

#### 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. 11

Effective 12:01 a.m. Sunday, May 21, 1978

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.

2 2 2		STEM						
D. J. Bertel	Chief Engir	neer - Mai	intenance - St. Louis, Ma.					
E. T. Franzen (	Chief Engir	ieer - Des	ign-Construction -					
D. M. Tutko	Chief Mech	anical Off	St. Louis, Mo. icer - St. Louis, Mo.					
E. E. Dent	Supt. Motiv	e Power -	St. Louis, Mo.					
D. J. Rodrique S. D. C. Conway I	Supt. Car Dept St. Louis, Mo. Dir. Equip. Control - St. Louis, Mo.							
M. G. Ummel G	Gen. Supt. Stas. & Cl. Prev St. Louis, Mo. Gen. Supt. Rules & Safety - St. Louis, Mo.							
C. S. Daluwin	zen. Supt. r	tules & Sa	irety - St. Louis, Mo.					
	EASTER	N DISTR	ICT					
H. S. Vierling V C. E. Dettman G	ice Preside	ent - Chica	ago, Ill. o. Little Rock, Ark.					
B. E. Kerlee	Asst. Gener	al Manage	er -					
J. B. McCormack	General Su	nerintend	No. Little Rock, Ark					
			No. Little Rock, Ark.					
C. D. Barton I. E. A. Jones M.	list, Engr. Jech, Supt.	- No. Litt	le Rock, Ark. tle Rock, Ark.					
Division		tendent	Headquarters					
Chicago Illinois-M&I RR	R. Turi	ner	Yard Center, Ill.					
Arkansas	R. B. Sc R. G. I	ang	Chester, Ill. No. Little Rock, Ark.					
Little Rock Termi	nal A. W. F	lees. Jr.	No. Little Rock, Ark.					
Louisiana St. Louis Termina	l W. Crin	nm	Monroe, La. St. Louis, Mo.					
	NO ETMINENT							
	SOUTHER Vice President							
G. T. Graham	General M	anager - F	Houston, Tex. ger - Ft. Worth, Tex.					
L. H. Miller A. L. Shoener	Asst. Gene Asst. Gene	ral Manag ral Manag	ger - Ft. Worth, Tex. ger - Houston, Tex.					
M. G. Jackson	Asst. to Ge	n. Mgr	Houston, Tex.					
A. E. Gaebler M. L. Wall	Dist. Engr Mech. Sup	t Housto	on, Tex.					
Division	Superin	tendent	Headquarters					
Palestine Kingsville	R, M. C	Chapman	Palestine, Tex.					
New Orleans	R. B. K	ing	Corpus Christi, Tex. Addis, La.					
DeQuincy Red River	C. E. Sa	tterfield	Houston, Tex. Longview, Tex.					
Rio Grande	B. J. Cra	anford	Ft. Worth, Tex. Ft. Worth, Texas.					
Dallas-Ft. Worth Terminal	L. L. Ca	rmichael	Ft. Worth, Texas.					
	WESTERI							
K. D. Hestes H. E. Handley, Jr.	Asst. Gene	anager - B ral Manag	Kansas City, Mo. ger - Kansas City, Mo.					
H. M. Doan T. L. Gibson	Mech. Sup	t Kansa	ger - Kansas City, Mo. s City, Mo.					
	Superinten		s City, Mo. Headquarters					
Northern	R. L. McC	оу	Kansas City, Mo.					
Kansas City Terminal	R. L. Brev	ver	Kansas City, Mo.					
Kansas	P. L. Tucke		Osawatomie, Ks.					
Central	J. W. Brug	gioni	Coffeyville, Ks.					
(	CHIEF DIS	SPATCH	ERS					
D. D. Beg		Chester,	III.					
J. E. McV W. E. Bu	tler	No. Littl	le Rock, Ark. le Rock, Ark.					
D. E. Hoo M. H. Cun	ver	Palestin- Houston	e, Tex.					
R. L. Wis	dom, Jr.	Ft. Wort	th, Tex.					
R. G. Sw	ındler	Kansas	City, Mo.					

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#### SPECIAL INSTRUCTIONS CHICAGO SUBDIV.

#### CHICAGO DIVISION JURISDICTION - CHICAGO TO WOODLAND JCT.

	um Speed ween Dolton Jct	and Gorham	MPH	Bus
			60	Tho
Dol	ton Jct. to The	rnton Jct	15	Cret
MP	146-36 - MP	146-37	35	Bal
MP	153-17 — MP	153-20	20	Goo
MP	164-33 - MP	165-00	30	Soll
MP	175-28 - MP	176-22	30	Gra
MP	193-35 - MP	194-23	20	Wic
MP	195-01 — MP	195-14	35	Pap
MP	202-28 — MP	203-21	50	Mar
MP	218-16 — MP	219-02	20	Coa
MP	224-13 MP	224-20	20	Woo
MP	252-00 — MP		30	Bry
MP	253-10 — MP	252-02	577	Fou
1777	777 77	253-22	55	Dai
MP	264-40 — MP	265-10	55	Roy
MP	266-14 — MP	266-29	55	Tipt
MP	270-14 — MP	270-38	55	Blo
MP	275-38 — MP	276-14	30	Bon
MP	298-00 — MP	299-00	30	Wes
MP	299-00 - MP	302-23	55	Chi
MP	314-08 — MP		40	Shel
MP	318-00 - MP	324-36	50	Mod
MP	324-36 — MP		40	Loo
MP	A STATE OF THE PARTY OF THE PAR	ster Subdiv. Conn	20	B. I

Operation between Chicago and Yard Center over C&WI. Southward trains originating Yard Center secure clearance.

Yard Limits between Dolton Jct. and MP 31-00.

ABS — Between Yard Center and Gorham. CTC — Between southward interlocking signal Watseka

Two main tracks between Yard Center and Woodland

Jct. designated Northward and Southward tracks. Signal Indication with current of traffic, Rules 450-453 Incl. in effect between Yard Center and Southward interlocking signal Watseka.

Trains moving against current of traffic between Yard Center and Watseka must not exceed a speed of 49 MPH and be governed by Rule 99. Movements against current of traffic must approach interlockings at Thornton Jet. MP 20.1; CR MP 26.8; Jay MP 27.0; Pence MP 49.7; St. Anne MP 60.1 at Low Speed.

Business Tracks	MP	Sta. No.
Thornton	. 21.7	ZA-22
Crete		
Balmo	32.5	ZA-33
Goodenow	. 34.2	ZA-34
Beecher	. 37.6	ZA-38
Sollitt	. 41.0	ZA-41
Grant Park	. 44.7	ZA-45
Wichert	. 57.9	ZA-58
Papineau		
Martinton	. 67.7	ZA-68
Pittwood	. 71.5	ZA-72
Coaler Woodland	. 79.6	ZA-80
Woodland	. 81.8	ZA-82
Bryce	. 87.5	ZB-88
Fountain Creek		
Reilly		
Dailey	.116.5	ZB-117
Royal	.120.0	ZB-120
Tipton		
Block	.136.5	ZB-136
Bongard	.140.0	ZB-140
West Ridge	.148.9	ZB-149
Bourbon		
Chipps		
Shelbyville	.193.9	ZC-194
Moccasin		
Loogootee	.233.2	ZC-233
Bakerville	.279.3	ZC-282
B. S. Mine #5.	.317.5	CD-22
Murphysboro	.328.8	CD-10

Chicago Subdiv. trains secure clearance Villa Grove. Industrial Leads:

Alonzo - Breaks out at Good-Max. Speed ......10 MPH Alonzo ..... 89.4 ZF-95

Cissna Park - Breaks out at 

JSW RR - Breaks out at Mt. Vernon-

Max. Speed .....20 MPH Pinckneyville

#### PANA SUBDIV.—ILLINOIS DIVISION

Maximum Speed: MPH Findlay Jct.—Pana Jct 60				ers	Sid	ings
Pana Jct. entering or leaving CR main tracks. 15	Miles		SOUTH NORTH Y STATIONS A	Station Numbers	Cars	Feet
BUSINESS TRACKS No. Westervelt MP 191-8 ZB-192	185.2	1=	FINDLAY JCT®		2,212,213	
MP Stations on CR R.R. Rosamond MP 171.4 ZB-209	205.1-	P	PANA JCT. ®ICG, B&O	ZB-205	200	10000
Taylor Springs MP 196.4 ZB-234 Livingston MP 215.0 ZB-253		6	VIA C.R. 8.4 OHLMAN	ZB-213	211	10550
Nameoki. MP 278.7 ZB-279 Granite City MP 281.1 ZB-282			NOKOMIS	ZB-218		
Madison .MP 284 ZB-284 E. St. Louis			WITT	ZB-222		
MP 286.7-ZB 288 ABS—Between Findlay Jct.		1	IRVING	ZB-227 ZB-232	369	18450
and Pana Jct. CTC—Between MP 185-27		5	JOAN	ZB-243		14600
Findlay Jet. and MP 203-35 Pana Jet.		5	GARD	ZB-260	211	10550
Yard Limits: MP 203-35 to Pana Jet.	275.1	ጎ	MITCHELL YARD ® ®	ZB-276		
	290.0		ST. LOUIS, MO ® 9 ®	ZB-290		
			104.8			

Operation over CR between Pana Jct. and Mitchell Yard, CR-ICG joint track between Mitchell Yard (Lenox) and Granite City, TRRA between Granite City and St. Louis. Northward Trains secure clearance at Pana Junction.

#### CHICAGO & ILLINOIS DIVISIONS

CHICAGO SUBDIVISION

	Governe	Chicago and Woodland Jct. Be d by MP-L&N Joint Timetable.	Station	Sie	Sidings		
	SOUTH W Miles	NORTH A	Sta	-	1		
(	0.0		710	Cars	Feet		
	3.3 16.9	CHICAGO (Dearborn) 37TH STREET @ ® DOLTON JCT @ ®					
BLE	18.0	1.1 TM @ YARD CENTER @ § ① C	ZA-18	Yd.		USE	
TIMETABLE	20.1	THORNTON JCT & GTW & © ® ©				TOINT	
	26.8	&C.R				M TN	
MP-L&N	27.8	0.8 CHICAGO HEIGHTS®	ZA-26 ZA-27	Yd,		MP-L&N	
	28.8	STEGER	ZA-29	122	6106		
JOINT	49.7	20.9 OC.R 0 0 0	100000			IME	
USE J	49.9	MOMENCE	ZA-50	n 110 s 76	5535 3806	TIMETABLE	
٦	60.1	ST. ANNE ®IDOT	ZA-60			E	
	77.5	WATSEKA ®TPW ® ® ©	ZA-77				
	82.6	WOODLAND JOT	ZA-83			,	
	94.0	GOODWINE	ZB-92	216	10800		
	125.9	ELLIS	ZB-108	208	10400		
- 1	145.1	GLOVER ®CR	ZB-126	170	8547		
	153.4	TUSCOLA ®ICG, B&O. M W	ZB-145	173	8698		
	164.7	11.3 ARTHUR ®CR	ZB-153	197	9894		
	169.1	CADWELL	ZB-165 ZB-168	211	10550		
	176.1	7.0 SULLIVAN ®ICG	ZB-166 ZB-176	211	10550		
	185.2	9.1 FINDLAY JOTT®	ZB-186	200	10000		
- 1	198.8	CLARKSBURG	ZC-200	203	10150		
- 1	204.5	MODE &N&W	ZC-205	400	10100		
- 1	218.9 - 5	ALTAMONT &B&O@	ZC-219	200	10072		
- 1	224.6	ST. ELMO &CR ® ®	ZC-224				
- 1	235.7	ST. PETER	ZC-236	218	10900		
- 1	242.4	KINMUNDY ⊗ICG⊗	ZC-242				
- 1	252.1	SALEM§®®T©	ZC-252	163	8150		
	254.1	®B&O					
- 1	263.3	KELL	ZC-263	194	9718		
- 1	274.9	MT. VERNON SSOU,L&N. 12.3 @ ® ©	ZC-276	143	7180		
	287.2	INA	ZC-287	166	8336		
- 1	298.2	BENTON JOT SICG @ 8-2	ZC-298				
	301.8	BENTON	CD-40	212	10618		
1	306.1	⊗ BN					
	307.7	®ICG ⊚					
	314.9	BUSH	CD-24	141	7056		
	335.5	GRIMSBY	CD-3	117	6112		
	338.7	GORHAMT®-2	C-93	Yd.			
1		339.0	-		-		

Jct.: North end Tuscola, Findley, St. Peter, and Kell: Both ends Goodwine, Villa Grove, Cadwell, Clarksburg, Mt. Vernon, and Benton.
No. 16 turnouts—Spring switch at South end sidings Tuscola, St. Peter and

Hot Box Detectors and Dragging Equipment Detectors located at: \*MP 46-45; \*MP 73-30; MP 98-11; MP 122-24; MP 139-39; MP 160-31; MP 179-22; MP 212-32; \*MP 237-29; \*MP 267-05; MP 293-20; and MP 321-00.

227	240				Non	Station Numbers	Sid	ings
SOUT Miles ¥	LM	ST	ATION	S	NORTH	Stat	Cars	Feet
0.0	VAI	LLEY	JOT	®T.R.	R.A. @ O	C-9		
0.2	ST.	L. S.	w. co	NNEC	TION			
1.5	PAR	RKS						
4.3	NO.		0	® &T.	R.R.A. ®			
6.0	DU	-1.7- PO			• WT§	C-15		
7.1	sot	JTH I	DUPO					
9.4	<b>∞</b> I(	2.1 OG			®			
20.6	VAI				x			
33.6	FUI	13.0 TS			x	C-42		
41.7	PRA	8.1 AIRIE	DuRO	CHER	®	C-50		
47.7	KIL	5.9 D			x	C-56		
49.6		NTON	ī		x	C-58	Yd.	
52.1	GA	2.5 GE JC	т		r			
55.7	REI	3.6 T.Y J	CT			C-63		
- F	100	-7.1-					n-122	6384
61.5	CHI	ESTEI -4.1-	R		• BTO	C-70	s-145	7585
65.7	FOI			entrior.		C-73	n-125 s-118	6522 6160
70.3		4.6 CKWC	op ic	Т	200017			
73.0		2.7 RA JO			ø			
76.3 I		3.3 DDLE			ø	C-86		
81.4		5.0 OB				C-90		
84.2		2.8 RHAN	r		®-2 T	C-93		
84.7		-0.5- OG	6000	. 10.11				
84.8		0.1 AP				C-94		
90.5		5.7	TON J	OT:	ø	C-100		
95.0		4.4 LSEY		01	ø	C-104		
	POT	12.9 TTS	301			C-104		
108.0	NIII	7.5 E ILL			x	C-117		
H	MIL	1.0- BCO.	60.13.64.6			C-129		
119.7	_	-1.0- RO J			T ®	C-130		
120.7	CAT	1.1	AU JO	n	1 @	0-130		
122.9		1.9	MO			ZC-386		
100 5	MIL	45.6	RI JCT.			C-179		
192.5	3.3.	2.2	to UHA.	RLEST	ON Jet	XD-26		
191.3	_	-1.0-	JCT	OT		XD-26		
190.3		-0.2-		UT	E 0 1 6		124	6488
190.1		TER 11.3			■ ®-1 <b>○</b>	XD-24	178	9205
178.7	IVE	6.6				XD-13	181	9560
172.1		LAN				XD-6	Yd.	
165.5	POI	PLAR 196.3	BLUFE	®-	I OTSO	X-166		

#### CAPE GIRARDEAU SUBDIV.—ILLINOIS DIVISION

Miles	SOUTH STATIONS A	Station Numbers	,
122.8	CAPEDEAU JCT ®	C-132	
127.0	MARQUETTE	CF-4	
128.5	RUSH JOT		
128.6	⊗S.LS.FG		j
129.6	®S.E. MO. LBR. SL-SF ®		2
130.2	CAPE GIRARDEAU • ®	CF-7	
	7.4		

Maximum Speed 30 MPH except: Through cuts between Hendrix and Williams Street, Cape Girardeau 5 MPH.

MP 128.6 to End of Track. . 10 MPH

Yard Limits: Entire Subdiv.

Normal position of switch Rush Jet. is lined for movement to and from SLSF connection.

Max. vertical clearance Hendrick and Williams St., Cape Girardeau 15 ft. 1 in. Plate "C" cars will not clear.

#### SPECIAL INSTRUCTIONS—CHESTER SUBDIV.

Maximum Speed	MPH	Stations on STLSW between Illmo and Paragould.
(Except as below). MP 0-00 — MP 4-03.		r mag-arai
MP 4-03 — MP 7-01.		SSW Mile
MP 7-01 — ICG		Name: Post:
Both Legs wye Chester		Illmo 3.31
MP 55-26 - MP 76-1	2 50	Ancell
North leg wye Gorham		Quarry 9.56
MP 116-14 — MP 117		Rockview Jct
MP 117-21 — MP 119		Frisco Jct
MP 119-10 — MP 119		SLSF Crossing
MP 189-10 - Dexter		MP Crossing16.08
Missouri Jet MP 19	1-00 35	Delta16.13
		MP Crossing16.14
		Randles
		Mesler
DUCINECO	Sta.	Bell City
BUSINESS	MP No.	Ardeola32.20
		Avert
Warnock		Paront
Fountain		Missouri Jct
Valmeyer ®		Dexter Jct50.12
Danley		MP Crossing
Menard		Bernie
Jones Ridge		NM Jct
Raddle		Malden
Powder Plant Wolf Lake		St. Francis
Ware		Piggott
McClure		Greenway
Dudley	192 8 VD-17	Rector
Fisk	176.1 XD-11	Jay90.7
Boeving		Marmaduke
Pociting	AD-T	Blytheville Jct

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 Simboo; 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.

Rule 99 (d) in effect. MAXIMUM SPEED 25 MPH	Miles	SOUTH	STATIONS	NORTH	Sta. No.
Except 10 MPH between	123.0	DANVIL:	LE	@ @ 0	ZD-123
Danville-P&E MP 82 and Westville-MP 132.9.	132.8	WESTVI	LLE	®	ZD-132
Sta.	142.1		OLA		ZD-142
Business Tracks: MP No. Hastings150.1 ZD-150	145.6	SIDELL 0.9	JOT		ZE-141
Longview159.7 ZD-160 Zeigler Mine No. 5161.0 ZD-161	146.5				ZD-146
Fairland161.9 ZD-162 Industrial Lead.	- 44	3.1	ON	16.00000	ZD-153
Jamacia Spur— Breaks out at Sidell Jct.—		9.2	ANDS		1
Jamaica150.9 ZE-151 (Max. speed 10 MPH)	164.9	VILLA G	ROVE	(	ZB-145

WESTVILLE SUBDIV.—ILLINOIS DIVISION

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	SS		uc	Sid	ings
Speed MPH (Except as	-	SOUTH STATIONS A	Station	Cars	Feet
below) 40 MP 64-02 —	63.7	CHESTER	C-70		
MP 64-14 10	71.8	WELGE	CA-10	86	447
MP 64-14 —		5.4 STEELEVILLE®	CA-16	107	870
MP 77 30		2.1		1,000	870
MP 79-15 —	79.4	PERCY SICG & ®	CA-18		
MP 90-00 30	83.7	NEW WILSON ®	CA-23	99	516
MP 90-00 —	92.5	PINCKNEYVILLE ® ®T ©	CA-31	Vd	
MP 96-00 20	35.0	SHAKE RAG ® SIOG M	-	_	
Pinckneyville to	95.5	SHAKE RAG	CA-34		,
Pyatts via ICG. 10	102.7	® ICG			,
MP 101-20 —		TAMAROA	CA-41		
MP 103-20 20		8 3		1	
MP 112-00 —	111.2	SCHELLER ©	CA-49	Yd.	
MP 121-21 25		⊗ICG			
MP 121-21 —	114 5	WALTONVILLE ®BN @	CA-53		
MP 125-00 10		7.2			
BUSINESS TRACK Sta.	121.7	JSW JOT			
Streamline MP No.	100	3.3		N Y	
Lead77.9 CA-17	125.0	MT. VERNON ® &L&N § © ©	CA-64	Yd.	
Pyatt-Fidelity Mine (via ICG		61.2			
at Pinckneyville) CA-39	7	ard Limits: Chester subdiv.	Conn	. to	MI
Leahy (via ICG at Percy)§CA-22	66-	05; MP 76-20 to MP 84-00;	MP 9	90-00	) t
Between Percy and Leahy	TATE	97-00; MP 110-15 to MP	112-	05;	MI
operation on ICG.	123	-20 to End of Track at Mi			
Industrial Leads - N	Iaxi	mum Speed 10 MPH except	reduc	e sp	eed
to 5 MPH on Orient 1	No. 6	Industrial Lead-North end de	oublin	g tr	ack
Over Scale 300 fe				-	
		. Mine5 MPH	200		
		Breaks out at I	IP 81	.2	
ICG Jct.		82.5			
Captain Mine		86.1 CA-20		-	
		under tipple on tracks 3 a	nd 4:	Do	no
eave cars on scale t	race	Breaks out at N	T 17	7:1	
RIIRNING STAR N	7 9	Breaks out at r	Chol-	VIISO	n
			опаке	Ra	g
	0 2	Mine 101.2 CA-38			
ORIENT	U. Z	Breaks out at	Schell	or	
		111.5	CHEIL	CI	

	SOUTH		NORTH	Station	Sid	cgni	and a second
Miles	¥	STATIONS	A	Nos.	Cars	Feet	Yard Limits: MP 298-10—
298.2		JOT	®-2 🕸	ZC-298			MP 299-00
305.0	WEST FI	RANKFORT.	0 000	ZC-305			MP 347-15— MP 353-00
308.8		5		ZC-309	86	3870	MP 360-00— to end of
316.4	5 MARION		OCOE @	ZC-317	60	2700	Track.
324.0	NEILSON 5.3	JOT	90 90 0	ZC-324			Conditional Yard Limits: MP
329.3	GOREVI	LLE		ZC-329	59	2655	303-00-MP 309-20-701 an
334.0	OMAR			ZC-333	60	2700	to 701 pm
339.7		JOT	® ® O	ZC-340		,	Buckhorn Ind. Lead:
345.3	CYPRES	S		ZC-345	57	2565	Jenkins Max.
347.6	JOPPA J	OT	T ®	ZC-348			Speed 10 MPH ICG Jct.
348.5	CHASCO		®	ZK-348			310.0
351.5	×ARNAK		OCR @ T	ZK-352	152	6840	Zeigler #4 310.6 ZC-310
363.3		animakana	. Two	ZK-363	Yd,		Orient #4 313.3 ZC-313
	65.1						010.0 20-010

Maximum Speed: MPH MPH Maximum Speed: Joppa Jct. Wye..... 20 (Except as below) . 35 P 324-07—324-15 . 20 MP 363-04—End P 334-20—334-26 . 20 of track . . . . . . 10 Operation on BN R.R. between Vienna Jct. and Choat. MP 324-07—324-15 . 20 MP 334-20—334-26 . 20

Business Sta Tracks: MP No. Johnston City 310.7 ZC-311 Hudgens ...321.8 ZC-322 Cook (on BN) .... ZK-367

#### THEBES SUBDIV.—ILLINOIS DIVISION

Miles	SOUTH NORTH	Station Nos.	Rule 99(d) in effect.
347.6	JOPPA JCT ® ®T	ZC-348	Yard Limits: Joppa Jct.—MP 348-05 Operation between Cairo Jct. and
362.8	TAMMS ® ICG ©	ZC-363	Illmo over SIMB; Illmo and Rockview over SSW; Rockview and Chaffee over
373.3	FAYVILLE JCT ® ®	ZC-373	SLSF. See Item 7(b) Special In- structions.
VIA CA	IRO SUBDIV. 4.9 Miles		Maximum Speed 10 MPH
378.0	CAIRO JCT ® ®T	C-130	Business Sta. Tracks MP No.
394.4	CHAFFEE	ZC-394	Perks
5 7 1 1	45.0		Onve Branch

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

#### CAIRO SUBDIV.—ILLINOIS DIVISION

Miles	SOUTH NORTH	Station Nos.	
120.7	CAIRO JOT ® ®T	C-130	
125.6	FAYVILLE JCT ®	ZC-373	Yard Limits: Fayville Jct. to Cairo
130.8	MILLER CITY	CG-10	Maximum Speed (Except as below)25 MPH
142.6	®ICG		MP 120-27-MP 120-4010 MPH
144.2	® CR		MP 142-31—MP 144-3510 MPH
145.0	0.7 CAIRO 🐒	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.

