |
| | 284.8 | ⊗ UP 0.1 | | | | |
| | 287.5 | EDGEWATER JCT. 2.7 | | | | |
| | 292.7 | NEARMAN 5.2 | 0-10 | 121 6276 | | |
| | 298.8 | WOLCOTT 6.1 | 0-16 | 145 8593 | | |
| | 305.6 | COCHRANE 6.8 | 0-23 | 108 5786 | | |
| | 309.2 | ONW CONN. 3.6 | | | | |
| | 309.6 | LEAVENWORTH. ⊙ ⊙ 0.4 | 0-27 | 77 4646 | | |
| | 314.2 | WADE 4.6 | 0-32 | 97 5145 | | |
| | 320.0 | OAK MILLS 5.8 | 0-38 | 144 7561 | | |
| | 330.7 | ATOHISON 10.7 | 0-48 | Yd. | | |
| | 332.3 | NORKAN JCT. 1.6 | 0-49 | | | |
| 4 01 | 338.1 | SHANNON 5.8 | 0-56 | 120 6387 | 11 15 | |
| | 341.3 | LANCASTER 3.2 | 0-59 | | | |
| 4 14 | 346.7 | HURON 5.4 | 0-64 | 115 6279 | 11 04 | |
| | 351.7 | EVEREST 5.0 | 0-69 | | | |
| 4 38 | 358.2 | WILLIS 6.5 | 0-76 | 118 6453 | 10 48 | |
| | 369.7 | ⊗ UP 11.5 | | | | |
| 4 53 | 370.3 | HIAWATHA 0.6 | 0-88 | 80 4684 | 10 33 | |
| | 379.1 | RESERVE. KAN. 8.8 | 0-97 | | 10 21 | |
| 5 25 | 384.3 | FALLS CITY NEB. ⊙ ⊙ 5.2 | 0-102 | Yd. | 10 01 | |
| 5 32 | 389.5 | STRAUSSVILLE 5.2 | 0-107 | 69 3708 | 9 54 | |
| 5 39 | 394.8 | VERDON 5.3 | 0-112 | 114 6407 | 9 48 | |
| 5 47 | 401.2 | STELLA 6.4 | 0-119 | 64 3593 | 9 40 | |
| 6 10 | 414.1 | AUBURN 12.9 | 0-132 | 117 6215 | 9 23 | |
| 6 13 | 416.4 | CRETE JCT. 2.3 | 0-134 | | 9 20 | |
| 6 22 | 423.5 | JULIAN 7.1 | 0-141 | 61 3286 | 9 08 | |
| 6 29 | 428.7 | PAUL 5.2 | 0-146 | 68 3637 | 9 01 | |
| 6 38 | 436.9 | NEBRASKA CITY. ⊙ ⊙ 7.3 | 0-153 | | 8 48 | |
| | 437.7 | MONTANA 1.7 | 0-155 | 62 3609 | 8 45 | |
| 6 52 | 447.4 | UNION 9.7 | 0-165 | 83 4656 | 8 30 | |
| 7 01 | 454.8 | MURRAY 7.4 | 0-172 | 69 3703 | 8 01 | |
| | 465.2 | ⊗ BN 10.4 | | | | |
| | 465.5 | ⊗ BN 0.3 | | | | |
| 7 16 | 467.1 | LA PLATTE 1.6 | 0-185 | 59 3587 | 7 40 | |
| 7 23 | 473.1 | GILMORE JCT. 6.0 | 0-191 | | 7 30 | |
| | | via U.P.—9.3 Miles | | | | |
| | 482.4 | CASS ST. 1.1 | | | | |
| 8 15 | 487.2 | OMAHA (Grace St.). ⊙ ⊙ 1.1 | 0-205 | Yd. | 6 30 | |
| AM | 199.6 | | | | PM | |

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

32 OMAHA SUBDIV. — NORTHERN DIVISION

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

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

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

CONCORDIA SUBDIV. — NORTHERN DIVISION

| Miles | WEST ↓ | STATIONS | EAST ↑ | Station Numbers | Sidings | |
|-------|-----------|-------------------|-----------|--------------------|---------|------|
| | | | | | Cars | Feet |
| 330.7 | | ATCHISON..... | ⓂⓈⓉⓈⓈ | O-48 | Yd. | |
| 332.3 | | NORKAN JCT..... | Ⓢ | O-49 | | |
| 347.9 | | EFFINGHAM..... | | S-17 | | |
| 355.2 | | MUSCOTAH..... | | S-25 | | |
| 361.4 | | WHITING..... | | S-31 | | |
| 367.3 | | NETAWAKA..... | | S-37 | 65 | 4678 |
| 379.8 | | GOFF..... | | S-49 | | |
| 385.7 | | CORNING..... | | S-55 | 73 | 4134 |
| 392.9 | | CENTRALIA..... | | S-62 | | |
| 400.4 | | VERMILLION..... | | S-70 | | |
| 408.8 | | FRANKFORT..... | ⓈUPⓈ | S-78 | 36 | 2574 |
| 413.7 | | TUTTLE..... | | S-83 | 98 | 5265 |
| 425.6 | | BLUE RAPIDS..... | | S-95 | | |
| 430.5 | | WATERVILLE..... | Ⓢ | S-100 | | |
| 437.7 | | BARNES..... | | S-107 | | |
| 443.6 | | GREENLEAF..... | Ⓢ | S-113 | 53 | 3133 |
| 450.6 | | LINN..... | | S-120 | | |
| 455.4 | | PALMER..... | | S-125 | | |
| 464.4 | | CLIFTON..... | | S-134 | 50 | 3731 |
| 466.0 | | ⓈORI&P..... | G | | | |
| 471.0 | | CLYDE..... | | S-141 | | |
| 485.1 | | ⓈAT&SFⓈBN..... | Ⓢ | | | |
| 485.4 | | CONCORDIA..... | ⓈⓈⓈⓈⓈ | S-155 | Yd. | |
| 490.2 | | HASTINGS JCT..... | T | S-159 | | |
| 490.3 | | YUMA..... | | S-160 | 38 | 2219 |
| 496.3 | | BURR OAK JCT..... | | S-166 | | |
| 496.4 | | JAMESTOWN..... | | S-166 | 20 | 1436 |
| 502.8 | | SCOTTSVILLE..... | | S-172 | | |
| 514.4 | | BELOIT..... | ⓈUPⓈⓈⓈ | S-184 | 22 | 1663 |
| 524.1 | | GLEN..... | | S-194 | 36 | 1968 |
| 533.3 | | CAWKER..... | | S-203 | 32 | 1754 |
| 538.6 | | DOWNS..... | ⓈⓈⓈⓈⓈ | S-208 | Yd. | |
| 548.5 | | OSBORNE..... | | SF-10 | | |
| 562.1 | | ALTON..... | | SF-23 | | |
| 570.4 | | WOODSTON..... | | SF-32 | | |
| 580.4 | | STOCKTON..... | ⓈT | SF-42 | Yd. | |
| | | | | 246.9 | | |

TIMETABLE NO. 10

LOUISVILLE SUBDIV. — NORTHERN DIVISION 33

| Miles | WEST ↓ | STATIONS | EAST ↑ | Station Numbers | Sidings | |
|---|-----------|---------------------|-----------|--------------------|---------|------|
| | | | | | Cars | Feet |
| Rule 99 (d) in effect. | | | | | | |
| Yard Limits: MP 460-10 to End of Track Avoca; MP 482-25 to Omaha. | | | | | | |
| 449.2 | | AVOCA..... | Ⓢ | OD-35 | | |
| 454.0 | | LOWLINE JCT..... | Ⓢ | OD-40 | | |
| 455.1 | | WEEPING WATER..... | ⓈⓈⓈ | OD-41 | Yd. | |
| 456.0 | | OMAHA JCT..... | ⓈⓈⓈⓈ | OD-42 | | |
| 459.9 | | MANLEY..... | Ⓢ | OD-46 | 18 | 1243 |
| 465.6 | | LOUISVILLE..... | | OD-52 | 33 | 1804 |
| 465.9 | | ⓈBN..... | Ⓢ | | | |
| 467.2 | | ⓈC. R. I. & P..... | Ⓢ | | | |
| 471.6 | | SPRINGFIELD..... | | OD-58 | 18 | 1376 |
| 479.5 | | ⓈU. P..... | Ⓢ | | | |
| 485.6 | | ⓈC. & N. W..... | Ⓢ | | | |
| 489.1 | | LOUISVILLE JCT..... | Ⓢ | O-199 | | |
| | | OMAHA..... | ⓈⓈⓈⓈⓈ | O-205 | Yd. | |
| | | | | 38.9 | | |

LINCOLN SUBDIV.—NORTHERN DIVISION

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

Yard Limits: Union: MP 447-25 — MP 448-05; Weeping Water: MP 459-00 — 464-30; Lincoln: MP 489-00 — Lincoln. At BN Ⓢ 11th and UP Conn-Lincoln, which is protected by gates and pipe connected derrails, trains, engines or cars must not be left standing between opposing gates unless coupled to other equipment that extends beyond one of the gates.

CRETE SUBDIV.—NORTHERN DIVISION

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

Rule 99 (d) in effect.

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

TIMETABLE NO. 10

34 HASTINGS SUBDIV. — NORTHERN DIVISION

| Miles | WEST STATIONS EAST | Station Numbers | Rule 99 (d) in effect. Maximum Speed .....30 MPH |
|-------|---------------------|-----------------|---|
| 490.2 | HASTINGS JOT.....ⓄT | S-159 | BUSINESS TRACKS MP Sta. Nos. Norway .....497.8 SD-8 Abdal .....538.4 SD-48 Mt. Clare .....546.4 SD-56 Lawrence .....555.5 SD-65 Pauline .....567.1 SD-77 Muriel .....573.1 SD 83 Yard Limit: MP 490-15 to 491-11; MP 577-28 to end of track. Hastings: Stop and protect Burlington St. crossing. |
| 492.3 | ⓄAT&SF.....G | | |
| 504.1 | ⓄORI&P.....A | | |
| 504.8 | SCANDIA..... | SD-15 | |
| 513.8 | REPUBLIC, KAN..... | SD-24 | |
| 528.5 | ⓄATSF.....S | | |
| 529.6 | SUPERIOR, NEB..... | SD-39 | |
| 530.1 | ⓄBN.....G | | |
| 555.3 | ⓄBN.....S | | |
| 580.3 | HASTINGS.....T | SD-89 | |
| | 90.1 | | |

BURR OAK SUBDIV.—NORTHERN DIVISION

| Miles | WEST STATIONS EAST | Station Numbers | At Mankato — Stop and protect crossing — U.S. Highway 36. Rule 99 (d) in effect. Maximum Speed .....30 MPH Yard Limits: MP 496-11 to MP 497-02. |
|-------|--------------------|-----------------|--|
| 496.4 | JAMESTOWN.....T | S-166 | Business Tracks: MP Sta. Nos. Randall .....506.7 SE-11 Jewell .....512.9 SE-17 Mankato .....521.5 SE-26 |
| 529.7 | BURR OAK..... | SE-34 | |
| | 33.3 | | |

LENORA SUBDIV.—NORTHERN DIVISION

| Miles | WEST STATIONS EAST | Station Numbers | Rule 99 (d) in effect. Maximum Speed .....30 MPH |
|-------|--------------------|-----------------|--|
| 538.6 | DOWNNS.....ⓄTⓄ | S-208 | Yard Limits: Downs MP 538-28 — MP 539-16. Lenora MP 622-10 — Lenora. BUSINESS TRACKS: MP Sta. Nos. Harlan .....552.9 S-222 Claudell .....567.8 S-237 Speed .....589.8 S-259 Densmore .....608.3 S-278 |
| 547.7 | PORTIS..... | S-217 | |
| 557.8 | GAYLORD..... | S-227 | |
| 563.0 | CEDAR..... | S-233 | |
| 572.6 | KIRWIN..... | S-242 | |
| 583.1 | GLADE..... | S-253 | |
| 598.5 | LOGAN..... | S-268 | |
| 612.9 | EDMOND..... | S-282 | |
| 623.3 | LENORA.....T | S-293 | |
| | 84.7 | | |

ST. JOSEPH SUBDIV.—NORTHERN DIVISION

| Miles | WEST STATIONS EAST | Station Numbers | Operation from Atchison to Winthrop over MP-BN Joint Bridge; BN tracks between Winthrop and St. Joseph. At St. Joseph — Stop and protect following crossings: Illinois Ave. Messanie Sylvania Charles St. Fourth St. Second and Cedar Highway 759 at Artesian Ice Plant. If crossing signal does not operate — before occupying Packers Ave. Spur 759 Highway flag each side crossing with red flag by day or fusee by night. |
|-------|-------------------------|-----------------|---|
| 330.7 | ATCHISON, KAN....ⓄTⓄ | O-48 | |
| 330.8 | DRAWBRIDGE (Mo. River)Ⓞ | | |
| 331.1 | WINTHROP, MO..... | | |
| 334.6 | ARMOUR..... | | |
| 337.0 | ⓄORI&P.....A | | |
| 340.7 | HALLS..... | | |
| 347.8 | FRENCH..... | | |
| 349.9 | ST. JOSEPH.....ⓄTⓄ | OA-21 | |
| | 18.5 | | |

KANSAS CITY SUBDIV.—KANSAS DIVISION 35

| Miles | WEST STATIONS EAST | Station Numbers | Sidings Cars Feet |
|-------|----------------------|-----------------|-----------------------|
| 279.0 | NEFF YARD.ⓄTⓄ | MX-283 | |
| 278.2 | SOUTHWEST JOT..... | MX-277 | |
| 278.6 | ⓄIOG.....T | | |
| 279.1 | ⓄK.C.T.....T | | |
| 279.2 | K.C.T. CONN..... | | |
| 280.4 | CENTROPOLIS..... | MX-288 | |
| 283.4 | LEEDS JOT.....ⓄT | MX-291 | |
| 290.0 | DODSON.....T | MX-298 | E88 4431 w171 8567 |
| 297.1 | MARTIN CITY, Mo..... | MX-305 | |
| 299.8 | KENNETH, KAN.... | MX-308 | 134 7215 |
| 310.9 | BUOYRUS..... | MX-319 | 139 7451 |
| 317.2 | WAGSTAFF.....T | MX-326 | 135 7289 |
| 326.2 | PAOLA..... | MX-334 | |
| 326.8 | ⓄS.L.S.F.....A | | |
| 326.9 | ⓄM.K.T.....A | | |
| 328.5 | BROWN.....T | MX-336 | 203 10803 |
| 334.4 | OSAWATOMIE.....ⓄTⓄ | MX-341 | Yd..... |
| 334.9 | MP.....T | | |
| | 56.7 | | |

Business Tracks: (MX-) MP Sta. No.
 Alexander284.8 291
 Missy Spur285.6 293
 Jack Jones Lbr. Co.292.1 300
 Red Bridge293.1 302
 Long Bell Lbr. Co.296.2 305
 Owens Plastic297.2 305
 Redel301.7 310
 Stilwell306.4 314

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

OSAWATOMIE SUBDIV.—KANSAS DIVISION

| Miles | WEST STATIONS EAST | Station Numbers | Sidings Cars Feet |
|-------|--------------------|-----------------|----------------------|
| 334.4 | OSAWATOMIE.....ⓄTⓄ | MX-341 | Yd..... |
| 343.3 | RANTOUL..... | MX-351 | 126 6972 |
| 354.1 | OTTAWA.....T | MX-362 | 135 7535 |
| 354.4 | ⓄA.T. & S.F.....A | | |
| 357.1 | ⓄA.T. & S.F.....A | | |
| 368.7 | LOMAX..... | MX-376 | 83 4661 |
| 376.8 | FLINT..... | MX-385 | 124 6732 |
| 378.6 | LYNDON.....T | MX-386 | |
| 386.2 | ⓄA.T. & S.F.....A | | |
| 386.4 | OSAGE CITY...ⓄT | MX-394 | 116 6468 |
| 401.9 | ADMIRE..... | MX-410 | 117 6517 |
| 412.2 | LAKE..... | MX-420 | 117 6128 |
| 425.6 | COUNCIL GROVE...ⓄT | MX-432 | Yd..... |
| | 91.2 | | |

Maximum Speed: MPH
 (Except as below) 55
 MP 332-35 — MP 335-00 40
 MP 338-34 — MP 339-29 45
 MP 353-37 — MP 354-32 20
 MP 357-05 — MP 357-13 50
 MP 400-15 — MP 400-27 50
 MP 425-26 — MP 426-26 25

Hot box and dragging equipment detector located at *MP 390-33.

ABS — Osawatomie — Council Grove.
 CTC — Lake — Council Grove.

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

At Council Grove No. 10 at west end No. 1 track.

36 COUNCIL GROVE SUBDIV. — KANSAS DIVISION

| WEST Miles | STATIONS | EAST Miles | Station Numbers | Sidings | |
|---------------|---------------------------------|---------------|--------------------|---------|-------|
| | | | | Cars | Feet |
| 425.6 | COUNCIL GROVE ①②③ | | MX-432 | Yd. | ..... |
| 425.8 | 1.1 PETE | | MX-433 | ..... | ..... |
| 436.3 | 10.5 WILSEY | | MX-444 | 117 | 6524 |
| 445.6 | 9.3 PRAIRIE | | MX-454 | 171 | 8922 |
| 451.0 | 5.4 HERINGTON | | MX-459 | 85 | 4642 |
| 451.5 | 0.5 ② C. R. I. P. | | | | |
| 458.6 | 7.1 HOPE | | MX-467 | 85 | 4637 |
| 459.2 | 0.6 ② A. T. & S. F. | | | | |
| 468.0 | 8.8 ELMO | | MX-476 | 111 | 6092 |
| 476.1 | 8.1 CODY | | MX-485 | 121 | 6443 |
| 478.0 | 1.9 GYPSUM | | MX-487 | ..... | ..... |
| 479.1 | 0.3 SALINA JCT | | MX-488 | ..... | ..... |
| 491.2 | 12.1 BRIDGEPORT | | MX-499 | 124 | 6577 |
| 495.9 | 4.7 ② U. P. .... |  |  | ..... | ..... |
| 496.2 | 0.3 LINDSBORG | | MX-504 | 82 | 4772 |
| 505.6 | 9.4 MARQUETTE | | MX-513 | 117 | 6497 |
| 518.2 | 12.6 CRAWFORD | | MX-526 | 82 | 4461 |
| 524.5 | 6.3 GENESEO | | MX-532 | 59 | 3841 |
| 526.2 | 1.7 WHEAT | | MX-534 | 116 | 6199 |
| 529.7 | 3.5 ② S. L. S. F. .... |  |  | ..... | ..... |
| 537.6 | 7.9 BUSHTON | | MX-545 | 80 | 4677 |
| 545.2 | 7.6 CLAFLIN | | MX-553 | 127 | 6872 |
| 558.8 | 13.6 HOISINGTON | | MX-567 | Yd. | ..... |
| 133.3 | | | | | |

ABS — Council Grove-Hoisington.

CTC Council Grove — Pete.

Hoisington — Rule 425 in effect between remote control switches located at both ends of yard.

Remote control switches No. 15 turnouts except No. 10 at West end No. 1 track Council Grove.

No. 15 turnout east end Hope.

Conditional Yard Limits: MP 524 - MP 527 — 12:01 am to 8:01 am.

TOPEKA SUBDIV.—KANSAS DIVISION

| Miles | WEST STATIONS | EAST STATIONS | Station Numbers | Sidings | |
|-------|------------------------------|------------------|--------------------|---------|-------|
| | | | | Cars | Feet |
| 368.3 | LOMAX | | MX-376 | ..... | ..... |
| 406.5 | 38.2 ② A. T. & S. F. .... |  |  | ..... | ..... |
| 407.6 | 1.1 TOPEKA | | T-130 | ..... | ..... |
| 39.3 | | | | | |

Rule 99 (d) in effect.
Yard Limits: MP 400-15 to end of track Topeka

MAXIMUM SPEED 25 MPH

BUSINESS TRACKS: MP Sta. Nos.

Michigan 374.4 T- 97
Overbrook 381.6 T-104
Pauline 401.1 T-124

HOISINGTON SUBDIV. — KANSAS DIVISION 37

| WEST Miles | STATIONS | EAST Miles | Station Numbers | Sidings | |
|---------------|--------------------------------|---------------|--------------------|---------|-------|
| | | | | Cars | Feet |
| 558.8 | HOISINGTON ①②T\$ | | MX-567 | Yd. | ..... |
| 568.9 | 10.1 OLMITZ | | MX-577 | 65 | 3885 |
| 575.6 | 6.7 OTIS | | MX-583 | 64 | 4043 |
| 584.1 | 8.3 BISON | | MX-592 | 113 | 6289 |
| 590.3 | 6.2 LA CROSSE | | MX-598 | 68 | 3942 |
| 605.3 | 15.0 MCCRACKEN | | MX-613 | 137 | 7625 |
| 616.0 | 10.7 BROWNELL | | MX-624 | 73 | 4058 |
| 622.1 | 6.1 OSGOOD | | MX-630 | 115 | 6136 |
| 627.3 | 5.2 RANSOM | | MX-635 | 71 | 3945 |
| 633.8 | 6.5 ARNOLD | | MX-642 | 44 | 2591 |
| 640.3 | 6.5 UTICA | | MX-648 | 117 | 6499 |
| 655.6 | 15.3 SHIELDS | | MX-663 | 117 | 6374 |
| 665.0 | 9.4 HEALY | | MX-673 | ..... | ..... |
| 670.2 | 5.2 RANCH | | MX-678 | 118 | 6281 |
| 681.7 | 11.5 ② A. T. & S. F. .... |  |  | ..... | ..... |
| 682.5 | 0.8 SCOTT CITY | | MX-690 | 67 | 3850 |
| 682.8 | 0.3 ② A. T. & S. F. .... |  |  | ..... | ..... |
| 692.1 | 9.3 MODOC | | MX-700 | 120 | 6379 |
| 699.2 | 7.1 MARIENTHAL | | MX-707 | ..... | ..... |
| 707.1 | 7.9 LEOTTI | | MX-715 | 70 | 4038 |
| 717.1 | 10.0 SELKIRK | | MX-725 | 116 | 6159 |
| 729.0 | 11.9 TRIBUNE | | MX-737 | 44 | 2591 |
| 730.8 | 1.8 HORACE | | MX-739 | Yd. | ..... |
| 171.8 | | | | | |

Maximum Speed 55 MPH
(Except as Below)
MP 588-36 — MP 589-11.... 50
City Limits LaCrosse.... 45
MP 681-29 — MP 682-34.... 40
Hot Box and Dragging Equipment Detectors located MP 595- 21 and *MP 625-27.

BUSINESS TRACKS: MP Sta. No.

Kanbrick (Hoisington) ..561.4 GD-9
Boyd562.9 MX-571
Hargrave598.0 MX-606
Pen Dennis649.4 MX-657
Manning671.4 MX-679
Coronado704.1 MX-712
Whitelaw724.6 MX-732

Kanbrick Ind. Lead:
Max Wt. MP 560-09 to end of track — 220,000 lbs.

ABS — Hoisington-Horace.
Hoisington—Rule 425 in effect between remote control switches located at both ends of yard.
Remote control switches, Hoisington are No. 15, or No. 20.
Time applies at the station for trains operating through Horace.

SALINA SUBDIV.—KANSAS DIVISION

| WEST Miles | STATIONS | EAST Miles | Station Numbers | Sidings | |
|---------------|--|---------------|--------------------|---------|-------|
| | | | | Cars | Feet |
| 479.1 | SALINA JCT | | MX-488 | ..... | ..... |
| 494.8 | 15.7 ② C. R. I. & P. .... |  |  | ..... | ..... |
| 494.8 | 0.0 ② U. P. .... |  |  | ..... | ..... |
| 494.9 | 0.1 SALINA | | GK-16 | Yd. | ..... |
| 495.3 | 0.4 SALINA UNION DEPOT..... |  |  | ..... | ..... |
| 499.1 | 3.8 TRIGO | | GK-21 | 39 | 2184 |
| 511.3 | 12.2 FALUN | | GK-32 | 25 | 1652 |
| 521.0 | 9.4 MARQUETTE | | MX-513 | ..... | ..... |
| 41.6 | | | | | |

Rule 99(d) in effect.
MPH
Maximum Speed 30
(Except as below)
City Limits Salina.... 25
Ohio Street Salina.... 10

BUSINESS TRACKS: MP Sta. No.

Kipp484.7 GK-6
Smolan504.5 GK-26
Phillips506.5 GK-28
Mackie516.5 GK-38

| MOUNTAIN STANDARD TIME | | WEST | | EAST | | Station Numbers | Sidings | | Maximum Speed: MPH |
|------------------------|--------------------|-----------------|------|------|------|-----------------|---------|---|--------------------|
| Miles | STATIONS | Station Numbers | Cars | Feet | Cars | | Feet | | |
| 730.8 | HORACE..... | MX-739 | Yd. | | | | | (Except as below)..... 55 | |
| 740.5 | WALKINGHOOD, KAN. | MX-748 | 175 | 8750 | | | | City Limits Eads..... 40 | |
| 746.6 | TOWNER, COLO..... | MX-754 | | | | | | City Limits Ordway..... 40 | |
| 752.5 | STUART..... | MX-760 | 118 | 6039 | | | | NA Jct.—Pueblo Jct..... 60 | |
| 758.1 | SHERIDAN LAKE..... | MX-766 | 72 | 3834 | | | | (Except as below) | |
| 771.8 | CHIVINGTON..... | MX-780 | 117 | 6251 | | | | Boone (until crossing occupied) 40 | |
| 785.8 | EADS..... | MX-794 | 118 | 6435 | | | | ATSF MP 615.9 — MP 616.0. 50 | |
| 807.7 | HASWELL..... | MX-816 | 122 | 6597 | | | | ATSF MP 617.2 — MP 617.8. 25 | |
| 830.5 | HEATH..... | MX-838 | 124 | 6462 | | | | Pueblo Jct.: AT&SF MP 617.6 — MP 617.8..... 15 | |
| 841.2 | SUGAR CITY..... | MX-849 | | | | | | MP 893-06 — MP 895-06.... 20 | |
| 846.4 | ORDWAY..... | MX-854 | 138 | 7304 | | | | (Industrial Lead West of Fountain River Bridge, Pueblo, Colo. — Old Main Line.) | |
| 863.1 | PULTNEY..... | MX-871 | 118 | 6140 | | | | | |
| 869.4 | NA JCT..... | MX-876 | | | | | | Business Tracks: MP Sta. No. | |
| 591.8 | AVONDALE..... | MX-889 | 155 | 8153 | | | | Astor..... 736.9 MX-745 | |
| 609.6 | DEVINE..... | MX-895 | | | | | | Kanco..... 742.9 MX-750 | |
| 611.8 | BAXTER..... | MX-897 | 150 | 7500 | | | | Brandon..... 766.2 MX-774 | |
| 617.8 | PUEBLO JCT..... | MX-903 | | | | | | Galatea..... 799.1 MX-807 | |
| 897.1 | PUEBLO..... | MX-905 | Yd. | | | | | Arlington..... 821.4 MX-829 | |
| 165.8 | | | | | | | | Crowley..... 851.9 MX-860 | |
| | | | | | | | | Olney Springs..... 857.3 MX-865 | |
| | | | | | | | | Boone..... 876.1 MX-884 | |

ABS — Horace to Pueblo. CTC — Between NA Jct. and Pueblo Jct. Operation between NA Jct. and Pueblo Jct. over joint MP-ATSF Track controlled by ATSF dispr. at La Junta. Uniform Code of Operating Rules apply except as modified by ATSF Rules shown under Item 7 (a) of Special Instructions. No. 20 turnouts both ends sidings Baxter and Avondale. ATSF mileage and mile post numbers used between NA Jct. and Pueblo Jct.

Time applies at the station for trains operating through Horace.

Operation in Pueblo Terminal will be governed by DRGW timetable and Special Instructions of Pueblo Union Depot.

MP trains must secure MP clearance before leaving Pueblo (ATSF clearance not required)

Hot Box and Dragging Equipment Detectors located at *MP 792-05 and MP 851-00.

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

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

Rule 99 (d) in effect between Conway Springs and Hardtner only.

Yard Limits: Hardtner Jct. to MP 490-30; MP 511-27 to MP 514-21.

Maximum Speed: MPH
Between Hardtner Jct. and Hardtner: (Except as Below) . 30
MP 512-09 — MP 569-24 25
MP 569-24 — MP 573-19 20

Business Tracks: MP Sta. No.
Murray Gill 493.3 H-194
CG&F Elevator 493.8 H-195
Clearwater Co-op 500.4 H-201
Waterworks Spur 543.9 H-245
Shook .548.2 H-250
Ruella .552.0 H-253

STAFFORD SUBDIV.—KANSAS DIVISION

| WEST | | EAST | | Station Numbers | Sidings | |
|-------|---------------------|-----------------|------|-----------------|---------|--|
| Miles | STATIONS | Station Numbers | Cars | | Feet | |
| 558.7 | CONWAY SPRINGS..... | NL-135 | Yd. | | | |
| 567.1 | MILTON..... | NL-144 | | | | |
| 572.2 | ⊗ A. T. & S. F..... | | | | | |
| 592.3 | KINGMAN..... | NL-169 | | | | |
| 593.1 | ⊗ A. T. & S. F..... | | | | | |
| 593.9 | ⊗ A. T. & S. F..... | | | | | |
| 598.4 | BROWN'S SPUR..... | NL-175 | | | | |
| 605.8 | PENALOSA..... | NL-183 | | | | |
| 610.0 | OLCOTT..... | NL-187 | | | | |
| 619.9 | PRESTON..... | NC-10 | 10 | 500 | | |
| 620.1 | ⊗ C. R. I. & P..... | | | | | |
| 630.0 | IUKA..... | NC-20 | | | | |
| 614.5 | TURON..... | NL-191 | | | | |
| 615.0 | ⊗ C. R. I. & P..... | | | | | |
| 628.6 | STAFFORD..... | NL-205 | | | | |
| 629.6 | ⊗ A. T. & S. F..... | | | | | |
| 639.3 | HUDSON..... | NL-216 | | | | |
| 648.3 | SEWARD..... | NL-225 | | | | |
| 653.7 | RADIUM..... | NL-230 | | | | |
| 95.0 | | | | | | |

Max. Wt. 220,000 lbs. between Olcott and Iuka, except on authority of Superintendent.

Rule 99(d) in effect.

Yard Limits: Conway Springs to MP 559-30. MP 610-01 to End of Track Iuka.

Maximum Speed MPH (Except as below) 30
Between Olcott and Iuka 20
Preston, Through Turnout at end of siding. 15

Business Tracks: MP Sta. No.
Norwich 571.4 NL-148
Belmont 580.4 NL-157
Alameda 585.3 NL-162
Neola 620.9 NL-198

40 HUTCHINSON SUBDIV. — KANSAS DIVISION

| WEST ↓ Miles | STATIONS | EAST ↑ | Station Numbers | Sidings | | Maximum Speed MPH |
|--------------------|---------------------------|-----------|--------------------|---------|------|--|
| | | | | Cars | Feet | |
| 482.0 | WICHITA YD. | ⓂⓈⓉⓅ | H-183 | | | |
| 482.4 | Ⓢ. L. S. F. | Ⓜ | | | | Between Wichita and Geneseo (Except as below) . . . 30 |
| 482.6 | Ⓢ. C. R. I. & P. | Ⓜ | | | | MP 485-02 MP 485-07 . 20 |
| 483.0 | Ⓢ. W. T. A. | Ⓜ | | | | MP 530-19 — MP 533-25 . 20 |
| 483.0 | Ⓢ. A. T. & S. F. | Ⓜ | | | | MP 559-06 MP 561-01 . 20 |
| 485.9 | HARDTNER JCT. | ⓈⓉ | M-1 | | | |
| 495.0 | MAIZE | | M-10 | 23 | 1532 | |
| 499.1 | COLWICH | | M-14 | 21 | 1546 | |
| 509.9 | MT. HOPE | | M-25 | 54 | 3059 | |
| 516.9 | HAVEN | | M-32 | 48 | 2918 | |
| 522.4 | YODER | | M-37 | 15 | 1140 | |
| | | | | 40 | 2222 | |
| 531.5 | Ⓢ. A. T. & S. F. | Ⓜ | | | | BUSINESS Sta. TRACKS: MP Nos. Wichita Sand .490.5 M-5 Superior Sand .490.9 M-6 Berwet .496.0 M-11 Lock Joint .497.7 M-13 KG&ECO.498.3 M-14 Andale .504.2 M-19 Small Spur .511.1 M-26 Elmer .520.0 M-41 Yaggy .535.8 M-54 Nickerson (between YA Jct. & ST Jct. .544.0 M-59 Kanopolis 14.3 M-103 |
| 531.6 | Ⓢ. A. T. & S. F. | Ⓜ | | | | |
| 532.0 | Ⓢ. C. R. I. & P. | Ⓜ | | | | |
| 532.6 | HUTCHINSON | ⓈⓉⓅ | M-48 | Yd. | | |
| 533.5 | Ⓢ. A. T. & S. F. | Ⓜ | | | | |
| 537.5 | YA JCT. | | | | | |
| | Via A.T. & S.F. 13.09 Mi. | | | | | |
| 550.6 | ST JOT | | | | | |
| 559.2 | Ⓢ. L. S. F. | Ⓜ | | | | |
| 560.5 | LYONS | ⓈⓉⓅ | M-76 | 39 | 2566 | |
| 561.0 | Ⓢ. A. T. & S. F. | Ⓜ | | | | |
| 561.0 | Ⓢ. A. T. & S. F. | Ⓜ | | | | |
| 524.5 | GENESEO | ⓈⓉⓅ | MX-532 | 59 | 3841 | |
| 91.2 | | | | | | |

Rule 99(d) in effect between Hardtner Jct. and Lyons only.

Yard Limits: Wichita to MP 487-23; MP 530-19 to MP 537-13; MP 558-04 to MP 561-27; MP 570-31 to Geneseo.

Operations via AT&SF Ry. between YA Jct. and ST Jct. (See Item 7(a) Special Instructions.)

Westward trains, before leaving Hutchinson and Eastward trains before leaving Lyons must secure AT&SF numbered clearance card.

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

Stations on AT&SF Ry. between YA Jct. and ST Jct.:

| Name | AT&SF MP |
|---------------------|----------|
| YA Jct. | 222.7 |
| Yaggy | 223.2 |
| Nickerson | 228.6 |
| ST Jct. | 235.6 |

Hutchinson: Stop and protect Main St. crossing.

Hutchinson: In yard Ⓢ CRI&P-G.

Kanopolis Ind. Lead—

Geneseo to Kanopolis 14.3 miles. Max. Speed This Lead 30 MPH.

Trains and Engines run at restricted speed between Geneseo and Kanopolis 701 AM until 501 PM, sounding whistle signal per last paragraph uniform code of operating Rule 14(1) expecting to find track cars.

WICHITA SUBDIV. — CENTRAL DIVISION 41

| WEST ↓ Miles | STATIONS | EAST ↑ | Station Numbers | Sidings | | Maximum Speed MPH |
|--------------------|--------------------------|-----------|--------------------|---------|------|-------------------------|
| | | | | Cars | Ft. | |
| 348.9 | BRONSON | | H-50 | | | |
| 354.2 | Ⓢ. M.-K.-T. | Ⓜ | | | | |
| 354.4 | MORAN | | H-55 | | | |
| 361.6 | LA HARPE | | H-63 | | | |
| 367.4 | IOLA | | H-68 | | | |
| 367.8 | Ⓢ. A. T. & S. F. | Ⓜ | | | | |
| 374.7 | PIQUA | | H-76 | 27 | 1590 | PM |
| 383.6 | DURAND | ⓈⓉⓅ | H-85 | 93 | 4902 | 11 00 |
| 386.0 | YATES CENTER | ⓈⓉ | H-87 | | | |
| 394.4 | BATESVILLE | | H-96 | 90 | 4881 | 10 10 |
| 420.7 | EUREKA | | H-122 | | | 9 20 |
| 438.6 | SUMMIT | | H-140 | 78 | 4286 | 8 40 |
| 452.7 | WALNUT | | H-154 | 80 | 4502 | 7 50 |
| 454.5 | ELDORADO | ⓈⓉⓅ | H-155 | | | 7 30 |
| 454.6 | McPHERSON JOT | ⓈⓉ | H-155 | | | |
| 482.0 | WICHITA YD. | ⓈⓉⓅ | H-183 | Yd. | | 6 30 |
| 133.1 | | | | | | PM |

| Business Tracks: | MP | Sta. Nos. | Business Tracks: | MP | Sta. Nos. | Business Tracks: | MP | Sta. Nos. |
|-------------------|-------|-----------|-------------------|-------|-----------|----------------------|-------|-----------|
| Athens | 378.9 | H-80 | Reece | 430.5 | H-132 | Benton | 469.4 | H-170 |
| Toronto | 399.5 | H-101 | Rosalia | 441.9 | H-143 | Greenwich | 474.4 | H-175 |
| Neal | 407.6 | H-109 | Towanda | 463.6 | H-164 | Speedy Mix | 476.8 | H-179 |

McPHERSON SUBDIV.—CENTRAL DIVISION

| WEST ↓ Miles | STATIONS | EAST ↑ | Station Numbers | Sidings | |
|--------------------|--------------------------|-----------|--------------------|---------|------|
| | | | | Cars | Ft. |
| 454.6 | McPHERSON JOT | ⓈⓉⓅ | H-155 | | |
| 467.1 | POTWIN | | PB-13 | | |
| 474.5 | WHITEWATER | | PB-20 | 17 | 1117 |
| 474.7 | Ⓢ. C. R. I. & P. | Ⓜ | | | |
| 486.8 | NEWTON | ⓈⓉ | PB-32 | 15 | 1006 |
| 487.0 | Ⓢ. A. T. & S. F. | Ⓜ | | | |
| 495.1 | HESSTON | | PB-41 | 30 | 1992 |
| 501.6 | MOUNDRIDGE | | PB-47 | 20 | 1488 |
| 514.9 | Ⓢ. C. R. I. & P. | Ⓜ | | | |
| 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 | Cent.-Kan. Hatchery | 500.9 | PB-46 |
| | | | Elyria | 509.3 | PB-56 |

42 PITTSBURG SUBDIV. — CENTRAL DIVISION

| Miles | WEST STATIONS | EAST | Station Numbers | Sidings | | |
|-------|-----------------|------------|-----------------|---------|------|--|
| | | | | Cars | Feet | |
| 319.3 | NEVADA | ⊙ T | P-71 | | | |
| 333.2 | BRONAUGH | | N-16 | | | |
| 343.3 | LIBERAL, MO. | | N-26 | | | |
| 343.4 | ⊙ S. L. S. F. | ⊙ | | | | |
| 350.2 | ⊙ S. L. S. F. | ⊙ | | | | |
| 352.8 | CORNELL, KAN. | | N-35 | 51 | 2802 | |
| 357.6 | ⊙ K. O. S. | G | | | | |
| 358.0 | PITTSBURG | ⊙ ⊕ | N-41 | | Yd. | |
| 358.5 | ⊙ S. L. S. F. | ⊙ | | | | |
| 362.8 | FLEMING | | N-46 | 35 | 1991 | |
| 365.6 | ⊙ S. L. S. F. | ⊙ | | | | |
| 365.8 | CHEROKEE | | N-48 | 10 | 834 | |
| 366.8 | ⊙ S. L. S. F. | G | | | | |
| 374.0 | COKE DALE | ⊙ M.K.T. | N-58 | | | |
| 379.6 | SHERWIN | ⊙ S.L.S.F. | N-62 | 21 | 1320 | |
| 386.1 | FAULKNER | | N-68 | 24 | 1561 | |
| 392.8 | CHETOPA | ⊕ | N-75 | | | |
| 393.2 | ⊙ M. K. T. | G | | | | |
| 408.1 | EDNA | | N-91 | | | |
| 413.2 | VALEDA | | N-96 | 14 | 930 | |
| 423.0 | ⊙ A. T. & S. F. | ⊙ MKT. | | | | |
| 423.3 | COFFEYVILLE | ⊙ ⊕ | R-135 | | Yd. | |
| 104.0 | | | | | | |

Rule 99 (d) in effect.

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

Yard Limits: Nevada — MP 320-17; Pittsburg, MP 355-00 to MP 360-18; MP 422-00 to Coffeyville.

Maximum Speed MPH (Except as below) .. 30
MP 392-09 .. 15
MP 392-30 15

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

COFFEYVILLE SUBDIV. — CENTRAL DIVISION 43

| Miles | SOUTH STATIONS | NORTH | Station Numbers | Sidings | | |
|-------|-----------------|---------------|-----------------|---------|------|--|
| | | | | Cars | Feet | |
| 333.4 | OSAWATOMIE | ⊕-2 ⊕ T ⊕ | MX-341 | | Yd | |
| 334.9 | ⊙ M. P. | | | | | |
| 342.8 | LANE | | R-9 | 126 | 6688 | |
| 353.4 | HECLA | | R-20 | 135 | 7578 | |
| 357.4 | ⊙ A. T. & S. F. | ⊙ | | | | |
| 357.6 | GARNETT | ⊕ | R-24 | | | |
| 371.7 | DIXON | | R-39 | 171 | 9203 | |
| 384.4 | LE ROY | ⊕ | R-51 | | | |
| 391.0 | VERNON | | R-59 | 175 | 9283 | |
| 398.5 | DURAND | ⊕ ⊕-2 T ⊕ | H-85 | 179 | 8986 | |
| 415.1 | ROPER | | R-82 | 170 | 8541 | |
| 417.6 | BENEDIOT | ⊙ A.T. & S.F. | R-85 | | | |
| 426.5 | FREDONIA | ⊕ ⊕ | RC12 | | | |
| 427.2 | ALTOONA | | R-94 | | | |
| 434.8 | NEODESHA | ⊕ ⊕ | R 102 | 99 | 5994 | |
| 434.9 | ⊙ S. L.-S. F. | ⊕ | | | | |
| 442.3 | SYCAMORE | | R 109 | 180 | 9002 | |
| 448.3 | ⊙ A. T. & S. F. | ⊕ | | | | |
| 448.6 | ⊙ A. T. & S. F. | ⊕ | | | | |
| 449.1 | INDEPENDENCE | ⊕ ⊕ ⊕ | R 116 | 71 | 4045 | |
| 462.4 | DEARING | | R 130 | 115 | 6122 | |
| 467.8 | COFFEYVILLE | ⊕-2 T ⊕ ⊕ | R 135 | | Yd | |
| 133.4 | | | | | | |

ABS — Osawatomie-Coffeyville.
CTC Osawatomie and Lane Signal 3436; Dearing Signal 4623 and Coffeyville Signal 4666.
Fredonia: Reached via ATSF from Benedict. (See Item 7(a) Special Instructions)
Remote control switches are No. 15, 16 or 20 except both ends Dearing siding and switch from main track to running track Osawatomie.
Turnouts at Hecla, Dixon, Vernon and Roper are No. 15, 16 or 20.
Hot Box and Dragging Equipment Detector located at *MP 438-08.
Conditional Yard Limits: MP 448-04 - 450-11 — 9:00 am to 7:30 pm.

| Maximum Speed (Except as below) | MPH | BUSINESS TRACKS: | Sta. MP No. |
|---------------------------------|-----|--------------------------|-------------|
| MP 334-31 — MP 334-41 | 30 | Greeley | 348.1 R-15 |
| MP 340-39 — MP 341-34 | 40 | Birch | 361.8 R-29 |
| MP 343-23 — MP 344-01 | 45 | Westphalia | 373.6 R-41 |
| MP 348-20 — MP 348-26 | 45 | Aliceville | 377.4 R-44 |
| MP 356-40 — MP 357-37 | 25 | Buffalo | 411.2 R-78 |
| MP 371-27 — MP 372-26 | 45 | Blake | 453.3 R-120 |
| MP 383-34 — MP 385-00 | 30 | | |
| City Limits Altoona | 40 | | |
| MP 418-01 — MP 418-11 | 45 | | |
| MP 423-00 — MP 423-11 | 45 | | |
| MP 427-35 — MP 428-20 | 45 | | |
| MP 433-27 — MP 435-09 | 30 | | |
| MP 448-06 — MP 450-10 | 40 | | |
| MP 462-02 — MP 462-09 | 45 | | |
| | | MP 396-18 — MP 400-13. | |
| | | MP 448-04 — MP 450-11. | |
| | | MP 466-23 — Coffeyville. | |

CONWAY SPRINGS SUBDIV. — CENTRAL DIVISION

| Miles | WEST STATIONS | EAST | Station Numbers | Sidings | | |
|--------------------|-----------------|------|-----------------|---------|------|--|
| | | | | Cars | Feet | |
| 428.7 | DEARING | ⊕ | R-130 | | | |
| 442.1 | CANEY | T | NL-19 | 13 | 909 | |
| 442.2 | ⊙ A. T. & S. F. | ⊕ | | | | |
| 458.9 | SEDAN | | NL-36 | | | |
| 480.9 | CEDARVALE | | NL-58 | 54 | 2442 | |
| 497.7 | DEXTER | ⊕ ⊕ | NL-74 | 32 | 1831 | |
| 498.1 | DEXTER JCT. | ⊕ | | | | |
| 517.2 | WINFIELD | ⊕ ⊕ | NL-94 | | | |
| 21.0 Mi. Via AT&SF | | | | | | |
| 537.9 | BELLE PLAINE | | NL-115 | | | |
| 544.5 | ⊙ O. R. I. & P. | ⊕ | | | | |
| 558.7 | CONWAY SPRINGS | ⊕ ⊕ | NL-135 | | Yd. | |
| 130.3 | | | | | | |