Trains originating Chester and trains from Pinckneyville

112.6 CA-50

....114.1 CA-52

.. 113.5

Orient No. 3 B .....

subdivn, secure clearance Chester.

Orient No. 6 ....

(X) BN (A)...

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 (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

Speed 20 MrH) Breaks out at Derby Jct.
Rivermines . W . 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 M
Crystal	City			40.0
Selma				44.6
Rush T	ower .			46.8
Brickeys				53.2
Coral				56.6
Duren .				
M-I Cro				
M-I Cor				

Miles	M-I R.R.	Station Nos.	Sid	ings
M	SOUTH NORTH	Sta	Cars	Ft.
0.0	RIVERSIDE®T	MC-0		
1.9	HERCULANEUM	MC-2		
4.5	CRYSTAL JCT	MC-5		
5.2	CRYSTAL CITY	MC-6		
	24.0 Miles Via SLSF			
83.0	STE, GENEVIEVE ® SO	MB-2		

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
Business Tracks MP Sta. No.
Mosher 87.0 MB-5
Zell 91.5 MB-9
Weingarten 97.4 MB-14
Ogborn
Ester
Flat River
Central § 117.0 MB-24
Derby Jct
Bismarck @®TO 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 1164 Route 32; MP 114.3 Route 0; MP 110.8 Route D; MP 101.7 Route 32.

#### SPARTA SUBDIV. — ILLINOIS DIVISION

	SOUTH						NORTH
	Second Class		M-I R. R.		G: 1		Second Class
Maximum Speed: MPH	465	Miles		Station Nos.	Sidi	ings	466
(Except as below) 35 MP 10-23 — MP 11-3 10	Daily	M	STATIONS	35	Cars	Ft.	Daily
MP 13-25 — MP 14-1520 MP 48-15 — MP 49-0420 MP 55-17 — MP 56-510	2 01	0.0	SALEM®®	MI-1			12 PM 30
MP 78-14 — MP 80-2010		11.1	BRANCH JCT®	MI-12			
No. 465 will not require clearance at Salem.		13.5	CENTRALIA	MI-14			
No superiority of trains be- tween Sparta and Coulterville.		14.0	IOG JCT ® BN®G	MI-15		1110	
Between Branch Jct. and	3 45	14.5	BIG BEN ①	MI-16	39	2077	10 01
ICG Jct. operation over ICG.	4 05	23.2	HOYLETON	MI-24			9 40
Yard Limits: End of Track Salem to MP-2; MP 13-27		32.6	9.4 NASHVILLE ©L&N@® 8.2	MI-34			
to MP 16-0; MP 32-10 to		40.9	OAKDALE	MI-41			
MP 32-30; MP 48-17 to MP 60-0; MP 76-00 — Gage Jct.;	5 10	48.7	7.8 OT COULTERVILLE ®ICG	MI-49	37	1948	8 30
MP 78-12 to End of Track at Kell .		56.6	⊗ ICG	MI-57			
BUSINESS TRACKS	5 40	57.4	SPARTA @@TSO	MI-58	Yd.		8 01
MP No.	PM	68.5	PAUTLER	MI-69	55	2855	AM
Selmaville3.0MI-4 Toedte Spur31.0MI-31		69.6	EVANSVILLE	MI-70			
Meinert30.9MI-31		77.7	GAGE JCT®				
IP Co47.0MI-47			2.5 Mi. Via Chester Subdiv.				
Zeigler Mine #1151.5MI-51		80.2	FLINTON®	MI-80	Yd.		
Midwest Mine52.0MI-52		83.0	KELLOGG	MI-82	Yd.		
Burning Star Mine 359.4MI-62			83.0				

TIMETABLE NO. 11

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 Towyeyor 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	SOUTH NORTH	Station Numbers
13.0	KIRKWOOD ® ® ®	MX-13
13.6	0.6 ⊗S. L. S. F	
16.6	GRANT	GH-4
18.7	ALPHA	GH-6
23.8	BROADWAY JCTT®	GH-11
	10.7	

© Crestwood, MP 13.9 to MP 15.8

Maximum Speed 25 MPH

Yard Limits: Entire Subdiv.

Green and red flashing light indicators located each side highway crossings MP 15-10 and MP 22-13, unless indicator is green Stop and mem-ber of crew flag highway traffic.

#### LESPERANCE SUBDIV.—ST. LOUIS TERML. DIV.

ē5	Yard	Limits: Entire Su	ıbdiv.	Station Nos.	Two main tracks between Lesperance St. and Nagel St. Maximum Speed. 25 MPH
Miles	SOUTH	STATIONS	NORTH	Stat	(except as below) Elevated Track Between 8th St
	5.7	ANCE ST		Secretary.	and Rutger St.: Tangent 15 Curves 10 Gratiot St. Through
	5.7				Interlocking 10
St. L	ouis Termin	al Sta.	Vertical C	learances:	Desete Subdiv. MD 4

	_
Webster Groves         ③         MX           Lake Jct.         MX           Maplewood, Ill.         C-           E. St. Louis         C-           Valley Jct.         C-           Dupo         C-	ta. Io.
Valley Jct	10 8 2
Big Bend RoadGH-	9 15 17
BillmanGH-CollopyGH-TessonGH-	2
GrassoGH- MaesGH-	7 9
Brentwood	1 2

Under Mun. Br. Approach-10th St.:

Break up Lead ..... 17'6" House Track Lead. 17'11" House 4 and 6....18'6" House 7 and 8....19'8" House 10 and 11...19'11"

(Piggybacks, loaded tri-levels and Vert-A-Pac cars will not clear.) Crews handling cars make sure will clear bridge approach.

Desoto Subdiv .-- MP 4-20: Southward track ....16'3" Northward track ...16'11"

Equipment must not be routed between Davis St. and Iron Mountain Jct. unless they will clear above heights,

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 southend 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.

SOUTH						NORTH
FIRST CLASS						FIRST CLASS
21						22
Psgr.			A STATE OF THE STA	Station Nos.	Sidings	Psgr.
Daily	Miles		STATIONS	Star	Cars Ft.	Daily
PM			Market Company	P. 30		AM
5 20	0.5	111	ST. LOUIS ①® 🗨 🗘	MX-1		7 40
	2.3	IL	GRAND AVE WMTO			
	3.6	4	IRON MTN. JCT MT	X-1		
	3.7		©S. L. S. F	, , , , , , ,		
	10.6)		DAVIS JCTT®	X-8		
5 55	10.6) 6.8) 9.5	ען	BARRACKS JCT	X-10		6 40
	18.7	-	9.2 WICKES	X-19	93 4842	
	26.5	1	7.7 RIVERSIDE□®-1 T	X-27	95 4953	
	35.6	1	HEMATITE	X-36	94 4906	LAA D. W. S.
	42.2	4	6.6 DE SOTO ®-1 §	X-42	122 6370	
		P	BLACKWELL		84 4404	*********
	51.0	7	5.8	X-51	1000	
	57.0	4	CADET	X-57	89 4630	
	60.9	b	MINERAL POINT 8.6	X-61	84 4390	
	69.5		IRONDALE	X-70		
	75.3	1	BISMARCK B-1 TO	X-75	96 5023	
	83.1	7	MIDDLEBROOK	X-83		
	88.6		5.5 ARCADIA-IRONTON	X-89		
	91.8	-	3.1 TIP TOP®-1	X-92	81 4244	
	97.8	1	5.9 GLOVER	X-99		
	150.00		1.6 CHLORIDE			
	100.1		7.8	X-101		
	107.9	2	ANNAPOLIS	X-108	87 4554	
	111.8		NORTH DES ARC	X-112	****	
	117.7	4	GADS HILL	X-120	83 4348	
	127.3	d	PIEDMONT	X-127	126 6570	
	134.5		MILL SPRING	X-135		
	145.4	5	10.8 WILLIAMSVILLE ®-1	X-146	85 4471	
120 000000	155.4		WILBY	X-155		
**********	164.6		9.2 BLACK RIVER JCT	X-164		TO S TO ME WANTE
8 46	165.5		0.5 POPLAR BLUFF®-1 ®	X-166	Yd	3 44
	100.0	11_				-
PM			162.3			AM

Between Grand Ave. and Barracks Jet., 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 18th 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.
- Trains or engines must not enter, foul or re-enter after having cleared main track at hand operated switch without first obtaining authority from 18th St. Yardmaster.

#### PEA RIDGE SUBDIV. - ARKANSAS DIVISION

Miles	SOUTH NORTH	Station Nos.
57.7	CADET ®-1 ®	X-57
58.6	New Fountain Farm. ®	XA-58
72.4	INDIAN CREEK	XA-72
84.1	PEA RIDGE ®	XA-84
	26.4	
	57.7 58.6 72.4	V   STATIONS   A

Flashing Light Signal-Missourl 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.

#### DE SOTO SUBDIV. — ARKANSAS DIVISION

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

		PH	МРН
Maximum Speed	Psgr.	Frt.	Maximum Speed Psgr. Frt.
(Except as below)	. 60	50	MP 148-37 — MP 151-00 45 40
Thru Grand Ave. Interlocking	. 10	10	MP 151-00 — MP 154-08 55 40
Between Grand Ave. and			MP 154-08 — MP 164-21 55 45
Iron Mountain Jet	. 45	35	MP 164-21 — MP 165-16 40 40
MP 3-25 — MP 3-29	. 15	15	MP 165-16 — MP 165-37 20 20
Between Iron Mtn. Jct.			
and Davis St	. 25	25	BUSINESS TRACKS MP No.
Thru turnouts Davis Jct	. 15	15	BUSINESS TRACKS MP No.
MP 6-33 — MP 8-00	. 15	15	Triangle Spur
MP 9-21 — MP 12-29	. 55	_	Bussen Spur
MP 17-16 — MP 21-12	. 50	40	Whitehouse16.0 X-16
MP 21-12 — MP 33-00	. 55	_	Hillcrest
MP 35-29 — MP 36-00	. 55	-	Sulphur Spring Spur22.9 X-23
MP 41-21 — MP 42-33	. 30	30+	Pevely
MP 42-33 — MP 45-29	55	-	Horine
MP 52-37 — MP 54-21	45	40	Vineland
MP 54-21 — MP 70-12	55	45	Tiff
MP 70-12 — MP 71-04	45	40	Evergreen
MP 71-04 — MP 78-04	55	-	Iron Mountain80.7 X-81
MP 98-00 — MP 98-16	55	-	Lonez C4.1 F C4
MP 100-16 — MP 105-29	55	45	Lopez84.1 X-84
MP 105-29 — MP 108-29	45	40	Pilot Knob87.0 X-86
MP 108-29 — MP 125-16	55	45	Hogan96.0 X-96
MP 125-16 — MP 126-12	45	40	Leeper133.1 X-133
MP 126-12 — MP 129-25	55	45	
MP 129-25 — MP 131-00	45	40	Potosi Industrial Lead: —
MP 131-00 — MP 135-04	55	-	Maximum speed 20 MPH
MP 135-04 — MP 136-29	45	40	
MP 136-29 — MP 137-16	40	40	(Mineral Point—Potosi)
MP 137-16 — MP 146-16	55	45	Lumtie
MP 146-16 — MP 148-37	40	40	Lawood

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

DeSoto subdiv. trains originating Lesperance St. secure clear-

ance 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		Station Numbers	Rule 99 (d) in effect.
	SOUTH STATIONS A	Na	Maximum Speed MPH
163.2	JACKSON ®	DC-16	Between Jackson and Charleston (Except as below)30
147.1	ALLENVILLE	D-72	Jackson to Delta
149.3	SINDUSTRIAL LEAD ®		Around wye-Charleston 10
149.4	DELTA Sst.L.S.WG	D-74	Around curve-Allenville 10
157.4			Between Dexter Jct. and Charleston (Except as below)
158.1	ORAN	D-83	MP 211-02 — MP 212-01 10
162.0	MORLEY		MP 213-10 — MP 213-24 20 Between SLSF Crossing and High-
173.5	DIEHLSTADT	D-98	way 61 Crossing at Sikeston 10
178.3	CHARLESTON ®T	D-103	(Approach Highway 61 Crossing prepared to stop for highway traffic.)
219.5	BERTRAND	XD-54	Mary and the board of the second
214.5	MINER ®	XD-49	Max. wt. Jackson to Delta 220,000 lbs., White Water Ind. Ld. breaks out at
211.4	SIKESTON ® ® ©	XD-46	Allenville. White Water Industrial lead 220,000 lb.
211.0	⊗S.LS.F		
205.4	MOREHOUSE	XD-40	BUSINESS TRACKS Sta. MP No.
195.6	9.8 ESSEX	XD-30	White Water144.6 D-69
191.3	DEXTER JCT ®stLSW- G	XD-26	Newman Spur160.2 D-85 Hunterville198.7 XD-33
	80.3	40.000	Gray Ridge200.2 XD-35
	55.5		Buckeye

Yard Limits; MP 162-00 to End of Track; MP 191-11 to MP 191-24; MP 209-10 to MP 100 MP 224-00 to Charleston and MP 177-05 to Charleston.

Permission must be secured from StLSW Dispatcher before occupying StLSW Siding or lead track to State Date of the State of the St track to Siding Delta.

TIMETABLE NO. 11

SOUTH							NORTH
FIRST CLASS							FIRST CLASS
21				ion S.			22
Psgr.			STATIONS	Station Nos.	Sidi	ngs	Psgr.
Daily Miles		SIATIONS		Cars Ft.		Daily	
8 51	165.5	111	T§O POPLAR BLUFF®-2 ®1	X-166	Yd.		3 AM 39
0 51	170	H	4.4 STANLEYI	X-170			
	170.0	8	2.9 HARVIELL JCT	X-173			
	172.9		7.4	X-180	100	8457	
	180.4		11.7	1		3.50	
	192.2	9	CORNING, ARK ®-2 6.8	X-192		8376	
	199.0	9	KNOBEL	X-199	_	9800	*********
	202.9	P	PEACH ORCHARD	X-203	155	8088	
	207.6		DELAPLAINE	X-208			
	214.4	9	O'KEAN	X-214	160	8338	
	223.6	7	MURTA JCT⊖	X-223			
s 9 45	224.9	-11	WALNUT RIDGE	X-225			s 2 47
	226.3		1.4 HOXIE⊗S. LS. F ♠ ®-2	X-226	166	8641	
	228.5	P	MINTURN JCT⊖	X-228			
	238.9	6	ALICIA	X-239	162	8448	
	251.8	9	12.9 TUCKERMAN	X-252	162	8436	
	258.1	7	6.2 CAMPBELL JCT	X-258			
	259.4	=	1.3	X-259	l		
f10 21	261.7		2.3 NEWPORT OB-2 DIS	X-262	Yd.		f 2 11
110 21	263.9	D	NORTH BRIDGE JCT	X-264	-	-	
	264.5		0.6 SOUTH BRIDGE JCT	X-265			
		1	JIFFYX	X-270	1		
	269.7	B	4.6	CIA- VEILS	1		
	274.3		GLAISE JCT⊖	X-275			
	278.1	P	BRADFORD 8.5	X-278	1	9893	
	286.7	1	RUSSELL JCT	X-286	-		
	288.4	H	BALD KNOB®-2 DIT	X-288	-	5763	
	289.7	H	JUD	X-289			
	296.4	H	KENSETT	X-296			
	. 298.4	H	HIG	X-298	3		
	306.5	H	MACK	X-306	5		
	. 312.7		6.2 BEEBE®-2	X-313	3		
	319.2	H	WACROSS	X-320	0		
	330.7	B	JAXX	X-33	1		
101110 110	332.1	n	1.4	X-33	2		
11 36	343.6	A	JACKSONVILLET 11.5 NO. LITTLE ROCK	1	1		12 54
11 36 PM	J.5.0	K	® Tio				AM

Maximum Speed	MI Psgr.		MP 292-25 — MP 293-04 55 55 MP 293-04 — MP 294-12 70 —
The state of the s			MP 333-08 — MP 333-25 65 —
(Except as below)	. 75	60	
MP 172-04 - MP 172-37	70	_	
MP 179-08 — MP 179-12			North and South Wye Bald Knob 15 15
MP 184-37 — MP 185-04		_	Sta.
MP 191-21 — MP 192-33			
MP 192-33 — MP 193-12		55	
MP 224-12 — MP 227-29			Harviell
MP 258-00 — MP 261-16		50+	Minturn
Mr 200-00 — Mr 201-16	. 50	50+	Olyphant
MP 261-16 — MP 262-16		40	Judsonia
MP 262-16 — MP 263-37		50	Higginson
MP 263-37 — MP 264-21		35	McRae308.2 X-308
MP 264-21 — MP 265-00	. 70	-	Ward317.6 X-318
MP 266-21 - MP 266-33	. 70	-	Cahot 900 0 7 200
MP 288-04 — MP 288-21		40+	Cabot323.0 X-323
200 01 MI 200-21	. 20	IV	Valentine

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

	SOUTH NORTH	Station	Sid	ings	
Miles	Y STATIONS A	Numbers	Cars	Feet	Rule 99 (d) in effect
	NEELYVILLET	X-180			Max Speed 25 MPH.
186.2	NAYLOR	XE-6			Sta.
	OXLY	XE-11			Business Tracks: MP No. Skelly Oil Spur197.3 XE-16
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							NORTH FIRST CLASS
21 Psgr.			STATIONS	Station Nos.	Sidi	ngs	22 Psgr.
Daily	Miles		STATIONS	Str	Cars	Ft.	Daily
11 36	343.6	1	NO. LITTLE ROCK	X-344	Yd.		12 54
	345.3	11	ARK RIVER				
s 11 49	345.6	11	LITTLE ROCK	X-346		Air.	s 12 46
	346.0	H	⊗C.R.I. & P				
	351.7	A	ENSIGN	X-352			
	358.9	H	ALEXANDER	X-359			
	364.1	1	BAUXITE JCT	X-364	104	5411	
	368.3	H	SHERIDAN JCT	X-368			
	368.7	11	BENTON DT ®-1	X-369			
	370.2	Y	SALINE JOT Ø	X-370			**********
le su l'aire in	373.3	2-	HASKELL . @CRIP @	X-373	215	11187	
	377.3	5	TRASKWOOD	X-377	118	6181	
	384.6	Ь	7.3 GIFFORD	X-385	121	6311	
f 12 41	388.7		4.1 □T®-: MALVERN. ⊗CRIP ©	X-389			f11 51
1 12 11	392.2	4	ABCO	X-390	177	9238	
	399.6	d	7.4 DONALDSON	X-400	119	6215	
	405.6	d	6.0 WITHERSPOON	X-406		6198	
	411.0	7	5.3 ARKADELPHIA. ®-	1	1	10.1	
	422.3	1	CURTIS JCT	X-422		0000	
	1000	4	3.9 @XB-	1			
	426.3		3.0	-	-		*********
	429.3		BEIRNE JCT	X-429	1		
	437.6		BOUGHTON	. X-438			
	442.4	1	PRESCOTT	. X-442			
	449.6	9	EMMET	i X-450	n201	10477	
	457.7	-4	HOPE ⊗SLSF @ □T.		-	-	
	463.0	P	GUERNSEY	. X-46	3 118	1	1313011111
	471.3	P	FULTON	. X-47	1 182	9509	
	477.7	P	HOMAN	. X-47	8 16	8729	
	. 480.4	n	CLEAR LAKE JCT.	X-48	1		
2 21	490.2	H	TEXARKANA	X-49	1 Yd		10 09
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 Psgr. (Except as below)	5         60         Vogels E. Main	X-352 X-353 X-354 X-355 X-356 X-357 X-357 X-357 X-363 X-387 X-410 X-415
---------------------------------------	-------------------------------------	--

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	SOUTH NOR'	02	Maximum Speed 25 MPH. Operation between Hot Springs Jct. and Malvern over CRI&P Ry.
412.1		XH-90	Trackage between Mountain Pine and Hot Springs Jct.
399.1	HOT SPRINGS ①	XH-77	Yard Tracks only.
395.6	HOT SPRINGS JOT 19.2		BUSINESS Sta. TRACKS MP No.
	MALVERN	1□ X-389	Mountain Pine Spur Track .410.2 XH-90
	35.4		Spur Track .410.2 AH-90
			Item 9, Special Instructions applies Hot Springs 7:00 pm-

7:00 am.

	sc	UTH		NORTH	Station Numbers	Sidii	ngs
Miles	30	¥	STATIONS	<b>A</b>	024	Cars	Feet
381.5	1		ER	6000	WR-125	Yd.	
357.4	1	NORI	ORK		WR-102	100	6244
341.4		CALI	CO ROCK		WR-85		
339.5		CRES	WELL		WR-83	48	2539
329.6		MOU:	NT OLIVE		WR-73	158	7913
325.0		SYLA	MORE		WR-68		
312.4		GUIC	N	©	WR-56	45	2364
304.9	>		MORE		WR-49	49	2553
293.0		EARN	HARTS		WR-36	49	259
286.1	4	BATE	SVILLE	®-1 <b>®T ⊘</b>	WR-29	47	249
270.3		NEW	5.8		WR-14		
265.5	>	PARC	4.8 QUET		WR-9	83	436
258.8	1		6.7	T®	X-259		

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
(except as below)	_ 49
MP 258-24 — MP 259-12	
MP 263-29 — MP 264-15	_ 30
MP 277-21 — MP 279-17	_ 35
MP 283-12 — MP 284-08	40
MP 284-08 — MP 285-10	_ 30
MP 825-10 — MP 286-33	_ 20
Batesville Central St.	10
MP 286-22 — MP 287-29	_ 40
Cushman Spur	_ 10
MP 305-21 - MP 306-18	
MP 308-16 — MP 308-22_	_ 40
MP 318-20 — MP 319-11	_ 25
MP 359-00 — MP 360-00	_ 25
MP 374-23 — MP 376-00	

BUSINESS TRACKS MP	No.
ZZ Siding259.5	WR-1
Arkansas Eastman273.6	WR-16
Sulphur Rock276.3	WR-20
Moorefield	WR-25
Pfeiffer Spur283.6	WR-27
Cushman Spur288.1	WR-31
Myersville @307.4	WR-50
Nasco315.2	WR-59

SOUTH NORTH	Station Numbers	Sid	ings	MPH Maximum Speed 50 (except as below)
Y STATIONS A	Sta	Cars	Feet	MP 298-08 MP 299-03 40 MP 331-29 —
380.7 MEMPHIS(Sargent Yd 0.1 © § ® 380.6 KC JOT ®SOU G	3	Yd.		MP 334-25 40 North and South
2.3	M			wye Bald Knob 15 20 MPH between
378.2 TEXAS ST ®ICG( 0.1 378.1 KENTUCKY ST				Briark and Kentucky St.
2.3 375.8 BRIDGE JCT. ⊗S.L.S.E				Southward trains will secure clearance
BRIARK	XG-87	.,,,,		Kentucky Street.
2.0 GAVIN	XG-80	82	4274	Business Sta. Tracks MP No.
CRAWFORDSVILLE  S52.1  CRAWFORDSVILLE  EARLE	. XG-74 w XG-64	190	9882	Patterson307.3 XG-19 Morton315.1 XG-27
14.4 LEVESQUE 5.1 T§ @ 6	. XG-50	53	2778	Hamlin 324.7 XG-37 Parkin 346.9 XG-59 Smithdale 348.9 XG-60
WYNNE ®MP @ @ G	© C-304	171	8935	
9.5 McCRORY	W XG-21	68	3584	Tenark Ind. Lead:
NEW AUGUSTA	. XG-12	124	6474	Maximum Speed20 MPH (Briark — Tenark)
WHITE RIVER ® ( 5.6  RIO VISTA	. XG-6	68	3579	
287.8 BALD KNOB 🗆 ®-2.7	T X-288			Tenark354.5 CH-42
92.8				

MEMPHIS SUBDIV. — ARKANSAS DIVISION

Movement of trains and engines between Sargent Yard and Kentucky St. must be made at low speed and only on authority of yardmaster Sargent yard, subject to interlocking rules, verbal and/or hand signals by operator.