Rule 99 (d) in effect.
Yard Limits: Dearing to MP 431-00; MP 497-03 to MP 499-05; MP 515-00 to MP 521-00; MP 558-00 to Conway Springs.
Operation over AT&SF at Caney Item 7 (a) Special Instructions.
Maximum Speed: MPH
Between Dearing & Cedarvale 30
Between Cedarvale and Winfield ... 20
Between Belle Plaine & Conway Springs 25
Max. Wt. Between Dearing and Dexter 220,000 lbs.
Business Sta. Tracks: MP No. Tyro ...435.1 NL-12 Peru ...453.2 NL-30 Rogers ...464.6 NL-41 Layton ...474.7 NL-51 Taussig ...485.0 NL-62 Hooser ...490.8 NL-63 Riverdale 544.4 NL-121 Anson ...552.2 NL-129

ARKANSAS CITY SUBDIV. — CENTRAL DIVISION

| Miles | WEST STATIONS | EAST | Station Numbers | Sidings | | |
|-------|-----------------|------|-----------------|---------|------|--|
| | | | | Cars | Feet | |
| 498.1 | DEXTER JCT. | ⊕ | | | Yd. | |
| 513.5 | SILVERDALE | | NB-15 | 29 | 1682 | |
| 522.5 | ⊙ A. T. & S. F. | ⊕ | | | | |
| 522.9 | ARKANSAS CITY | ⊕ ⊕ | NB-25 | | Yd. | |
| 24.8 | | | | | | |

Rule 99 (d) in effect.
Yard Limits: Dexter Jct. to MP 498-33; MP 518 to Arkansas City.
Maximum Speed MPH (Except as below) .. 30
MP 498-06 — MP 498-18 20

| WEST | | Miles | STATIONS | Station Numbers | Sidings | EAST | | |
|------------------|-----------|-------|----------------------|-----------------|---------|-------------|----------|-----------------|
| FIRST CLASS | | | | | | FIRST CLASS | | |
| 21 Psgr. | 461 Psgr. | | | | | 460 Psgr. | 22 Psgr. | |
| Mon. Thurs. Sat. | Daily | | | | Cars | Feet | Daily | Sun. Tues. Fri. |
| AM | | 0.0 | TEXARKANA ARK. T | TP-0 | Yd. | | | PM 8 55 |
| | | | St. L.S.W. | | | | | |
| | | 1.3 | NATIONAL TEX. | TP-2 | 89 | 4903 | | |
| | | | K.C.S. | | | | | |
| | | 7.9 | SULPHUR. | TP-8 | 174 | 9157 | | |
| | | 14.8 | SPRINGDALE. | TP-15 | 89 | 4914 | | |
| | | 20.4 | QUEEN CITY. | TP-21 | 140 | 7449 | | |
| | | 23.6 | ATLANTA. | TP-24 | 77 | 4756 | | |
| | | 31.2 | BIVINS. | TP-31 | 142 | 7426 | | |
| | | 37.5 | KILDARE. | TP-37 | 94 | 5022 | | |
| | | 43.5 | PAYNE. | TP-44 | 146 | 7761 | | |
| | | 50.7 | JEFFERSON L. & A. | TP-51 | 158 | 8513 | | |
| | | 58.7 | WOODLAWN. | TP-58 | 136 | 7395 | | |
| f 5 15 | | 66.3 | MARSHALL. | TP-67 | 159 | 8243 | f 7 20 | |
| | | 70.5 | QUINCY. | TP-70 | 86 | 4748 | | |
| | | 75.3 | KEOKUK. | TP-75 | 138 | 7484 | | |
| | | 82.9 | LANSING. | TP-83 | 195 | 10485 | | |
| f 5 55 | | 89.6 | LONGVIEW. | TP-90 | Yd. | | f 6 45 | |
| | | 93.8 | GREGGTON. | TP-94 | 132 | 7364 | | |
| | | 104.8 | GLADEWATER. | TP-103 | 136 | 7255 | | |
| | | 113.8 | BIG SANDY St. L.S.W. | TP-113 | 131 | 7277 | | |
| | | 124.2 | FADA. | TP-124 | 135 | 7507 | | |
| | | 130.0 | HOARD. | TP-130 | 88 | 4967 | | |
| | | 136.1 | MINEOLA. | TP-138 | 245 | 13970 | | |
| | | 142.2 | SILVER LAKE. | TP-143 | 83 | 4730 | | |
| | | 150.0 | GRAND SALINE. | TP-149 | 141 | 7512 | | |
| | | 158.8 | EDGEWOOD. | TP-160 | 142 | 7559 | | |
| | | 167.4 | WILLS POINT. | TP-167 | 135 | 7728 | | |
| | | 175.9 | ELMO. | TP-176 | 137 | 7454 | | |
| | | 181.9 | FERRELL. | TP-183 | 79 | 4406 | | |
| | | 187.0 | LAWRENCE. | TP-187 | 132 | 7466 | | |
| | | 199.1 | MARIETH. | TP-199 | 139 | 7403 | | |
| | | 207.0 | SCOTTDALE. | TP-207 | 85 | 4686 | | |
| | | 209.1 | MP JCT. | TP-210 | 142 | 7388 | | |
| | PM | | POWER 19. | | | | PM | |
| s 9 00 | 12 25 | | DALLAS. | TP-215 | | | 2 35 | s 4 00 |
| | | 214.8 | TERMINAL JCT. | TP-216 | | | | |
| | | 216.1 | BROWDER. | TP-218 | 82 | 4362 | | |
| | | 226.4 | GRAND PRAIRIE. | TP-227 | 85 | 4570 | | |
| | | 229.0 | BOP. | TP-230 | Yd. | | | |
| | | 232.7 | ARLINGTON. | TP-233 | 71 | 4173 | | |
| | | 245.4 | POWER 55. | TP-245 | | | 1 40 | 2 45 |
| AM | PM | 251.1 | CENTENNIAL YD. | TP-250 | | | PM | PM |
| | | 251.1 | | | | | | |

| Maximum Speed | MPH | Business Tracks | Sta. No. |
|-----------------------|-----|-----------------|-------------|
| (Except as below) | 60 | | |
| ⊗ SSW (MPO-15) | 15 | Hoot | 6.5 TP7 |
| MP 2-15 — MP 2-33 | 50 | South Texarkana | 11.4 TP11 |
| *MP 23-22 — MP 23-33 | 20 | Heat Research | 84.6 TP85 |
| MP 30-27 — MP 31-04 | 50 | Pumps | 87.0 TP87 |
| MP 36-12 — MP 38-00 | 50 | Hawkins | 118.6 TP119 |
| MP 50-06 — MP 50-14 | 50 | Debbie | 128.9 TP129 |
| MP 50-26 — MP 51-17 | 30 | Amoca | 156.3 TP157 |
| MP 65-16 — MP 67-06 | 30 | Forney | 194.0 TP194 |
| MP 66-12 — MP 66-23 | 15 | Mesquite | 202.0 TP202 |
| (Siding) | 15 | Dalworth Paint | 202.3 TP203 |
| MP 89-05 — MP 90-22 | 40 | Skyline | 205.6 TP205 |
| MP 100-21 — MP 104-30 | 40 | Harrys | 218.0 TP218 |
| MP 112-33 — MP 112-34 | 25 | Eagle Ford | 220.0 TP220 |
| MP 136-00 — MP 136-12 | 40 | Cloudy | 222.0 TP224 |
| MP 148-36 — MP 149-19 | 40 | June Pit | 223.2 TP225 |
| MP 156-00 — MP 157-00 | 35 | Mt. Creek | 223.8 TP226 |
| MP 166-09 — MP 167-01 | 35 | Great Southwest | 231.2 TP231 |
| MP 182-06 — MP 183-09 | 40 | Handley | 239.2 TP239 |
| MP 193-07 — MP 194-10 | 45 | Jamestown | 242.9 TP243 |
| MP 205-15 — MP Jct. | 20 | Fort Worth | 245.8 BV272 |
| MP 214-20 — MP 214-24 | 10 | | |
| MP 214-24 — MP 221-23 | 20 | | |
| MP 225-15 — MP 225-26 | 50 | | |
| MP 225-26 — MP 226-25 | 30 | | |
| MP 226-25 — MP 227-25 | 50 | | |
| MP 228-32 — MP 235-07 | 40 | | |
| MP 239-06 — MP 245-18 | 40 | | |
| MP 245-18 — MP 245-40 | 15 | | |
| MP 245-40 — MP 248-04 | 35 | | |

*After eng. occupies last crossing, maximum speed may be resumed.

No Superiority of trains and Rule 93 in effect between Sig. 4900 at Texarkana and StLSW crossing. All trains and engs. move at restricted speed.

ABS — ⊗ St.L.S.W. Texarkana to MP 248-01, Centennial Yard. CTC between StLSW crossing Texarkana and MP Jct.; Terminal Jct. and MP 244-02.

No. 16 turnouts at MP Jct. and all sidings except Terrell. Hot Box and Dragging Equipment Detectors: MP 29-15, MP 54-24, MP 80-05, MP 108-05, *MP 162-11, and *MP 190-18.

Indication of defect for detector at MP 29-15 is flashing red at east end Kildare for westward trains and at west end Atlanta for eastward trains.

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

Trains operating between Texarkana and Palestine will not require clearance at Longview if train order signal indicates proceed. Do not exceed 5 MPH on Morton Salt Co. tracks, Grand Saline.

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

No. 461 must secure clearance at Terminal Jct. Great Southwest-South Industrial Lead—Max. Speed 20 MPH In East Dallas Yd. ⊗ ATSF ⊕ 10 MPH.

Operation via SP, MP Jct. to Tower 19, Max. Speed 20 MPH; Operation via Right of Way District, Tower 19 to Terminal Jct., Max. Speed 10 MPH all tracks. Interlocking Rules in effect.

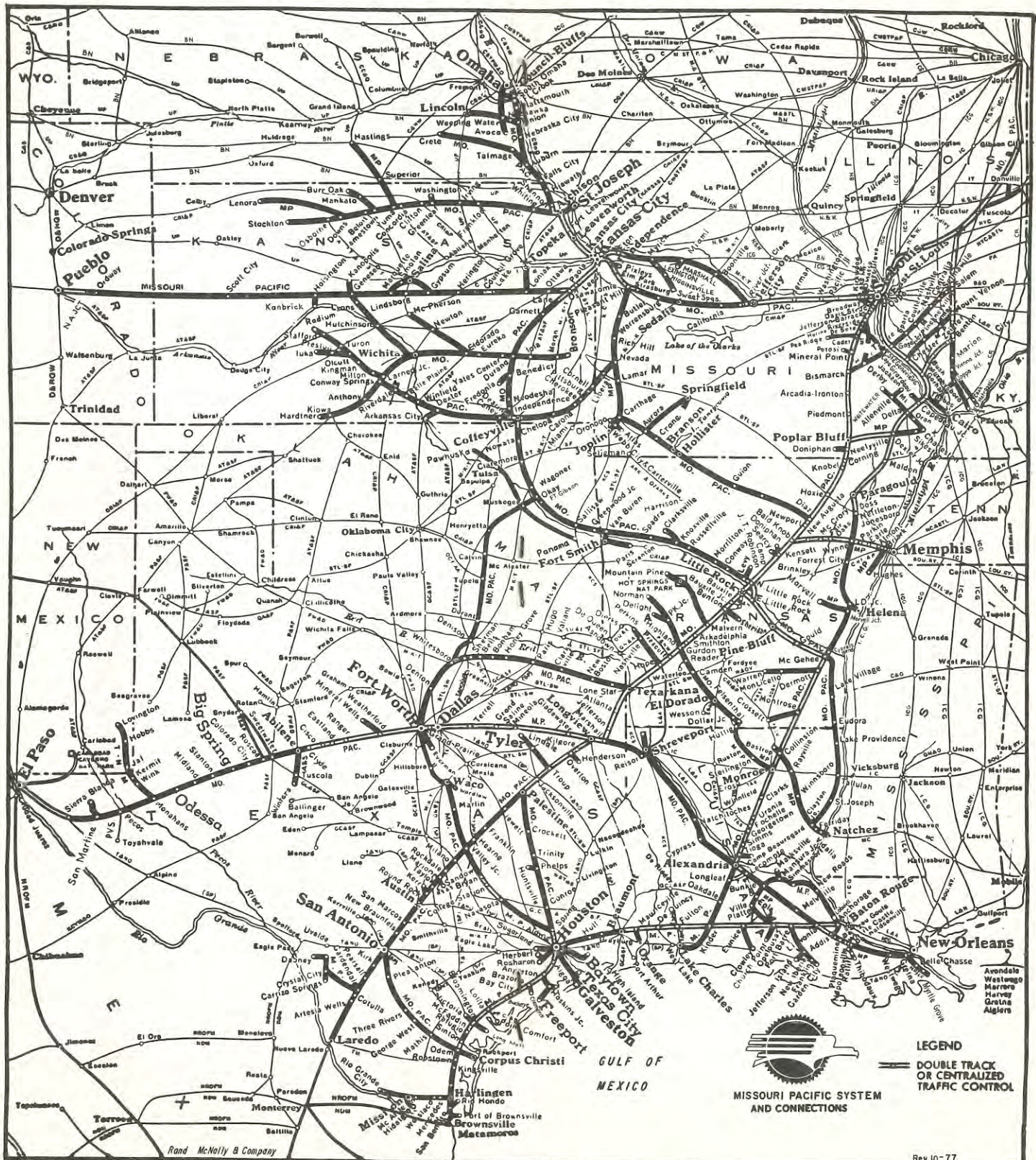
Kelley Lead may be used to meet or pass trains and engines except cars higher than 17 ft. 6 inches may not be handled on Kelly Lead.

Two main tracks between Terminal Jct. and MP 248-01 Centennial Yard. Yard Limits: MP 244-02 — MP 248-01.

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

Between MP 244-02 and MP 248-01 movement of trains and engines will be governed by instruction of yardmaster or Tower 55.

Between MP 248-01 and MP 252-00 movement of trains and engines will be governed by instructions of yardmaster. Centennial Yard:—All yard tracks between MP 248-01 and West End Centennial Yard; do not exceed 20 MPH.



MISSOURI PACIFIC SYSTEM
AND CONNECTIONS

LEGEND
 ——— DOUBLE TRACK
 OR CENTRALIZED
 TRAFFIC CONTROL

50 OKLAHOMA SUBDIV. — RED RIVER DIVISION

| Maximum Speed between Okay Jct. and KO&G Jct. (Except as below) ... 49 MP 128-08— MP 128-12.. 10 City Limits Muskogee ... 25 Muskogee Over MP 200... 20 Broadway & Okmulgee Sts. Muskogee ... 12 MP 167-14 to MP 167-20.. 45 MP 173-00 to MP 175-00.. 25 MP 184-22— MP 185-01.. 40 MP 202-00 to MP 217-00.. 40 Except: Calvin—Over CRI&P 20 MP 231-03 to MP 231-13.. 45 MP 242-16 to MP 246-13.. 40 MP 256-19 to MP 256-27.. 30 MP 267-22 to MP 273-17.. 40 MP 291-19 to MP 295-18.. 40 Thru Conn. KO&G Jct. .. 15 Yard Limits: Muskogee: MP 126-00— MP 134-25 Henryetta: MP 171-27— MP 175-08 KO&G Jct.: MP 296-05— KO&G Jct. | SOUTH STATIONS | | NORTH | Station Numbers | Sidings | |
|---|------------------|-------|-------|-----------------|---------|------|
| | Miles | | | | Cars | Feet |
| 120.2 | OKAY JCT. | | | L-233 | | |
| 122.5 | VERDIGRIS RIVER | 2.4 | ⊙ | | | |
| 128.3 | ⊗M-K-T | 5.8 | ⊙ | | | |
| 133.8 | MUSKOGEE | 5.4 | ⊗ | MG-3 | Yd. | |
| 145.9 | WAINWRIGHT | 12.1 | ⊙ | MG-146 | 143 | 7766 |
| 158.5 | HITCHITA | 12.6 | ⊙ | MG-159 | 62 | 3420 |
| 174.1 | HENRYETTA | 15.6 | ⊗ | MG-174 | 77 | 4140 |
| 188.6 | TANNER | 14.5 | ⊙ | MG-189 | 85 | 4543 |
| 202.2 | MINA | 13.6 | ⊙ | MG-202 | 142 | 7560 |
| 215.3 | ⊗C.R.I. & P. | 13.1 | ⊙ | | | |
| 216.3 | CALVIN | 1.0 | ⊙ | MG-216 | 77 | 4303 |
| 230.0 | ALLEN | 13.7 | ⊙ | MG-230 | 89 | 5042 |
| 252.5 | TUPELO | 22.5 | ⊙ | MG-252 | 147 | 7798 |
| 269.5 | WAPANUCKA | 17.0 | ⊙ | MG-270 | | |
| 278.0 | CAIN | 8.5 | ⊙ | MG-279 | 134 | 7760 |
| 297.6 | KO&G JCT. OKLA | 19.6 | ⊙ | MG-298 | | |
| | RAY-DENISON, TEX | 20.9 | ⊙ | MK-662 | Yd. | |
| | | 198.3 | | | | |

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

MKT STATIONS

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

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

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

Operation over Verdigris River MP 122.5 joint-MKT.

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

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

WHITESBORO SUBDIV. — RED RIVER DIVISION 51

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

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

ABS — Whitesboro Jct. to Tower 55.

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

Trains originating secure clearance Centennial Yard or Tower 55.

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

Northward MKT trains secure clearance Tower 55.

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

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

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

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

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

52 MIDLAND VALLEY SUBDIV. — RED RIVER DIV.

| Miles | WEST STATIONS | EAST | Station Numbers | Siding Capacity in Cars | Rule 99 (d) in effect. |
|-------|---------------|--------|-----------------|-------------------------|--|
| | | | | | |
| 20.8 | PANAMA | | MV 21 | | Rule 99 (d) in effect. Yard limits: MP 92-32 to MP 101-04; MP 146-04 to MP 154-23; MP 198-17 to Pawhuska. Maximum Speed: MPH Panama to MP 79-5..... 30 MP 79-5 to MP 96-00..... 20 MP 96-00 — MP 98-00..... 12 MP 98-00 — MP 100-00..... 25 MP 100-00 — MP 142-00... 30 MP 142-20 — MP 148-06... 25 MP 148-06 — MP 151-04... 20 MP 151-04 — MP 151-33... 10 MP 151-33 — MP 154-23... 20 MP 154-23 — Pawhuska... 25 (Except as below) MP 169-14 — MP 169-20... 10 MP 190-24 — MP 192-04... 10 BUSINESS TRACKS— MP Sta. No. Bokoshe 27.2 MV-27 Gloco 47.5 MV-47 Kerr McGee 50.5 MV-50 Perdue 54.3 MV-55 Turley 157.5 MV-158 Skiatook 166.6 MV-167 Max. Wt. 220,000 lbs. between Barnsdall and Pawhuska. |
| 29.3 | ⊗FS & VB | ⊙ | | | |
| 40.9 | KEOTA | | MV 41 | | |
| 55.2 | STIGLER | ⊙ | MV 55 | 39 | |
| 67.5 | PORUM | | MV 67 | | |
| 77.2 | WARNER | | MV 77 | | |
| 95.8 | SHOPTON | T ⊙ | MV 96 | Yd. | |
| 100.1 | MUSKOGEE | ⊙ MP ⊙ | MV 97 | | |
| 117.3 | HASKELL | ⊙ VTG | MV 117 | 14 | |
| 134.0 | BIXBY | | MV 134 | | |
| 141.5 | JENKS | | MV 142 | 9 | |
| 148.1 | TULSA | ⊙ T ⊙ | MV 152 | Yd. | |
| 152.3 | ⊙SS RY | ⊙ | | | |
| 187.2 | BARNSDALL | | MV 187 | | |
| 194.8 | NELAGONY | ⊙ | MV 195 | | |
| 200.6 | PAWHUSKA | | MV 201 | Yd. | |
| 179.8 | | | | | |

Operation via SLSF between Cherokee Yd. and MP interlocking, Tulsa. Refer to Item 7(b) Special Instructions. Max. speed 20 MPH except 10 MPH over 17th St. Cherokee Yd. Tulsa Industrial Lead MP 151.8 reached via ATSF Yard Lead. All trains and engines stop and protect East 36th Street North, MP 155-03 and East 46th Street North MP 156-03 Tulsa.

BONHAM SUBDIV.—RED RIVER DIVISION

| Miles | WEST STATIONS | EAST | Sta. No. | Sidings | | Rule 99 (d) in effect only: Between Texarkana and Paris; Between Sherman and Whitesboro Jct. |
|-------|-----------------|-------|----------|---------|------|--|
| | | | | Cars | Ft. | |
| 0.0 | TEXARKANA | ⊙ ⊙ ⊙ | TP-0 | Yd. | | Rule 99 (d) in effect only: Between Texarkana and Paris; Between Sherman and Whitesboro Jct. Maximum Speed MPH (except as below) Over Church St., Paris..... 10 ATSF-SP ⊙..... 10 MP 100-06 — MP 151-04... 25 MP 153-08 — MP 156-11... 20 BUSINESS TRACKS MP Sta. No. Nash 5.1 TA-5 Proetz Lbr. Co.... 6.0 TA-6 Anglo-American 6.6 TA-7 Paper Lone Star Ord. Plant 15.7 TA-12 Red River Army Depot 17.3 TA-17 New Boston 22.0 TA-22 Annona 52.5 TA-53 Mulberry Lbr. 59.4 TA-58 Detroit 74.2 TA-74 Blossom 81.2 TA-81 Honey Grove 112.0 TA-112 Windom 117.3 TA-117 Savoy 139.2 TA-139 IP&L 140.0 TA-140 Whitesboro 173.1 TA-173 |
| 0.6 | ⊗ K. O. S. | ⊙ ⊙ T | | | | |
| 14.8 | HOOKS | | TA15 | 75 | 4051 | |
| 34.2 | DE KALB | | TA34 | 57 | 4059 | |
| 61.0 | CLARKSVILLE | ⊙ ⊙ | TA61 | 85 | 4979 | |
| 91.0 | PARIS | ⊙ ⊙ ⊙ | TA91 | Yd. | | |
| 91.7 | ⊗AT&SF-S.P. | ⊙ | | | | |
| 128.1 | BONHAM | ⊙ ⊙ ⊙ | TA128 | Yd. | | |
| 141.6 | MKT | ⊙ ⊙ | TA142 | | | |
| 154.5 | ⊙S.P. | ⊙ ⊙ ⊙ | | | | |
| 154.6 | SHERMAN | ⊙ MKT | TA155 | Yd. | | |
| 173.1 | WHITESBORO JCT. | ⊙ | TA173 | Yd. | | |
| 173.1 | | | | | | |

Yard Limits: MP 0-00 to MP 2-09, MP 59-00 to MP 63-00, MP 88-07 to MP 93-00, MP 126-00 to MP 132-06, MP 152-06 to MP 156-03, MP 171-26 to MP 174-13. MKT Crossing Sherman may be left lined as last used. Within Red River Army Depot—Stop and protect Texas St. and 1st St. South.

SHREVEPORT SUBDIV.—RED RIVER DIVISION 53

| Miles | WEST STATIONS | EAST | Station Numbers | Sidings | | Yard Limits: MP 192.0 - MP 196.5, MP 310.6 - MP 317.9, MP 347.5 - MP 351.1. |
|-------|-----------------|---------|-----------------|---------|------|--|
| | | | | Cars | Feet | |
| 192.1 | ALEXANDRIA | ⊙ ⊙ ⊙ | TB-195 | Yd. | | Maximum Speed: MPH (except as below)..... 50 MP 190.4 — MP 195.8. 40 MP 235.8 — MP 236.2. 40 MP 245.8 — MP 247.8. 25 MP 310.9 — MP 320.3. 20 MP 348.6 — MP 350.6. 40 MP 350.7 — MP 351.4. 30 Business Tracks MP Sta. Nos. England AFB..... 199.8 TB199 Boyce..... 208.7 TB209 Rodemacher..... 211.9 TB212 Soybean Spur..... 243.0 TB243 Plywood Spur..... 251.0 TB251 Powhatan..... 258.8 TB258 Gabagan..... 276.1 TB275 Grand Bayou..... 280.1 TB280 Caspiana..... 296.6 TB296 Gayles..... 302.4 TB302 Olin..... 303.9 TB304 Reisor..... 319.0 TB319 Greenwood..... 326.4 TB325 Jonesville..... 335.4 TB334 |
| 195.7 | TEXMO JCT. | ⊙ ⊙ | TB-196 | | | |
| 203.7 | RAPIDES | | TB-204 | 64 | 4105 | |
| 225.2 | FERN | | TB-225 | 76 | 4124 | |
| 235.8 | OYPRESS | | TB-236 | 87 | 5094 | |
| 246.0 | CANE | | TB-246 | 63 | 4066 | |
| 247.5 | NATCHITOCHES | ⊙-1 | TB-247 | | | |
| 265.7 | LAKE END | | TB-265 | 50 | 2935 | |
| 286.0 | WESTDALE | | TB-286 | 87 | 4777 | |
| 308.6 | LUCAS | | TB-308 | 90 | 4805 | |
| 311.7 | ⊙K.O.S. | ⊙ | | | | |
| 313.9 | ⊙S. P. | ⊙ | | | | |
| 315.0 | OUT OFF JCT. | ⊙ | TB-315 | Yd. | | |
| 315.6 | HOLLYWOOD JCT. | ⊙ | TB-316 | Yd. | | |
| 1.5 | HOLLYWOOD YD. | T ⊙ ⊙ | TS-326 | | | |
| 322.3 | LAKE HAYES, LA. | | TB-321 | 70 | 4116 | |
| 332.5 | WASKOM, TEX. | | TB-331 | 91 | 5289 | |
| 343.1 | SCOTTSTOWN | | TB-342 | 72 | 4028 | |
| 351.4 | MARSHALL | ⊙-1 T ⊙ | TP-67 | 142 | 7551 | |
| 156.9 | | | | | | |

ABS—Alexandria to Marshall. Two Main Tracks between Alexandria and Texmo Jct., Rule 450-453 incl. in effect. Authority of train dispatcher not required to enter main track. Movements against current of traffic may be made within yard limits on permission of operator and authority of yardmaster Alexandria.

No. 16 turnout—Hollywood Jct.

HOSSTON SUBDIV.—RED RIVER DIVISION

| Miles | SOUTH STATIONS | NORTH | Sta. Nos. | Rule 99 (d) in effect. |
|-------|----------------|---------|-----------|--|
| | | | | |
| 34.1 | HOSSTON | | TT-28 | Maximum Speed 20 |
| 29.4 | GILLIAM | | TT-23 | Yard Limits: MP 3-15 to Hollywood Jct. |
| 4.8 | SHREVEPORT | | TS-326 | |
| 3.7 | ⊙ ICG | ⊙ | | |
| 1.5 | HOLLYWOOD YD. | T ⊙ ⊙-1 | TS-316 | Business Tracks MP Sta. Nos. Belcher 18.1 TT-18 Sentell 10.3 TT-10 Good Roads Spur.. 4.8 TT-3 |
| 0.0 | HOLLYWOOD JCT. | | TB-316 | |
| 34.1 | | | | |

Max. Wt. 220,000 lbs. between MP 3-15 and Hosston.

All trains and engines stop and protect Levy Street — MP 3.2-Shreveport.

56 BAIRD SUBDIV. — RIO GRANDE DIVISION

| Maximum Speed (Except as below) MP | | MPH | WEST FIRST CLASS | All yard tracks between MP 248.1 and West end Centennial Yard. Do not exceed 20 MPH. | | EAST A | |
|--|--------|-----------|------------------|--|-------------------------|-----------------|-------------|
| MP | MP | 60 | 61 | STATIONS | | Station Numbers | Sidings |
| | | | Freight Daily | Miles | | | Cars Feet |
| 258-00 | 259-03 | 55 | 11 40 | 251.1 | CENTENNIAL YD. | TP-250 | Yd. |
| 260-26 | 262-05 | 55 | | 260.3 | IONA | TP-260 | 147 7794 |
| 264-14 | 264-24 | 55 | | 273.1 | EARLS | TP-273 | 145 7983 |
| 266-14 | 266-25 | 55 | | 277.3 | WEATHERFORD | TP-277 | 151 8327 |
| 276-03 | 276-29 | 50 | | 287.1 | PREBLE | TP-287 | 124 6788 |
| 277-22 | 281-30 | 55 | | 294.1 | BENNETT | TP-294 | 132 7194 |
| 285-15 | 285-20 | 55 | | 301.1 | BRAZOS | TP-301 | 130 6961 |
| 294-17 | 295-19 | 40 | | 307.6 | SANTO | TP-308 | 128 6972 |
| 298-14 | 298-21 | 55 | | 313.5 | JUDD | TP-313 | 128 6972 |
| 329-17 | 337-21 | 55 | | 318.5 | GORDON | TP-319 | 124 6959 |
| 329-28 | 337-03 | 40 | | 326.8 | STRAWN | TP-326 | 124 6959 |
| 340-14 | 341-10 | 45 | | 338.7 | TIFFIN | TP-338 | 127 6809 |
| 343-05 | 345-18 | 45 | | 340.8 | RANGER | TP-341 | 127 6809 |
| 360-11 | 363-24 | 45 | | 351.5 | EASTLAND | TP-351 | 122 6914 |
| 372-05 | 372-13 | 55 | | 360.7 | OISCO | TP-361 | 181 9803 |
| 378-19 | 378-26 | 55 | | 367.9 | DOTHAN | TP-368 | 127 6920 |
| 383-06 | 384-23 | 50 | | 381.7 | JAYELL | TP-381 | 130 6772 |
| 386-20 | 388-18 | 45 | | 385.8 | BAIRD | TP-386 | 130 6772 |
| 405-11 | 406-04 | 45 | | 392.8 | OLYDE | TP-392 | 133 7405 |
| 406-04 | 409-07 | 30 | | 2 52 | HOLDER | TP-405 | 170 8779 |
| 446-30 | 448-14 | 35 | | 2 52 | ABILENE | TP-407 | Yd. |
| 448-14 | 450-26 | 50 | | 2 59 | BAGDAD | TP-409 | 111 6008 |
| 476-15 | 477-10 | 55 | | 3 06 | TYE | TP-414 | 101 5520 |
| 507-20 | 509-00 | 50 | | 3 15 | MERKEL | TP-423 | 147 7775 |
| 509-00 | 510-00 | 20 | | 3 21 | TRENT | TP-429 | 83 4718 |
| 510-00 | 517-00 | 50 | | 3 30 | ESKOTA | TP-438 | 138 7481 |
| Business Tracks | MP | Sta. Nos. | | 3 41 | SWEETWATER | TP-448 | 228 11673 |
| Bomber | 252 | TP-252 | | 3 50 | ROSCOE | TP-456 | 137 7451 |
| Beckman Const. Co. | 253 | TP-253 | | 4 01 | LORAIN | TP-467 | 134 7451 |
| Benbrook | 254 | TP-255 | | 4 13 | COLORADO CITY | TP-476 | 153 8266 |
| Aledo | 263 | TP-264 | | 4 20 | DOMB | TP-479 | 153 8266 |
| Johnson Mines | 324 | TP-324 | | 4 26 | IATAN | TP-492 | 138 7474 |
| Olden | 347 | TP-347 | | 4 40 | COAHOMA | TP-503 | 142 7401 |
| Putnam | 373 | TP-374 | | 4 45 | ZILER | TP-509 | 81 4352 |
| Bandag | 401 | TP-401 | | 4 50 | BIG SPRING | TP-513 | Yd. |
| Air Base Spur | 413 | TP-413 | | | | | |
| Tecific | 441 | TP-441 | | | | | |
| Pyramid | 445 | TP-445 | | | | | |
| Reef Field | 504 | TP-504 | | | | | |
| Sand Springs | 504 | TP-504 | | | | | |
| ABS — Centennial Yd. to Big Spring. CTC between Centennial Yd. and west end siding Clyde. | | | | | | | |
| There is no superiority of trains between MP 512 and MP 515, Big Spring. All trains and engines will move at restricted speed. | | | | | | | |
| Yard Limits: MP 403-15 to MP 410-20; MP 444-10 to MP 449-24; MP 507-27 to MP 517-00. | | | | | | | |
| Extra trains originating Centennial Yd. secure clearance. | | | | | | | |
| Big Spring register station for No. 61 only. | | | | | | | |
| | | | | PM | 262.3 | | |

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

Hot Box and Dragging Equipment Detectors located MP 282-30, MP 317-02, MP 347-09, *MP 377-00, MP 418-00, MP 453-00, MP 485-14.

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

W.M.W.&N.W. SUBDIV.—RIO GRANDE DIV.

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

TIMETABLE NO. 10

TOYAH SUBDIV.—RIO GRANDE DIVISION 57

| Maximum Speed (Except as listed below) MP | | MPH | WEST FIRST CLASS | STATIONS | | EAST A | | Maximum Speed (Except as listed below) MP | | MPH |
|---|-------|-----|------------------|----------|-------------------------|-----------------|-------------|--|----------|-----------|
| MP | MP | 60 | 61 | STATIONS | | Station Numbers | Sidings | MP | MP | 60 |
| | | | Freight Daily | Miles | | | Cars Feet | | | |
| 5 01 PM | 513.4 | | 5 01 PM | 513.4 | BIG SPRING | TP-513 | Yd. | 507-20 | 517-00 | 50 |
| 5 15 | 523.9 | | 5 15 | 523.9 | MORITA | TP-524 | 142 7560 | 533-26 | 535-00 | 50 |
| 5 30 | 533.3 | | 5 30 | 533.3 | STANTON | TP-534 | 135 7492 | 551-19 | 556-15 | 25* |
| | 539.2 | | | 539.2 | DIX | TP-539 | | 570-10 | 573-27 | 45 |
| 5 46 | 549.2 | | 5 46 | 549.2 | CHUB | TP-549 | 130 6944 | 587-03 | 587-17 | 55 |
| | 553.3 | | | 553.3 | MIDLAND | TP-553 | | 609-13 | 609-14 | 35 |
| 5 58 | 559.0 | | 5 58 | 559.0 | BOUNCE | TP-559 | 81 4335 | 646-25 | 647-04 | 45 |
| 6 03 | 563.8 | | 6 03 | 563.8 | PEGASUS | TP-564 | 157 8312 | 692-26 | 693-00 | 55 |
| 6 08 | 568.7 | | 6 08 | 568.7 | SOLO | TP-569 | 72 4261 | 735-08 | 735-19 | 50 |
| | 570.3 | | | 570.3 | ODESSA | TP-570 | Yd. | 741-10 | 744-00 | 45 |
| 6 20 | 578.9 | | 6 20 | 578.9 | ARCADE | TP-579 | 148 7862 | *Until eng. occupies last crossing. | | |
| 6 27 | 584.1 | | 6 27 | 584.1 | DOURO | TP-584 | 77 4303 | Business Tracks | MP | Sta. Nos. |
| 6 37 | 593.7 | | 6 37 | 593.7 | METZ | TP-594 | 152 7899 | Badger | 540.1 | TP-540 |
| 6 55 | 609.4 | | 6 55 | 609.4 | MONAHANS | TP-609 | 133 7465 | Tex-Harvey | 541.0 | TP-541 |
| 7 02 | 615.6 | | 7 02 | 615.6 | WICKETT | TP-615 | 102 5392 | Ind. | | |
| 7 11 | 624.2 | | 7 11 | 624.2 | PYOTE | TP-624 | 88 4898 | Foundation | 557.6 | TP-558 |
| 7 35 | 646.6 | | 7 35 | 646.6 | PECOS | TP-647 | 81 4539 | Warfield | 562.7 | TP-563 |
| 8 01 | 666.1 | | 8 01 | 666.1 | TOYAH | TP-666 | 176 9551 | Sid Richardson | | |
| 8 15 | 676.7 | | 8 15 | 676.7 | GOZAR | TP-676 | 78 4220 | Ardonson | 583.0 | TP-583 |
| 8 30 | 686.3 | | 8 30 | 686.3 | SAN MARTINE | TP-687 | 75 4184 | Racks | 590.3 | TP-590 |
| 8 35 | 691.2 | | 8 35 | 691.2 | LEVINSON | TP-691 | 74 4130 | Judkins | 591.8 | TP-591 |
| 8 45 | 698.8 | | 8 45 | 698.8 | KENT | TP-698 | 78 4348 | Texas Elec. | 613.6 | TP-614 |
| 8 59 | 708.8 | | 8 59 | 708.8 | BORACHO | TP-709 | 164 8522 | Monosanto | 617.5 | TP-618 |
| 9 20 | 727.1 | | 9 20 | 727.1 | WILD HORSE | TP-727 | 75 4216 | Barstow | 640.0 | TP-640 |
| 9 28 | 735.0 | | 9 28 | 735.0 | VAN HORN | TP-735 | 61 3579 | Millwhite | 729.0 | TP-729 |
| 9 45 | 746.5 | | 9 45 | 746.5 | ALLAMORE | TP-746 | 76 4223 | Crusher | 744.2 | TP-744 |
| 9 55 | 753.9 | | 9 55 | 753.9 | EAGLE FLAT | TP-754 | 76 4232 | Talc. | 757.0 | TP-757 |
| 10 05 | 763.6 | | 10 05 | 763.6 | ARISPE | TP-764 | 74 4129 | There is no superiority of trains between MP 512 and MP 515 Big Spring. All trains and engines will move at restricted speed. | | |
| 10 10 | 768.5 | | 10 10 | 768.5 | SIERRA BLANCA | TP-768 | | Rockhouse Industrial Lead | | |
| 1 01 AM | 858.4 | | 1 01 AM | 858.4 | EL PASO | TP-860 | Yd. | San Martine to Rockhouse (Elcor Mine) | 27.2 | |
| | | | | | | | | Maximum Speed 20 MPH. | | |
| | | | | | | | | Rockhouse Lead | | |
| | | | | | | | | Business | | |
| | | | | | | | | Tracks: | Sta. No. | |
| | | | | | | | | Car | MP 697.7 | TE-11 |
| | | | | | | | | Ort | MP 706.7 | TE-21 |
| | | | | | | | | Rockhouse | MP 713.5 | TE-27 |
| | | | | | | | | Trains or engines making straight away movement may run ahead of No. 61 without train order authority when authorized by Train Dispatcher, but must keep informed of, and avoid delay to No. 61. | | |
| | | | | | | | | No. 16 switch at west end siding Arcade, Pegasus and Boracho and east end of sidings Morita, Stanton, Monahans, and Metz. | | |

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

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

Yard Limits: MP 507-27 to MP 517-00; MP 567-33 to MP 576-17; MP 607-28 to MP 611-02; MP 604-25 to MP 668-20; SP connection, Sierra Blanca, to MP 767-00.

Big Spring Register Station for No. 61 Only.

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

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

Trains secure SP clearance Toyah.

Sierra Blanca — Time applies at SP connection.

STATIONS BETWEEN SIERRA BLANCA AND EL PASO

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

TIMETABLE NO. 10

| SOUTH First Class | Miles | STATIONS | Station Nos. | Sidings | | NORTH First Class |
|------------------------|-------|-----------------------|-----------------|----------|--------|-----------------------|
| | | | | Cars | Feet | |
| 21 | | | | | | 22 |
| Mon. Thurs. Sat. | | | | | | Sun. Tues. Fri. |
| ..... | 0.0 | PALESTINE | AX-81 | Yd. | ..... | ..... |
| ..... | 1.0 | WEST JCT | AX-81 | ..... | ..... | ..... |
| ..... | 8.5 | TUCKER | AX-90 | 69 3448 | ..... | ..... |
| ..... | 18.0 | OAKWOOD | AX-99 | 139 6953 | ..... | ..... |
| ..... | 34.7 | BUFFALO | AX-116 | 58 2309 | ..... | ..... |
| ..... | 43.8 | JEWETT | AX-125 | 72 3600 | ..... | ..... |
| ..... | 54.8 | MARQUEZ | AX-136 | 178 8909 | ..... | ..... |
| ..... | 70.4 | EASTERLY | AX-152 | 71 3552 | ..... | ..... |
| ..... | 77.1 | FRANKLIN | AX-158 | 169 8488 | ..... | ..... |
| ..... | 89.6 | HEARNE | AX-171 | 108 5427 | ..... | ..... |
| ..... | 93.9 | VALLEY JCT | AX-175 | 96 4816 | ..... | ..... |
| ..... | 99.6 | GAUSE | AX-181 | 120 6010 | ..... | ..... |
| ..... | 110.0 | MILANO | AX-191 | 122 6101 | ..... | ..... |
| ..... | 119.1 | ROCKDALE | AX-201 | ..... | ..... | ..... |
| ..... | 123.4 | MARJORIE | AX-205 | 155 7787 | ..... | ..... |
| ..... | 132.2 | THORNDALE | AX-214 | 69 3464 | ..... | ..... |
| ..... | 138.4 | THRALL | AX-220 | 153 7670 | ..... | ..... |
| ..... | 144.7 | ..... | ..... | ..... | ..... | ..... |
| PM | | | | | | AM |
| 1 50 | 144.8 | TAYLOR | AX-226 | Yd. | 10 45 | ..... |
| 2 01 | 153.4 | HUTTO | AX-235 | 61 3088 | 10 26 | ..... |
| 2 11 | 161.6 | ROUND ROCK | AX-243 | 129 6460 | 10 16 | ..... |
| 2 17 | 166.0 | McNEIL | AX-247 | 91 4564 | 10 10 | ..... |
| 2 27 | 173.8 | SNED | AX-253 | 157 7880 | 10 00 | ..... |
| s 2 35 | 179.1 | AUSTIN | AX-262 | 48 2700 | s 9 50 | ..... |
| ..... | 179.6 | COLORADO BRIDGE | AX-263 | ..... | ..... | ..... |
| 2 47 | 187.3 | BERGSTROM | AX-268 | 144 7211 | 9 37 | ..... |
| 2 56 | 194.2 | BUDA | AX-276 | 80 4030 | 9 28 | ..... |
| 3 05 | 201.0 | KYLE | AX-282 | 141 7050 | 9 19 | ..... |
| 3 15 | 208.7 | CENTEX | AX-288 | 141 7050 | 9 09 | ..... |
| 3 16 | 208.8 | M-K-T JCT | AX-290 | ..... | 9 08 | ..... |
| s 3 20 | 209.7 | SAN MARCOS | AX-291 | ..... | s 9 05 | ..... |
| 3 36 | 221.5 | GOODWIN | AX-302 | 190 9545 | 8 46 | ..... |
| ..... | 227.3 | NEW BRAUNFELS | AX-308 | ..... | ..... | ..... |
| ..... | 227.4 | ..... | ..... | ..... | ..... | ..... |
| 3 45 | 227.8 | LANDA'S PARK | AX-309 | 47 2382 | 8 38 | ..... |
| 3 53 | 234.5 | CORBEN YD | AX-316 | Yd. | 8 29 | ..... |
| 4 01 | 241.0 | BRACKEN | AX-322 | 159 7995 | 8 21 | ..... |
| 4 17 | 254.0 | ADAMS | AX-335 | 73 3684 | 8 05 | ..... |
| s 4 35 | 259.1 | SAN ANTONIO | AX-340 | ..... | s 7 55 | ..... |
| ..... | 259.8 | ..... | ..... | ..... | ..... | ..... |
| ..... | 260.4 | ..... | ..... | ..... | ..... | ..... |
| 4 55 | 264.3 | SOSAN | AX-345 | Yd. | 7 26 | ..... |
| PM | 264.3 | | | | | AM |

There is no superiority of trains between MP 259.0 and MP 264.3 and all trains and engines must move at restricted speed.

Gate at SP Crossing No. 1 MP 259.8 may be left lined and secured as last used.

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

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

Conditional yard limits: MP 170-15 to MP 184-05 8:01 AM to 6:01 PM; MP 225-10 to MP 238-00 7:01 AM to 5:01 PM.