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.

4.00	Other	
Location	Railroad	Type of Protection
Walker Ave. at Southern		
Cotton Oil Mill	Southern .	. Stop Signs.
Entrance to Georgia Street		The state of the s
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.

#### 18 SHERIDAN SUBDIV. — ARKANSAS DIVISION

Rule 99 (d) in effect.	Miles	SOUTH NORTH	Station
Maximum Speed 25 MPH	368.3	SHERIDAN JCT ®	X-368
BUSINESS		©C.R.I.& PG	
TRACK MP Sta. N Bannister Spur	200 2	SHERIDAN	XH-24
Yard Limits — Sheridan Jct. to MP 369-1	0.	21.5	

#### NORMAN SUBDIV. - ARKANSAS DIVISION

Rule 99 (d) in effect.  MPH  Maximum Speed	Miles	SOUTH STATIONS A	Station Numbers
Yard Limits — Gurdon to MP 429-10.	426.3	GURDON	X-426
Business Tracks MP. Sta. No. Summit433.1 XL-7	441.0	OKOLONA	XL-15
Summit433.1 XL-7 Rosboro469.8 XL-43	446.5	DELIGHT JOT	XL-20
Birds Mill478.9 XL-52	454.0	GRAYSONIA	XL-28
Delight Industrial Lead:	465.3	AMITY	XL-39
Delight Jct.—Delight	473.5	GLENWOOD	XL-47
Max. speed 20 MPH Antoine447.9 EF-1	480.7	CADDO GAP	XL-54
Delight452.1 EF-6	485.9	NORMANT	XL-60
		59.6	

#### NASHVILLE SUBDIV.—ARKANSAS DIVISION

Rule 99 (d) in effect.       Maximum Speed (except as below)     30       MP 457.1 — MP 458.0     10       MP \$33.2 — MP 483.3     10       Plaswood Ind. Lead.     10	Miles	Crew member must flag Highway 24 and 27 crossings at MP 483-12 until occupied.	Station Numbers
Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 465-00; Nash- ville; MP 481-05 to MP 484-12; Per- kins; MP 492-00 to End of Subdiv.	457.7 483.1	HOPE ®-1□ ®T 25.3 NASHVILLE ®GN&A□ ® ®	X-458 XJ-26
Plaswood Ind. lead 2.5 miles breaks out of Main Track at MP 462-10. Max. wt. 220,000 lbs. North Hope — XJ-4. Plaswood Station Number XJ-5.	493.1		XJ-36

## GURDON SUBDIV.—ARKANSAS DIVISION

	Miles		Station Numbers	Sid	ings
	M	SOUTH STATIONS A	ΣZ	Cars	Ft.
Maximum Speed MPH	426.3	GURDON @ ®-1T& C	X 426	Yd.	
Maximum Speed MPH (Except as below)40	437.6	READER	E-11	66	3450
MP 456-06 — MP 456-25.30	452.4	LESTER	E-26	65	3412
MP 458-26 — MP 460-27.20 MP 487-05 — MP 492-25.25	459.8	CAMDEN ®□⑨��	E-33		
Yard Limits-Gurdon: Little	460.8	GDU. E D. III.			
Rock Subdiv. Conn. to MP 431-00; MP 457-17 to MP	461.3	KRAFT	E-35		
463-20; El Dorado; MP 487-05 to MP 495-29.	463.1	CULLENDALE®	E-37		
	474.5	LOUANN	E-48	121	6321
BUSINESS Sta. TRACKS MP No.	478.8	SMAÇKOVER	E-52		
Barringer431.5 E-5	484.5	NORPHLET	E-58	.,,,	
Chidester444.7 E-18	487.5	MONSANTO	E-61	61	3222
	492.2	EL DORADO ® ® TS	E-66	Yd.	
		65.9			
		TIMETABLE NO. 11			

#### COLLINSTON SUBDIV. — LOUISIANA DIVISION 19

80	BASTROP IND. LEAD 6.8 MILES (COLLINSTON-BASTROP) VIDALIA IND. LEAD 8.8 MILES (FERRIDAY-VIDALIA)		Station Numbers	Sid	ings	Rule 99 (d) in effect.  Maximum Speed: MF (Except as below). 3 MP 637-08 (#10 Turnout) 1 MP 641-26—		
Miles	SOUTH	STATIONS	NORTH	Star	Cars	Feet	MP 643-14 10 Vidalia ind. lead 20 MPH except 10 MPH over	
560.4	COLLIN	STON	🟵 T 🕲	C-505			Highway 65. Bastrop Ind. Lead	
567.5	OAK RI	DGE		E-141			(Except as below) 30 MP 553-09 —	
577.9	RAYVIL	LE ®ICG	G	E-151	45	2371	MP 553-26 10	
	MANGH	AM		E-163			Yard Limits: MP 560-00 - MP 561-25	
600.3	10.7 WINNSE	30RO		E-174	49	2550	MP 637-05 — Ferriday	
614.4	WISNEF			E-188			BUSINESS Sta. TRACKS MP No.	
	SICILY	ISLAND					Bastrop ®553.6 E-12' Archibald586.8 E-160	
635.9	TENSAS	RIVER					Baskin593.5 E-16' Franklin	
637.2	CLAYTO	N JCT	<u>®</u>	E-211			Homes597.5 E-171 Chase605.5 E-171	
		AY					Gilbert609.5 E-18: Peck618.2 E-19:	
	82.0						Clayton636.0 E-21 Concordia Jct. 643.4 E-21	
_		1×					Vidalia® T 651.6 E-22 Natchez B E-22	

Cars exceeding 220,000 lbs. handled on transfer ferry will be placed on center track with empty car on each end. Trains originating secure clearance before leaving Ferriday.

#### LAKE PROVIDENCE SUBDIV.—LOUISIANA DIVISION

82		Station Numbers	Sidi	ngs	Rule 99 (d) in effect
Miles	SOUTH STATIONS A	Star	Cars	Feet	Maximum Speed 30 MPH.
	M:GEHEE @ ® ®T§ O	C-432 K-118	Yd.		BUSINESS Sta.
	MACON LAKET	K-116	- 15	2574	TRACKS MP No. Trippe412.1 K-106 Chicot440.0 K-135
	15.4 EUDORA, ARK	K-141	_	2654	H & W
	MILLIKIN, LA	K-152 K-165	100	2597	Warehouse .463.8 K-158 Hollybrook474.4 K-168 Fransylvania .478.5 K-173
487.4	SONDHEIMER	-			Talla Bena490.9 K-186 Somerset516.0 K-212 Goldman544.4 K-240
	TALLULAH ®ICG®	K-194 K-207	_	2051	Azucena549.4 K-245
	NEWELLTON	100	1	2607	YARD LIMITS:
	10.3 ST. JOSEPH				McGehee-MP 410-05.
	WATERPROOF	1 77	1000		Talla Bena Ind. Lead
557.	2 CLAŸTÔN JCT	E-211			2.2 miles—Maximum speed 20 MPH

Maximum Speed MPH (Except as below). 30 MP 492-08 — MP 493-18 25 MP 524-21 — MP 524-29 20 MP 553-21 10	Miles	SOUTH NORTH	Station Numbers
MP 566-00—Huttig Jct. 10	492.2	EL DORADO ® ® T § O	E-66
Note - Trains and engines	506.8	URBANA	E-80
must stop and proceed only after a member of crew has protected crossing at 19th St. MP 566-00, Loop Road		STRONG	E-86
	523.1	DOLLAR JCT	E-97
MP 564.09 and DeSaird St. MP 568-10.	527.2	HUTTIG, ARK	F-3
MI 508-10.	530.3	LITROE, LA	F-6
Sta.	542.8	HAILE	F-18
Business Tracks MP No.	553.7	OUACHITA RIVER	
LaPile518.1 E-92 Upco547.6 F-22	554.0	STERLINGTON ®®©	F-30
Spencer548.7 F-24	568.1	⊗ A. & L. M	
Lamkin561.5 F-37	568.6	HUTTIG JOT	
		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.  Yard Limits: MP 473-10 to End of Track, Crossett.  Maximum Speed 20 MPH.	Miles	SOUTH NORTH	Station
	443.5	MONTROSE	C-456
	451.4		CM-27
	456.0		CM-32
	462.7	HAMBURG	CM-39
	474.5	CROSSETT @CRI&P ® ®	CM-50
		30.9	

#### WARREN SUBDIV.-LOUISIANA DIVISION

Rule 99 (d) in effect.  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.	Miles	SOUTH NORTH	Station
Note—Trains and engines move over crossing, MP 445-22 when protected by crew member.	422.6 445.3 461.4	MONTICELLO ®A.D.&N.@®	C-439 KC-29 KC-45
BUSINESS TRACKS MP No.  Baxter		38.7	

sou	725	NORTH	Station Numbers	Sic	ling	Maximum Speed ME MP 235-10 MP 408-10 (Except as
Miles	STATIONS	•	Sta	Cars	Feet	
219.9	PARAGOULD	🖻 😗 😝	C-243	139	7262	
221.6	PARAGOULD JO	A STATE OF COLUMNIA OF SALE				MP 390 — MP 391 20
	JONESBORO JOT					Yard Limits:
238.0 - 5	JONESBORO ®S.		C-262	160	8358	Paragould to
256.7	HARRISBURG	TODOS GUARISTA NO	C-280	105	5506	MP 221-20 Wynne MP 277-23
280.3	WYNNE ⊗MP§G.	• W TO	C-304	Yd.		to MP 282-02
290.9	CALDWELL		C-314	105	5503	MP 292-15 to MP 297-00
295.7	FORREST CITY	DCRIP TA	C-319	28	1456	MP 311-00 to
296.4	DEX SIDING		C-320	41	2145	MP 315-00 MP 324-05 to
313.1	MARIANNA	(r)T	C-337	112	5589	MP 330-15
25.5	LEXA	· · · · · · · · · · · · · · · · · · ·	C 349			MP 406-28 to Jct. with
26.5	HELENA JOT					Monroe Subdiv.
29.2	MARVELL JCT					
47.1	ELAINE		C-371	58	3019	White River lif
68.8	SNOW LAKE		C-392	97	5068	bridge is normall; open. To close bridge
77.8	WHITE RIVER					employee must ascer
81.1	MEDINA		C-405	79	4123	tain no barge under or approaching, ther
82.0	ARKANSAS RIVE	R				operate Push Buttor in Release Box in
87.0:	WATSON		C-411	88	4586	accordance with in- structions posted
08.1	McGEHEE	An experience and a series of the series of the	C-432	Yd.	1000	therein.
	188.1			-		

BUSINESS TRACKS  MP Greenfield 251.6 Whitehall 262.4 Cherry Valley 267.8 Vanndale 274.3 Cott 286.3 Yaletowne 293.3 LaGrange 321.2 Oneida 335.3	C-286 C-291 C-298 C-310 C-317 C-345	BUSINESS TRACKS MP Lakeview .339.9 Wabash .341.1 Ratio .352.9 Catron .355.2 Mellwood .356.6 Lundell .358.6 Mosby Spur .359.3 Crumrod Spur .361.7	C-365 C-377 C-379 C-380 C-382 C-383	TRACKS MP Ferguson 362.2 C Deerfield 366.0 C Mozart 375.1 C Vestal Spur 377.4 C Duce 394.9 C Rohwer 396.4 C Cypress Bend 399.7 C	-390 -399 -401 -418 -420 -423
oneida335.3	C-359	Crumrod Spur361.7	C-386	McArthur402.5 C-	-426

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

ABS - CTC - Between Paragould Jct. and Jonesboro Jct. via StLSW.

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:  Wycamp		Sta. No. CJ- 3
	338.6	CJ-12
Marvell Industrial Lead: (Marvell Jct. — Marvell) max. speed 10 220,000 lbs.)	MPH:	max. wt.
Roston	MP	Sta. No.
Barton	329.7	CK-12
Poplar Grove	334.4	CK-17
	338.0	CK-21

Trains originating Little Rock, North Little Rock, Mc-Gehee, 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

Between Little Rock and McGehee: (Except as below)	50
Little Rock to	131
Rock St. Jct.	10
MP 343-20 — MP 346-15	10
MP 346-15 — MP 347-25	
MP 347-25 — MP 349-21_ 3	
MP 385-28 — MP 389-24	
MP 427-15 — MP 428-08.	
MP 446-05 — MP 447-23_	
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	
MP 529-17 — MP 531-20	
MP 571-27 — MP 575-00	
MP 582-11 — MP 585-25	
ML 907-11 — MI 909-70	10

MP 596-14 - Texmo Jct. 30

BUSINESS TRACKS	MP	Sta. No.
Granite Mt	.350.3	K-5
Sweet Home		K-6
Wrightsville	357.2	K-12
Woodson		K-17
Redfield		K-23
White Bluff W		K-25
Fairfield		K-49
		K-57
Moscow		K-70
Varner		
Tillar		K-95
Helena Chem	.446.6	K-100
Jerome		C-448
Boydell	.427.2	C-451
E. Ashley	.435.6	C-459
Parkdale	.445.0	C-469
Bayou	.446.3	C-470
Muller		
McGinty		
Jones		
Galion		
Hancock		
Sicard		
Maideo (Erco)		
		, 0 002
Cobb		
Riverton		
Burlington		
Standard	546	
Mudville	. 565.	2 C-589
Christi Spur (Farmland)	577.	9 C-602
Pollock		
Simms		
Camp Beauregard	592.	5 C-618

Remote control switches are No. 16 execpt — 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.

			Max Avenue	Station	Sid	ings
Miles		9	OUTH STATION A	Stati	Cars	Feet
345.6			LITTLE BOCK	X-346		
346.4	В	=	ROCK ST. JCT			
343.6	B		NO. LITTLE ROCK @ @T § C	X-344		
344.5			&C. R. I. & P			
345.0	Ш		ARKANSAS RIVER ® ©			
346.4			ROCK ST. JCT			
346.9			&C. R. I. & P			
349.1			EAST LITTLE ROCK ®R.I.P.A ®	K-4		
354.1	<		HIGGINS 4.9	K-9	175	9150
364.5	0		10.4 HENSLEY17.2	K-19	167	8700
381.8		6	BALDWIN	K-36	146	7603
388.4	3	-	PINE BLUFF	K-43	220	11385
409.6		5	GRADY 21.2	K-64	194	10138
420.2	B	5	GOULD 10.5	K-75	59	3108
427.9		5	DUMAS	K-82	79	4147
431.0	6		PICKENS	K-86	187	9731
431.0 447.2 408.1		K	16.2 McGEHEE • ®T§O	C-432	Yd.	
415.6	1		DERMOTT	C-439	115	5996
422.0		5	HUDSPETH	C-446	170	8873
432.1		5	MONTROSE	C-456	110	5729
436.4		5	PORTLAND	C-460	84	4368
440.1	-		3.7 SUNSHINE	C-464	175	9139
449.3	1		WILMOT, ARK	C-473		
460.8	0		BONITA, LA	C-484	181	9445
473.5		5	MER ROUGE	C-497	102	5323
481.0		5	COLLINSTON	C-505	180	9360
491.8		5	SWARTZ	C-515	176	9181
501.0	_		HUTTIG JOT			
501.1		نبد	© ICG			22222
502.9			MONROE T & B C	C-525	Yd.	
516.6		5	BOSCO	C-540	181	9433
528.2			OUACHITA RIVER		1983	3.33
530.5			COLUMBIA	C-554		00000
535.1			GRAYSON	C-558	176	9200
537.4			CLARKS 2.2	C-561		
548.7		5	OLLA	C-572	152	7952
552.8		5	URANIA	C-576	109	5696
556.5		5	TULLOS	C-580	56	2946
561.6	1		GEORGETOWN	C-585	153	8003
576.9		5	ANTONIA	C-601	184	9584
592.6	<		TIOGA 14.2	C-616	154	8029
595.1		-	® KCS			
596.6	7		RED RIVER JCT	C-620		
597.8	1		TEXMO JCT	TB-196		
601.5			ALEXANDRIA	C-625	Yd.	
_			294.0			
-	\.		tion between Torme Let and Alexandia	~-		

Operation between Texmo Jct. and Alexandria on Shreveport Subdiv.

#### EAST WEST irst Class First Class Sidings 30 31 Psgr. Psgr. STATIONS Cars Feet Daily Miles Daily 1 15 3 50 ST. LOUIS ...... B 2 0 MX-1 0.5 23rd STREET ..... @T B & C 1.3 OHIO AVE. 1.5 GRAND AVE..... ® ® ® 2.3 IRON MTN. JCT..... ®® X-1 3.6 MAPLEWOOD ..... I ® MX-7 6.8 WEBSTER. MX-11 10.8 KIRK MX-12 13.2 KIRKWOOD..... ® ®-2 s 12 43 MX-13 s 4 19 13.4 18.7 PARK MX-18 BOYD MX-22 23.4 DOZIER MX-31 32.2 37.0 MX-36 SOUTH POINT ..... MX-52 46.5 MX-58 PACE 57.7 GASCONADE JCT.... ®-2 Ø MX-86 86.2 MORRISON JCT...... MX-91 90.9 CHAMOIS..... ®-2 T MX-100 100.2 MX-116 116.7 BONNOT JCT..... OSAGE JCT..... MX-117 117.3 MOREAU .. MX-124 124 3 JEFFERSON CITY... @ B-2TO MX-125 s 10 49 s 6 08 125.3 RIVER JOT. MX-128 10 41 6 11 127.9 12.3 CENTERTOWN..... 71 MX-140 4082 10 28 6 24 140.2 MX-144 73 4304 10 23 6 29 McGIRK 144.7 CALIFORNIA..... 6 35 MX-150 62 4017 10 17 150.3 15.8 MX-166 150 10 02 9240 6 50 166.1 DOW 9 52 7 00 175.7 OTTERVILLE ..... MX-175 40 2542 SMITHTON..... MX-181 56 3758 9 47 7 05 181.1 187.7 s 9 39 SEDALÍA...... © 🖻 🖫-2 T 🖸 MX-188 38 1937 188.9 s 7 18 7 27 MX-195 96 5043 9 25 DRESDEN ..... 195.7 2890 9 21 7 31 LAMONTE. MX-200 48 200.9 7 39 KNOBNOSTER..... MX-208 110 6167 9 13 208.1 f 9 03 WARRENSBURG..... B-2 MX-218 39 2740 f 7 51 218.4 8 54 7 58 CENTERVIEW ..... MX-224 150 9508 224.4 8 46 8 06 MX-232 51 3398 232.8 HOLDEN. MX-237 8 42 8 10 44 2867 237 5 KINGSVILLE..... 8 36 8 16 243.0 STRASBURG..... MX-242 73 4293 PLEASANT HILL. . ®-1-2 TO MX-249 181 9862 249.2 AVON MX-252 76 4166 252.3 MX-259 155 8840 LEE'S SUMMIT .... 259.8 LITTLE BLUE..... MX-265 61 3279 265.1 MX-273 117 6350 INDEPENDENCE..... @ @-2 273.2 ROCK CREEK JOT .... TO MX-276 276.8 7 45 KANSAS CITY(Un.Sta.).. . MX-282 9 20 283.0 PM 278 8

#### SPECIAL INSTRUCTIONS

Maximum Speed	Psgr.	
(Except as below)	75	60
Thru Grand Ave. Interlocking	10	10
Between Grand Ave. and	45	95
Iron Mountain Jet	00	35 45
	w 0	50
MP 7-37 — MP 9-29	60	-
Mr 5-25 — Mr 10-35	40	40
MP 10-33 — MP 13-00 MP 13-13 — MP 13-25	60 30	45 30
MP 13-25 - MP 13-37	50	50
MP 13-37 — MP 15-12	65	50
MP 15-12 — MP 15-25	65	-
MP 17-25 — MP 21-00	70	55
MP 21-00 — MP 21-25 MP 21-25 — MP 23-04	60 70	-
MP 23-04 — MP 27-04	60	_
MP 27-04 — MP 28-28	60	55
MP 30-21 — MP 31-12	65	55
MP 32-25 — MP 33-25 MP 33-25 — MP 34-29	70 60	
	50	50
MP 35-08 — MP 44-08	70	_
MP 48-33 — MP 49-29	60	_
MP 49-29 — MP 52-25	70 70	
MP 58-16 — MP 58-37 MP 61-29 — MP 67-00	60	55
MP 67-00 - MP 67-16	60	50
MP 70-29 — MP 71-08	65	-
MP 72-08 — MP 75-29	50	50
MP 80-08 — MP 81-16 MP 83-37 — MP 84-33	50 55	50 55
MP 84-33 — MP 86-08	70	50
MP 86-08 — MP 87-37' MP 87-37 — MP 89-08	65	55
MP 86-08 — MP 87-37' MP 87-37 — MP 89-08	45	45
MP 89-08 — MP 89-29	60	55
MP 89-29 — MP 92-08 MP 92-08 — MP 93-00	70 60	55
MP 93-00 — MP 94-12	70	_
MP 94-12 — MP 97-25	65	-
MP 97-25 — MP 97-33	60	55
MP 106-33 — MP 107-04 MP 107-04 — MP 108-33 MP 108-33 — MP 109-04	60 70	55
MP 108-33 — MP 109-04		
MP 109-04 - MP 109-37	70	_
MP 113-33 — MP 114-00	70	-
MP 109-04 — MP 109-37 MP 113-33 — MP 114-00 MP 115-29 — MP 126-29 (Except as below) MP 115-29 — MP 117-00 MP 117-00 — MP 117-12	75	55
MP 115-29 — MP 117-00 MP 117-00 — MP 117-12 MP 117-12 — MP 118-25 MP 118-25 — MP 121-20	55	-
MP 117-00 — MP 117-12	50	50
MP 117-12 — MP 118-25	60	-
MP 118-25 — MP 121-20 MP 123-25 — MP 124-24	65	_
		45
(Except as below)	70	55
MP 126-29 — MP 128-18 MP 128-18 — MP 129-28	55	=
MP 128-18 — MP 129-28 MP 129-28 — MP 132-07	. 55	50
MP 132-07 — MP 132-28	60	50
MP 132-28 — MP 136-18	60	-
MP 136-18 — MP 139-00	55	45
	60	-
MP 146-04 — MP 147-21 MP 147-21 — MP 148-32	65	
MP 150-04 — MP 151-07	. 50	50
MP 151-07 - MP 151-18	60	-
MP 153-21 — MP 155-32 MP 156-33 — MP 162-04	60	-
	50	50
MP 167-00 - MP 168-11	65	-
MP 168-11 — MP 171-07	. 55	50
MP 171-07 — MP 173-18	. 65	-
MP 171-07 — MP 173-18 MP 173-18 — MP 174-11 MP 174-11 — MP 178-00 MP 178-00 — MP 178-32	. 60	_
MP 178-00 — MP 178-32	. 60	
MP 183-18 — MP 187-25	. 65	-
MP 187-25 - MP 190-04	. 40	40
MP 190-04 — MP 193-18	. 60	-
MP 200-25 — MP 201-04 MP 204-25 — MP 208-04	. 55	_
MP 208-04 - MP 208-07	. 55	_
MP 208-07 — MP 208-25	. 65	-
MP 212-00 - MP 212-14	. 60	25
MP 216-25 — MP 218-28	. 35	35

			MP	
Max	cimum Speed		Psgr.	Frt.
MP	218-28 - MP	221-14	55	50
MP	221-14 - MP	222-14	60	_
MP	227-18 - MP	227-28	65	_
MP	231-25 - MP	232-32	65	_
MP	232-32 - MP	233-07	55	_
	248-18 - MP			45
	256-14 - MP			_
MP	257-11 - MP	259-28	60	45
MP	259-28 - MP	260-07	35	35
	260-07 - MP			_
	264-11 - MP			25
MP	264-14 - MP	265-28	60	40
	265-28 - MP			40
	270-21 - MP			35

Following No. 16 turnouts: East end siding Centerview; 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 over-head clearance 16 ft. 6 inches, Stop and protect crossings at Truman Road and Noland Road before occupying. Maximium speed 10 MPH.