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

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

| Maximum Speed | MPH | Maximum Speed | MPH |
|-------------------------|-----|---------------------------|-----|
| (Except as shown below) | 50 | MP 171-00 — MP 179-03 | 35 |
| MP 0-0 — MP 1-00 | 20 | MP 179-03 — MP 180-10 | 15 |
| City Limits Palestine | 30 | Austin, West Avenue — | |
| City Limits Oakwood | 45 | Congress Avenue | 10 |
| MP 21-03 — MP 21-11 | 45 | MP 180-10 — MP 186-00 | 35 |
| MP 61-28 — MP 62-07 | 45 | City Limits San Marcos | 30 |
| MP 64-06 — MP 64-18 | 45 | City Limits New Braunfels | 20 |
| MP 65-16 — MP 65-22 | 45 | MP 252-05 — MP 256-04 | 45 |
| City Limits Franklin | 45 | MP 256-04 — MP 257-10 | 40 |
| City Limits Hearne | 25 | MP 257-10 — MP 258-17 | 30 |
| MP 93-11 — MP 93-12 | 30 | MP 258-17 — MP 259-30 | 20 |
| MP 94-20 — MP 94-26 | 45 | Between MP 259-30 and | |
| MP 109-27 — Over ATSF | | MP 267-00 (Except | |
| Crossing | 40 | as shown below) | 35 |
| City Limits Rockdale | 45 | MP 259-30 — SP Crossing | |
| RS&S Yard | 10 | No. 1 until crossing | |
| City Limits Thorndale | 45 | occupied | 6 |
| City Limits Taylor | 25 | MP 259-30 — MP 260-35 | 30 |
| MP 144-10 — MP 144-21 | 15 | MP 264-21 — MP 264-27 | 15 |
| MP 146-14 — MP 146-24 | 40 | | |

| Business Tracks | MP | Sta. No. | Business Tracks | MP | Sta. No. |
|------------------------------------|-------|----------|------------------|-------|----------|
| Long Lake | 12.3 | AX-93 | Steck Paper Co. | 172.1 | AX-253 |
| Champion | 33.3 | AX-114 | Vinson | 183.8 | AX-265 |
| Beavens | 42.8 | AX-115 | Texas Cement | 196.1 | AX-278 |
| Koch (Conn. B.R.I.R.R.) | 45.7 | AX-127 | Sid | 206.1 | AX-287 |
| New Baden | 73.1 | AX-154 | Dittlinger | 231.1 | AX-312 |
| Marjorie (Conn. R.S.&S.R.R.) | 124.4 | AX-205 | Parker Bros. | 231.2 | AX-312 |
| Round Rock | 161.6 | AX-243 | Ogden | 236.7 | AX-318 |
| (Conn. Georgetown R.R.-Kerr DX002) | | | Wetmore | 247.7 | AX-329 |
| IBM | 169.0 | AX-251 | Longhorn | 249.2 | AX-330 |
| Charles | 170.4 | AX-252 | Green Light Spur | 250.0 | AX-331 |
| Hooper | 171.1 | AX-254 | North Loop | 251.5 | AX-333 |
| Stripling Blake | 171.9 | AX-253 | Towne Spur | 251.8 | AX-333 |
| | | | Cementville | 253-6 | AX-334 |

60 LAREDO SUBDIV. — PALESTINE DIVISION

| SOUTH | | | | | | NORTH | |
|------------------|-------|----------|------------|-------------------|-----------------|-------|--|
| FIRST CLASS | | | | | FIRST CLASS | | |
| 21 | | | | | 22 | | |
| Mon. Thurs. Sat. | Miles | STATIONS | Sta. Nos. | Sidings Cars Feet | Sun. Tues. Fri. | | |
| PM | 4 55 | 264.3 | SOSAN | AX345 | Yd. | 7 26 | |
| | 5 01 | 267.0 | HEAFER | AX348 | | 7 16 | |
| | 5 31 | 291.5 | DEVINE | AX373 | 37 1879 | 6 44 | |
| | 6 00 | 313.0 | PEARSALL | AX394 | 41 2093 | 6 18 | |
| | 6 12 | 321.9 | DERBY | AX403 | | 6 06 | |
| | 6 21 | 329.1 | DILLEY | AX410 | | 5 56 | |
| | 6 33 | 339.5 | GARDENDALE | AX422 | 39 1949 | 5 43 | |
| | 6 41 | 345.8 | COTULLA | AX427 | 92 4616 | 5 35 | |
| | 7 11 | 367.6 | ATLEE | AX449 | 63 3191 | 5 05 | |
| | 7 21 | 374.1 | ENCINAL | AX455 | 48 2422 | 4 56 | |
| | 7 37 | 385.3 | CALLAGHAN | AX467 | 46 2303 | 4 40 | |
| | 8 11 | 403.3 | NYE | AX490 | 28 1410 | 4 05 | |
| | | 412.0 | Tex-Mex | | | | |
| | 8 45 | 412.2 | LAREDO | AX494 | Yd. | 3 55 | |
| PM | | 147.9 | | | | AM | |

There is no superiority of trains between MP 264.3 and MP 265.3 and all trains and engines must move at restricted speed. Yard Limits: MP 255-10 to MP 267-00; MP 338-20 to MP 340-19; MP 406-02 to end of Track Laredo.

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

Maximum Speed MPH

| | |
|---------------------------------|----|
| Sosan — MP 264-21 | 35 |
| MP 264-21 — MP 264-27 | 15 |
| MP 264-27 — MP 267-00 | 35 |
| Between MP 267-00 and MP 362-00 | |
| (Except as below) | 49 |
| City Limits Lytle | 30 |
| City Limits Devine | 40 |
| City Limits Cotulla | 40 |
| MP 362-00 — Laredo | |
| (Except as below) | 40 |
| MP 408-22 — MP 410-10 | 30 |
| MP 410-10 — Laredo Sta. | 15 |

| Business Tracks | MP | Sta. No. |
|-----------------|-------|----------|
| Lytle | 282.1 | AX-363 |
| Natalia | 287.1 | AX-368 |
| Armour | | |
| Chemical | 310.1 | AX-390 |
| Medina Electric | 310.5 | AX-391 |
| Burns Stock | | |
| Pens | 331.0 | AX-412 |
| Artesia Wells | 356.9 | AX-438 |

CRYSTAL CITY SUBDIV.—PALESTINE DIVISION

| Rule 99 (d) in effect. | Miles | SOUTH STATIONS | NORTH | Sta. Nos. | Sidings Cars Feet |
|---|-------|----------------|-------|-----------|-------------------|
| Carrizo Springs — Ind. Lead 12.2 miles Crystal City — Carrizo Springs (FX-156) Max Speed 30 MPH Max. Wt. 240,000 lbs. | 190.8 | DABNEY | | HX18 | |
| Business Tracks | 186.4 | URA | | HX15 | |
| Blewett SP | 172.9 | KELLY | | GX173 | 24 1222 |
| MP 187.3 HX-14 | 163.9 | LA PRYOR | | GX164 | 26 1316 |
| | 145.8 | CRYSTAL CITY | | FX146 | Yd. |
| | 143.4 | RIVER | | FX143 | Yd. |
| | 134.5 | BRUNDAGE | | FX134 | 86 4324 |
| | 127.1 | BIG WELLS | | FX127 | |
| | 118.3 | COUNTY LINE | | FX118 | 41 2068 |
| | 105.0 | GARDENDALE | | AX422 | |
| | | 85.8 | | | |

Yard Limits: MP 105-00 to MP 106-04; MP 139-00 to MP 148-10.

Maximum Speed Crystal City - Gardendale 30 MPH; Crystal City - Dabney 20 MPH except 15 MPH MP 172-28 to MP 173-02; Wye tracks Crystal City 15 MPH.

TRINITY SUBDIV. — PALESTINE DIVISION 61

| SOUTH | | NORTH | | Station Nos. | Sidings |
|-------|-----------------|-------|-----|--------------|-----------|
| Miles | STATIONS | | | | Cars Feet |
| 0.0 | PALESTINE ST | AX-81 | Yd. | | |
| 0.0 | WEST JCT | A-81 | | | |
| 12.2 | ELKHART | A-94 | 99 | 5012 | |
| 24.5 | GRAPELAND | A-106 | 59 | 2960 | |
| 37.5 | CROCKETT | A-119 | 175 | 10535 | |
| 51.2 | LOVELADY | A-133 | 65 | 3292 | |
| 64.8 | TRINITY | A-146 | 165 | 10200 | |
| 71.7 | RIVERSIDE | A-153 | 62 | 3138 | |
| 84.0 | PHELPS | A-165 | 117 | 5880 | |
| 95.7 | NEW WAVERLY | A-177 | 83 | 4175 | |
| 103.7 | WILLIS | A-185 | 83 | 4188 | |
| 111.7 | CONROE | A-193 | 142 | 7100 | |
| 120.6 | TAMINA | A-202 | 68 | 3426 | |
| 127.7 | SPRING | A-209 | 130 | 6507 | |
| 137.8 | ALDINE | A-219 | 107 | 5354 | |
| 145.8 | BELT JCT. | A-227 | | | |
| 147.5 | GULF COAST JCT. | | | | |
| 150.1 | SETTEGAST YD. | B-379 | Yd. | | |
| | 150.1 | | | | |

Hot Box and Dragging Equipment Detectors located at MP 33-11; MP 67-12; MP 97-16; MP 132-00.

ABS — Between West Jct. and Settegast Yard.
CTC — Between Palestine and Signal 12, and between Spring and Belt Jct.

Trains originating secure clearance Palestine and Settegast Yard.

All crews arriving and departing Settegast Yard will register in and out on the HB&T Railway Co. Register.
Operation on HB&T between MP 144-00 and Settegast Yard.
Yard Limits: MP 0-0 to MP 2-00; MP 144-00 to MP 150-01.

No. 15, 16 or 20 turnouts:
Palestine — Spring —
So. End Both ends siding
Frt. route and conn. to
West Jct. Ft. Worth Subdiv.
South Jct. Aldine — Both switches of siding.
Belt Jct.
Gulf Coast Jct.
Settegast Yd. —
East wye.

| Miles | SOUTH STATIONS | NORTH | Sta. Nos. | Sidings | | |
|-------|----------------|---------|-----------|---------|------|----------------------------|
| | | | | Cars | Feet | |
| 3.1 | SOSAN | ①T②③④ | AX345 | Yd. | | |
| 20.3 | RO SIDING | | CC21 | 51 | 2570 | MAXIMUM SPEED |
| 34.3 | PLEASANTON | ⑤⑥⑦⑧ | CC34 | 166 | 8307 | MPH |
| 55.2 | CAMPBELLTON | | CC55 | 158 | 7898 | (Except as shown below) 49 |
| 77.3 | THREE RIVERS | ⑨ | CC77 | 42 | 2110 | MP 34-01 — |
| 88.1 | GEORGE WEST | | CC88 | 157 | 7850 | MP 34-04 — 30 |
| 113.0 | MATHIS | ⑩⑪SP⑫ | CC113 | 17 | 880 | MP 113-03 — |
| 124.7 | HUBERT | | CC124 | 63 | 3176 | MP 113-04 — 30 |
| 132.2 | ODEM | ⑬MP⑭GT⑮ | B-155 | Yd. | | MP 145-16 — |
| 141.2 | VIOLA | ⑯ | CC141 | | | MP 149-00 — 15 |
| 145.6 | M. P. JCT. | | | | | |
| 145.9 | C. O. T. A. | ⑰⑱ | | | | |
| 149.0 | CORPUS CHRISTI | ⑲⑳㉑㉒ | CC150 | Yd. | | |
| 149.0 | | | | | | |

| Business Tracks: | MP | Sta. No. | Business Tracks: | MP | Sta. No. |
|--------------------------|------|----------|------------------------|-------|----------|
| Phoenix | 5.0 | CC-5 | McCoy | 46.3 | CC-46 |
| R. J. Reynolds Food Inc. | 6.1 | CC-6 | San Miguel Power Plant | 53.0 | CC-53 |
| San Jose | 6.7 | CC-7 | Whitsett | 63.3 | CC-63 |
| Cassin | 12.6 | CC-13 | Sunniland | 68.0 | CC-68 |
| Lehr | 19.8 | CC-20 | Goliad Corp. | 82.3 | CC-82 |
| Espey Sand Pit | 23.1 | CC-23 | Atlantic Ref. | 87.4 | CC-87 |
| Leming | 26.6 | CC-27 | Heldenfels | 110.2 | CC-110 |
| Coughran | 38.8 | CC-39 | Edroy | 126.1 | CC-126 |

Trains must secure clearance at Odem. Yard Limits: Sosan to MP 8-00, MP 30-33 to MP 35-05; MP 130-00 to MP 134-03; MP 140-17 to Corpus Christi. Trains and engines moving on Halliburton Spur Pleasanton must not exceed 10 MPH. In Corpus Christi Yard ⑳Tex. Mex.

MISSION SUBDIV.—KINGSVILLE DIVISION

| Miles | SOUTH STATIONS | NORTH | Station Nos. | Sidings | | Maximum Speed MPH |
|-------|----------------|-------|--------------|---------|------|--|
| | | | | Cars | Feet | |
| 0.0 | HARLINGEN | ①②③④ | B-25 | Yd. | | (Except as below) 30 |
| 8.3 | LA FERIA | ⑤⑥⑦⑧ | BR-8 | .68 | 3441 | MP 32-09 — |
| 13.9 | MERCEDES | | BR-14 | 109 | 5465 | MP 36-26 — 15 |
| 18.8 | WESLACO | ⑨ | BR-19 | 52 | 2641 | MP 42-00 — |
| 22.8 | DONNA | ⑩ | BR-23 | 65 | 3264 | MP 73-03 — 20 |
| 26.9 | ALAMO | ⑪ | BR-27 | | | Hidalgo-Mission Ind. Lead — 15 |
| 29.3 | SAN JUAN | ⑫ | BR-29 | 70 | 3538 | Hidalgo-Mission Industrial Lead — 10.7 miles |
| 31.0 | PHARR | ⑬ | BR-31 | 61 | 3078 | Max. wt. 220,000 lbs. |
| 34.2 | McALEN | ⑭ | BR-34 | | | Business Tracks Sta. No. |
| 34.5 | S. P. | ⑮ | | | | Hidalgo 0.0 BY-48 |
| 40.0 | MISSION | ⑯⑰⑱⑲ | BR-40 | Yd. | | Ma-dero 7.4 BY-56 |
| 40.0 | | | | | | |

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

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

BROWNSVILLE SUBDIVISION

| Business Tracks | MP | Sta. No. | Business Tracks | MP | Sta. No. |
|--|---------|----------|---|---------|----------|
| Monsanto Industrial Lead— | | | Seadrift Industrial Lead: | | |
| Max. Speed | 15 | MPH; | (Between Bloomington and Long Mott 14.0 miles) | | |
| Freeport Industrial Lead: | | | Maximum Speed | | MPH |
| (Between Angleton and Freeport 15.4 miles) | | | MP 0.0 — MP 13.0 | 25 | |
| Max. Speed | | MPH | MP 13.0 — MP 14.0 | 10 | |
| (Except as below) 30 | | | Business Tracks | | |
| Freeport-Brazos River Bridge | 10 | | Green Lake | 10.3 | BK-10 |
| Hoskins Ind. Lead | 15 | | North Seadrift | 12.5 | BK-12 |
| Except over Bastrop Bayou Bridge MP 8-13 — MP 8-21 | 10 | | Long Mott | 14.0 | BK-14 |
| Hoskins Ind. Lead: | | | Rio Hondo Ind. Lead | | |
| Max. Wt. | 220,000 | lbs. | (San Benito to Rio Hondo— 9.0 miles) | | |
| Following Road Crossings Clute protect before occupying College Blvd., Kyle Rd. and Main Street. | | | Max. speed is 10 MPH except 5 MPH over Highway 77, San Benito. | | |
| Business Tracks | | | Max Wt. | 220,000 | lbs. |
| Ross | 7.3 | BH-10 | | | |
| Clute | 9.5 | BH-8 | Business Tracks | | |
| Hoskins Jct. T | 11.4 | BH-6 | Fresnal | 6.6 | BS-6 |
| Freeport | 15.4 | BH-0 | Rio Hondo | 9.0 | BS-9 |
| | | | ⑩ MP 5.5 SP ⑮ | | |
| Phillips Refinery Spur— | | | Brownsville Port Line: | | |
| Max. Speed | 10 | MPH; | Max. Speed 15 MPH except Highway Crossing MP 6-9.6 MPH | | |
| Celanese Industrial | | | Brownsville Belt Line: | | |
| Lead—MP 277-00 | | | Max. Speed 12 MPH except Street Crossing MP 0-08 to MP 0-16 — 5 MPH | | |
| Max. Speed | 10 | MPH. | ⑩ MP 1-16 SP-G | | |
| Victoria Industrial Lead: | | | Maximum Speed | | |
| (Between Bloomington and Victoria 12.5 miles) | | | MP 0-0-Victoria | 30 | MPH |
| | | | Business Tracks | | |
| | | | Dernal | 4.2 | BM-4 |
| | | | Big Three Gas | 4.3 | BM-4 |
| | | | Tennessee Gas | 4.5 | BM-4 |

64 BROWNSVILLE SUBDIV.—KINGSVILLE DIVISION

| SOUTH | | Miles | STATIONS | Station Nos. | Sidings | | NORTH | |
|--------------|-------|-------|---------------------------------|--------------|----------|-------|--------------|-----|
| SECOND CLASS | | | | | Cars | Feet | SECOND CLASS | |
| 859 | 195 | | | | | | 858 | 194 |
| Daily | Daily | | | Daily | Daily | | | |
| | | 377.0 | SETTEGAST YD. § Ⓜ Ⓟ Ⓡ Ⓢ | B-379 | Yd. | | | |
| | | 368.1 | 8.9 NEW SOUTH YD. Ⓡ Ⓢ | B-368 | Yd. | | | |
| | | 20.3 | 0.9 SP JCT. Ⓡ Ⓢ Ⓟ | | | | | |
| | | 19.4 | 5.4 MYKAWA. n126 7690 | | | | | |
| | | 14.0 | 4.0 PEARLAND. s150 9350 | | | | | |
| | | 10.0 | 5.9 HASTINGS. 108 5400 | | | | | |
| | | 4.1 | 4.1 ALVIN. Ⓡ Ⓢ Ⓟ Ⓡ Ⓢ | | Yd. | | | |
| | | 0.0 | 4.2 ALGOA. B-343 | | | | | |
| | | 28.6 | 0.4 BROWNIE. T B-342 | 192 | 9636 | | | |
| | | 24.4 | 9.4 LIVERPOOL. B-333 | 110 | 5494 | | | |
| | | 343.2 | 13.4 ANGLETON. Ⓡ Ⓢ Ⓟ Ⓡ Ⓢ | B-321 | 114 6696 | | | |
| | | 342.8 | 14.5 S. BERNARD R. Ⓡ Ⓢ Ⓟ Ⓡ Ⓢ | B-306 | | | | |
| | | 333.4 | 4.7 SWEENEY. Ⓡ Ⓢ Ⓟ Ⓡ Ⓢ | B-301 | 102 5095 | | | |
| | | 320.0 | 9.1 ALLENHURST. B-292 | 108 5394 | | | | |
| | | 305.5 | 7.6 @A.T. & S.F. Ⓡ Ⓢ Ⓟ Ⓡ Ⓢ | | | | | |
| | | 300.8 | 4.7 BAY CITY. Ⓡ Ⓢ Ⓟ Ⓡ Ⓢ | B-284 | 102 5121 | | | |
| | | 291.7 | 8.6 BUCKEYE. B-275 | 141 7800 | | | | |
| | | 284.1 | 10.3 @S.P. Ⓡ Ⓢ Ⓟ Ⓡ Ⓢ | | | | | |
| | | 283.8 | 0.3 BLESSING. B-265 | 105 5241 | | | | |
| | | 275.2 | 14.9 LAWARD. B-250 | 105 5257 | | | | |
| | | 264.9 | 4.8 LOLITA (PON Conn) B-245 | | | | | |
| | | 264.6 | 4.8 VANDERBILT. Ⓡ Ⓢ Ⓟ Ⓡ Ⓢ | B-240 | Yd. | | | |
| | | 249.7 | 10.6 KEERAN. B-230 | 111 5547 | | | | |
| | | 244.9 | 5.2 PLACEDO @S.P. Ⓡ Ⓢ Ⓟ Ⓡ Ⓢ | B-224 | | | | |
| | | 240.1 | 5.0 BLOOMINGTON. Ⓡ Ⓢ Ⓟ Ⓡ Ⓢ | B-219 | 127 6375 | | | |
| | | 229.5 | 3.3 BARGE CANAL. Ⓡ Ⓢ Ⓟ Ⓡ Ⓢ | | | | | |
| | | 224.3 | 10.3 INARI. B-205 | 150 7521 | | | | |
| | | 219.3 | 12.3 GRETA. B-193 | 145 7252 | | | | |
| | | 216.0 | 7.4 REFUGIO. B-186 | | | | | |
| | | 205.7 | 6.0 WOODSBORO. B-180 | 128 6392 | | | | |
| | | 193.4 | 17.9 SINTON. B-162 | 44 2224 | | | | |
| | | 186.0 | 0.1 SINTON JCT. @S.P. Ⓡ Ⓢ Ⓟ Ⓡ Ⓢ | B-162 | | | | |
| | | 180.0 | 7.5 ODEM @M.P. Ⓡ Ⓢ Ⓟ Ⓡ Ⓢ | B-155 | 73 3656 | 7 25 | 6 45 | |
| | | 162.1 | 13.1 ROBSTOWN @T.M. Ⓡ Ⓢ Ⓟ Ⓡ Ⓢ | B-141 | 115 5773 | 7 05 | 6 25 | |
| | | 162.0 | 16.5 BISHOP. Ⓡ Ⓢ Ⓟ Ⓡ Ⓢ | B-125 | | 6 40 | 6 01 | |
| 4 00 | 3 40 | 154.5 | 6.5 KINGSVILLE. Ⓡ Ⓢ Ⓟ Ⓡ Ⓢ | B-119 | Yd. | 6 30 | 5 00 | |
| 4 20 | 4 05 | 141.4 | 21.0 SARITA. B-98 | 85 4249 | 5 35 | | PM | |
| 4 45 | 4 30 | 124.9 | 20.6 ARMSTRONG. B-77 | 107 5364 | 5 01 | | | |
| 5 00 | 4 40 | 118.4 | 9.4 NORIAS. B-68 | 82 4098 | 4 40 | | | |
| 9 00 | | 97.6 | 21.2 RAYMONDVILLE. Ⓡ Ⓢ Ⓟ Ⓡ Ⓢ | B-46 | 104 5228 | 4 05 | | |
| 9 30 | | 77.0 | 19.6 @S.P. Ⓡ Ⓢ Ⓟ Ⓡ Ⓢ | | | | | |
| 10 05 | | 67.6 | 1.2 HARLINGEN. Ⓡ Ⓢ Ⓟ Ⓡ Ⓢ | B-25 | Yd. | 3 30 | | |
| 10 20 | | 46.4 | 6.6 SAN BENITO. B-19 | | | | | |
| 10 55 | | 26.8 | 18.3 BROWNSVILLE. Ⓡ Ⓢ Ⓟ Ⓡ Ⓢ | B-0 | Yd. | 11 59 | | |
| 3 00 | | 25.6 | 377.0 | | | | PM | |

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

TIMETABLE NO. 10

BROWNSVILLE SUBDIV.—KINGSVILLE DIVISION 65

SPECIAL INSTRUCTIONS

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

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

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

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

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

Northward trains must secure AT&SF clearance at Alvin.

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

AT&SF timetable not required between New South Yard and Algoa. When using HB&T tracks, Houston, HB&T Timetable and Special Instructions apply.

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

Crews operating Angleton to Palestine must secure clearance at Angleton.

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

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

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

| Maximum Speed: | MPH | BUSINESS TRACKS: | MP Sta. Nos. |
|----------------------------|-----|-----------------------|--------------|
| Brownsville-Harlingen | | Phillips Petroleum | 337.8 B-338 |
| (Except as below) | 35 | Monsanto Storage | |
| MP 3.0—MP 3.1 | 15 | (2 tracks) | 335.9 B-336 |
| MP 18.0—MP 22.1 | 20 | Chocolate Bayou Spur | 335.6 B-336 |
| MP 24.8—MP 25.6 | 15 | Danbury | 327.3 B-327 |
| Harlingen—MP 118-29 | 40 | Brazoria Clemens | 308.6 B-309 |
| MP 118.9—MP 204-10 | | Pan American | |
| (Except as below) | 49 | Petroleum Spur | 298.5 B-299 |
| MP 154.7—MP 155.1 | 20 | Abercrombie | 297.1 B-297 |
| MP 161-17—MP 162-07 | 15 | Bay-Tex Fertilizer | 290.5 B-290 |
| MP 131-10—MP 132-19 | 30 | Celanese Storage | |
| MP 204-10—Algoa | 50 | (2 tracks) | 277.3 B-277 |
| (Except as below) | | Elmaton | 269.6 B-270 |
| MP 282-22—MP 285-15 | 30 | McFaddin | 209.4 B-209 |
| MP 305-14—MP 305-17 | 35 | Refco Corp. | 190.4 B-190 |
| MP 318-19—MP 320-04 | 20 | Cranell | 173.6 B-174 |
| MP 342-28—MP 343-09 | 25 | Calallen | 148.1 B-148 |
| Algoa—Settegest Yard | 45 | Corpus Christi | |
| (Except as below) | | Filtration Plant | 147.3 B-147 |
| Wye track Algoa | 25 | Lon Hill | 146.7 B-147 |
| Around two curves on AT&SF | | Driscoll | 132.1 B-132 |
| MP 0-0 to MP 0.5 west of | | Chemcel | 122.8 B-123 |
| Alvin | 20 | Ricardo | 112.0 B-112 |
| Over SP crossing MP 19.4 | 40 | Riviera | 103.1 B-103 |
| | | Turcotte | 82.8 B-83 |
| | | Yturria | 52.4 B-52 |
| | | Lyford | 41.4 B-41 |
| | | Sebastian | 36.9 B-37 |
| | | Russelltown | 14.1 B-14 |
| | | Olmito | 9.0 B-9 |
| | | Yard Limits: | |
| | | MP 0.0 to MP 3.0; | |
| | | MP 23.5 to MP 28.2; | |
| | | MP 116.0 to MP 125.9; | |
| | | MP 152.6 to MP 154.8. | |

TIMETABLE NO. 10

66 SUGARLAND SUBDIV.—DeQUINCY DIVISION

| Miles | STATIONS | | Station Nos. | Yard Limits—Entire Subdiv. |
|-------|------------------------------|------------|--------------|---|
| | SOUTH | NORTH | | |
| | SETTEGAST Yd. 1.7 | ⓄⓂⓈⓉ | B-379 | Business Tracks MP Sta. No. Pierce Junction 7.9 AE-7 Klein Industrial 9.2 AE-9 Houston Chemical Co. 9.6 AE-9 AB Chance 10.1 AE-10 Imperial Salt Co. 13.1 AE-13 Witco Co. 13.1 AE-13 Heatran 13.7 AE-14 Fresno 16.0 AE-16 DeWalt 29.7 AG-27 Herbert 32.9 AG-29 Rosharon Industrial Lead: (Hawdon— Rosharon 8.6 miles) Max. Wt. 220,000 lbs. Business Tracks MP Sta. No. Juliff 23.0 AE-23 Rosharon 29.7 AE-30 Maximum Speed MPH Between Belt Jct. and Myrtle 20 Between Myrtle and MP 20-01 25 MP 20-01 and End of track 15 Rosharon Industrial Lead 10 Sugarland ⓄⓈ AG 33 Pryor AG-35 Operation via HB&T—SP. |
| | Gulf Coast Jct. 2.6 | ⓄSP | A-227 | |
| | BELT JUNCTION 1.2 | Ⓞ | | |
| | Ⓞ S. P. 1.3 | Ⓞ | | |
| | Ⓞ S. P. 0.8 | Ⓞ | | |
| | Ⓞ S. P. 0.1 | Ⓞ | | |
| | BUFFALO BAYOU 0.9 | Ⓞ | | |
| 0.0 | CONGRESS AVE. 0.6 | | | |
| 0.6 | Ⓞ G. H. & H. 0.2 | Ⓞ | | |
| 0.8 | Ⓞ H. B. & T. 0.2 | Ⓞ | | |
| 1.0 | Ⓞ H. B. & T. (Two Trks.) 0.1 | Ⓞ | | |
| 1.1 | Ⓞ S. P. 5.8 | Ⓞ | | |
| 6.9 | Ⓞ S. P. 1.6 | Ⓞ | | |
| 8.5 | MYRTLE 0.9 | | AE-8 | |
| 9.4 | ALMEDA 9.4 | | AE-11 | |
| 18.8 | ARCO LA 2.3 | ⓄA.T.&S.F. | AE-19 | |
| 21.1 | HAWDON 4.0 | | AE-21 | |
| 25.1 | Ⓞ A. T. & S. F. 8.0 | Ⓞ | | |
| 33.1 | END OF TRACK 33.1 | | | |

Max. Wt. Belt Jct.—Hawdon 240,000 Lbs.
 Hawdon and End of Track 220,000 Lbs.

BAYTOWN SUBDIV.—DeQUINCY DIVISION

| Miles | STATIONS | | Station No. | YARD LIMITS ENTIRE SUBDIV. |
|-------|-------------------|------|-------------|--|
| | WEST | EAST | | |
| 33.4 | BAYTOWN 2.7 | ⓄⓂⓈⓉ | BG-33 | Maximum Speed MPH (Except as shown below) 20 San Jacinto Ordinance 15 Arco Industrial Lead 15 U. S. Steel Industrial Lead 15 MP 19-29 — MP 20-24 San Jacinto River Bridge 15 Reverse Curves on Sinclair Lead 10 Lift bridge over Cedar Bayou Bridge No. 3—U. S. Steel lead protected by signals. When signals indicate Stop be governed by instructions in release box. |
| 30.7 | Ⓞ E. O. CO. 2.2 | Ⓞ | | |
| 28.5 | DURHAM YARD 6.0 | ⓄT | BG-28 | |
| 22.5 | HIGHLANDS 4.5 | | BG-22 | |
| 18.0 | CHANNEL VIEW 8.5 | | BG-18 | |
| 9.5 | MARKET ST. 5.7 | Ⓞ@T | BG-9 | |
| 3.8 | SETTEGAST YD 29.6 | ⓄⓂⓈⓉ | B-379 | |

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

| BUSINESS TRACKS: MP | Sta. No. |
|--------------------------|----------|
| Diamond Alkali Spur 14.5 | BG-14 |
| Ordinance Spur 15.0 | BG-15 |
| Houston Tank Car 16.3 | BG-16 |
| Arco Ind. Lead 17.5 | BG-17 |
| Mantu 19.3 | BG-19 |
| Coady 27.0 | BG-27 |

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

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

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

TIMETABLE NO. 10

LAKE CHARLES SUBDIV.—DeQUINCY DIVISION 67

| Rule 99 (d) in effect between Kinder and Lake Charles. | | Station No. | Sidings | | Maximum MPH Speed (Except as below) |
|--|----------------------|-------------|---------|----------|--|
| Miles | STATIONS | | Cars | Feet | |
| 601.6 | ALEXANDRIA 9.0 | Ⓞ-2 T | C-625 | Yd. | MP 602-10 — MP 602-20 — 35 MP 604-11 — MP 604-20 — 45 |
| 610.6 | WOODWORTH 5.1 | | C-634 | 59 2997 | MP 623-24 — MP 624-11 — 35 |
| 615.7 | BRINGHURST 7.9 | | C-640 | 115 5764 | City limits Oakdale 25 |
| 623.6 | GLENMORA 12.0 | | C-647 | 67 3464 | On ATSF Tracks — Oakdale 5 |
| 635.6 | OAKDALE 0.4 | Ⓞ | C-659 | 125 6747 | MP 661-07 — MP 690-02 — 40 |
| 636.0 | Ⓞ A. T. & S. F. 14.3 | Ⓞ | | | MP 690-02 — MP 690-03 — 20 |
| 650.3 | OBERLIN 3.8 | | C-674 | | MP 690-03 — MP 693-07 — 40 |
| 654.1 | ELDER 6.5 | | C-679 | 97 4850 | MP 693-07 — End of Track 10 |
| 660.6 | KINDER 19.4 | ⓄTⓄM.P.ⓄG | B-544 | Yd. | Lake Charles: Wharves & Apron Docks 5 |
| 680.0 | IOWA JCT. 10.2 | ⓄS.P. | C-704 | | |
| 690.2 | ⓄS. P. 4.0 | Ⓞ | | | |
| 694.2 | LAKE CHARLES 95.0 | ⓄⓂⓈⓉ | C-720 | Yd. | |

| Business Tracks | MP | Sta. No. | Business Tracks | MP | Sta. No. |
|--------------------|-------|----------|-----------------|-------|----------|
| Forrest Hill 618.1 | C-642 | | Le Jeune | 652.3 | C-676 |
| Long Leaf 621.2 | C-645 | | Spur | 664.2 | C-688 |
| McNary 622.6 | C-646 | | Pontenot | 669.4 | C-694 |
| Bobcaw 647.0 | C-670 | | | | |

ABS — Between Alexandria and Kinder.
 Gate governing movement over railroad crossing Kinder must not be operated without authority of train dispatcher.
 Yard Limits: MP 599-00 to MP 603-25; MP 634-00 to MP 638-10; MP 658-24 to MP 662-01; 688-18 to Lake Charles.

Lake Charles Goss Port lead Ⓞ SP Ⓞ
 Ⓞ KCS Ⓞ

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

Engines must not go beyond clearance point on New Planer Track H.D.E. Inc at Oakdale.

Harbor ind. lead — Lake Charles to Harbor 12.4 miles — max. speed tangent track 25 MPH; curved track 15 MPH.

CROWLEY SUBDIV.—DeQUINCY DIVISION

| Miles | STATIONS | | Station Nos. | Maximum Speed MPH (Except as below) |
|-------|--------------|-------|--------------|--|
| | SOUTH | NORTH | | |
| 570.3 | EUNICE 7.6 | ⓄTⓄⓈⓉ | B-570 | MP 570-10—MP 571-10 15 MP 590-28—End Track 10 Mill St. Lead Crowley 10 |
| 577.9 | MOWATA 4.5 | | BD-578 | |
| 582.4 | MAXIE 9.9 | | BD-582 | |
| 592.3 | CROWLEY 22.0 | Ⓞ | BD-592 | |

Yard Limits—Entire Subdiv.
 Crowley-Mill Row lead Ⓞ SP Ⓞ
BUSINESS TRACKS: MP Sta. No.
 Gulf States 575.5 BD-575
 American Cynamid 577.7 BD-577

ORANGE SUBDIV.—DeQUINCY DIVISION

| Miles | STATIONS | | Station Nos. | Maximum Speed MPH (Except as below) |
|-------|------------------|-------|--------------|--|
| | SOUTH | NORTH | | |
| 477.7 | MAURICEVILLE 1.1 | ⓄKCSⓄ | B-477 | MP 489-06 — MP 490-15 10 |
| 482.9 | PEVETO 5.3 | | BE-482 | Doc Brown: Dupont Industrial Lead 10 Dupont Industrial Lead 10 East Conn. 10 Firestone Ind. Lead 10 |
| 486.9 | ⓄS. P. 4.0 | Ⓞ | | ORANGE: Weaver Ind. Lead 5 County Dock Ind. Lead 5 |
| 488.0 | DOC BROWN 2.5 | T | BE-488 | Yard Limits Entire Subdiv. |
| 490.5 | ORANGE 12.9 | Ⓞ | BE-490 | BUSINESS TRACKS: MP Sta. No. Bancroft 485.0 BE-485 Kilowatt 486.5 BE-486 |

TIMETABLE NO. 10

68 BEAUMONT SUBDIV. — DeQUINCY DIVISION

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

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

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

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

| KCS Milepost | Station | Business Tracks | Milepost |
|--------------|-------------|-----------------|----------|
| 720.3 | CS Jct. | Alton Box Co. | 721.2 |
| 723.6 | Helme | Green Island | 727.0 |
| 728.4 | Lucas | Lunita | 730.4 |
| 735.2 | Starks | Lemonville | 748.1 |
| 740.6 | Ruliff | Korf | 764.9 |
| 750.2 | MP Crossing | | |

BEAUMONT SUBDIV. — DeQUINCY DIVISION 69

KCS Mile Post (Cont'd.)

| Mile Post | Station |
|-----------|--------------|
| 750.2 | Mauriceville |
| 760.4 | Vidor |
| 764.9 | SP Jct. |
| 766.0 | Beaumont |
| 766.0 | SP Crossing |
| 766.6 | GCL Jct. |

Max. Speed GCL Jct. to CS Jct. 40 MPH

Except:

| | |
|--|-------------------|
| Over MP Crossing MP 750.2 | 30 MPH Eng. only. |
| City Limits Vidor MP 757.0 to MP 762.0 | 30 MPH |
| Over Neches River Bridge MP 765.9 | 20 MPH |
| City Limits Beaumont | 20 MPH |

All tracks other than main tracks, through turnouts and crossovers... 5 MPH

Yard Limits — Indicated by Yard limit signs:

MP 721.0 to CS Jct.
MP 763.9 to GCL Jct.

Location of Hot Box and Dragging Equipment Detectors:

MP 726.0
MP 743.4

NEW IBERIA SUBDIV. — DeQUINCY DIVISION

| Miles | SOUTH STATIONS | NORTH STATIONS | Station Nos. | Rule 99 (d) in effect between Port Barre and New Iberia. |
|-------|------------------------|-------------------|--------------|--|
| 0.0 | PORT BARRE... ⊗T ⊗ ⊗ | | B-597 | Business Tracks MP Sta. No. |
| 11.2 | ARNAUDVILLE..... | | BB-12 | Leveret 30.3 BB-31 |
| 17.5 | CECELIA..... | | BB-18 | Gordon 37.3 BB-38 |
| 25.5 | PARKS..... | | BB-26 | Cajun Sugar Mill. 43.4 BB-43 |
| 30.3 | ISLE LABBE..... | | BB-31 | Bryant 45.9 BB-46 |
| 39.4 | LOREAUVILLE..... | | BB-40 | Olivier 52.3 BB-53 |
| 41.0 | TECHE BAYOU..... ⊗ ⊗ | | | Lifenite 54.4 BB-56 |
| 46.4 | NEW IBERIA..... ⊗ ⊗T ⊗ | | BB-48 | Loisel 56.5 BB-58 |
| 46.8 | ⊗ S. P. (WEST TOWER) ⊗ | | | Jefferson Island 56.3 BC-57 |
| 47.7 | S. P. Conn..... | | | Oaklawn 73.8 BB-75 |
| | VIA S. P. | | | Franklin 79.3 BB-80 |
| 75.6 | | | | Yard Limits: MP 0-0 to MP 2-15; MP 40-00 to MP 47-21. |

The normal position of drawbridge on Oaklawn, Franklin Ind. lead stands open for river traffic and will be closed only when trains are ready to cross.

Maximum Speed 25 MPH.

Jefferson Island Industrial Lead, 25 MPH. Except MP 48-01 — MP 48-07 — 10 MPH and MP 57-22 — End of track 10 MPH.

⊗ SP ⊗ — Jefferson Island — Ind. lead.

Maximum wt. between New Iberia and Garden City 220,000 lbs.

Operation via SP MP 47.7 to Garden City. Loisel Ind. Lead — opens off SP at SP MP 121. Serves Olivier, Lifenite and Loisel, max. speed 10 MPH.

Oaklawn, Franklin Ind. Lead — opens off S.P. track at S.P. MP 101.8. Max speed 5 MPH.

72 AVOYELLES SUBDIV. — NEW ORLEANS DIVISION

| MPH | SOUTH | | NORTH | | Station Nos. | Sidings | |
|---|-------|----------------------|----------|-----------|--------------|---------|-------|
| | Miles | STATIONS | STATIONS | Miles | | Cars | Feet |
| Maximum Speed (Except as below) 40 | 94.7 | BUNKIE..... | ①T②③④ | TB-163 | ..... | ..... | ..... |
| MP 94-23..... 15 | 92.3 | EVERGREEN..... | 2.4 | TV-42 | ..... | ..... | ..... |
| MP 92-27..... 15 | 85.8 | COTTONPORT..... | 6.5 | TV-38 | 17 | 862 | ..... |
| MP 82-10..... 25 | 713.5 | MANSURA JCT..... | 6.3 | TW-3 | ..... | ..... | ..... |
| MP 82-10..... 15 | 720.4 | HAMBURG..... | 6.9 | TV-30 | 82 | 4103 | ..... |
| L&A MP 713.5 15 | 727.7 | HYDE..... | 7.3 | TV-23 | 76 | 3832 | ..... |
| MP 728.1..... 30 | 728.1 | SIMMESPORT..... | 0.4 | TV-22 | ..... | ..... | ..... |
| MP 735.9..... 30 | 733.2 | KELLER..... | 5.1 | TV-17 | 250 | 12337 | ..... |
| Over Atchafalaya River Bridge (MP 729.2) 5 | 735.9 | LETTSWORTH..... | 2.7 | TD-58 | 40 | 2002 | ..... |
| City Limits-Morganza 25 | 742.6 | BATOELOR..... | 6.7 | TD-51 | 83 | 4163 | ..... |
| City Limits-New Roads 25 | 750.9 | MORGANZA..... | 8.3 | TD-42 | 24 | 1234 | ..... |
| All L&A Tracks other than main tracks, through turnouts and crossovers 10 | 760.9 | NEW ROADS..... | 10.0 | TD-33 | 75 | 3768 | ..... |
| Between West Jct. and East Jct. 20 | 768.3 | GLYNN..... | 7.4 | TD-25 | 33 | 1655 | ..... |
| Between East Jct. and M.P. Jct. 15 | 779.9 | LOBDELL..... | 11.6 | TD-13 | 154 | 7741 | ..... |
| MP 11-26..... 15 | 780.7 | LOBDELL JCT..... | 0.8 | TD-12 | ..... | ..... | ..... |
| MP 11-25..... 15 | 781.2 | ①MP..... | 0.3 | ..... | ..... | ..... | ..... |
| Business Tracks MP No. | 781.5 | WEST JCT..... | 3.3 | TD-11 | ..... | ..... | ..... |
| Moreauville 717.3..... | 784.8 | EAST JCT..... | 0.6 | ..... | ..... | ..... | ..... |
| Legonier 730.1..... | 785.5 | M. P. JCT..... | 1.0 | B-647 Yd. | ..... | ..... | ..... |
| Innis 739.4 TD-54 | 648.0 | NO. BATON ROUGE..... | 1.0 | ..... | ..... | ..... | ..... |
| La Cour 745.0 TD-48 | 12.8 | LOBDELL JCT..... | 2.4 | ..... | ..... | ..... | ..... |
| La Barre 754.3 TD-39 | 10.4 | ① M. P. | 2.2 | ..... | ..... | ..... | ..... |
| Dawson 755.4 TD-40 | 7.8 | PORT ALLEN..... | 1.3 | TD-8 | ..... | ..... | ..... |
| Morrison 755.5 TD-38 | 6.5 | CANAL..... | 8.5 | TD-6 | ..... | ..... | ..... |
| Beaud 757.6 TD-36 | 0.0 | ADDIS..... | ②-2 ①②③④ | TB-90 | Yd. | ..... | ..... |
| Major 759.5 TD-34 | 94.7 | | | | | | |
| Bertha 761.1..... | | | | | | | |
| Glanton 761.4..... | | | | | | | |
| Cajun Elec. Power 726.6 TD-32 | | | | | | | |
| La. Elec. Coop 766.4 TD-26 | | | | | | | |
| Smithfield 774.4 TD-19 | | | | | | | |
| Avoyelles Parish Coop 2.0 TD-2 | | | | | | | |
| Baton Rouge 649.0 B-649 | | | | | | | |
| Baton Rouge Port 7.4 B-649 | | | | | | | |

Normal position of hand operated switch for connection to L&A main track, located at MP 11.6 will be for movement through connection to No. Baton Rouge.

Yard Limits: Bunkie to Mansura Jct.; MP 726.3 — MP 729.6; MP 778.9 — Lobdell Jct.; Lobdell to Addis.

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

Train movements between Bunkie and Addis will be handled by L&A Train Dispatcher. Be governed by MP Timetable, Uniform Code of Operating Rules and Special Instructions Item 7(c) and following:

General orders will be issued and signed jointly by MP and L&A superintendents. Employees are subject to supervision of officers of L&A Ry. Track ownership:

Mansura Jct. to Hamburg..... L&A Simesport to Lettsworth..... L&A
Hamburg to Simesport..... MP Lettsworth to Lobdell Jct..... MP

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

Max. Speed between ① MP Mile Post 781.2 and No. Baton Rouge (Except as below)..... 20 MPH
Over Mississippi River Br..... 10 MPH
Tracks other than main track, turnouts and crossovers..... 5MPH

Southward trains leaving L&A main track at Lobdell Jct. and northward trains leaving L&A main track at Mansura Jct. will report clear to L&A train dispatcher.

Approach signal for southward movement to Lobdell Jct. located 4000 ft. north of Lobdell Jct. is non-operative; between this signal and the Absolute Signal at Lobdell Jct. southward trains and engines will not exceed 20 MPH or slower if necessary prepared to stop before reaching the Absolute Signal.

Marksville Ind. Lead (Between Mansura Jct. and Marksville - 5.2 miles)
Max. Speed..... 20 MPH

Business Tracks: Mansura. ① L&A ② G..... MP 79.5 — TW-4
Marksville. ①..... MP 84.7 — TW-9

AVOYELLES SUBDIV. — NEW ORLEANS DIVISION 73

Hot Box and Dragging Equipment Detectors: MP 724.4 and MP 755.9.

Bridge Restrictions: (In addition to Max. Wt. Limitations.)

| Br. Location | Wt. Less Than | |
|---------------|---------------------|--------------|
| | 274,000 lbs. | 315,000 lbs. |
| MP 715.0..... | 25 MPH..... | 20 MPH |
| MP 716.7..... | 25 MPH..... | 20 MPH |
| MP 728.4..... | No Restriction..... | 25 MPH |
| MP 767.7..... | 20 MPH..... | 20 MPH |

Speed must not exceed 10 MPH while handling wrecker over Bridges 715.0, 716.7 and 767.7.

Atchafalaya River Bridge (drawbridge), MP 729.2: use governed by masts 500 ft. from each end of bridge, each equipped with red light and lunar placed horizontally two feet apart giving indications as follows:

| Aspect | Indication |
|--------------------------|----------------------------|
| Red light illuminated: | Stop before reaching mast. |
| Lunar light illuminated: | Proceed at low speed. |

If any aspect is seen other than above stop must be made before reaching mast.

If movement is stopped by Red Light, absence of light or improperly displayed light, member of crew must contact bridge tender when on duty, obtain permission to proceed, examine rail to see it is safe to proceed and advise engineer before train moves onto bridge. If bridge tender is not on duty crew member will examine rail to see it is safe to proceed and advise engineer before train moves onto bridge.

Between Sunset and Sunrise crossings at Rickey St., Poydras Ave., Highway 30 and 90 bypass — New Roads, must not be obstructed by an engine or car in switch movement until a member of the crew displaying lighted red fusee protects movement on the ground at the crossing. A lighted red fusee must be left displayed during the time the crossing is obstructed.