Hand	Throw	Cr	OSSO	vers	Betwee	en Main
Tra	cks:					
Pac	lfic				MP	34-20
Wes	t Laba					
Was	hington				MP	55-22
	Haver					
Her	mann				MP	81-07
					( MP	126-20
Jeff	erson (	lity			1 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.

usiness Tracks:	MP	No.	
Lake Jct			
Webster Groves	10.0	MX 10	
Barretts	16.5	MX 16	
Valley Park			
Eureka	27.9	MX 29	
Pacific ®-2	.34.8	MX 36	
Gray Summit	39.9	MX 40	
West Labadie	43.7	MX 44	
Washington B-2	.51.7	MX 54	
Midwest Joist			
New Haven ®-2	67.3	MX 67	
Berger	75.1	MX 74	
Hermann ®-2	81.0	MX 80	
Gasconade			
Morrison	92.9	MX 92	
Bonnot's Mill	113.1	MX 112	ò
Algoa Farms	118.5	MX 119	
Shell Spur	151.5	MX 151	
Clarksburg	156.6	MX 156	
Tipton ®-2	162.8	MX 162	
Syracuse	168.1	MX 168	
Montserratt			

Missouri Public Spur....257.3 MX 257 Western Electric Spur....261.0 MX 261

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

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:

When authorized by Signal Indication. 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 Vardmaster.

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 nor-mally 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 nor-mally 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.

Nevada is register station for originating and terminating trains only.

> 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:				Sta.
Jet. Sedalia Subdivn. to MP 250-05;	MP 314-	BUSINESS TRACKS:	IP	No.
20 to MP 320-00; Carthage - MP 3	361-00 to	Milo32	24.0	P-75
524-20; MP 490-00 to 488-00; M	P 477-05	Irwin33	35.7	P-86
to 479-20 and MP 382-20 to 379-2	5.	Carytown35	8.8	P-109
	Sta.	Pearl	26.0	WR-270
BUSINESS TRACKS: MP	No.	Empire Spur51	2.2	WR-258
Archie	P-23	La Russell51	3.1	WR-256
Passaic	P-34	Hoberg49	9.0	WR-242
Panama	P-54	Galena	8.0	WR-211
Nassau Jct	P-71	Pyatt	3.0	WR-146
		Flippin38	6.5	WR-130

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

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 13
MP 527-30 - MP 468-	-14	MP 431-31 — MP 429-	13 30
(Except as below).	49	MP 422-25 — MP 422-	
MP 527-30 — MP 526	-16 15	MP 420-27 — MP 420-	
MP 511-24 — MP 511	-19 40	MP 409-33 — MP 381-	
Aurora City Limits	20	(Except as below)	
MP 483-07 — MP 481-	-18 40	MP 404-27 — MP 399-	
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		MP 385-25 — MP 381-	25 40
(Except as below).	40		
MP 467-26 — MP 467	-15 30		

#### CARTHAGE SUBDIV. - NORTHERN DIVISION

	STATIONS	Station Numbers	Sid	lings
Mile W	NORTH		Cars	Feet
249.2	PLEASANT HILL. ®-1 ©	Т МХ-249	181	9862
249.1	~ ⊗C.R.I.&P(	D		
253.7	ORE	. P-5	78	4258
258.8	HARRISONVILLE. SLS	F P-10	35	2264
265.4	LONE TREE	. P-16	73	4039
277.6	ADRÍAN	. P-29	81	4751
287.1	BUTLER ®-	1 P-38	79	4623
298.9	RICH HILL	. P-50	115	6523
307.4	HORTON	. P-58	44	2363
317.4	NEVADA ®MKT®	P-69	Yd.	
330.8	SHELDON	. P-82	74	4368
342.2	LAMARSLSF	P-93	81	4699
353.5	5 JASPER	. P-105	74	4434
364.1 527.6	CARTHAGE &SLSF. A D C	P-115		
506.8	STOTTS CITY	. WR-250	91	4956
489.6	- SS. L. S. F	0		
489.1	AURORA®®®©	WR-232	56	3178
477.8	CRANE ® TC	WR-221	Yd.	
460.7	REEDS SPRING	. WR-204	36	2308
450.9	GRETNA	. WR-194	125	6658
447.3	BRANSON®	WR-191	45	2609
445.7	HOLLISTER, MO	WR-189	36	2166
432.7	CRICKET, ARK	WR-176	37	2221
415.5	BERGMAN	WR-159	135	7594
392.3	YELLVILLE	WR-136	53	2891

All tracks at Springfield are yard tracks.	Miles	SOUTH NORTH Y STATIONS A	Station Numbers
Springfield over Highway, College,	488.2	AURORA ® ® 🏵 🗘	WR-232
Kansas and Walnut Sts 10 MPH		VIA SLSF 29.9 MILES	
Walnut St. Springfield-Protect.	511.1	SPRINGFIELD SSLSFA	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: Marionville	
Battlefield502.7	PD-26	Logan	
Wallis506.2	PD-28	Republic Brookline Nichols	. 252 . 247

#### LEXINGTON SUBDIV.—NORTHERN DIVISION

Miles	WEST STATIONS A	Station Numbers	Rule 99 (d) in effect.
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 Spur210.4 LA-21
244.3	LEXINGTON	LA-55	Emma
246.2	MYRICK ® ® ®	G-118	Lexington Electric Light
	34.6		Spur245.2 LA-56

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

#### WEBB CITY SUBDIV.-NORTHERN DIVISION

SS	YARD LIMITS ENTIRE SUBDIV.	Station Numbers	Max. Wt. Joplin to end of track 220,000 lbs.
Miles	SOUTH STATIONS A	Sta	Maximum Speed MPH (Except as below)30
	CARTHAGE ① @ @T\$ ② WEBB CITY @T\$ ®		MP 364-23—MP 366-09 15 MP 381-03—MP 381-15 15 Sta. Business Tracks MP No.
381.5	JOPLIN 6.6	P-133	Dumont
	17.4		Center Creek371.3 P-122 Cisco376.0 P-127
At	las — County road AA, stop and prote	ct.	Atlas

Con	go.	er Jct.; Eton Jct. and	Station Numbers	Sid	lings
Ailes	EST V	EAST	Z Z	Cars	Feet
25.3	11	JEFFERSON CITY TO	MX-125	Yd.	
27.9	1	RIVER JCT	MX-128		
43.8	0	SANDY HOOK	G-15	179	9353
56.7	0	WOOLDRIDGE	G-27	170	8873
70.8	9	BOONVILLE®T	G-41	117	6450
78.4	6	LAMINE	G-50	250	12905
86.9	0	BLACKWATER	G-58	109	5810
95.0	5	NAPTON	G-66	151	7813
02.1	5	MIAMIT	G-73	124	6426
15.2	4	MALTA BEND ®	G-86	169	9219
30.6	0	HODGE	G-101	179	9473
47.6	0	MYRIOK 17.0	G-118	216	11345
58.0		NAPOLEON	G-129		
65.1		BUCKNER	G-136		
68.6	5	LAKE CITY	G-139	119	6686
74.2	1	RIPLEY JOT	G-144		
76.2	4	ETON JOT 8	G-145		
83.8	1	OONGO7.6	G-153		
84.5	K	ROOK OREEK JOT ® O			
85.9	1-5	SOUTHWEST JOT & KCS	MX-277		
86.7		NEFF YARD ® TIO	MX-283	Yd.	

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 10½ 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. 2, Spl. Instr. will not apply between Jefferson City and River Jct.

	MPH	Maximum Speed:	MPH
Maximum Speed		MP 443.7 — MP 444.2	45
(Except as below)		Congo W Crossover & Mo Pac Conn	30 40
MP 129-09 - MP 129-27		Colligo W Clossovel	Sta.
MP 137-16 — MP 139-31 MP 163-11 — MP 163-16		Business Tracks MP	No.
MP 171-00 — MP 175-00	45	Renz Spur	G-8
MP 175-21 - MP 177-05		Lupus	G-22
MP 183-00 - MP 194-21		Overton161.0	
MP 197-03 - MP 207-29		Nelson189.6	G-80
MP 218-11 - MP 219-00	40	Stanhope	
MP 220-23 - MP 229-28	40	Blosser	
MP 236-09 - MP 237-18	45	Coyne Spur	G-83
MP 242-00 - MP 242-06	45	Waverly	Q-95
MP 252-20 - MP 252-35	40	Neece Spur	G-124
MP 252-35 - MP 253-34	45	Levasy	G-132
MP 265-01 - MP 265-23	35	Carter Spur	G-133
On AT&SF RY. (Except as below)	55	Midas	Q-134
Eton Crossover & Mo Pac Conn	30	Blue Valley	G-141
MP 437.5 - MP 437.8	40	Marshall 🔾 🐨 204.1	GB-2
MP 437.9 - MP 438.5		(Ind. lead 2 mi. Miami - Marshall)	

ABS-Between & KCS and Gilmore

lows:

conn .- 2 switches. Edgewater Jct.

Running track.

St. yard lead.

KCNW conn.

East Yard Jct.

Kaw River Jct.

vd. lead.

Troost Ave.

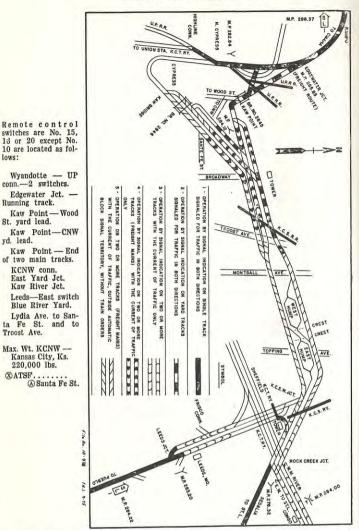
Max. Wt. KCNW

220,000 lbs.

**⊗ATSF.....** 

Kansas City, Ks.

Operating Instructions (including Map.)



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.)(except as below)	20
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 270-26 — MP 276-36	35
Neff Yard to MP 284-22	
(Except as below)	40
Neff Yard — MP 280-11	25
In Kansas City, Kansas, be governed by Item 9 of Special Instructions.	
Leeds; Chevrolet property, protect all crossings.	

non. Atchis ATSF. Omaha: S 13th and Webster St Alley Lead. WEST	EAST	Station Numbers	Sic	lings
Miles ¥	STATIONS A		Cars	Feet
280.0	NEFF YD., Mo T§ 1	MX 283	Yd.	
282.0	⊗KCS			
283.0	⊗MP			
284.5	KAW PT., KAN ® ®			
284.7	⊗UP			
284.8	⊗UP			****
287.5	EDGEWATER JCT			,,,,,
292.7	NEARMAN	0-10	121	6276
298.8	WOLCOTT	0-16	145	8593
305.6	COCHRANE	0-23	108	5786
309.2	CNW CONN			
309.6	0.4 &BN-CNW LEAVENWORTH. @ ®	0-27	77	4646
314.2	WADE	0-32	97	5145
320.0	OAK MILLS	0-38	144	7561
330.7	ATCHISON © YT§	O-48	Yd.	
332.3	NORKAN JOT	0-49		
338.1	SHANNON	0-56	120	6387
341.3	LANCASTER	0-59		
346.7	HURON	0-64	115	6279
351.7	EVEREDI	0-69		-
358.2	6.5	0-76	118	6453
369.7	PUD 11.5			
370.3	0.6 HIAWATHA®®	0-88	80	4684
379.1	RESERVE KAN	0-97	50	
384.3	FALLS CITY NEB ® O	0-102	Yd.	
889.5	5.2 STRAUSSVILLE	0-102		3708
394.8	VERDON	0-107		6407
101.2	STELLA	0-112	- 1	3593
14.1	12 9	0-113	117	6215
16.4	AUBURN ® 🏵 🔾 CRETE JCT 🕅	0-134	11/	0210
23.5	JULIAN			2200
28.7	5.2	O-141 O-146	61	3286 3637
136.9	PAUL	5.00		3037
	MONTANA 1.7	0-153		
137.7	MONTANA	0-155		3609
147.4	UNION®T®	0-165	_	4656
154.8	MURRAY	0-172	69	3703
165.2	®BN	******		
165.5	⊗BN	0.105		
67.1	LA PLATTE	0-185	59	3587
73.1	GILMORE JOT	0-191	1.7.	
/7	via U.P9.3 Miles			
182.4	CASS ST 1.1 • WT§ OMAHA(Grace St.) ©	*****		
87.2		0-205	Yd.	

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

Trains originating Neff Yard, Omaha and Atchison secure clearance.

Yard Limits: Neff Yd.-Kaw Point; Atchison: MP 329-20 —MP 332-02; Hia-watha: MP 369-15— MP 371-00; Falls City: MP 383-00 — MP 386-10; MP 413-06 to MP 416-20; MP 434-28 to MP 437-00; MP 446-25 to MP 448-15; MP 478-02 to Omaha.

Operation over Union Pacific between Gilmore Jct. and 0maha (Cass St.) be governed by UP, governed by UP, Eastern Dist., Bridge Subdivn., Nebraska Divn., Tennant Line Rules.

Maximum Speed MPH Between Neff Yard and MP 287-20 (except as below) 20 Over Montgall Ave. . . . . . . 10 MP 282-00 — MP 284-14. 12 (between Kaw Point and Minnesota Ave.) . 10 Between MP 287-20 and Omaha (Except as below) . 50 MP 291-05 MP 291-25. 35 MP 309-22 -MP 309-36. 30 MP 322-19 -MP 322-36. 35 MP 329-19 -MP 332-08. 25 Atchison—Around curve Union depot and between curve and 10th Street and thru MP-BN Jt. Br. Connection ... 10 MP 350-23 — MP 350-39. 45 MP 387-09 -MP 387-30. 45 MP 434-25 -MP 437-00. 25 MP 439-04 MP 439-16, 45 MP 447-15 — MP 447-34. 30 MP 461-04 -MP 461-36. 45 MP 466-08 — MP 466-29. 45 Omaha ..... 25 (Except as below) All grade crossings 10 Commercial and

30th St..... 10 Cass St. (UP Conn.) and Webster St. 5 Business Tracks: MP Sta. No. Ramapo 288.8 0-6

Alfa ...305.6 0-23 Ft. Leavenworth 310.7 0-30 Padonia 375.3 0-93 Howe ..408.4 0-126 Clarke .420.1 0-138 Cometa 440.2 0-158

Wyoming .441.7 0-159 Mynard 458.5 0-176 Plattsmouth 462.3 0-180

Ft Crook471.3 0-189

32

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

WEST Wiles	STATIONS	EAST	Station Numbers	Sidi Cars	ngs Feet	
330.7	ATCHISON	• WT§ O	0-48	Yd.		
332.3	NORKAN JOT	®	0-49			
347.9	EFFINGHAM		S-17			Rule 99 (d) in effect.
355.2	MUSCOTAH		S-25			Maximum Speed MPH
361.4	WHITING		S-31			(Except as below) 35
367.3	NETAWAKA		S-37	65	4678	MP 332-12 — MP 368-00 25
379.8	GOFF12.5—		S-49			MP 408-17 —
385.7	CORNING		S-55	73	4134	MP 409-06 20 MP 418-00 —
392.9	CENTRALIA		S-62			MP 580-16 30
400.4	VERMILLION		S-70			(Except as below) MP 491-pole 8 —
408.8	FRANKFORT	®UP®	8-78	36	2574	MP 491 pole 14. 10
413.7	TUTTLE4.9		S-83	98	5265	Washington Industrial Lead 10
425.6	BLUE RAPIDS		S-95			
430.5	WATERVILLE	®©	S-100			Business Tracks: MP No.
437.7	BARNES 7.2		S-107			Vliets404.0 S-74
443.6	GREENLEAF	®	S-113	53	3133	Ames473.8 S-143 Rice479.8 S-149
450.6	LINN 7.0		S-120			Gilbert509.5 S-179
455.4	PALMER		S-125			Solomon Rapids519.3 S-189
464.4	CLIFTON		S-134	50	3731	Glen Elder .525.6 S-195
466.0	©CRI&P	G				Cawker City. 532.9 S-202 Bloomington 553.7 SF-15
471.0	CLYDE5.0		S-141			Bloomington 003.1 SF-13
485.1 >> =	*					Washington Ind. Lead
485.4	CONCORDIA	(₩ 🖻 (ϒ 🕻	S-155	Yd		Max. Wt. 220,000 lbs. Cloutman 449.0 SC 5
490.2	HASTINGS JOT.		8-159			Washington 450.5 SC 7
490.3	YUMA		S-160	-	2219	
496.3	BURR OAK JCT	Charles	8-166			Jet. to Atchison.
496.4	JAMESTOWN		S-16		1436	Yard Limits: MP 332-33
502.8	SCOTTSVILLE		S-17	2		to MP 338-00; MP 442-16 to MP 444-25; MP 484-00
514.4 5	BELOIT	QUP ® M C	100			to MP 496-25; MP 514-00
524.1	GLEN 9.7	001000	8-19		12.0	to MP 539-16; MP 578-20
533.3	CAWKER		S-20	100	1	to end of track Stockton.
538.6	5.3-	. WOTY	-	-	-	CONCORDIA: Washington
548.5	OSBORNE		SF-1	-	-	Ave. and Cedar St.—Stop and protect.
562.1	ALTON		SF-2			#1717111
570.4	WOODSTON		SF-3		1	
580.4	STOCKTON	®		100		
	246.9		-	-		

TIMETABLE NO. 11

#### LOUISVILLE SUBDIV. — NORTHERN DIVISION 33

	WEST	STATIONS	EAST	Station Numbers	Sidi	ings
Rule 99 (d) in effect.	Miles				Cars	Feet
Yard Limits: MP 460-10 to End of Track Avoca; MP	449.2	AVOCA	®	OD-35		
482-25 to Omaha.	454.0	LOWLINE JO	T 🏵	OD-40		
МРН	455.1	WEEPING W.		OD-41	Yd.	
Maximum Speed 30	456.0	OMAHA JOT	\$ • W Y	OD-42		
(Except as below) MP 449-02 —	459.9	MANLEY	®	OD-46	18	1243
MP 450-18 10	465.6 D	LOUISVILLE.		OD-52	33	1804
MP 450-18 — MP 456-12 25	465.9	0.3 ⊗ BN				
MP 466-00 — MP 466-10 10	467.2	⊗C. R. I. & P				
Omaha — over all grade	471.6	SPRINGFIEL	D	OD-58	18	1376
crossings except Commercial Ave. and	479.5	⊗U. P				
30th St 10 Max. Wt.: Avoca to Weeping	485.6	. ⊗C. & N. W				
Water 240,000 lbs. Louisville to Louisville Jet.	489.1	LOUISVILLE	JCT ⊗	0-199		
240,000 lbs.		OMAHA	§ • W O	O-205	Yd.	

#### LINCOLN SUBDIV.—NORTHERN DIVISION

Rule 99 (d) in effect.	WEST	STATIONS	EAST	Station	Sidi	ngs
MPH Maximum Speed 30	Miles			w.Z	Cafs	Feet
(Except as below)	447.4 —	UNION	BT T	0-165		
Between 33rd Street and C&NW Jct 10	459.4	LOWLINE JO	T 🏵	OD-40		
14th Street and end of track 10	460.4	WEEPING W		OD-41		
Weeping Water, First street east of depot 10	461.4	OMAHA JOT	WY 60	OD-42		
Sta.	471.5	ELMWOOD		OF-24		
Business Tracks: MP Nos.	494.2	®C. R. I. & P	G			
Nehawka451.7 OF-4 Wabash467.6 OF-20	494.8	C. & N. W. JO	T			
Eagle479.1 OF-32 Walton486.5 OF-39	495.1	LINCOLN	<b>® ■ ②</b> § <b>○</b>	OF-48	Yd.	
The state of the s		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  $\otimes$  11th and UP Conn-Lincoln, which is protected by gates and pipe connected derails, trains, engines or cars must not be left standing between opposing gates unless coupled to other equipment that extends beyond one of the gates.