CHURCH POINT SUBDIV. — NEW ORLEANS DIV.

| Miles | SOUTH | | NORTH | | Station Nos. | Sidings | |
|--|----------|-------------------|--------------|----------|--------------|---------|-------|
| | STATIONS | STATIONS | STATIONS | STATIONS | | Cars | Feet |
| Rule 99 (d) in effect. Yard Limits MP 1 to Bunkie. MPH Maximum Speed..... 30 (Except as below) | | | | | | | |
| MP 11-25 — MP 11-29..... 25 | 0.0 | BUNKIE..... | ②-2 ①T②③④ | TB-163 | ..... | ..... | ..... |
| MP 12-12 — MP 12-17..... 25 | 3.6 | EOLA | ② S. P. | TL-4 | ..... | ..... | ..... |
| MP 19-11 — MP 20-13..... 15 | 3.6 | EOLA | ② S. P. | TL-4 | ..... | ..... | ..... |
| MP 35-00 — MP 35-20..... 15 | 8.8 | ST. LANDRY..... | 5.2 | TL-9 | 9 | 470 | ..... |
| MP 35-20 — MP 36-26..... 20 | 20.0 | VILLE PLATTE..... | 11.2 | TL-20 | 38 | 1927 | ..... |
| MP 36-26 — MP 47-03..... 25 | 26.7 | LEDOUX..... | 6.7 | TL-27 | 12 | 705 | ..... |
| MP 47-03..... 10 | 36.0 | OPELOUSAS | 9.3 | TX-23 | 12 | 611 | ..... |
| End of track..... 10 | 43.5 | LEWISBURG..... | 7.5 | TX-32 | 10 | 517 | ..... |
| Business Tracks MP Nos. | 47.9 | CHURCH POINT..... | 4.4 | TX-36 | 15 | 752 | ..... |
| Cleco..... 9.5 TL-10 | | | | | | | |
| Tate Cove..... 15.4 TL-16 | | | | | | | |
| Lithco..... 21.5 TL-21 | | | | | | | |
| Swift Co..... 41.1 TX-30 | | | | | | | |
| Canal Refinery | | | | | | | |
| Spur..... 46.0 TX-35 | | | | | | | |
| | 47.9 | | | | | | |

THIBODAU SUBDIV. — NEW ORLEANS DIVISION

| Miles | WEST | | EAST | | Station Nos. | Yard Limits: Entire Subdiv. | |
|-------|---------------------|----------|----------|----------|--------------|-----------------------------|------------|
| | STATIONS | STATIONS | STATIONS | STATIONS | | MPH | MPH |
| 0.0 | MCCALL..... | | | | TB-68 | Maximum Speed..... | 25 |
| 1.4 | PALO ALTO..... | | | | TH-3 | (Except as below) | ..... |
| 8.0 | PAINCOURTVILLE..... | | | | TH-11 | MP 0-0 — MP 0-07..... | 15 |
| 9.4 | MUNSON..... | | | | TH-14 | MP 12-13 — MP 13-11..... | 15 |
| 12.5 | NAPOLÉONVILLE..... | | | | TH-15 | Business Tracks MP No. | ..... |
| 13.1 | THIBODAU..... | | | | TG-29 | Lula..... | 5.0 TH-7 |
| 31.0 | | | | | | Wanda Pet. Co..... | 7.5 TH-8 |
| | | | | | | Westfield..... | 8.9 TH-9 |
| | | | | | | Albermarle..... | 18.3 TG-18 |
| | | | | | | Laurel Grove..... | 24.4 TH-24 |
| | | | | | | Elmer..... | 28.6 TG-26 |
| | | | | | | Cane Machy..... | 29.6 TG-28 |
| | | | | | | | |

1. Eastward and Northward regular trains are superior to trains of same class in opposite direction, except as shown on schedule page or general order schedule.

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

- A. 55 MPH with units 1100-1299, 1500-1521, 8000-8007, and 65 MPH on all other units whether operating or dead in tow.
- B. Engines running light 45 MPH.
- C. Engines shoving cars 25 MPH.
- D. Engine with flat spots in excess of 3 inches must not be handled exceeding 10 MPH unless authorized by Superintendent.

3. SPEED RESTRICTIONS: (Where maximum Train or Engine speed is LOWER, it will govern).

3-A. SPEED RESTRICTIONS THRU CROSSOVERS, TURNOUTS AND SPRING SWITCHES: MPH

| | |
|---|----|
| Thru No. 9, 10 and 11 turnouts and crossovers, entire train | 15 |
| Thru No. 15, 16 and 20 turnouts and crossovers, entire train | 35 |
| Thru No. 20 equilateral turnouts, entire train..... | 50 |
| Thru precurved turnouts, entire train..... | 50 |
| In straightaway movement when moving points of No. 9, 10 and 11 spring switches..... | 15 |
| In straightaway movement when moving points of Nos. 15, 16 and 20 spring switches..... | 35 |
| In straightaway movement when lead wheels have passed over points of spring switches, maximum speed may be resumed. | |

All turnouts are No. 11 or less, except as otherwise specified.

3-B. TRAINS HANDLING WORK EQUIPMENT OR MATERIAL CARS: MPH

| | |
|---|----|
| Locomotive Cranes (boom must be disconnected except MPX50) | 30 |
| Ditchers and Burro Cranes, loaded on flat cars..... | 30 |
| except Burro Cranes when loaded on MPX 15000—15018 Inc., MPX 15094 and MPX 15115 and 15116, or loaded on TPX 15026—15032 Incl. and TPX 15108— | |
| Max. Frt. Train speed. | |

Boom of locomotive cranes should be in trailing position. When not practicable to move locomotive crane with boom in trailing position, crane and idler must be turned at first opportunity.

Cars designated by initials MPX, TPX or CEIA and contractors spray trains, must be handled in local freight trains only and not to exceed speed of 30 M.P.H. unless authorized by the Superintendent. The following cars are exempt from these instructions:

- MPX Diesel Engine Car 1
- MPX air dump cars 4000-4069; 55400-55402; 55600-55606; 55800; 75300-75307; 76900-76919
- MPX Welded rail cars series 6500-6568, 6600-6636, 6650-6685, 6701-6726
- MPX tie cars series 8001-8078; 8100-8124
- MPX flat cars 15000-15018, 50000-50200
- TPX flat cars 15026-15032

- MPX gondolas series 27000-29400
- MPX box cars series 30000-32400
- MPX hopper cars series 60000-62200
- MPX sand cars series 70000-70054
- CEIX sand cars series 70092-70099
- MPX-TPX wheel cars series 99000-99099
- MPX cars which are in consist of wrecker crane

Note—Where maximum train speed is 30 MPH or less, speed of trains handling work equipment restricted above, must be restricted to five miles per hour less than such maximum freight train speed.

Wrecking Cranes, Ditchers and Jordan Spreaders.

Boom of wrecking cranes must be in trailing position. Speed of trains handling must be restricted according to maximum permissible speed of freight trains, as shown in following table, except ditchers and Jordan Spreaders will be restricted to 15 MPH if not headed in working direction and must be headed in working direction at first opportunity.

| Max. Frt. Train Speed | Permissible Speed |
|-----------------------|-------------------|
| MPH | MPH |
| 10-15 | 10 |
| 20 | 15 |
| 25 | 20 |
| 30 | 25 |
| 35 | 30 |
| 40 | 35 |
| 45-60 | 40 |

Scale test cars except MPX 198, MPX 15110, MPX 15111 and MPX 15117..... 30 MPH

Handle scale cars on rear, if more than one, space 3 cars apart.

Loaded welded or jointed rail trains and snow plows....40 MPH

Unless otherwise instructed by Superintendent, loaded or empty rail trains will be restricted to 70 cars, rail cars will be handled on head end next behind buffer cars. No train moves are to be made while men are in the process of coupling rails or while men are standing on transition car. In no case will Engineer take slack or move train until authorized to do so by Roadmaster or Assistant Roadmaster.

3-C. The movement of Derricks, Cranes and other such equipment on its own wheels, on Revenue billing will be handled only on authority of Superintendent and at a speed not to exceed 30 MPH.

3-D. SPEED RESTRICTIONS ON PSGR. EQUIPMENT WITH FLAT WHEELS:

No restrictions if length of flat spot does not exceed 3 inches.

If length of flat spot is greater than 3 inches maximum speed 10 MPH.

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

When there is to be handled any unit of equipment mentioned in items 2 or 3 above, or equipment or shipments of excessive

width or height causing the speed of the train handling to be restricted below the maximum train speed, or where clearance of structures, or equipment on adjacent tracks may be close, when practicable, a Train Order, Form X, must be issued, specifying the restriction. When not practicable to obtain Train Order, Form X, cond. must inform engr. of restricted equipment, specifying maximum speed restricted equipment to be handled, and notify dispr.

3-F. SHIPMENTS REQUIRING CLOSE ATTENTION:

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

Single trailers loaded on trailing end of flat cars 89 foot or longer must not be placed less than 5 cars behind engine.

Passenger equipment in freight trains will be handled on rear of train unless otherwise instructed by Superintendent.

4. MAXIMUM TRAIN SPEED: (Shown on Schedule Page).

Passenger trains handling freight equipment will not exceed freight train speed except on Authority of the Superintendent.

5. MAXIMUM GROSS WEIGHT LIMITATIONS:

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

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

Such authority together with any restrictions, must be attached to the Waybill. If speed restrictions required, Train order form X must be issued covering, when practicable.

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

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

Such authority together with any restrictions, must be attached to the waybill.

Six axle-type engines must not operate on subdivisions where the maximum gross weight limitation is less than 240,000 lbs., except as authorized by the superintendent.

6. RAILROAD CROSSING AT GRADE:

Equipment must not be left standing within interlocking limits unless coupled to other equipment extending beyond such limits.

Outside of ABS Territory within 4000 ft. and not less than 2500 ft. of each side of crossings equipped with standard gates there is an approach sign. Trains and engines must immediately reduce speed to 20 MPH and be prepared to stop before reaching crossing until it can be seen that gate is in proper position for movement over crossing.

7. OPERATION OVER FOREIGN LINES:

Unless otherwise provided; trains and engines using foreign lines will be governed by the rules and instructions of the line being used. Foreign line employees are subject to rules and instructions of this railroad while occupying its tracks.

(a) Use of A. T. & S. F. Tracks Between: (Uniform Code of Operating Rules apply except as modified below.)

1. Tecific and Sweetwater.
2. Eton Jct. and Congo.
3. Benedict and Fredonia.
4. Winfield and Belle Plaine.
5. YA Jct. and ST Jct.
6. NA Jct. and Pueblo Jct.
7. New South Yard and Algoa.
8. At Caney, Kansas, AT&SF main track between MoPac crossing (AT&SF Mile Post 21.5) and Oklahoma-Kansas State Line (AT&SF Mile Post 22.9) will be used jointly by Mo. Pac. and AT&SF trains and engines. AT&SF main track between points designated is automatic block territory. Switch indicators installed near all switches leading into main track. All trains and engines run at restricted speed expecting to find main track occupied by other trains and engines.

At above locations (1 thru 7) be governed by the following AT&SF Rules:

- (1) Signal Indication: Yellow over yellow or flashing yellow
Name: Approach—medium
Indication—Proceed: approach next signal not exceeding medium speed and be prepared to enter diverging route at prescribed speed.
- (2) Red over Diverging Proceed through diverging
Flashing Yellow Approach route; prescribed speed through turnout. Approach next signal prepared to stop; if exceeding medium speed, immediately reduce to that speed.
- (3) Flashing Red or Red over Yellow—Restricting—Proceed at restricted speed.
- (4) Restricted Speed: A speed that will permit stopping short of another train, obstruction, or switch not properly lined but not exceeding 20 MPH.
- (5) Medium Speed—A speed not exceeding 40 MPH.
- (6) Trainmen and enginemen will, when practicable, observe whether signals passed by their trains or engines assume proper indication. When a train or engine passes a signal which fails to assume its proper indication, it will proceed with front end protected by flagman to the end of that block, and rear end protected until entire train has passed out of block.

Where the letter "P" appears on the mast of a stop and proceed signal, the name of such signal is "permissive", and indication is "proceed at restricted speed". Trains or engines may, without stopping, pass such signals at restricted speed and proceed at restricted speed to next governing signal.

- (7) Exception to Rule 330 shown on Page 109 of the Uniform Code of Operating Rules will not apply on AT&SF tracks. On the AT&SF each movement made past a stop signal must be authorized by AT&SF control operator or train dispatcher.
- (8) When a block signal is observed "pumping", changing indications intermittently, or working erratically, trains must comply with the most restrictive indication the signal can display. A prompt report must be made to the train dispatcher and control operator.
- (9) Maximum authorized speed for wrecking derricks 10 MPH at any point where train order speed restriction is 20 MPH or less, except if speed restriction is less than 10 MPH the more restrictive speed will govern.
- (10) A train finding a fusee burning on or near its track must stop and extinguish it or wait until it has burned out. The train may then proceed prepared to stop short of train obstruction or switch not properly lined for one mile.
- (11) A complete and detailed report must be made by wire to the AT&SF Trainmaster joint with the AT&SF Chief Dispatcher, covering all railroad accidents, accidents at grade crossings, personal injuries, unusual or defective track, signal or any other conditions that would affect the movement of a train or engine.
- (12) When running on track to the left horn signal of one extra long and one short must be sounded approaching stations, junctions, curves and other obscure places.
- (13) Approach Order (Form U) (Example)
8:01 AM to 5:01 PM approach Gang No. _____ between 15 poles west of MP 10 and MP 11 between D and E prepared to stop short of men or machines fouling track until proper proceed signal received by (title and name of employee in charge and gang number) that track is clear of men and machines.

Trains and engines, within the limits of this order, must approach gangs prepared to stop, and stop short of men and machines occupying or fouling track. If proper proceed signal, given with yellow flag or yellow light, is received; or, if notified verbally by employee named in the order that track is clear of men and machines, train or engine is released from requirement of moving prepared to stop short of men and machines.

- (14) Temporary Speed Restriction Signs (Rule 10(g)) will consist of Yellow Flag, Disk or Light.
When displayed and train has not been restricted by train order or Special Instructions, two miles beyond the temporary Speed Restriction sign, TRAIN will proceed prepared to STOP short of a flagman, obstruction, or men or machines fouling track, not exceeding 10 miles per hour for an additional two miles or until REAR OF TRAIN HAS PASSED a Temporary Resume Speed Sign.
- (15) Rule 10 (k) not applicable on ATSF.

7. (b) Use of SLSF Tracks Between: (Uniform Code of Operating Rules apply except as modified below)
(Be governed by SLSF Timetable)

1. Crystal City and St. Genevieve.
2. Springfield and Aurora.
3. Van Buren and Ft. Smith.
4. Cherokee Yard and TP Interlocker, Tulsa. (SLSF Terminal Division Timetable governs.)
5. Lefeber and SLSF-ATSF conn.
6. Rockview and Chaffee.
- (1) Restricted Speed: Proceed prepared to stop short of train, obstruction, or switch not properly lined, looking out for broken rail, but not exceeding 20 MPH.
- (2) SLSF General Orders will expire with current timetable and will be reissued January 1 and July 1 of each year. Circulars will contain other information and instructions and will expire only when cancelled.
- (3) Whistle signal _____ O O _____ answer to any yellow signal.
- (4) Train signals must be displayed on leading unit as well as on identifying unit.
- (5) A speed of 15 MPH must not be exceeded through turn-outs and crossovers.
- (6) Train order Form "G" example 3. If "F" is a train order station train must secure clearance before leaving "F" unless otherwise provided.
- (7) Track protection by Train Order: (example)
"STOP ORDER IN EFFECT _____ (date or dates)* _____
M until _____ M BETWEEN MP _____ and MP _____"

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

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

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

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

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

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

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

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

- (1) Rule 10(g): Temporary Speed Restriction and Resume speed signs will not be used.
Rule 10(h): Green Resume speed signs not used.
- (2) Rule 20(a): When the number of other than the leading unit is used to identify the engine of a train, signals per Rule 20(a) will be displayed on the identifying unit.
- (3) S-89(a) — add: Subject to slower restrictions, trains must not exceed 25 MPH when meeting or passing other trains on adjacent tracks.
- (4) Rule 99(i) — add: When flagman of preceding train is riding engine of following train, following train must proceed at restricted speed while flagman is on engine, regardless of any specific flagging instructions.
- (5) Rule 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.

- (6) Rule 104(c): Second paragraph will not apply.
- (7) Rule 217. Delivery Orders: Last paragraph does not apply. (Restricting orders must not be sent for delivery.)
- (8) Track Work Protection Order: (KCS Form "U")

Pre-printed multiple location: (Example)

"___(Date)___ on the ___(name)___ Subdivision before entering the designated limits between the times specified below all trains and engines stop unless given proceed signal with yellow flag or orally authorized by foreman in charge.

After receiving proper signal or verbal permission to proceed be governed by speed authorized verbally by foreman in charge.

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

(Form contains 8 lines for up to 8 locations)

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

- (1) When authorized by man in charge after proper identification and explanation of foremans 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

- (9) Rule 285 - modify:

| |
|---------------------------|
| Yellow or Yellow over Red |
| OF |
| Yellow over Red over Red. |

Name: Approach.

Indication: Proceed, immediately reducing to 30 MPH or slower if necessary, prepared to stop before leading wheels pass the next signal.

- (10) Rule 330: Exception to requirement for low speed in CTC territory does not apply.

- (11) Road engines backing or controlled from rear unit must not exceed 30 MPH.
- (12) SD 40 and U 30 units must not be coupled to cars with gross weight in excess of 263,000 lbs.
- (13) Cars less than 40 feet in length (including scale test cars) must not be coupled next to Hydrocushion 60, high cubical box, auto loader racks, piggybacks, large tanks, or any car 50 feet in length or longer. Cars 85 feet or longer must not be placed nearer than the 6th car from an engine or remote unit.
- (14) Maximum weight limitations: Cars with gross weight in excess of 263,000 lbs. up to 274,000 lbs. restricted to 5 MPH less than maximum authorized speed. Cars in excess of 274,000 up to 315,000 lbs. are restricted to 30 MPH except tank cars 35 MPH.

Movement of cars in excess of 315,000 lbs. must be authorized by Supt. of Transportation, Shreveport, La., except DUPX 28050 series 8 axle tank cars weighing up to 526,000 lbs. which may be handled at maximum speed and coupled together in any number, but must not be handled next to engine or other car exceeding 263,000 lbs.

- (15) MP Special Instructions Item 16 (Hot box and dragging equipment detectors) - modify: (All are read out panel type with three yellow lights above panel and one red light below.) Panel will display axle count 2 seconds after rear of train has passed. If defect is not located near axle indicated inspect entire car and 5 cars each side of car indicated by axle count.

Aspect:Indication:

White light on equipment house illuminated:

System on.

Left OR right yellow light flashing:

Hot journal detected on side indicated.

Left OR right AND center yellow light flashing:

More than one hot box detected both on side indicated.

Three yellow lights flashing:

At least one hot box detected on each side of train.

Left AND right yellow light flashing AND red light illuminated:

Dragging equipment detected.

Three yellow lights flashing AND red light illuminated:

Dragging equipment AND one or more hot boxes detected.

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

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

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

- (16) Speed restriction while handling wrecker, 25 MPH subject to lower restriction on schedule page.

8. RAIL DETECTOR CARS:

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

9. RESTRICTIONS ON USE OF ENGINE HORN:

Within city limits at points designated by symbol © on schedule page do not sound horn except to warn persons or vehicles oblivious to approach of train or engine and whose attention cannot be attracted by ringing bell.

10. OPERATION OF ENGINES:

- A. When engines are moved from mechanical facility to train or vice versa the controls will be handled from the lead unit when practicable, except when making short back up moves.
- B. Operating diesel engines through water. Unless otherwise directed by officer at point of high water, diesel engines must not be moved or allowed to stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour, to prevent water getting inside traction motors. If any probability of water having entered motors, cover on motors should be removed and motor examined. If water has entered motor, unit must be moved off line to assignment location for necessary repairs.
- C. Under unusual circumstances when a unit becomes inoperative, abnormal weather, etc., it is possible that the units can go into overload and damage traction motors. To prevent overload do not exceed the quarter hour short time rating of any unit in 8th throttle when speed is steady or decreasing. The following chart illustrates quarter hour ratings. The unit having highest minimum speed governs the short time rating of the entire consist.

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

| ¼ Hr. Rating | SPEED AND AMMETER READINGS ON LEAD UNIT | | | | | | | |
|---------------------------------------|---|-------------------|--------------------|----------------------|--------------------|-------------------|----------------------|-------------------|
| | GP35 | U23B | U30C | GP28 GP38 SD40 | GP18 | GP7 GP9 | GP15 SW15 MP15 | SW7 8 9 SW12 |
| GP35 U23B | 10MPH 1125 AMP | 10MPH 1275 AMP | 10MPH 1230 AMP | 10MPH 1100 AMP | 10MPH 960 AMP | 10MPH 900 AMP | 10MPH 870 AMP | 10MPH 825 AMP |
| GP7 9 GP18 28 38 SD40 U30C | 10MPH 1125 AMP | 10MPH 1275 AMP | 9.5MPH 1274 AMP | 9.5MPH 1150 AMP | 9.5MPH 1025 AMP | 9.5MPH 950 AMP | 9.5MPH 890 AMP | 9.5MPH 840 AMP |
| SW7 8 9 12 GP SW15 MP15 GP15 | 10MPH 1125 AMP | 10MPH 1275 AMP | 9.5MPH 1275 AMP | 9.5MPH 1150 AMP | 9.5MPH 1025 AMP | 9.5MPH 960 AMP | 7MPH 1065 AMP | 7MPH 950 AMP |

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

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

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

D. Shoving or Back-Up Movements:

Second and third paragraph of Rule 409 of "Air Brake and Train Handling Instructions" modified as follows:

GP Units 112-298, 600-628, 1631-1827, 1837-1849, 1856-1881, 1900-1944, SW Units 1100-1299 and 1500-1521 and 8000-8007 do not have alignment controlled couplers.

To prevent the possibility of slack running out and breaking the train in two a minimum brake pipe reduction of 6 to 8 lbs. is desirable keeping the engine brakes released and using power until STOP is made. A sufficient number of hand brakes, dependent upon whether cars are loaded or empty and the brake condition, should be applied at rear of train to prevent break-in-two.

E. Switching:

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

F. Fuel Saver Switch:

Certain locomotives (types U23B, U30C and SD-40) are equipped with a FUEL SAVER SWITCH which is located in the cab, within the main battery switch compartment and is appropriately stenciled on the outside of the access door and below the switch FUEL SAVER SWITCH for easy location and identification.

The switch is a single pole, single throw toggle type and is clearly stenciled for its "ON" - "OFF" positions.