#### CRETE SUBDIV.—NORTHERN DIVISION

Max. Wt.: 220,000 lbs. Brock to Crete MPH	WEST	STATIONS	EAST	Station Numbers	Sidi	ings
Maximum Speed 30	Miles			~Z	Cars	Feet
Business Tracks: MP Nos	416.4	CRETE JOT.		0-134		
Brock 423.2 OD-9 Tangeman 431.9 OE-3 Cook 437.8 OE-9	427.9 466.6	11.5 TALMAGE 38.7	G	OD-14		
Nissen Spur 440.1 0E-12 Burr 445.6 0E-17 Douglas 451.4 0E-23	486.1	19.5 CRETE	0	OE-58	Yd.	
Panama458.5 OE-30		69.7				
Hickman465.6 OE-37 Sprague472.9 OE-44 Kramer480.3 OE-52						

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.

Miles	WEST STATIONS	EAST	Station Numbers	Rule 99 (d) in effect. Maximum Speed30 MPH
490.2	HASTINGS JCT		S-159	BUSINESS TRACKS MP Nos.  Norway
492.3	&AT&SF	G		Abdal
504.8	SCANDIA		SD-15	Lawrence
513.8 528.5	REPUBLIC, KAN 14.7 ®ATSF		SD-24	Yard Limit: MP 490-15 to 491-11; MP 577-28 to end of track.
529.6	SUPERIOR, NEB		SD-39	Hastings: Stop and protect Burlington St. crossing.
530.1	⊗BN25.2	G		
555.3	⊗BN25.2 25.0	§		
580.3	HASTINGS	®	SD-89	
	90.1			

#### BURR OAK SUBDIV.-NORTHERN DIVISION

Miles	WEST	STATIONS	ATIONS A	Station Numbers	At Mankato — Stop and prote crossing — U.S. Highway 36.  Rule 99 (d) in effect.  Maximum Speed30 MP			
496.4	JAMES'	TOWN	®	S-166	Yard Limits: MP 496-11 to M 497-02.	P		
529.7	BURR	OAK		SE-34	Business Tracks: MP Nos			
		33.3			Randall			
					Mankato			

#### LENORA SUBDIV.—NORTHERN DIVISION

Miles	WEST STATIONS A	Station Numbers	Rule 99 (d) in effect.  Maximum Speed 30 MPH
538.6	DOWNS WETTO	S-208	maximum opeca 30 MrH
547.7	9.1 PORTIS	S-217	Yard Limits:
557.8	GAYLORD	S-227	Downs MP 538-28 — MP 539-16. Lenora MP 622-10 — Lenora.
563.0	CEDAR5.2	S-233	Sta.
572.6	8.6 KIRWIN	S-242	BUSINESS TRACKS: MP Nos.
583.1	GLADE	S-253	Harlan
598.5	LOGAN	S-268	Speed
612.9	EDMOND	S-282	Densmore608.3 S-278
623.3	LENORA	S-293	
	84.7		

#### ST. JOSEPH SUBDIV.—NORTHERN DIVISION

Miles	WEST STATIONS A	Station Numbers	t
330.7	ATCHISON, KAN ® ®TO	0-48	J
330.8	DRAWBRIDGE (Mo. River) ®		f
331.1	WINTHROP, MO		1
334.6	ARMOUR		S
337.0	©CRI&P		I
340.7	HALLS7.1		
347.8	FRENCH		7
349.9	ST. JOSEPH ® ®T§	OA-21	V
	10.5	7	

Operation from Atchison to Win-throp 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.

#### KANSAS CITY SUBDIV. — KANSAS DIVISION

ABS — From ® ICG crossing to Osawatomie.	WES	T	ST	ATIO	NS		AST	Station	Sid	ings
Signal indication with Current of Traffic Southwest JctLeeds Jct. CTC Leeds Jct. to Osawatomie.	Miles	_			-			Stat	Cars	Feet
Operation on Kansas City Term.	279.0	7	P			D.	® ♥§ BT O	MX-283		
Div., Neff Yard-Leeds Jct. Two main tracks Neff Yard-Leeds Jct.	278.2	-5	8	OUT	HWE	ST	JOT.	MX-277		
Trains secure clearance before leaving Neff Yard.	278.6	B		DICC	·		🔞			
Eastward Trains secure clearance at Osawatomie.	279.1	B	84	K.C	1.1		M			
Yard Limits MP 283-20 - Neff Yard.	279.2	14	P	I.O.I	.00	NN.				*****
Hot Box and Dragging Equipment	280.4	H	C	ENT	ROP	OLI	S	MX-288		
Detector located at *MP 314-04.	283.4	V		EED	S JO	Г	. W Y	MX-291		
Maximum Speed         MPB           Neff Yard — 296-34         (Except as below)	290.0	d	> 1	ODS	ON.		B	MX-298	E88 w171	4431 8567
Neff Yard — MP 280-11 25	297.1		1	MAR	CIN C	TY	Mo.	MX-305		
MP 286-05 — MP 286-06 25 MP 289-21 — MP 289-22 25	299.8		> 1	KENN	ETH	. K	N	MX-308	134	7215
MP 296-33 — MP 296-34 25 MP 296-34 — MP 334-16	310.9	0	I	BUCY				MX-319	139	7451
(Except as below) 60 MP 325-07 — MP 326-03 45	317.2	9	7	VAG		F	· · · · · · · ·	MX-326	135	7289
MP 326-03 — MP 326-44 30 MP 326-44 — MP 327-33 55	326.2		1	PAOL	3.7 A			MX-334		
MP 331-12 — MP 331-23 55 MP 332-35 — MP 335-00 40	326.8			DS.L	S.F.		A			
Sta.	326.9			M.I			A			
Business Tracks: (MX-) MP No. Alexander284.8 291	328.5	1		BROV				MX-336	203	10803
Missy Spur285.6 293 Jack Jones Lbr. Co292.1 300	334.4			SAW	ATO	MIE	T § O	MX-341	Yd.	
Red Bridge293.1 302 Long Bell Lbr. Co296.2 305	334.9				0.5-		. 🕸 🕸			
Owens Plastic297.2 305		_		50	3.7	-				
Redel301.7 310 Stilwell306.4 314								-		
Remote control switches are No. 15, 16 or 20 except No. 10 at 0sawatomie: Coffeyville Subdiv. main track to running track and 0sawatomie Subdiv. main track to running track and to yard lead at west end.										

#### OSAWATOMIE SUBDIV.—KANSAS DIVISION

	WEST	STATIONS	EAST	Station Numbers	Sidinga	
	Miles	STATIONS	~	Stat	Cars	Feet
Business Sta. Tracks MP No.		OSAWATOM 8.9	§ @ ® O	MX-341	Yd.	
T. Marke	343.3	RANTOUL		MX-351	126	6972
Quarry Spur351.2 MX-3 Richter360.5 MX-3	68 354.1	OTTAWA	®⊘	MX-362	135	7535
Vassar		→ ⊗A.T. & S.E	` ®			
Allen405.8 MX-4		⊗A.T. & S.I	(A)			
Bushong411.0 MX-4	368.7	LOMAX		MX-376	83	466
	376.8	FLINT		MX-385	124	673
	378.6	LYNDON	O	MX-386		
	386.2	<b>⊗A.T. &amp; S.I</b>	®			
	386.4	OSAGE CIT	Y @ C	MX-394	116	646
	401.9	ADMIRE		MX-410	117	651
	412.2	LAKE		MX-420	117	612
	425.6	COUNCIL G	ROVE.		Yd.	
		91.2				

	02.0
	Maximum Speed: MPH
ABS — Osawatomie — Council Grove.	(Except as below)
CTC — Lake — Council Grove.	MP 338-34 — MP 339-29 45
	MP 353-37 — MP 354-32 20
Hot box and dragging equipment detector	MP 357-05 — MP 357-13 50
located at *MP 390-33.	MP 385-00 — MP 387-00 40†
	MP 400-15 — MP 400-27 50
	MP 425-26 — MP 426-26 25

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	STATIONS	EAST	Station Numbers	Sid	ings	
Miles	JIATIONO	M.	Sta	Cars	Feet	
425.6	COUNCIL GI	ROVE.	MX-432	Yd.		
425.8	PETE		MX-433			
436.3	WILSEY		MX-444	117	6524	
445.6	PRAIRIE		MX-454	171	8922	MPH
451.0	HERINGTO	N W	MX-459	85	4642	Maximum Speed 55 (Except as Below)
451.5	0.5 ⊗C.R.I.P	® ®				MP 425-26 — MP 426-26 25
458.6	HOPE		MX-467	85	4637	MP 430-22 — MP 430-34 50 MP 432-18 — MP 434-42 45
459.2	⊗A. T. & S.	F (A)				City Limits Herington 30
468.0	ELMO		MX-476	111	6092	MP 495-32 — MP 496-37 40
476.1	CODY		MX-485	121	6443	
478.0	GYPSUM	®0	MX-487			Detector located at *MP 440-08.
479.1	SALINA JOT	T	MX-488			
491.2	BRIDGEPOR	RT	MX-499	124	6577	
495.9	⊗ U. P	@				
496.2	0.3 LINDSBORG	ł	MX-504			BUSINESS Sta.
505.6	MARQUETT	E WO	MX-513	117	6497	TRACKS: MP No.
518.2	12.6 CRAWFORD	-	MX-526	82	4461	Delavan443.9 MX-455
524.5	GENESEO	രസ ര	MX-532	59	3841	Dillon462.9 MX-471 Carlton470.9 MX-479
526.2	1.7 WHEAT		MX-534	116	6199	Frederick530.4 MX-538
529.7	3.5 Ø S. L. S. F.				0100	Prodco535.4 MX-535 Redwing552.8 MX-561
537.6	7.9 BUSHTON		MX-545	80	4677	Redwing 352.8 MA-561
545.2	7.6 CLAFLIN		MX-553	127	6872	
558.8	13.6 HOISINGTO	<b>■</b>	MX-567	Yd.	0012	
000.0		. W 8 T	W.A-367			
	133.3		1		_	

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	Station	Rule 99 (d) in effect.  Yard Limits: MP 400-15 to end of track Topeka
2	- 1 do - 1 - 1 do - 1	38.2 . & S. F		MX-376	MAXIMUM SPEED 26
		XA□(			BUSINESS TRACKS: MP Nos Michigan
		39.3			Overbrook

#### HOISINGTON SUBDIV. — KANSAS DIVISION

	WES		STATIONS	EAST	Station	Sid	ings
	Miles		STATIONS	•	Stat	Cars	Feet
Maximum Speed 55	558.8		HOISINGT	ON	MX-567	Yd.	
MPH	568.9	0	OLMITZ		MX-577	65	3885
(Except as Below) MP 588-36 — MP 589-11 50	575.6	Ъ	OTIS		MX-583	64	4043
City Limits LaCrosse 45	584.1	15	BISON		MX-592	113	628
MP 681-29 — MP 682-34 40	590.3	K	LA CROSS			1000	394
Hot Box and Dragging Equipment Detectors located MP 595- 21 and	605.3	K	15.0 McCRACK		MX-613	1	762
*MP 625-27.	11233	4	10.7		2000000000	0.30	
	616.0	4	BROWNEL 6.1	200		16.	405
BUSINESS Sta. TRACKS: MP No.	622.1	9	OSGOOD.		MX-630	115	613
Kanbrick	627.3	4	RANSOM.		MX-635	71	394
(Hoisington)561.4 GD-9 Boyd562.9 MX-571	633.8	D	ARNOLD.		MX-642	44	259
Hargrave598.0 MX-606	640.3	0	UTICA	®TO	MX-648	117	649
Pen Dennis649.4 MX-657	655.6	h	15.3 SHIELDS.		MX-663	117	637
Manning671.4 MX-679	665.0		HEALY	(W)	MX-673		
Coronado704.1 MX-712 Whitelaw724.6 MX-732	670.2	-	RANCH			1000	628
	681.7	4	11.5			110	020
Kanbrick Ind. Lead:	V		⊗A. T. & S 0.8				
Max Wt. MP 560-09 to end of	682.5	4	SCOTT CI		10000	67	385
track - 220,000 lbs.	682.8		⊗A. T. & S	5. F M			
ABS — Hoisington-Horace.	692.1		MODOC		MX-700	120	637
Hoisington-Rule 425 in effect	699.2	EL	MARIENT	HAL	MX-707		
between remote control switches located at both ends of yard.	707.1	d	LEOTI	® O	MX-715	70	403
Remote control switches, Hoising-	717.1		SELKIRK.		MX-725	116	615
ton are No. 15, or No. 20. Time applies at the station for	729.0	1	TRIBUNE.		MX-737	44	259
trains operating through Horace.	730.8	7	HORACE.			1	
			171.8	. = -	MA-133		
			171.6				

#### SALINA SUBDIV.—KANSAS DIVISION

	WEST	STATIONS	EAST	Station Numbers	Sid	ings
Bule 00(d) in affect	Miles	317110110	<i>A</i>	Stat	Cars	Feet
RACKS: MP No. Kipp484.7 GK-6	479.1	SALINA JCT 15.7 -⊗ C. R. I. & P. 0.0	§	MX-488		
BUSINESS Sta.	494.8 494.9 495.3	- & U. P 0.1 SALINA 0.4 SALINA UNION	• WT§	GK-16	Yd.	
BUSINESS Sta. FRACKS: MP No. Kipp484.7 GK-6	499.1	TRIGO	Section of the section of	GK-21 GK-32	2.0	218
	521.0	MARQUETTE	®0	MX-513		
		41.6				

WEST	TAIN STANDARD TIME	Station	Sid	ings	
Miles	STATIONS	Sta	Cars	Feet	Maximum Speed: MPI
730.8	HORACET	MX-739	Yd.		(Except as below) 55 City Limits Eads 40
740.5	WALKINGHOOD, KAN	. MX-748	175	8750	City Limits Ordway 40 NA Jct.—Pueblo Jct 60
746.6	TOWNER, COLO	MX-754			(Except as below)
752.5	5.9 STUART	MX-760	118	6039	Boone (until crossing occupied) 40 ATSF MP 615.9 — MP 616.0. 50
758.1	SHERIDAN LAKE ®	MX-766	72	3834	ATSF MP 617.2 — MP 617.6. 25
771.8	CHIVINGTON	MX-780	117	6251	Pueblo Jct.: AT&SF MP 617.6 — MP 617.8
785.8	14.0 EADS	MX-794	118	6435	MP 893-06 — MP 895-06 20
807.7	22.9 HASWELL	MX-816	122	6597	River Bridge, Pueblo, Colo. — Ol
830.5	HEATH	. MX-838	124	6462	Main Line.)
841.2	SUGAR CITY	MX-849			
846.4	ORDWAY	MX-854	138	7304	
863.1	PULTENY	MX-871	118	6140	Business Tracks: MP No.
869.4	NA JCT	MX-876			Astor736.9 MX-74
591.8 603.6	AVONDALE ®6	MX-889	155	8153	Kanco
609.6	6.0 DEVINE	MX-895	1		Galatea799.1 MX-80
611.8	BAXTER	MX-897	150	7500	Arlington821.4 MX-82 Crowley851.9 MX-86
617.8	PUEBLO JCT		1		Olney Springs857.3 MX-86
01/10	•	WIA-503			Boone
897.1	1.2 PUEBLO T ®₩§€	MX-905	Yd.		
	165.8				

HORACE SUBDIV. - KANSAS DIVISION

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	STATIONS	EAST	Station Numbers	Sid	ings
	Miles			WZ.	Cars	Feet
B.V. 30. V. 20. 4	485.9	HARDTNER JCT.	®T	M-001		
Rule 99 (d) in ef- fect between Conway	487.9	- ⊗ A. T. & S. F				
Springs and Hardtner only.	488.8	⊗ A. T. & S. F	@			
	494.3			H-196	118	6428
Yard Limits: Hardt- ner Jct. to MP 490-	496.6	BAYNEVILLE		H-197	21	1307
0; MP 511-27 to MP 514-21.	501.4	CLEARWATER		H-202	14	1199
MI 511-21.	506.9	MILLERTON		H-208	18	1394
Maximum Speed: MPH	512.9	CONWAY SPRING	S WTO	NL-135	Yd.	
Between Hardtner	524.3	ARGONIA		H-225		
Jct. and Hardtner:	524.5	⊗ A. T. & S. F				
(Except as Below) . 30	531.2	FREEPORT		H-232	32	2250
MP 512-09 — MP 569-24 25	541.6	ANTHONY		H-243		
MP 569-24 — MP 573-19 20	541.9	⊗ A. T. & S. F				
	542.0	0.1 ⊗ A. T. & S. F	§			
Business Sta. Tracks: MP No.	558.8	CORWIN		H-260		
Murray Gill .493.3 H-194	564.0	HAZELTON		H-265		
CG&F Ele- vator 493.8 H-195	571.2	KIOWA7.2		H-272		
Clearwater Co-op 500.4 H-201	572.5	- ⊗ A, T, & S. F	G			
Waterworks Spur	573.1	© A, T, & S, F	000000000			
543.9 H-245 Shook .548.2 H-250	576.8	STUBBS		H-278		
Ruella .552.0 H-253	581.5	HARDTNER	T	H-283		
	130000	95.6				

#### STAFFORD SUBDIV.—KANSAS DIVISION

	Miles		Station Numbers	Sidi	ings
7.00	2	WEST STATIONS A	Na	Cars	Feet
Max. Wt. 220,000 Ibs. between Olcott	558.7 <b>T</b>	CONWAY SPRINGS W . YT	NL-135	Yd.	
and Iuka, except on authority of Super-	567.1	MILTON	NL-144		
intendent.	572.2	⊗ A. T. & S. F			
Rule 99(d) in ef- fect.	592.3	20.1 KINGMAN	NL-169	.,,	
Yard Limits: Con-	593.1 .	⊗ A. T. & S. FG			
way Springs to MP 559-30, MP 610-01	593.9	⊗ A. T. & S. F			
to End of Track Iuka.	598.4	BROWN'S SPUR	NL-175		
Manimum Cased MDII	605.8	PENALOSA	NL-183		
Maximum Speed MPH (Except as	610.0	OLCOTTT	NL-187		
below) 30 Between Olcott and Iuka 20	619.9	PRESTON 9.9	NC-10	10	500
Preston, Through Turnout at	620.1	⊗ C. R. I. & P			
end of siding. 15	630.0	<u>IUKA</u> ⊕T	NC-20		
Business Sta. Tracks: MP No.	614.5	TURON	NL-191		
Norwich 571.4 NL-148	615.0	⊗ C. R. I. & P			
Belmont 580.4 NL-157	628.6	STAFFORD	NL-205		
Alameda	629.6	⊗ A. T. & S. F			
585.3 NL-162 Neola 620.9 NL-198	639.3	HUDSON	NL-216		
	648.3	SEWARD9.0	NL-225		
	653.7	RADIUM	NL-230		
		95.0			

ICHITA	CHRDIV	- CENTRAL	DIVISION
ICHILA	SUDDIV	- CENTRAL	PIVIDICI

WEST	STATIONS &	otation Numbers	Sid	ings	
Miles			Cars	Feet	
482.0	WICHITA YD @ ® WT & O	H-183	Yd.		Maximum Speed MPH
482.4	& S. L. S. F				Between Wichita and Geneseo
482.6	&C. R. I. & P				(Except as below) 30
483.0	⊗ W. T. A				MP 48502 MP 485-07 . 20
483.0	⊗ A. T. & S. F				MP 530-19 —
485.9	HARDTNER JOT T	M-1			MP 533-25 . 20 MP 559-06
495.0	MAIZE9.1	M-10	23	1532	MP 561-01 . 20
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 40	1140 2222	
531.5	⊗ A. T. & S. F				BUSINESS Sta. TRACKS: MP Nos.
531.6	⊗ A. T. & S. F				Wichita
532.0	⊗ C. R. I, & P				Sand .490.5 M-5 Superior
532.6	HUTCHINSON ®®§	M-48	Yd.		Sand .490.9 M-6 Berwet .496.0 M-11
533.5	⊗ A. T. & S. F				Lock- Joint .497.7 M-13
537.5	YA JOT				KG&ECo.498.3 M-14 Andale .504.2 M-19
	Via A.T. & S.F. 13.09 Mi.				Small Spur .511.1 M-26
550.6	ST JOT				Elmer .526.0 M-41 Yaggy535.8 M-54
559.2	S. L. S. F				Nickerson (between
560.5	LYONS	M-76	39	2566	77 A 7 A 0 000
561.0	⊗ A. T. & S. F				Kanopolis
524.5	GENESEO ® ® ® C	MX-532	59	3841	14.3 M-103

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

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

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

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 ATSF Ry. between YA Jct. and ST Jct.:

Name												1	ATSF MP
YA Jct.													.222.7
Yaggy .													.223.2
Nickerson													.228.6
ST Jet.		Ġ	i	0	ĺ	1	ú			į.	1	i.	. 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.