The function of this switch, when placed in "ON" position is to limit the throttle response to #1 notch power and engine speed regardless of throttle advance on lead or controlling locomotive. When placed in "OFF" position engine speed, loading and throttle response will respond normally on this locomotive. When one of these locomotives is the lead or controlling unit, the switch may still be in "ON" position without affecting throttle advance on other locomotives in consist.

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

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

11. ABS AND CTC: (See Schedule Pages)

- (1) Block Indicators will be designated by letter "I".
- (2) In territory where CTC rules are in effect, where maximum speed permitted is in excess of 20 MPH trains and engines using a hand operated main track switch not equipped with electric lock or spring switch mechanism

must leave a portion of train occupying main track or leave main track switch open.

- (3) Where CTC Rules are in effect, trains or engines must not enter a siding at a spring switch or hand operated switch unless authorized by dispatcher.
- (4) Where CTC Rules are in effect trains or engines having proceeded under flag protection under provisions of Rule 345 or Rule 350 due to lack of communication must not exceed low speed regardless of more favorable signal indication until communication has been re-established with control operator.

12. EMPLOYEES MUST PROVIDE THEMSELVES WITH:

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

13. UNIFORM CODE OF OPERATING RULE CHANGES.

(1) PROTECTION BY SIGNS:

On Subdivisions where maximum speed does not exceed 35 MPH protection for men, machines and track restrictions may be provided by display of temporary speed restriction and resume speed signs as prescribed by rule 10 (g) without the use of train orders or flag protection.

When such signs are displayed train or engine will proceed not exceeding 10 MPH, or slower if necessary, within the limits of the restriction, and be prepared to stop short of gang, machines, or stop sign. If gang is encountered be governed by verbal instructions of foreman. If stop sign displayed, train or engine must stop and be governed by verbal instructions of foreman.

(2) TIMETABLE SCHEDULES:

Schedules for regular trains may be established by General Order designating class, direction, number and movement for such train.

Trains so established will operate under the same rules and with the same authority as if they were shown in timetable.

(3) MAX. may be used for abbreviation of maximum.

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

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

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

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

- (1) Each manually operated switch, including any crossover switch, providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch.

Exception: Whenever one switch of a crossover is located beneath rolling equipment which is under blue signal protection the next switch of the crossover must be lined and locked against movement to that crossover. A blue signal need not be displayed at either crossover switch.

- (2) A derail capable of restricting access to that portion of a track on which such equipment is located is placed at least 150 feet from the end of the rolling equipment, and locked with an effective locking device in the derailing position. A blue signal must be displayed at each derail. Exception: Within engine service facilities, a speed of five (5) miles per hour must not be exceeded, and derail may be placed at least 50 feet from such rolling equipment.
- (3) When workmen are working on, under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine.
- (4) When emergency repair work is to be done on, under or between the engine, or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member of the crew, and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employees are clear and the engineer so advised by the same employee.

RULE 26 (B). ENGINE SERVICING FACILITIES

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

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

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

RULE 26 (C.) CAR SHOP OR REPAIR TRACK PROTECTION

A blue signal must be placed at the entrance switch or derail of a repair track or a car shop when workmen are working on, under or between rolling equipment. Each manually operated switch providing access to the track must be lined against movement to the track and secured with an effective locking device.

Rolling equipment protected by blue signals on car shop or repair tracks which are under exclusive control of car department forces, may be repositioned with a car mover when operated by an authorized employee, under the direction of the employee in charge of the workmen, after the workmen on the track have been notified and are clear of the movement.

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

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

Workmen may not work on, under or between rolling equipment unless the person in charge of the workmen has notified the operator of the remotely controlled switches of the work to be performed, and has been informed by the operator that protection has been provided. Before the operator of the remotely controlled switches informs the employee in charge of the work that protection has been provided, each remotely controlled switch providing access to the track must be lined against movement to that track, and locked by applying an effective block device to the lever, button or other device controlling the switch.

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

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

The date and time he received notification of work to be performed;

The name and craft of the employee in charge who provided the notification;

The number or other designation of the track involved;

The date and time he notified the employee in charge that protection has been provided; and

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

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

(7) RULE 34 & 34(a): Employees located in the operating compartment of an engine must communicate to each other in an audible and clear manner the name of each signal affecting movement of their train or engine, as soon as the signal is clearly visible. It is the responsibility of the engineer to have each employee comply with these requirements, including himself.

It is the engineer's responsibility to have each employee located in the operating compartment maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to insure the safety of the train or engine, including operating the emergency valve.

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

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

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

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

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

Within yard limits, when moving against the current of traffic, all trains and engines must move prepared to stop within one-half the range of vision, short of train, engine, obstruction or switch not properly lined not exceeding 20 miles per hour.

Conditional yard limits may be established by general order or special instructions which must specify hours and limits and will be designated by conditional yard limit signs showing effective hours. Rule 93 will be in effect only during hours and within the limits specified.

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

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

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

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

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

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

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

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

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

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

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

Note: The flagging distances are as follows:

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

(10) **RULE 103 (a) (5):** All tank cars containing flammable compressed gasses must not be cut off in motion, but will be shoved to rest. In addition, the next succeeding car or cars to be switched into the same track against an exposed tank car of flammable compressed gas must be shoved to rest, and all coupling made with no more force than is necessary to complete the coupling. These cars will be identified by the letter "GG" or "PG" in advance consists, PICL lists, hump lists, etc.

Movement, including switching of all UCOX cars in series 150-180 is prohibited when the "A" ends are coupled together.

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

(12) **BLOCK AND INTERLOCKING SIGNAL INDICATIONS: Definition distant signal —** A signal governing approach to an absolute signal outside ABS territory. Distant signals convey information concerning indication being displayed by next signal only and do not protect against trains, engines, obstructions, switch not properly lined or broken rails.

| Name | Aspect | Indication |
|------------------|--------------------------|--|
| Distant Clear | Green with a "D" marker | Proceed; next signal displaying other than stop indication. The indication of next signal may change to stop after the distant signal is passed and enginemen and trainmen must be on the alert to observe it. |
| Distant Approach | Yellow with a "D" marker | Proceed prepared to stop before reaching next signal. |

The maximum authorized speed through interlocking limits outside ABS territory for trains or engines for which a DISTANT APPROACH indication is displayed at a DISTANT SIGNAL is 20 MPH.

(13) In transmitting and receiving PX lineups, employe who receives it must repeat it in its entirety and person transmitting must check and know correct and if so give OK before the lineup may be re-transmitted or used.

(14) **RULE 220.** Conductor and engineer of train being tied-up short of terminal and leaving train before relieving crew arrives will secure all train orders and clearances held by his crew which have not been fulfilled. Conductor will leave orders for rear of train in envelope on conductor's desk with waybills. Engineer will leave orders for head end of train in envelope on engine. Both conductor and engineer will show correct designation of the train, date and location on outside of envelope and will sign below this information.

Unless otherwise instructed, crew manning a train which has tied-up on line of road must contact train dispatcher before proceeding.

(15) **RULE 330:**—5 minutes or more will be considered delay, except when any delay occurs after passing Approach Signal to an interlocking, train or engine must approach Absolute Signal of interlocking at low speed.

(16) **RULE 344: Automatic Interlocking.** In absence of favorable signal indication or illuminated indicator light after working time release it may be determined that signals on the conflicting route indicate stop as follows:

Crew members will go both directions on conflicting route and observe that absolute signals display stop indication and signify such by giving hand proceed signal to member of crew located at the crossing, or directly to the Engineer if member of crew at signal is in view of the Engineer and that crew member has received a pre-agreed proceed signal from crew member located at the other signal. Crew members will remain at the signals on conflicting route and observe that they continue to display stop indication until conflicting route is fouled by their train.

If dark signal is encountered or members of crew on conflicting route are out of view protection per Rule 99 must be afforded on conflicting route.

(17) **RULE 510 (2):** Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

RULE 510 (3): Trainmen and enginemen, except in emergency, must not pass from one unit to another while units are in motion.

(18) **TIME SERVICE AND WATCH INSPECTION:** Employees required to use standard watches must present watch and certificate to a designated inspector once each two years for inspection.

Employees in charge of standard clocks must, during each tour of duty secure correct time from Train Dispatcher and set clock when found to differ 30 seconds or more from correct time. If standard clock will not maintain correct time, it must be removed from service and face covered.

(19) **TRAIN ORDERS:**

- a. Train order Form S-C may be modified by adding for example: "Extra _____ north originates (or terminates) at _____."
- b. Train order Form Y Example 4 may be combined with train order Form G, and worded "_____ protecting to the rear as prescribed by Rule 99."
- c. Train order Form Y Example 3 may be combined with Form V Example 2.
- d. The following is supplementary to Form X Train Orders and may be used only on subdivisions where intermediate pole markers are not used. (Example)
 - "Reduce speed to
 - 15 MPH over restricted track located between MP 10 and MP 11
 - 30 MPH over restricted track located between MP

41 and MP 43

Signs displayed as specified in Rule 10(g) indicate the restricted area"

Train Order Form X example (3) is changed to read: (example) "8:35 am to 5:35 pm approach gang between MP 18 and MP 20 prepared to stop and proceed on hand signal given with yellow flag or yellow light or verbal permission. After receiving proceed signal or verbal permission do not exceed _____ MPH within limits of this order (unless higher speed verbally authorized by foreman in charge) (or after receiving proceed signal maximum speed may be resumed)."

Train and engines must enter limits of order prepared to stop, and stop will be made before entering gang unless proceed signal given with a yellow flag or yellow light or verbal permission is received.

When proceed signal given with a yellow flag or yellow light or verbal permission is received, speed may be increased as stated in order, or higher if verbally authorized by foreman in charge. In event gang is not encountered train or engine will proceed prepared to stop until outer light of order is passed.

Two or more employees will constitute a gang.

(20) **OCCUPY LEAD UNIT:** Head brakeman on freight trains will ride lead unit when practicable.

14. USE OF RADIO.

(a) When granting authority by radio for a train to move through the limits of an approach order, stop order or conditional stop order, after track is cleared and safe for passage and foreman has contacted train involved, he must identify himself thus:

(example) "Foreman Smith in charge of tamping gang using order No. 522 between MP 80 and MP 81 Chester Subdiv.," and will advise the engineer "Tamping gang is clear of East track, Extra 620 North may proceed not exceeding 30 MPH."

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

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

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

Operation of push-button on radio control head or of lever switch on Wabco portable radio for five second will identify calling station to dispatcher. Receipt of a tone will confirm dispatcher has been alerted. Dispatcher will answer call as soon as other duties permit. If no tone is received operate push-button for ten seconds. If contact is not then established other available means of communication should be used.

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

Proper identification under Uniform Code of Operating Rules Nos. 24, 83(a), or S-89(a) may be accomplished by direct radio conversation between crews involved. Train must approach such location at restricted speed until proper identification is received and acknowledged.

15. AIR BRAKE AND TRAIN HANDLING INSTRUCTIONS

When a train is stopped with an emergency application of the brakes, whether from Locomotive or Train, or at a service rate of reduction from the train, the engineer will not move the locomotive until he has been informed by a member of the crew that inspection of entire train has been completed and that it is safe to do so, except that when bridge or other physical characteristic prevents walking inspection of entire train, inspection will be made of as much of train as is possible, then train moved not exceeding 4 M.P.H., no further than is necessary to permit walking inspection of remainder of train.

16. HOT BOX AND DRAGGING EQUIPMENT DETECTORS:

(Also shown on Schedule Page).

| SUBDIV. | MP | SUBDIV. | MP | SUBDIV. | MP |
|------------|----------|---------------|----------|------------|----------|
| Alexandria | 44-02 | Chicago | * 237-29 | Memphis | 324-26 |
| Alexandria | 71-10 | Chicago | * 287-05 | Memphis | * 348-15 |
| Alexandria | 108-07 | Chicago | 293-20 | Monroe | 373-06 |
| Alexandria | 134-04 | Chicago | 321-00 | Monroe | 398-10 |
| Alexandria | 168-06 | Coffeyville | * 438-08 | Monroe | 421-20 |
| Austin | 119-24 | Council Grove | * 440-08 | Monroe | 438-05 |
| Baird | 282-80 | Dallas | 29-15 | Monroe | * 459-08 |
| Baird | 317-02 | Dallas | 54-24 | Monroe | * 537-13 |
| Baird | 347-09 | Dallas | 30-05 | Monroe | * 589-18 |
| Baird | * 377-00 | Dallas | 108-05 | Oklahoma | * 169-25 |
| Baird | 416-00 | Dallas | * 162-11 | Oklahoma | * 232-25 |
| Baird | 453-00 | Dallas | * 190-18 | Oswatimie | * 380-33 |
| Baird | 485-14 | Ft. Worth | 19-10 | River | 160-33 |
| Beaumont | * 444-18 | Hoisington | 695-21 | River | 223-18 |
| Beaumont | * 529-32 | Hoisington | * 625-27 | Sedalia | 28-24 |
| Beaumont | * 563-22 | Horace | * 792-06 | Sedalia | 62-18 |
| Beaumont | * 596-02 | Horace | * 851-00 | Sedalia | 95-33 |
| Chester | 23-02 | Hoxie | * 188-22 | Sedalia | * 152-31 |
| Chester | 57-20 | Hoxie | 220-09 | Sedalia | * 184-11 |
| Chester | 92-28 | Hoxie | 256-09 | Sedalia | * 230-09 |
| Chester | * 111-25 | Hoxie | * 283-14 | Sedalia | * 265-28 |
| Chester | 182-17 | Hoxie | 312-10 | Toyah | 544-00 |
| Chicago | * 46-45 | Kansas City | * 314-04 | Toyah | 613-20 |
| Chicago | * 73-30 | Little Rock | 373-35 | Toyah | 706-10 |
| Chicago | 98-11 | Little Rock | 403-03 | Trinity | 33-11 |
| Chicago | 122-24 | Little Rock | * 431-37 | Trinity | 67-12 |
| Chicago | 139-39 | Little Rock | 462-00 | Trinity | 97-16 |
| Chicago | 160-31 | Longview | 25-12 | Trinity | 132-00 |
| Chicago | 179-22 | Longview | 53-01 | Whitesboro | 194-08 |
| Chicago | 212-32 | Memphis | * 292-00 | Whitesboro | 219-12 |

16.1 General Instructions

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

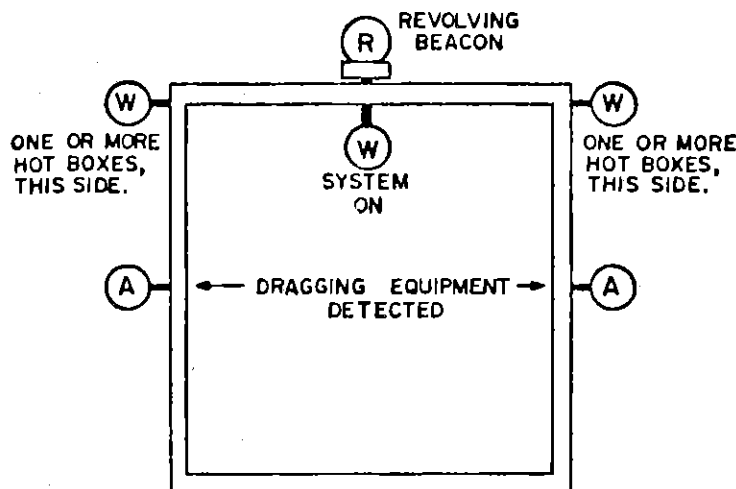
- Train speed of at least 10-MPH must be maintained while train is moving over detector. If speed is less than 10 MPH over detector, make inspection of entire train.
- Do not stop train over detector equipment when practicable.
- Avoid braking, if practical, while approaching or passing detector. Excessive braking will cause false indications.
- Instructions (a), (b), and (c) above may be suspended at the discretion of the crew in the interest of safe train operation, or in an emergency condition.
- When detectors are actuated, the following information must be reported to the Dispatcher by the first available means of communication.
 - Train identification.
 - Date and time actuated and MP location of detector.
 - Type of indication displayed by detector, i.e., hot box or dragging equipment.
- When detector is equipped with digital readout, report car number, axle and hot box location as indicated by readout.

- Disposition of car. (If set out, state where. If inspection shows that it was not necessary to set out car even though journal was warm enough to actuate the detector, advise what corrective action was taken to permit movement of car. Indicate roller bearing or friction bearing.)
- Connecting crews, if any, must be notified by incoming crew of failure to locate hot bearing if indication is received from any detector and car is not set out.
- Each detector is equipped with a steady burning white light to indicate "System On", located as shown in the following sketches. This light must be illuminated during the passage of the entire train. If not illuminated when passed by engine and caboose, train must be given inspection and dispatcher notified.

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

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

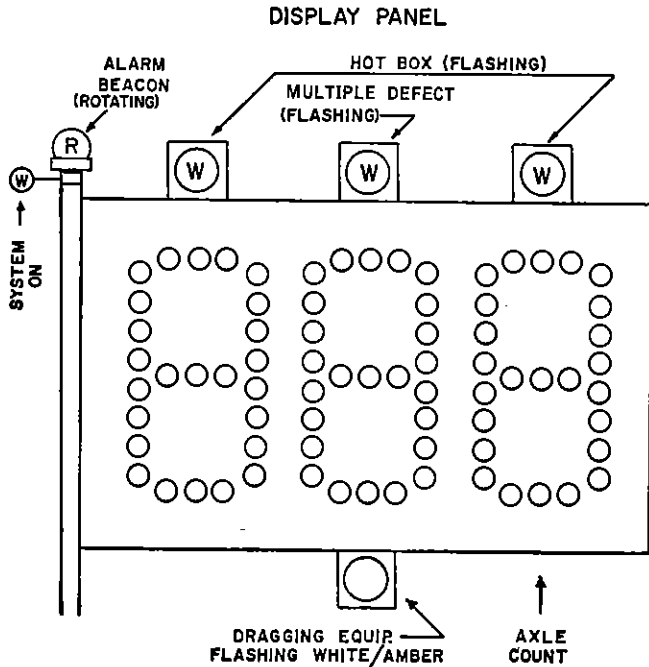
LIGHT ARRAY



When illuminated, array lights indicate the following:

- Revolving Red Beacon — Revolving red beacon at top center of indicator array will normally be dark. Beacon will be actuated when a hot journal and/or dragging equipment is detected.
- White light - lower center — White light at lower center of indicator array will be displayed continuously during passage of train to indicate "system on". See paragraph 16.1(g)
- White light - side — One side light illuminated indicates one or more hot journals detected on side of train indicated by array. Inspect entire side of train. If both white side lights are illuminated, one or more hot journals detected on both sides of train. Inspect both sides of the entire train.
- Yellow light - side — Both yellow lights will be illuminated when dragging equipment is detected. Inspect entire train for dragging equipment. Air hoses hanging below top of rail and dragging chains will be detected.

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



Detectors designated by symbol (*) are equipped with digital readout as sketched above.

- (a) Revolving Red Beacon—Revolving red beacon situated on top of display panel mast is actuated by hot journal or dragging equipment.

Information as to the type and location of defect is displayed on the digital display panel.

If red beacon is illuminated and no information is displayed on panel, inspect entire train for hot journal or dragging equipment.

- (b) System On-white light must be illuminated during passage entire train. See paragraph 16.1(g).

- (c) White indication lights above panel.

Right Side: Flashing white light indicates one hot journal has been detected on right side of train.

Left Side: Flashing white indicates one hot journal has been detected on left side of train.

Center: Multiple defect indicator—White flashing light indicates more than one defect detected. This light will operate whenever a second defect is detected, whether it be a second hot journal, or dragging equipment, or any combination of defects.

- (d) White or Amber indicator light below panel—Flashing white or amber light indicates that dragging equipment has been detected.

- (e) Number on display panel indicates the number of axles from the first defect detected, up to and including the rear axle of caboose. If hot journal is not located on axle indicated, or dragging equipment is not located near axle indicated, inspect entire car and two cars on each side of car indicated by axle count.

- (f) The revolving red beacon, display panel indicators, and numeral display are normally dark. When actuated by any defect, the revolving red beacon is illuminated, the proper indicator on the display board begins to flash, and the numeral display will begin to count off the number of axles to the end of the train. White indicator lights, numerals, and revolving red beacon will remain illuminated for approximately ninety seconds after rear of train passes detector.

- (g) When the multiple defect indicator is illuminated with one or more of the other indicators, it can be interpreted as follows:

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

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

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

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

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

Signifies the first indicated hot journal may be on either side of train at axle indicated by numeral display. Inspect both sides of entire train from point of first hot journal to the end of the train, looking for subsequent hot journals on same side of train as first hot journal, and one or more subsequent hot journals on opposite side of train.

- (4) Multiple defect indicator flashing and dragging equipment indicator flashing, axle count displayed.

Two instances of dragging equipment detected; the first occurring near axle count displayed.

- (5) Multiple defect indicator flashing, dragging equipment indicator flashing, right (left) side indicator flashing, axle count displayed.

A hot journal on the right (left) side of train has been detected or dragging equipment has been detected at axle count indicated. Inspect right (left) side of train for second defect, hot journal or dragging equipment.

CHIEF MEDICAL OFFICER
Dr. Ernest T. Rouse, M.D.
 St. Louis, Mo.

ASST. CHIEF MEDICAL OFFICER
William G. Juergens, Jr., M.D.
 St. Louis, Mo.

**MEDICAL OFFICERS AUTHORIZED TO TREAT
 ON-DUTY INJURIES AND TO GIVE PHYSICAL
 EXAMINATIONS INCLUDING PRE-EMPLOYMENT
 EXAMINATIONS**

District Medical Officers

F. J. Armbruster, M.D.
 1010 Dixie Highway
 Executive Plaza
 Chicago Heights, Ill.

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

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

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

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

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

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

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

TABLE OF SPEEDS

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

EXPLANATION OF CHARACTERS

- Ⓐ—Automatic Interlocking.
- Ⓕ—Radio Base Station.
- ①—1—Call in System Dispatcher 1.
- ②—2—Call in System Dispatcher 2.
- Ⓒ—Draw Bridge.
- Ⓔ—Gate—Normal position against conflicting route.
- Ⓖ—Gate—Normal position against this Sub-div.
- Ⓜ—Manual Interlocking.
- Ⓔ—Stop Sign.
- T—Turntable or Wye.
- Ⓝ—Railroad Crossing at Grade.
- Ⓨ—Yard Limits.
- Ⓒ—Conditional Yard Limits.
- ⊙—50 MPH Equilateral Turnout.
- ⊖—50 MPH Precurved Turnout.
- §—Track Scale.
- n—Northward.
- s—Southward.
- ⓧ—Train Order Office.
- ⓧ—Crossover between main tracks—Dual Control Switches.
- Ⓜ—General order book and standard clock.
- General Order Book
- s—Regular stop.
- f—Flag stop for psgrs.
- Ⓣ—Item 9 Special Instructions applies.

Register Stations are shown in full-face type.

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

Capacity of Sidings shown in 50 ft. cars, also feet, clearance point to clearance point.

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