	WEST								EAS
Rule 99 (d) in	Second Class	Control Control				318			Secon
Bronson and Durand.	111	111				Station Numbers	Sid	ings	110
	Daily	Miles			STATIONS	027	Cars	-	Dail
Maximum Speed: MPH	Daily	Miles	_	_		_	-		
Bronson to		348.9		1	BRONSON	H-50			
Durand 30 (Except as		354.2			⊗MKT				
below) City Limits		354.4			MORAN	H-55			
Iola 25 Durand to		361.6	1		LA HARPE	H-63			
Wichita 40		367.4			IOLA	H-68			
Both legs of Wye-Durand 10		367.8			· &A.T. & S.F (A)				
	AM	374.7		2	PIQUA	H-76	27	1590	PM
No. 110 will not	1 00	383.6	~		DURAND TWY	H-85	93	4902	11 (
equire clearance at Wichita when train		386.0	<		YATES CENTER ®	H-87			
order signal indi- cates proceed.	1 30	394.4		6	BATESVILLE	H-96	90	4881	10 1
	2 25	420.7			26.3 EUREKA	H-122			9 2
Yard Limits: MP 382-00 to MP 387-	3 00	438.6	<		17.9 SUMMIT	H-140	78	4286	8 4
382-00 to MP 387- 25; MP 451-30 to MP 458-10; MP 479-00 to Wichita.	3 20	452.7		5	14.1 WALNUT	H-154	80	4502	7 5
	3 40	1000			0.8 ELDORADO • W T S	H-155			7 3
	3 45	454.6	,		0.1 McPHERSON JCTT	H-155			
Piqua - Humboldt Ind. Lead 10.33	4 45		1		WICHITA YDT§O	H-183	Yd.		63
miles. Max. speed 20 MPH.	AM	102.0	-	-	133.1		-		PM
Humboldt .HU-10	AIII		_	_	1100.1				-
Business Tracks: MP Athens378.6 Toronto399.5 Neal407.6	H-101		Tow	eks: ce alia anda	MP Nos. Tr430.5 H-132 Be	reenwich beedy M	ix .	474.4 476.8	Sta Nos H-1-1 H-1-1 H-1-1
МсРН	ERSC	)N S	1		IV. GEITINAE	וייוע	310	T	_

Rule 99 (d) in effect MPH	west ₩	STATIONS	EAST	Station Numbers	Sidings		
Maximum Speed 30	Miles				Cars	Ft.	
(Except as below) City Limits Potwin 25	454.6	McPHERSON 12.5	JOT®T	H-155	,,,,		
MP 486-11 —	467.1	POTWIN	******	PB-13			
MP 488-03 15	474.5	WHITEWAT	ER	PB-20	17	1117	
Yard Limits: McPherson	474.7	⊗C.R.I.& P.	®				
Jet. to MP 457-13.	486.8	NEWTON	0	PB-32	15	1006	
Newton; Stop and protect	487.0	⊗A.T. & S.F.				***	
East Eighth StU.S. 50.	495.1	HESSTON		PB-41	30	1992	
	501.6	MOUNDRID	GE	PB-47	20	1488	
	514.9	* ⊗C.R.I. & P.					
	516.2	McPHERSON	·	PB-62	Yd.		
		61.6					
siness Tracks: MI Dil Hill	7 PB-2 · 6 PB-17	Marvel Industri Zimmerdale CentKan. Hai		491.	8 P	Sta. No. B-34 B-37	

#### CONWAY SPRINGS SUBDIV.—CENTRAL DIVISION

	WEST		FAST	Station	Sid	ings	Rule 99 (d) in effect. Yard Limits: Dearing to
Miles		STATIONS		Numbers	Cars	Feet	MP 431-00; MP 497-03 to
428.7	1	DEARING	®	R-130			MP 499-05; MP 515-00 to MP 521-00; MP 558-00 to
442.1	4	CANEY	T	NL-19	13	909	Conway Springs.  Operation over AT&SF at
442.2		⊗A. T. & S. F					Caney Item 7 (a) Special In- structions.
458.9		SEDAN		NL-36			Maximum Speed: MPH
480.9	B	CEDARVALE		NL-58	54	2442	Between Dearing & Cedarvale 30
497.7	4	DEXTER	□®0	NL-74	32	1831	Between Cedarvale and Winfield 20
498.1		DEXTER JCT	®				Between Belle Plaine & Conway Springs 25
517.2	1	WINFIELD	® O	NL 94	*****		Max. Wt. Between Dear- ing and Dexter 220,000 lbs.
		21.0 Mi. Via AT &	SF				Business Sta.
537.9	1	BELLE PLAINE		NL-115			Tracks: MP No. Tyro435.1 NL-12
544.5		⊗ C. R. I. & P					Peru453.2 NL-30 Rogers464.6 NL-41
558.7	-	CONWAY SPRIN		NL-135	Yd.		Layton474.7 NL-51 Taussig485.0 NL-62
	***************************************	130.3	- ® T C				Hooser490.8 NL-68 Riverdale 544.4 NL-121 Anson552.2 NL-129

#### ARKANSAS CITY SUBDIV.—CENTRAL DIVISION

WEST			EAST	Station	Sidings		Rule 99 (d) in effect.			
Miles		STATIONS		Numbers	Cars	Feet	Yard Limits: Dexter			
498.1	7	DEXTER JOT	®		Yd.		Jct. to MP 498-33; MP 518 to Arkansas City.			
513.5	4	SILVERDALE		NB-15	29	1682	A select that the second section of the second			
522.5		⊗A.T. & S.F	M				Maximum Speed MPH			
522.9	1	ARKANSAS CIT	Y 🗹 🗆	NB-25	Yd.		(Except as below) 30 MP 498-06 —			
		24.8					MP 498-18 20			

#### COFFEYVILLE SUBDIV. — CENTRAL DIVISION 43

	SOUTH		NORTH	ers	Sie	dings
Miles	*	STATIONS	•	Station	Cars	Feet
333.4	OSAWATOR	MIE		MX-341	Yd	
334.9	⊗ M. P. ₪.					
342.8	LANE 10			R-9	126	668
353.4	HECLA			R-20	135	757
357.4	XA. T. & S.	.0 . F				
357.6	GARNETT.	.2		R-24		
371.7	DIXON			R-39	171	920
384.4	LE ROY		®	R-51		
391.0	VERNON.			R-59	175	9283
398.5	DURAND. 7.		• ®-2 T 🗑 🔾	H-85	179	898
415.1	ROPER		*******************	R-82	170	854
417.6	BENEDICT	⊗A.T. & S.F		R-85		
126.5	FREDONIA		⊛□≎	RC12		
27.2	ALTOONA.			R-94		
134.8	NEODESHA			R 102	99	599
134.9	S. LS. F		@			
142.3	SYCAMORE	<u> </u>		R 109	180	9002
148.3	⊗ A. T. & S	. F				
48.6	⊗ A. T. & S	. F				
149.1		ENCE	⊚ □ ⊚ o	R 116	71	4045
62.4	DEARING.			R 130	115	6122
67.8	COFFEYVIL		B-2 T § • 🛭 🗘 🔾	R 135	Yd	
•	133.	4				

ABS — Osawatomie-Coffeyville.

MP 448-06 — MP 450-10.... 40 MP 462-02 — MP 462-09.... 45

CTC Osawatomie and Dixon; 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 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 MPI (Except as below) 50	TRACKS: MP No.
MP 334-31 — MP 334-41 30 MP 340-39 — MP 341-34 40 MP 343-23 — MP 344-01 45 MP 348-20 — MP 348-26 45 MP 356-40 — MP 357-37 25 MP 371-27 — MP 372-26 45	Greeley 348.1 R-15  Birch 361.8 R-29  Westphalia 373.6 R-41  Aliceville 377.4 R-44  Buffalo 411.2 R-78
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	YARD LIMITS:
MP 433-27 — MP 435-09 30	MP 466-23 — Coffeyville.

Miles	<b>SOUTH</b>	NORTH A	Station Numbers	Cars	Feet sguil
662.8		KAN 🖻 🏵 🕅 T 🕻 C	R 135	Yd	
660.5	⊗M-K-T 2.3				
651.0	LENAPAH, OKL	A	L-311	140	7743
640.1	NOWATA		L-300	76	4881
634.4	5.7 CLEM		L-294	111	6214
622.1	OOLOGAH		L-282	168	8440
610.3 -	11.8 S.LS.F				
609.7	0.6		L-270	102	5739
596.9	INOLA		L-257	170	9577
581.4	15.5 WAGONER ®MI	KT	L-242		
579.6	1.8		L-239	175	9415
7/7/7	4.1	€	I-233		
575.5	18.0		L-218		7036
557.5	16.7		L-201	100	6533
540.8	UPSON3.4			125	0000
537.4	VIAN10.7		7.7-1		
526.7	0.9				0501
525.8	SALLISAW 6.i		L-186	000	3591
519.7	HANSON		L-180	100	4132
513.1	MULDROW	.,	L-173	150	3580
503.6	GREENWOOD J	TOT., OKLA	L-164	61	3302
498.4	⊗S. LS. F				
497.2	VAN BURÊÑ, A	\RK	L-158	Yd	
	165.6				

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

ABS — Coffeyville to Van Buren. Operation between Okay Jct. and Muskogee via Oklahoma Subdiv. Yard Limits: MP 495-20 to MP 499-00; MP 660-00 to Coffeyville.

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

No. 15, 16 or 20 turnouts both ends Cookson, and Lenapah.

	BEDIT
Maximum Speed	MPH
(Except as below)	50
MP 497-22 — MP 499-08.	
MP 500-02 - MP 500-14	45
MP 507-20 - MP 507-29	
MP 516-03 - MP 516-16.	
City Limits Sallisaw	
MP 534-22 - MP 535-04	40
MP 536-01 - MP 536-07	
MP 544-04 - MP 544-16	
MP 556-04 - MP 556-10.	
MP 559-18 - MP 560-01.	
MP 560-23 - MP 560-27.	40
MP 564-01 — MP 564-13.	40
On OG&E Spur	
City Limits Ft. Gibson	
City Limits Wagoner	
MP 592-00 — MP 594-00.	

P 596-20 — MP 597-04	35
P 617-18 — MP 618-29	40
P 621-12 — MP 622-07	25
ty Limits Nowata	30
	P 596-20 — MP 597-04 ty Limits Claremore P 617-18 — MP 618-29 P 621-12 — MP 622-07 ty Limits Nowata

BUSINESS TRACKS	MP	Sta. No.
Delaware		L-306 L-288
Neodesha	588.6 568.7	L-249 L-229
Fort Gibson	567.9	L-228 L-206
Gore West Ft. Smit	546.5 h 507.2	LG-4

Maximum Speed	MPH	
(Except as be	low) 50	1
LEXCEPT AS DE.	250 10 45	
MP 357-19—MP MP 359-10—MP	359-10 40	
MP 359-10—MP	359-29 35	
City Limits Con	way 45	
MP 373-26—MP	383-02 45	
MP 385-31—MP	386-05.45	
City Limits Mor		1
MP 412-28—MP	412-34 45	
City Limits Russ	ellville 30	
MD 496 97 MD	497 00 45	
MP 426-27—MP MP 434-19—MP-	404 01 45	
MP 434-19—MP-	434-31 40	,
Between Clarksv	ille Jct.	
and Clarksvill	e 30	30
MP 471-20—MP		
MP 472-16-MP	474-16 48	5
MP 479-19—MP	479-26 45	5
BIIGINEGO	Sto	-
BUSINESS TRACKS:	Sta.	
TRACKS:	MP No.	
TRACKS: Mulberry	MP No.	)
TRACKS: Mulberry Co-op Spur	MP No. .479.7 L-140 .462.9 L-123	)
TRACKS: Mulberry Co-op Spur Peabody	MP No. .479.7 L-140 .462.9 L-123 .447.5 L-110	)
TRACKS:  Mulberry  Co-op Spur  Peabody  Kemp-Johnson Coal Co.	MP No479.7 L-140 .462.9 L-123 .447.5 L-110	0 8 0
TRACKS: Mulberry Co-op Spur Peabody Kemp-Johnson Coal Co Hoyt Clarksville Jct. Storage.	MP No479.7 L-146 .462.9 L-123 .447.5 L-116 .446.9 L-103 .445.8 L-103 .435.3 L-93	0 8 0
TRACKS:  Mulberry Co-op Spur Peahody Kemp-Johnson Coal Co. Hoyt Clarksville Jct. Storage. Knoxville	MP No479.7 L-140 .462.9 L-123 .447.5 L-110 .446.9 L-103 .445.8 L-103 .435.3 L-93 .433.6 L-91	0 8 0
TRACKS: Mulberry Co-op Spur Peabody Kemp-Johnson Coal Co. Hoyt Clarksville Jct. Storage Knoxville London	MP No479.7 L-144 .462.9 L-125 .447.5 L-110 .446.9 L-104 .445.8 L-104 .435.3 L-93 .433.6 L-91	0 8 0
TRACKS:  Mulberry Co-op Spur Peabody Kemp-Johnson Coal Co. Hoyt Clarksville Jct. Storage Knoxville London AP&L Spur	MP No479.7 L-14(.462.9 L-123.447.5 L-11(.446.9 L-109.445.8 L-93.433.6 L-91.425.4 L-82.424.5 L-95	0 8 0
TRACKS: Mulberry Co-op Spur Peabody Kemp-Johnson Coal Co. Hoyt Clarksyille Jct. Storage Knoxville London AP&L Spur Clarksyille Jct. to Clarks	MP No479.7 L-14(.462.9 L-12; .447.5 L-11(.446.9 L-10; .445.8 L-10; .435.3 L-93 .433.6 L-91 .425.4 L-82 .424.5 L-95	0 8 0
TRACKS: Mulberry Co-op Spur Peabody Kemp-Johnson Coal Co. Hoyt Clarksyille Jct. Storage Knoxville London AP&L Spur Clarksyille Jct. to Clarks	MP No479.7 L-14(.462.9 L-12; .447.5 L-11(.446.9 L-10; .445.8 L-10; .435.3 L-93 .433.6 L-91 .425.4 L-82 .424.5 L-95	0 8 0
TRACKS: Mulberry Co-op Spur Peabody Kemp-Johnson Coal Co. Hoyt Clarksville Jct. Storage Knoxville London AP&L Spur Clarksville Jct. to Clarks Lamar Lambrick Spur King Switch	MP No479.7 L-14(.462.9 L-12)(.447.5 L-10)(.446.9 L-10)(.446.3 L-93)(.453.3 L-93)(.453.4 L-91)(.426.4 L-82)(.424.5 L-95)(.424.5 L-95)(.426.4 L-82)(.424.5 L-95)(.426.4 L-91)(.426.4 L-91)	0 8 0
TRACKS: Mulberry Co-op Spur Peabody Kemp-Johnson Coal Co. Hoyt Clarksville Jct. Storage Knoxville London AP&L Spur Clarksville Jct. to Clarks Lamar Lambrick Spur King Switch	MP No479.7 L-14(.462.9 L-12)(.447.5 L-10)(.446.9 L-10)(.446.3 L-93)(.453.3 L-93)(.453.4 L-91)(.426.4 L-82)(.424.5 L-95)(.424.5 L-95)(.426.4 L-82)(.424.5 L-95)(.426.4 L-91)(.426.4 L-91)	0 8 0
TRACKS: Mulberry Co-op Spur Peabody Kemp-Johnson Coal Co. Hoyt Clarksville Jct. Storage Knoxville London AP&L Spur Clarksville Jct. to Clarks Lamar Lambrick Spur King Switch Atkins AP&L Spur No. 2	MP No. 447.7 L-144 462.9 L-15 447.5 L-114 445.8 L-101 445.8 L-101 435.3 L-93 433.6 L-91 425.4 L-82 424.5 L-95 wille 438.5 L-95 440.7 L-97 441.9 L-99 405.8 L-63 362.3 L-19	0 8 0
TRACKS: Mulberry Co-op Spur Peabody Kemp-Johnson Coal Co. Hoyt Clarksville Jct. Storage. Knoxville London AP&L Spur Clarksville Jct. to Clarks Lambrick Spur King Switch Atkins AP&L Spur No. 2	MP No. 4479.7 L-144 4462.9 L-123 4447.5 L-114 446.9 L-103 445.8 L-104 445.8 L-104 445.8 L-105 445.8 L-105 425.4 L-105 438.5 L-105 441.9 L-105 445.8 L-63 336.2 L-10 355.3 L-10	0 8 0
TRACKS: Mulberry Co-op Spur Peabody Kemp-Johnson Coal Co Hoyt Clarksville Jct. Storage. Knoxville London AP&L Spur Clarksville Jct. to Clarks Lamar Lambrick Spur King Switch Atkins AP&L Spur No. 2 Marche Jeffrey	MP No. 449.7 L-144, 462.9 L-15, 447.5 L-110, 446.9 L-103, 445.8 L-101, 445.8 L-101, 445.3 L-93, 433.6 L-91, 425.4 L-82, 424.5 L-95, wille 448.7 L-97, 441.9 L-99, 405.8 L-63, 362.8 L-19, 353.3 L-19, 353.3 L-19, 354.5 L-65	0 8 0
TRACKS: Mulberry Co-op Spur Peabody Kemp-Johnson Coal Co. Hoyt Clarksville Jct. Storage. Knoxville London AP&L Spur Clarksville Jct. to Clarks Lambrick Spur King Switch Atkins AP&L Spur No. 2	MP No. 449.7 L-144, 462.9 L-15, 447.5 L-110, 446.9 L-103, 445.8 L-101, 445.8 L-101, 445.3 L-93, 433.6 L-91, 425.4 L-82, 424.5 L-95, wille 448.7 L-97, 441.9 L-99, 405.8 L-63, 362.8 L-19, 353.3 L-19, 353.3 L-19, 354.5 L-65	0 8 0

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

Scotia - Sou, end siding No. 20 turnout.

Mayflower - both ends siding No. 16 turnouts.

SOUTH	NORTH	on	Sidi	ngs
Miles	STATIONS A	Station Numbers	Cars	Feet
497.2	VAN BUREN	L-158	Yd.	
489.4	ALMA	L-149	72	3810
470.0		L-130	118	6178
464.8		L-125	74	3859
456.5	8.3 ALIX	L-117	115	6014
443.0		L-105	144	7517
435.6	CLARKSVILLE JCT.	L-93		
443.7	CLARKSVILLE ®	L-101		
427.5	SCOTIA	L-85	162	8437
417.7	RUSSELLVILLE ®T	L-75	118	6143
417.6	D. & R. CONN			
410.7	WORTHEN	L-68	122	6388
400.0	BLACKVILLE	L-57	89	4628
392.5	MORRILTON	L-50	91	4734
381.3	MENIFEE	L-38	84	4378
373.1	8.2 CONWAY©®®®©	L-30	186	9682
363.6	MAYFLOWER	L-21	205	10280
343.6	No.LITTLE ROCK	X-344	Yd.	
	153.2 ®§ • ® ©			

ABS - Van Buren-No. Little Rock (except between Clarksville Jct. and Clarksville).

Yard Limits: MP 495-20 to MP 499-00; MP 415-00 to MP 419-30; MP 370-06 to MP 375--20; MP 343-00 to MP 346-20; Clarksville Jct. MP 435-20 to end of track Clarksville.

Conditional Yard Limits: 370-06 -375-20 - 9:01 am to 5:30 pm.

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

TUNNELS:

Conway: MP 375-31 to MP 376-03

#### PARIS SUBDIV.—CENTRAL DIVISION

Rule 99 (d) in effect.	SOUTH NORTH	Station	Sidi	ings
Yard Limits: Ft. Smith: SLSF Conn. to MP 512-10.	Wiles STATIONS	Nu	-	Feet
Maximum Speed         MPH           (Except as below)         30           City Limis Ft. Smith         25           SLSF Conn         MP 508-00           MP 508-00         15	497.2 <b>VAN BUREN. 9 9 9</b> 508.0 FT. SMITH. § <b>9 9 1</b> .5 1.3	L-158 LD-5	Yd.	
MP 508-00	509.4	The contract		 
Sta.   Sta.	519.4 FORT CHAFFEE 15.9 535.3 CHARLESTON 0.7 536.0 THESSING 17.1 553.1 PARIS	LD-17 LD-33 LD-34 LD-51	35	1500
Ft. Smith Yard:  Nth. R StSLSFG  Nth. L StKCS®	46.6			

Operation over SLSF R.R. between Van Buren and Ft. Smith. See Item 7(b) Special Instructions.

WE	ST CLASS							EA:	
21 Psgr.	461 Psgr.			DALLAS			ings	460 22 Psgr. Psg	
Daily	Daily				Station Numbers			Daily	Daily
		Miles		STATIONS		Cars	Feet		PM
2 36		0.0	11	T TO O O S S TEXARKANA ARK	TP-0	Yd.			9 54
,				⊗St. L.S.W					
		1.3	9	NATIONAL TEX	TP-2	89	4903		
		,,	-	⊗ K.C.S & 5.5					
		7.9	R	SULPHUR	TP-8	174	9157		
		14.8	P	SPRINGDALE 5.6	TP-15	89	4914		
		20.4	9	QUEEN CITY	TP-21	140	7449		
		23.6	9	ATLANTA®		77	4756		
• • • • •	.,.,.	31.2	9	BIVINS	TP-31	142	7426		
		37.5	2	KILDARE	TP-37	94	5022	*****	
		43.5	1	PAYNE® 7.2		146	7761		• • • • •
		50.7	-4-	JEFFERSON ⊗ L. &A. @ 8.0		158	8513		
		58.7	R	WOODLAWN	TP-58	136	7395		
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		70.5	4	QUINCY	TP-70	86	4748		
		75.3	K	KEOKUK	TP-75	138	7484		
		82.9	1	LANSING	TP-83	195	10485		
f 4 18		89.6	1	LONGVIEW   § ® C	-	Yd.			f 8 14
		93.8	9	GREGGTON	TP-94	132	7364		
		104.8	-5/2-	GLADEWATER	TP-103	136	7255		
		113.8	P	BIG SANDY &St.L.S.W		131	7277	8.65.4	
		124.2	9	FADA5.8	TP-124	135	7507	1112	
		130.0	8	HOARD	TP-130	88	4967		
		136.1	1	MINEOLA ® ® C		245	13970		
		142.2	P	SILVER LAKE	TP-143	83	4730		
		150.0	2	GRAND SALINE	TP-149	141	7512		
•••••		158.8	P	EDGEWOOD	TP-160	142	7559		
		167.4	1	WILLS POINT		135	7728		
		175.9	1	ELMO6.0	TP-176	_	7454		
		181.9	1	TERRELL	7	79	4406		
		187.0	9	LAWRENCE 12.1 MARITH	TP-187		7466		
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Mr 193-07 Mr 194-10. 45 40 Mt. Creek 223.8 TP226 Mr 194-10 Mr 196-14 65 — Great Southwest 231.2 TP231 Mr 205-15 Mr 205-15 70 — Handley 239.2 TP239 Mr 205-15 Mr 205-29 Mr 214-24 10 10 Jamestown 242.9 TP243 Mr 214-24 Mr 221-23 20 20 Fort Worth 245.8 BV272 Mr 225-26 Mr 225-26 50 50 50 Mr 225-26 Mr 226-25 Mr 228-25 50 50 50 Mr 226-25 Mr 228-32 50 50				Cloudy	O TIPO	05
Mr 193-07 Mr 194-10. 45 40 Mt. Creek 223.8 TP226 Mr 194-10 Mr 196-14 65 — Great Southwest 231.2 TP231 Mr 205-15 Mr 205-15 70 — Handley 239.2 TP239 Mr 205-15 Mr 205-29 Mr 214-24 10 10 Jamestown 242.9 TP243 Mr 214-24 Mr 221-23 20 20 Fort Worth 245.8 BV272 Mr 225-26 Mr 225-26 50 50 50 Mr 225-26 Mr 226-25 Mr 228-25 50 50 50 Mr 226-25 Mr 228-32 50 50	MP 166-09 — MP 167-01			June Pit223.	Z TPZ	-
MP 194-10 - MP 196-14 65 -	MP 182-06 — MP 183-05	. 45		Mt. Creek223.	8 TP2	
MP 196-14 — MP 205-15 70 — MP 205-15 MP 209-29 20 20 MP 209-29 — MP 214-24 10 10 Jamestown 242.9 TP243 MP 214-24 — MP 221-23 20 20 Fort Worth 245.8 BV272 MP 225-15 — MP 225-26 50 50 MP 225-26 — MP 228-32 50 50	MP 194-10 - MP 196-14	65	_	Great Southwest 231.	2 TP2	31
MP 203-29 — MP 214-24 10 10	MP 196-14 - MP 205-15	70		Handley 239.	2 TP2	39
MP 214-24 — MP 221-23 20 20 Fort Worth 245.8 BV272 MP 225-15 — MP 225-26 50 50 MP 225-26 — MP 226-25 30 30 MP 226-25 — MP 228-32 50 50				Iamestown 242	9 TP2	43
MP 225-15 — MP 225-26 50 50 MP 225-26 — MP 226-25 30 30 MP 226-25 — MP 228-32 50 50	MP 209-29 — MP 214-24	10				
MP 225-26 — MP 226-25 30 30 MP 226-25 — MP 228-32 50 50	MP 214-24 — MP 221-23	50		FOIL WOITH	0 111	
MP 226-25 — MP 228-32 50 50	MP 225-26 — MP 226-25					
MD 000 20 MD 025 07 40 40	MP 226-25 - MP 228-32	50				
MP 228-32 — MF 233-01 10 10	MP 228-32 - MP 235-07	40	40			

\*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

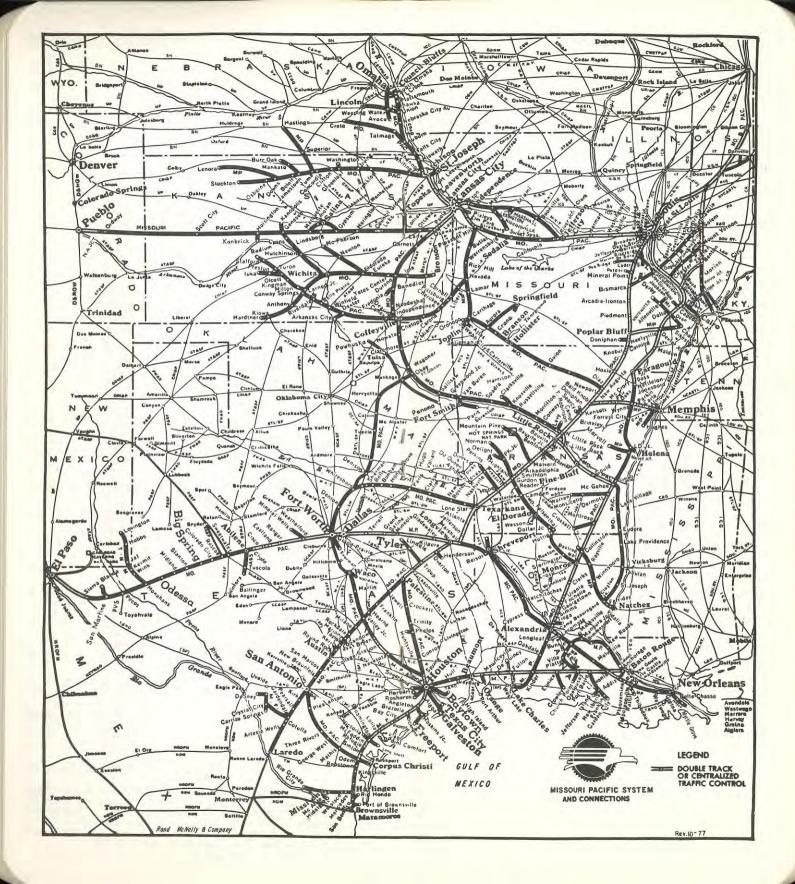
engines will be governed by instruction of yardmaster or Tower 55.

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.



#### 50 OKLAHOMA SUBDIV. - RED RIVER DIVISION

and KO&G Jct. (Except as below 49 MP 128-08— MP 128-12 10 City Limits	SOUTH	STATIONS	NORTH	Station Numbers	Sidi	ngs
Muskogee 25†	Miles			22	Cars	Feet
Muskogee Over MP® 20	120.2	OKAY JCT		L-233		
Broadway & Okmulgee Sts.	122.5	VERDIGRIS RIVE	RØ®			
Muskogee 12 MP 167-14 to	128.3	⊗M-K-T				
MP 167-20 45	133.8	MUSKOGEE⊗ MP.	T O	MG-3	Yd.	
MP 173-00 to MP 175-00 25	145.9	12.1				
MP 184-22—	145.9	WAINWRIGHT		MG-146	143	7766
MP 185-01 40 MP 202-00 to	158.5	HITCHITA		MG-159	62	3420
MP 217-00 40 Except:	174.1	HENRYETTA	®T ® O	MG-174	77	4140
Calvin—Over CRI&P ⊗ . 20	188.6	TANNER		MG-189	85	4543
MP 231-03 to	202.2	MINA		MG-202	142	7560
MP 231-13 45 MP 242-16 to	215.3	⊗C.R.I. & P				
MP 246-13 40 MP 256-19 to	216.3	CALVIN		MG-216	77	4303
MP 256-27 30 MP 267-22 to	230.0	ALLEN	®	MG-230	89	5042
MP 273-17 40 MP 291-19 to	252.5	TUPELO	®	MG-252	147	7798
MP 295-18 40 Thru Conn.	269.5	WAPANUCKA	®	MG-270		
K0&G Jet 15	278.0	CAIN8.5		MG-279	134	7760
Yard Limits: Muskogce:	297.6	KO&G JCT, OKLA		MG-298		
MP 126-00— MP 134-25	— r	RAY-DENISON, TE	X WKT ®	MK-662	Yd.	
Henryetta:		198.3				
MP 171-27— MP 175-08 KO&G Jct.: MP 296-05—						

Business Tracks:	MP	Sta. No.
Fansteel	126.4	MG-126
Coleman	277.6	MG-278
Durant	200 0	M/ 000

#### MKT STATIONS

Station:	MKT Mile Post	Station:	MKT Mile Post
Durant	641.4	Excess, Tex	656.7
Olive	649.1	Ray	
Staley, Okla	655.9	Denison	

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

Durant: (x) 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

Between Whitesboro Jct. and Tower 55	SOUTH STATIONS NORTH		Station Numbers	Sidings	
(Except as below) 50	Miles		22	Cars	Feet
MP 173-10 — MP 173-20 35		RAY-DENISON TEX	MK-622	Yd,	
MP 191-15 — MP 192-04 40	173.1	WHITESBORO JCT®®		Yd.	
MP 203-10 — MP 203-20 45	179.5	COLLINSVILLE	TA-179	65	4143
MP 207-33 — MP 210-04 20	191.5	PILOT POINT	TA-191	139	7874
MP 237-05 —	209.1	DENTON   ® TC	TA-209	123	7208
MP 243-30 30 MP 243-30 — Tower 55 15	225.4	ROANOKE	TA-225	144	7967
Tower 55 — Through	235.5	WATAUGA	TA-235	44	2654
Interlocking 15 On wye tracks	238.1	⊗ S.T.L.S.W ⑨ @			
Tower 55 10	240.0	HODGE	TA-240	98	5332
Yard Limits:	244.5	TOWER 55 ® ® ® C	TP-245	Yd.	
Whitesboro Jct.: MP 171-26 — MP 174-13		92.3			

Terminal Division jurisdiction MP 237 - Centennial Yard inclusive.

ABS - Whitesboro Jct. to Tower 55.

MP 212-25 Tower 55: MP 237-00 MP 244-20

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
Aubrey		198.3	TA-198	MKT Mile Post
Keller		230.2	TA-230	Perrin Field
	6 turnout at Peac s Roanoke siding, ling.			Pottsboro         669.6           Sadler         681.9           Whitesboro         685.7

Miles	WEST EAST	Station Numbers	Siding Capacity in Cars
20.8	PANAMA	MV 21	
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	SHOPTONT®®§	MV 96	Yd.
100.1	MUSKOGEE. &MPO	MV 97	
117.3	HASKELL	MV 117	14
134.0	BIXBY	MV 134	
141.5	JENKS	MV 142	9
148.1	TULSA TY S	MV 152	Yd.
152.3	⊗SS RY@		
187.2	BARNSDALL	MV 187	
194.8	NELAGONYMKT	MV 195	
200.6	PAWHUSKA	MV 201	Yd.

179.8

		200	111		effect
н	CHIP	44	(11)	ın	PITRET

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 (Except as below)	. 25
MP 169-14 - MP 169-20.	. 10
MD 100 04 MD 100 04	10

MP 190-24 — MP	192-0	4 10
BUSINESS TRACKS—	MP	Sta. No.
Bokoshe	27.2	MV-27
Gloco	47.5	MV-47
Kerr McGee	50.5	MV-50
Dorduo	K4 9	1437 EE

Skiatook ........166.6 MV-167 Max. Wt. 220,000 lbs. between Barnsdall and Pawhuska.

Turley ..........157.5 MV-158

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

	WEST EAST		Sidings		Rule 99(d) in effect only:	
Miles	Y STATIONS A	Sta. No.	Cars	Ft.	Between Texarkana and Paris	
0.0	TEXARKANA (9 ® 6	TP-0	Yd.		Between Sherman and Whites- boro Jct. MPH	
0.6	⊗ K. C. S	D			Maximum Speed 30	
14.8	HOOKS	. TA15	75	4051	(except as below) MP 0-0 — MP 4-20 20	
34.2	DE KALB	. TA34	57	4059	Over Church St., Paris 10 ATSF-SP ® 10	
61.0	CLARKSVILLE ®®	TA61	85	4979	MP 100-06 — MP 151-04 25 MP 153-08 — MP 156-11 20	
91.0	PARIS WWS	TA91	Yd.			
91.7	== =0.7 				BUSINESS TRACKS MP Sta. No.	
128.1	BONHAM ® ® ®	TA128	Yd.		Nash 5.1 TA-5 Proetz Lbr. Co 6.0 TA-6	
141.6 .		TA142			Anglo-AmericanPaper 6.6 TA-7	
154.5	SS.P @ @ 6				Lone Star Ord. Plant 15.7 TA-12	
154.6	SHERMAN®®MKT.	TA155	Yd.		Red River Army	
173.1	WHITESBORO JOT		Yd.	.,	Depot 17.3 TA-17 New Boston 22.0 TA-22 Annona 52.5 TA-53	
	173.1 ® ®				Mulberry Lbr 59.4 TA-58	
		•			Detroit 74.2 TA-74	
					Blossom 81.2 TA-81 Honey Grove112.0 TA-112	
					Windom117.3 TA-117	
					Savoy	
					FP&L140.0 TA-140	
					Whitesboro173.1 TA-173	

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.

TIMETABLE NO. 11

#### SHREVEPORT SUBDIV. — RED RIVER DIVISION 53

wes	T STATIONS	EAST	Station Numbers		lings	Yard Limits: MP 192.0 - MP 196.5 MP 310.6 - MP 317.9 MP 347.5 - MP 351.1
Miles	STATIONS	®-1		Cars	reet	Maximum Speed: MPF
192.1	ALEXANDRIA.		TB-195	Yd.		(except as below) 50 MP 190.4—MP 195.8. 40
195.7	TEXMO JCT	®®	TB-196			MP 235.8—MP 236.2. 40 MP 245.8—MP 247.8 25
203.7	RAPIDES		TB-204	64	4105	MP 310.9-MP 320.3. 20
225.2	FERN		TB-225	76	4124	MP 348.6—MP 350.6. 40 MP 350.7—MP 351.4. 30
235.8	CYPRESS		TB-236	87	5094	
246.0	CANE		TB-246	63	4066	
247.5	NATCHITOCHE	S. ®-1 O	TB-247			Business Sta.
265.7	LAKE END		TB-265	50	2935	Tracks MP Nos. England AFB199.8 TB19
286.0	WESTDALE		TB-286	87	4777	Boyce
308.6	LUCAS		TB-308	90	4805	Soybean Spur 243.0 TB24 Plywood Spur 251.0 TB25
311.7	⊗K.O.S	🐼				Powhatan258.8 TB25 Gahagan276.1 TB27
313.9	- ⊗S. P					Grand Bayou 280.1 TB28 Caspiana 296.6 TB29
315.0	OUT OFF JOT.	®	TB-315	Yd.		Gayles302.4 TB30 Olin303.9 TB30
315.6	HOLLYWOOD J	CT ®	TB-316	Yd.		Reisor319.0 TB31: Greenwood326.4 TB32:
1.5	HOLLYWOOD Y		TS-326			Jonesville335.4 TB33
322.3	LAKE HAYES.	LA	TB-321	70	4116	
332.5	WASKOM, TEX		TB-331	91	5289	
343.1	SCOTTSVILLE.		TB-342	72	4028	
351.4	MARSHALL ® ®	-1 T ® O	TP-67	142	7551	

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 A	Sta. Nos.	Rule 99 (d) in effect.
34.1	HOSSTON	TT-28	Maximum Speed20
29.4		TT-23	Yard Limits: MP 3-15 to
4.8	SHREVEPORT	TS-326	Hollywood Jct.
3.7	⊗ ICG		Business Tracks MP No.
1.5	HOLLYWOOD YD \$T ® @-1	TS-316	Belcher18.1 TT-18
0.0	HOLLYWOOD JCT	TB-316	Sentell10.3 TT-10 Good Roads Spur. 4.8 TT-3
	34.1		acca storage aparts are set

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

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

#### 54 LONGVIEW SUBDIV. — RED RIVER DIVISION

		MPH							
Maximum (Except as MP		50					n oers	6:7	ings
City limits- Palestine		30	SOUT	LH	STATIONS	NORTH	Station Numbers	biu	mgs
0-0	0-16 19-07	20 45	Miles	<b>V</b>	JIAIION3		224	Cars	Feet
21-15 26-10	22-07 28-30 31-15	45 30 45	81.3	1	LONGVIEW	®§ ■ <b>○</b>	AX-0	Yd.	
30-02 44-30	45-30 50-24	45 45	69.2	D	KILGORE.		AX-12	149	8075
50-09 52-10 56-07	53-00 56-20	45 45 45	58.9	4	OVERTON.	®	AX-22	131	7154
59-18	60-19 71-00	45 45 45	45.4	1	TROUP	®T	AX-36	158	8973
68-00 73-05	73-25 80-10	45 40	33.4	3	TECULA		AX-48	135	7487
78-07 80-10	81-03	15	27.2	P	JACKSONV	ILLE ®O	AX-54	71	4605
Business	T	I Sta.	27.0		®ST.L.S.W				
Tracks Alcoa Spur	MP 7.		23.6	D	HUME		AX-57	138	7331
Cherokee S	ales. 24.	6 AX-56	11.9	9	NECHES		AX-70	146	7754
Kinsloe	74.	0 AX-7	5.0	4	WELLS CR	EEK	AX-77	104	5478
No. 15	or No.	16 turn-	0.0		PALESTINI	C ® • O	AX-81	Yd.	
route Pa Wells C	reek, s	freight both ends outh end nds Troup	-		81.3				_
Hot Bo Equipme MP 25-12		tectors:							

ABS - CTC between Palestine and Longview.

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

Originating trains secure clearance Palestine and Longview.

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

#### TYLER SUBDIV.—RED RIVER DIVISION

Yard Limits; Entire Subdiv.		Miles	SOUTH NORTH	Station Nos.
Maximum Speed20 MPH (Except as below) MP 26-00 to MP 32-07.10 MPH	T	1	LINDALE	CX-33
Sta.		26.3	SWAN	CX-27
BUSINESS TRACKS MP No.	-+-	19.0	TYLER St. LSW 🖸 🔾	
General Electric Co., 13.5 CX-13 Thedford30.1 CX-30		13.9	ELBERTA	CX-14
Max. Wt. Troup-Swan240,000 lbs.		8.6	WHITEHOUSE	CX 9
Swan-Lindale220,000 lbs.		0.0	TROUP ®T 6	AX-36
			32.7	

#### HENDERSON SUBDIV.—RED RIVER DIVISION

Yard Limits: Entire Subdiv. Maximum Speed 15 MPH	SOUTH NORT	H Station Numbers
BUSINESS Sta. TRACKS MP No.	SOUTH STATIONS NORT	A SS
Humble Oil Rack 2.7 BX-4	0.0 OVERTON	. ® AX-22
Int. Paper Co. 13.3 BX-13 Henderson	16.0 HENDERSON	. O BX-16
Clay13.6 BX-14 Woodcarve14.0 BX-14	16.0	

#### FT. WORTH SUBDIV. - RIO GRANDE DIVISION 55

Miles	SOUTH STATIONS A	Station Numbers	Sidings Cars Fee	Maximum Speed MPH (except as below) 49 MP 0-00—MP 0-11 35 MP 47-17—MP 48-10 25 tt MP 78-00—MP 78-18 15
	CENTENNIAL YD	TP-250	Yd	MP 97-00 (SP Crossing) 30
	TOWER 55 1 O O	TP-245	Yd	
165.8		BV-181		Tower 55—Waco Jct45 On wye tracks
165.4				Tower 5510 Creosote Plant Lead
163.7	WACO • ® ® ©	BV-178	162 898	Navasota 15
155.C	HARRISON	BV-155	159 883	Yard Limits: MP 0-00 to MP 3-00
137.0	> MARLIN	BV-139	161 805	MP 43-23 to Nava Jet
116.5	SALTER	BV-117	161 805	MP 99-03 to MP 102-10
110.1	SARGE	BV-110	79 469	
100.6	VALLEY JOT., ® &T ®	AX-175	168 914	Rusinger Typeket
97.0	⊗S. P			Gifford Hill 88.0 BV-88
92.0	MUMFORD	BV-92	59 356	Brazos 80.5 BV-81
78.1	BRYAN ® • ® ©	BV-78	56 323	Indpark80.3 BV-79 College Sta 73.6 BV-74
77.8	⊗S. P			Pinehurst 17.0 BV-17 Parker Bros 3.0 BV-3
75.5	BRYAN JCT	BV-75		Hou. Shell . 1.3 BV-1 Trains secure clearance
48.6	NAVA JOT	BV-49		Settegast Yard and Centen- nial Yard, or Tower 55.
48.5	NAVASOTA ®®O	BV-49	59 338	
45.0	JERRY	BV-44	180 1120	Station: MKT. MP. Tower 55757.1
36.5	STONEHAM®	BV-37	81 464	Ruelocon 771 9
22.1	MAGNOLIA	BV-22	83 477	Alugnado 7040
11.2	HUFSMITH	BV-11	155 803	Itasca801.3
0.0	SPRING®T	A-209	130 650	Hillsboro B811.9 Winslow813.0
	SETTEGAST YD ® •	B-379	Yd	Abbott821.5 West827.4
	277.0			Elm Mott836.4 Greer838.8
Hot	Box and Dragging Equipment Detec SP Stations Bryan-Na		P 19-10	Caphead,841.9 Waco Jct842.1

No. 15 turnout South end siding Harrison and Trinity Subdiv. Conn. at Spring. No 16 turnout both ends siding Jerry.
Operation: On Trinity Subdiv. between Spring and Settegast;
SP between Nava Jct. and Bryan Jct.; on MKT between Waco
Jct. and Tower 55; Dallas Subdiv. between MKT Ney Yard and

SP-MP 80.2

Millican ...

Centennial Yd.

A. & S. SUBDIV.—RIO GRANDE DIVISION

Miles	SOUTH	STATIONS	NORTH	Station Numbers	Maximum Speed — 20 MPH	
16.7	AT &	SF			Max. Wt. 220,000 Lbs.	
27 4	BRADSE	AIAW		TJ-17 TJ-28 TJ-38	Yard Limits: Entire Subdiv.	

#### T.-N. M. SUBDIV.—RIO GRANDE DIVISION

Miles	YARD LIMITS: MO TO MP 1-0- SOUTH STATION	NORTH	Station Numbers	Rule 99 (d) in effect Maximum Speed MPH (Except as below). 30 MP 65-02 — MP 66-00. 15
105.5	LOVINGTON		TM-105	MP 83.0 — MP 91.0 10
84.4	HOBBS1	®o	TM-84	Business Tracks: Magwalt
65.0	EUNICE	®	TM-66	Combest
42.3	JAL, N. M 18.7		TM-42	Continental Carbon 70.8 TM-70 Witco 71.0 TM.71
23.6	KERMIT, TEX		TM-24	Warren
0.0	MONAHANS	. OT ® ® O	TM-000	
	105.5			Lea County Off

Maximum	Sne	ha	MPH 60	FIRST	All	yard	l tr	acks between MP 248.1		EA	
Except as	s bel	ow)	00	CLASS	and	Wes	st e	end Centennial Yard. Do	92		
MP MP  258-00 259-03 55 260-26 262-05 55 264-14 264-24 55		61 Freight	STATIONS				Station Numbers	Sidings			
		Daily	Miles				SZ	Cars	Feet		
266-14	266	-25	55 50	AM		1	1	ŶΤ§® ■ Ο CENTENNIAL YD			
276-03 277-22 285-15	281 285	-29 -30 -20	55 55	11 40			-	9.2	TP-250	Yd.	
294-17 298-14	295	-19 3-21	40 55		260.3	9		IONA 12.8	TP-260	147	7794
329-28 340-14	337	-03 -10	40 45		273.1	5		12.8 EARLS	TP-273	145	7983
343-05 360-11	345	5-18 3-24	45 45		277.3	B		WEATHERFORD ® ®	TP-277	151	832
372-05 378-19	372	2-13	55 55		287.1			PREBLE	TP-287	124	678
383-06	384	-23 3-18	50 45		294.1	4		BENNETT	TP-294	132	719
386-20 405-11	406	5-04	45 30		301.1			BRAZOS	TP-301	130	696
405-11 406-04 446-30 448-14	448	3-14	35		307.6			SANTO	TP-308		
448-14 476-15 507-20	477	7-26	50 55		313.5			JUDD ®	TP-313	128	697
509-00	510	9-00 0-00	50 20		318.5			GORDON	TP-319		
510-00 Business	517	7-00 MP	Sta.		326.8	<		STRAWN	TP-326	124	695
Tracks Bomber		252	Nos. TP-252		338.7		0	TIFFIN	TP-338	127	680
Beckman Const.		253	TP-253		340.8			RANGER O ®	TP-341		
Benbrook		254 263	TP-255 TP-264		351.5	<		10.7 EASTLAND	TP-351	122	691
Aledo Johnson	•••	324	TP-324		360.7	6		CISCO ®	TP-361	181	980
Mines.		347 373	TP-347 TP-374		367.9	2		DOTHAN	TP-368	127	692
Putnam Bandag		401	TP-401 TP-413	7 3	381.7	2		JAYELL	TP-381	130	677
Air Base S Tecific	Spur	441	TP-441		385.8	10	4	BAIRD®	TP-386		
Pyramid. Reef Field	i	445 504	TP-445 TP-504 TP-504	2 40	392.8		5	7.0 CLYDE	TP-392	133	740
Sand Spri				2 52	-	-	5	HOLDER ®	TP-405	170	877
			ennia.		406.6			2.1 ABILENE§ © ® ®	TP-407	Yd.	
	etw	reen	Cen-		409.9		5	3.3 BAGDAD ©	TP-409	111	600
end sid				100	415.0	6	r	5.1 TYE	TP-414	101	552
			super-	3 15	de	1	1	8.9 MERKEL	TP-423	100	777
iority (	MP	51	2 and	3 21	-	М	K	5.8	TP-429	-	471
MP 515 All tra	, B	ig s	Spring.		100	1	۲	7.3 ESKOTA	TP-438		748
gines v			ove at	3 41	1000		-	10.8 © T ® SWEETWATER	TP-448		1167
			1 110	2 50	1000	-	ķ.	8.6 ROSCOE	TP-456		745
Yard 403-15	to I	MP .	410-20		-	*	1	LORAINE	TP-467	-	745
MP 444 24; MP	-10 507	to M	to ME	5 4 01	475.8		K	COLORADO CITY.		1	1 10
517-00.							P	2.3	TP-479		826
Extra			s ori-			5		DOME		liou.	300
ginatin Yd. sec					_		P	12.6	TP-492	-	747
			egister		2000	5	-	COAHOMA	TP-503		740
station only.	ı f	or I	NO. 6			5		ZILER ©			435
				-	513.4		1	BIG SPRING. TBC	TP-513	Yd.	
				PM	1			262.3		1	

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.

to No. 61.

Hot Box and Dragging Equipment Detectors located MP 282-30, MP 317-02, MP 347-09, \*MP 377-00, MP 416-00, MP 453-00, MP 485-14.

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

#### W.M.W.&N.W. SUBDIV.—RIO GRANDE DIV.

	Miles	WEST EAST	Station Numbers
Maximum Speed10 MPH	0.0	WEATHERFORD	TK-000
Max. Wt. 220,000 Lbs.	18.1	WOLTERS	TK-18
Yard Limits: Entire Subdiv.	22.0	MINERAL WELLS.T	TK-22
		22.0	

FIA	AE'	TA	BI	F	NO	).	11	

	10	IMI	1 SUBDIV. —KI	JUKA	AIA	DE	DIA12	NO	3/
WEST							Maximur		МРН
FIRST					E	AST A	below) MP	MP	60
61 Freight			STATIONS	Station Numbers	Si	dings	507-20 533-26	517-00 535-00	50 50
Daily	Miles		mam c		Cars	Feet		556-15 573-27	25* 45
5 01 PM	513.4		BIG SPRING BC	TP-513	Yd		587-03 609-13	587-17 609-14	55 35
5 15	523.9		MORITA	TP-524	142	7560		647-04 693-00	45 55
	533.3	5	STANTON	TP-534	135	7492	735-08 741-10	735-19 744-00	50 45
	539.2		DIX	TP-539			*Until en	z. occup	ies last
5 46	549.2		CHUB	TP-549	130	6944	Business	I and	Sta.
	553.3		MIDLAND © ®	TP-553			Tracks Baden	MP 540.1	Nos. TP-540
5 58	559.0		BOUNCE	TP-559	81	4335	Tex- Harvey	. 541.0	TP-541
6 03	563.8		PEGASUS	TP-564	157	8312	Loundano	n 557.6	TP-558
6 08	568.7		SOLO ©	TP-569	72	4261	Warfield Sid Rich-		TP-563
	570.3		ODESSA @ ® ® ©	TP-570	Yd.		ardson Badger		TP-583
6 20	578.9	b	ARCADE	TP-579	148	7862	Racks Judkins Texas Elec	. 590.3 . 591.8	TP-590 TP-591
6 27	584.1		DOURO	TP-584	77	4303			TP-614 TP-618
6 37	593.7	4	METZ	TP-594	152	7899	Barstow Millwhite. Crusher	. 640.0 . 729.0	TP-640 TP-729
6 55	609.4		MONAHANS ®®C		133	7465	Crusher Talc	744.2	TP-744 TP-757
7 02	615.6	7	WICKETT	TP-615	102	5392	There is n		
7 11	624.2		PYOTE	TP-624	88	4898	trains bet and MP 5	15 Big	Spring.
7 35	646.6	4	PECOS ®	TP-647	81	4539	All trains a move at re		
8 01	666.1	6	TOYAH ®®®	TP-666	176	9551	Rockhouse — San Ma		
8 15	676.7		GOZAR	TP-676	78	4220	house (Ele	or Mine	27.2
8 30	686.3	1	SAN MARTINE	TP-687	75	4184	Maximum 8		MPH.
8 35	691.2	<	LEVINSON	TP-691	74	4130	Rockhouse : Business	Lead	
8 45	698.8		KENT	TP-698	78	4348	Tracks: Cam . M	P 697 7	ta. No.
8 59	708.8		BORACHO ®	TP-709	164	8522	Ort M Rock-	P 706.7	TE-21
9 20	727.1	P	WILD HORSE	TP-727	75	4216	house . M	P 713.5	TE-27
	735.0	9	VAN HORN ®	TP-735	61	3579	Trains or straight a		
	746.5	>	ALLAMORE ®	TP-746	76	4223	may run al without tr	nead of	No. 61
	753.9		EAGLE FLAT 9.7	TP-754	76	4232		nen aut	horized
10 11	763.6	D	ARISPE	TP-764	74	4129	must keep and avoid d	inform	ed of,
10 10	768.5	-	SIERRA BLANCA ®	TP-768			No. 16 swi	tch at w	est end
1 01 AM	858.4		EL PASO T & B C	TP-860	Yd.		siding Arca Boracho ar	id east	end of
			343.5				sidings Mo Monahans,		

TOYAH SUBDIV. -R IO GRANDE DIVISION

Hot Box and Dragging Equipment Detectors - MP 544-00, \*MP 582-00, 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 664-25 to MP 668-20; SP connection, Sierra Blanca, to MP 767-00. Conditional Yard Limits: MP 551-00 to MP 557-00 12:01 PM to 12:01 AM.

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

	OIMITORS	DELATER OFFILIA	DEMINOR	AND EL INCO	
Station	S. P. Mile Post		Station	S. P. Mile Post	Sta. No.
LASCA	746.1	TP-777	FABENS		TP-831
SMALL		TP-785			TP-839
FINLAY .		TP-790	BELEN .		TP-846
McNARY		TP-803	YSLETA		TP-848
ISER	783.6	TP-815	ALFALFA	822.8	TP-854
TORNILLO	794.2	TP-826	TOWER	47	125145
			SP CO	NN ® 827.5	

AUS	TIN	SU	BDIV.	- PA	LEST	INE	DI	VIS	ION	
SOUTH First Class									NORTH First Class	
21							Sidi	1079	22	
Daily	Miles		STAT	TIONS		Station Nos.	Cars	-	Daily	
	0.0	1	PALES	TINE	•T® ♥§♥	AX-81	Yd.			
*****	1.0	-	WEST	JOT		AX-81				
	8.5	4	TUCK			AX-90	69	3448		
	18.0	P	OAKW	OOD		AX-99	139	6953		
	34.7	P	BUFFA	LO	<u>®</u>	AX-116	58	2909		
	43.8	P	JEWE?	ΓΤ 11.0	©	AX-125	100	3600		
	54.8	P	MARQ			AX-136	-	8909		
	70.4	P	EASTE	RLY		AX-152	100	3552		
	77.1	-2	FRANI	2.5		AX-158	7	8488		
	89.6	2		NE &			-	5427		
	93.9	带	VALLE 5.	EY JOT	. TT	AX-175		4816		
	99.6	P	10	. 4		Des Land		6010		
	110.0	4	9	IA®.ON		1.00	1	6101		
******	119.1		4	DALE	0.00	AX-201		• • • •	******	
	123.4	P	8	ORIE		AX-205	1	7787		
	132.2	9	6	NDALE		AX-214	100	3464		
	138.4	9	THRA 6	.3		AX-220	7.00	7670		
··· · · · · · · · · ·	. 144.7		⊗M-K 0	-T	(A)				PM	
12 40	144.8			OR! 0	T & ® C	AX-226	Yd.		12 20	
12 50	153.4	b	HUTT	.6 O		AX-235	61	3088	11 51	
12 57	161.6	4	ROUN	D ROCI	K	AX-243	129	6460	11 44	
1 03	166.0	3	- McNE		. SP @	AX-24	91	4564	1 2 2 7	
1 11	173.8	9	SNEE	D .3		AX-25	157	7880	11 30	
s 1 22	179.1	0	AUST	IN   ).5	®TO	AX-26	2 48	2700	s11 21	
*****	. 179.6		COLO	RADO E	RIDGE	E AX-26	3			
1 35	187.3		BERG	STROM		. AX-26	8 144	721		
1 47	194.2		BUDA			. AX-27	6 80	4030		
1 53	201.0		KYLE			. AX-28	2 141	7050		
2 00	208.7		CENT			. AX-28	8 141	7050	Lock of The	
2 01	208.8	3	M-K-	T JCT.		AX-29	0		10 40	_
s 2 06	209.7	7	SAN	MARCO	S	. AX-29	1		s10 37	
2 19	221.5	5	GOOI	1.8 DWIN 5.8	■ (W) (C)	AX-30	2 190	954	5 10 22	
	. 227.3	3		5.8 BRAUN 0.1	FELS (	AX-30				
	. 227.	4	- ⊗M-1	K-T	(					
2 28	227.	B	LAND	0A'S PA		. AX-30		-	-	-
2 35	234.	5	CORE	SYN YD		§ AX-3			10 06	
2 42	241.	0 0	BRAC	KEN		. AX-3	0	1.0		
2 54	254.	0	ADAI	VIS		. AX-3	14	. 368	1 3 3 3 3	
s 3 07	259.	1.		5.1 ANTONI 0.7		AX-3	10		s 9 39	
	. 259.		00S. 1	P. No. 1.		G				•
	. 260.	4 ====	= ⊗S. 1	0.6 P. No. 2. 3.9				:	0.47	-
3 24	264.	3	SOSA	N 0	BT T	AX-3	45 Yd		-	-
PM			26	4.3				T.	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.

TIMETABLE NO. 11

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 limit: MP 43-0 to MP 46-5 10:01 AM to 6:01 PM; 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	МРН
(Except as shown below) 50	Maximum Speed Psgr. Frt (Except as below)
MP 0-0 — MP 1-00 20	(Except as below)
City Limits Palestine 30+	MP 145-28 - MP 146-24 40 40
MP 13-00 — MP 14-00 30	MP 146-24 — MP 147-20 60 — MP 160-00 — MP 161-24 60 —
City Limits Oakwood 45†	MP 166-32 — MP 171-00 60 —
MP 21-03 — MP 21-11 45	MP 171-00 — MP 179-04 35 35 MP 179-04 — MP 180-08 15 15 MP 180-08 — MP 186-01 35 35
MP 60-10 — MP 61-00 30	
	MP 191-32 — MP 195-00 65 —
MP 61-28 — MP 62-07 45	MP 201-28 — MP 203-04 55 — MP 205 12 — MP 207-08 55 —
MP 64-06 — MP 64-18 45	MP 207-08 — MP 211-04 30 30
MP 65-16 — MP 65-22 45	MP 219-32 — MP 220-00 60 — MP 225-32 — MP 225-36 60 —
City Limits Franklin 45†	MP 225-32 — MP 225-36 60 — MP 225-36 — MP 228-08 20 20-
City Limits Hearne 25†	MP 228-08 — MP 229-12 60 — MP 229-12 — MP 231-36 65 —
MP 93-11 — MP 93-12 30	MP 231-36 — MP 232-04 60 —
MP 94-20 — MP 94-26 45	MP 232-04 — MP 234-24 65 — MP 240-08 — MP 240-20 60 —
MP 109-27 — Over ATSF	MP 242-24 — MP 244-08 60 —
Crossing 40	MP 247-12 — MP 249-12 60 — MP 252-04 — MP 256-04 45 45
City Limits Rockdale 45†	MP 256-04 — MP 257-12 40 40
RS&S Yard 10	MP 257-12 — MP 258-16 30 30 MP 258-16 — MP 259-32 20 20 MP 259-32 — SP Crossing
	MP 259-32 — SP Crossing No. 1 until crossing occupied, 06 06
City Limits Thorndale 45†	MP 260-00 — MP 260-36 30 30
City Limits Taylor 25†	MP 260-00 — MP 260-36 30 30 MP 260-36 — MP 264-20 35 35 MP 264-20 — MP 264-28 15 15
MP 144-10 — MP 144-32·· 15	311 201 20 MT 201 20, 10 10
Business Sta.	Business Sta.
Tracks MP No.	Tracks MP No.
Long Lake12.3 AX-93	Steck Paper Co172.1 AX-253
Champion33.3 AX-114	Vinson183.8 AX-26
Beavens42.8 AX-115	Texas Cement196.1 AX-278
Koch (Conn.	Sid206.1 AX-28
B.R.I.R.R.)45.7 AX-127	Dittlinger231.1 AX-31
New Baden73.1 AX-154	Parker Bros231.2 AX-31
Marjorie124.4 AX-205	Ogden236.7 AX-31
(Conn. R.S.&S.R.R.)	Wetmore247.7 AX-329
Round Rock161.6 AX-243	
(Conn. Georgetown R.R	Longhorn249.2 AX-33

Green Light

Spur .....

North Loop .....

Towne Spur \_\_\_\_251.8 AX-333

Cementville \_\_\_\_253-6 AX-334

250.0 AX-331

251.5 AX-333

Kerr DX002)

IBM \_\_\_\_\_169.0 AX-251

Charles \_\_\_\_\_170.4 AX-252

Hooper \_\_\_\_\_171.1 AX-254

Stripling Blake 171.9 AX-253

Sidings

....

5880 117

7100 142

Cars Feet

Yd.

99 5012

59 2960

175 10535

65 3292

165 10200

62 3138

83 4175

83 4188

68 3426

130 6507

167 8387

Yd.

B-379

SOUTH FIRST CLASS						FIRST CLASS
21						22
Daily	Miles	STATIONS	Sta. Nos.	Sid	lings	Daily
		153/37379		Cars	Feet	
3 24	264.3	SOSAN @ BT T	AX345	Yd.		9 17
3 29	267.0	2.7 HEAFER	. AX348			9 12
3 59	291.5		B AX373	37	1879	8 42
4 21	313.0	PEARSALL®	AX394	41	2093	8 20
4 30	321.9	DERBY	. AX403			8 11
4 37	329.1	DILLEY	. AX410			8 04
4 48	339.5	GARDENDALE. @T(	D AX422	39	1949	7 53
4 55	345.8	COTULLA	. AX427	92	4616	7 46
5 22	367 6	ATLEE	. AX449	63	3191	7 19
5 30	374.1	ENCINAL	W AX455	48	77.00	7 11
5 47	385.3	CALLAGHAN	. AX467	MG	1	6 54
6 24	408.3	NYE	- AX490	28	1410	6 19
	412.0	&Tex-Mex		1		
6 50	412.2	LAREDO. TWY	O AX494	Yd.		6 10
PM		147.9	1	1		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.

173-02; Wye tracks Crystal City 15 MPH.

	MF	H	
Maximum Speed	Psgr.	Frt.	Business Sta.
(Except as below)	59	49	Tracks MP No.
MP 264-20 - MP 264-28	15	15	Lytle282.1 AX-363
MP 264-28 — MP 267-00	35	35	Natalia287.1 AX-368
MP 281-12 — MP 282-20	30	30†	
MP 290-28 — MP 291-36	40	40+	Armour
MP 300-16 — MP 303-04	55	-	Chemical310.1 AX-390
MP 338-20 — MP 340-00	45	45	Medina Electric _310.5 AX-391
MP 345-00 - MP 346-20	40	40+	Burns Stock
MP 350-24 — MP 350-28	55	_	Pens331.0 AX-412
(MP 362-00 — Laredo except as below)	40	40	Artesia Wells356.9 AX-438
MP 408-20 - MP 410-12	30	30	
MP 410-12 - MP 412-08	15	15	

#### CRYSTAL CITY SUBDIV.—PALESTINE DIVISION

The man and the	SOUTH NORTH	Sta.	Sidi	ngs
Rule 99 (d) in effect.	Miles Y STATIONS	Nos.	Cars	Feet
Carrizo Springs — Ind. Lead 12.2 miles Crystal City — Carrizo Springs (FX-156) Max Speed 30	190.8 DABNEY	HX18 HX15		
MPH Max. Wt. 240,000 lbs.	145.8 CRYSTAL CITY O B WT T	FX146	Yd.	
Business Sta.  Tracks No.  Blewett ⊗ SP ⊗  MP 187.3 HX-14	143.4 RIVER	FX143 FX134	7	4324
Yard Limits: MP 105- 00 to MP 106-04; MP 139-00 to MP 148-10.	127.1 BIG WELLS	FX127 FX118 AX422	41	2068
Maximum Speed Crys-	85.8			
tal City - Gardendale 30 MPH; Crystal City—Dab- ney 20 MPH except 15 MPH MP 172-28 to MP				

Maximum Speed MPH (Except as shown below) 50 MP 0-00 to MP 1-18 30 MP 1-18MP 5-04 40		TH NORTH	Station
MP 9-05-MP 9-15 45 MP 11-28-MP 12-12 45+	Miles \\	STATIONS A	Nos.
MP 14-12—MP 14-19 45 MP 15-19—MP 15-23 45	0.0	PALESTINE IT ® O	AX-81
MP 17-08—MP 17-22 45 MP 23-26—MP 24-31 30	0.0	WEST JCT	A-81
MP 25-08—MP 26-23 45 MP 36-21—MP 38-17 40†	12.2	ELKHART	A-94
MP 42-29—MP 43-09 45 MP 63-21—MP 65-15 40+	24.5	GRAPELAND	A-106
MP 82-19—MP 82-26. 45 MP 109-25—	37.5	CROCKETT®O	A-119
MP 113-10 30† City limits Houston:	51.2	LOVELADY	A-133
MP 142-00-Belt Jct 40	64.8	TRINITY 🗆 ® 🔾	A-146
Belt Jct.— Gulf Coast Jct 40	71.7	RIVERSIDE	A-153
Gulf Coast Jct.— Settegast Yd 20	84.0	PHELPST	A-165
	95.7	NEW WAVERLY	A-177
Business Sta. Tracks MP No.	103.7	WILLIS®o	A-185
Salmon	111.7	CONROE & AT &SF.	A-193
Nuclear 23.1 A-104 Southland 32.8 A-114	120.6	TAMINA	A-202
Texas Power & Light Co 33.2 A-114	127.7	SPRING®T	A-209
Cut	137.8	ALDINE	A-219
Dodge79.6 A-161	145.8	BELT JCT. SP &	A-227
Huntsville Ind. Lead:	140 5	1.7	

147.5

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

COAST JOT

SETTEGAST YD.

150.1

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.

Conditional yard limits: MP 109-14 to MP 112-20, 7:30 AM to 1:01 PM.

No. 15, 16 or 20 turnouts:

7-0 mi. Phelps to Huntsville AD-7. Max. Speed 20 MPH. Bus Tracks: Townley MP 3

La. Pacific ..... 93.2 A-175 Camp Strake 114.0 A-196

Houston, Tex. — B-372

117.9 A-197

.117.4 A-198

131.3 A-213

136.3 A-218

138.9 A-220

.140.2 A-221

144.0 A-226

St. No. AD-4.

Tin Barn ...

Westfield .

Drillco

Texas Crushed

Jetero &

Stone

Frohlick

Hardy .

Cross Timbers

Bison

Palestine -So. End Frt. route West Jct. South Jct.

Spring — Both ends siding and conn. to Ft. Worth Subdiv. Aldine-Both switches of siding.

Belt Jct. Gulf Coast Jct. Settegast Yd. -East wye.

#### 62 CORPUS CHRISTI SUBDIV.—KINGSVILLE DIV.

			O.	Sic	lings	
Miles Y	STATIONS	NORTH	Sta. Nos.	Cars	Feet	
3.1	SOSAN	T § B Y O	AX345	Yd.		
20.3	LEHR		CC20	51	2570	MAXIMUM SPEED
34.3	PLEASANTON.	♥ • •	CC34	166	8307	МРН
55.2	CAMPBELLTO	N	CC55	158	7898	(Except as shown below 49
77.3	THREE RIVER	S®	CC77	42	2110	MP 34-01 —
88.1	GEORGE WES	т	CC88	157	7850	MP 34-04 30† MP 113-03 —
113.0	MATHIS	® &SP &	CC113	17	880	MP 113-04 30†
124.7	HUBERT		CC124	63	3176	MP 145-16 — MP 149-00 15
132.2	ODEM ®MI	P@GT®O	B-155	Yd.		
141.2	VIOLA	®	CC141			
145.6	M. P. JOT					
145.9	⊗C. C. T. A					
149.0	CORPUS CHRIS	TI ®TO	CC150	Yd.		
	149.0				- 1	

BUSINESS TRACKS:		No. CC-5	МсСоу46.3	
R. J. Reynolds Food Inc.	6.1	CC-6	San Miguel Power Plant 53.0	
San Jose	6.7	CC-7	Whitsett 63.3	
Cassin			Sunniland 68.0 Goliad Corpn. 82.3	
Espey Sand Pit	23.1	CC-23	Atlantic Ref. 87.4	
Leming	26.6	CC-27	Heldenfels110.2	
Coughran	38.8	CC-39	Edroy126.1	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

ceed 10 MPH.
In Corpus Christi Yard & Tex. Mex.

#### MISSION SUBDIV. - KINGSVILLE DIVISION

SOUTH	NORTH	OL II	Sid	lings	
Miles	STATIONS	Station Nos.	Cars	Feet	Maximum Speed MPH
0.0	HARLINGEN ®-2 ®T	B-25	Yd.		(Except as below) 30 MP 32-09 —
8.3	LA FERIA	BR-8	68	3441	MP 36-26 15 MP 42-00
13.9	MERCEDES	BR-14	109	5465	MP 73-03 20 Hidalgo-Mis-
18.8	WESLACO ®T	BR-19	52	2641	sion Ind.
22.8	DONNA	BR-23	65	3264	Lead15
26.9	ALAMO	BR-27			Hidalgo-Mission Industrial Lead
29.3	SAN JUAN	BR-29	70	3538	—10.7 miles Max. wt.
31.0	PHARR	BR-31	61	3078	220,000 lbs.
34.2	McALLEN	BR-34		*******	Business Sta. Tracks MP No.
34.5 -	©S. P®				Hi- dalgo 0.0 BY-48
40.0	MISSION ® @T ©	BR-40	Yd.		Ma- dero 7.4 BY-56
	40.0				u010- 111 D1 00

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

Sta.

Rio Grande City Industrial

Business Tracks: MP	No.	Lead: (Mission to Rio City — 33.3 miles)	Grande
C.P. and L. Spur 1.3	BR-1	This was a second of	
Kipfer 1,9	BR-2	Max. Speed	20 MPH
Adams Gardens 6.2	BR-6	Max. Wt240,	000 lbs.
Weslaco Salvage			
Spur20.6	BR-21		Sta.
Gross-Wearden21.7	BR-22	Business Tracks: MP	No.
Val Verde24.8	BR-25		
Hauser32.5	BR-32	Bates44.5	
McColl33.0	BR-33	LaJoya50.9	
Peace Thornton		Crow Gravel Spur_52.0	BR-52
Lbr. Co36.9	BR-37	Sam Fordyce55.0	
Sharyland37.6	BR-37	Spaulding56.0	BR-56
Dowell		La Casita66.0	BR-66
Chemical Co38.0	BR-38	Kelsay68.0	BR-68
	A To James Class All	- VI	

TIMETABLE NO. 11

#### BROWNSVILLE SUBDIVISION

	BKOM M2AILLE	20RF
Monsanto Indus Max. Speed	trial Lead— 15 MPH;	Sead (Bo Mott
Freeport Industria (Between Angle 15.4 miles)	al Lead: eton and Freeport	Maxi MP MP
Freeport-Brazos I Hoskins Ind. Lead Except over Ba Bridge MP 8-	d 15 strop Bayou 13 — MP 8-21_ 10	Busir Gre Non Lor
Following Road	220,00 lbs. Crossings Clute	Rio I (Sa 9 Ma:
Business Tracks  Ross Clute Hoskins Jct. Freeport ® ®	Sta. MP No. 7.3 BH-10 9.5 BH-8 T 11.4 BH-6 15.4 BH-0	Ma:
Phillips Refiner Max, Speed	y Spur— 10 MPH;	® MP
Celanese Indust Lead—MP 277 Max. Speed		Brown Ma: Hig
Andrea Scarler	3 20 4 4 4 4 4	Mar

#### Victoria Industrial Lead:

(Between Bloomington and Victoria 12.5 miles)

Maximum Speed	MPF	I
MP 0-0-Victoria	30	

Sta.

Business Tracks MF	No.
Dernal4.	2 BM-4
Big Three Gas 4.	3 BM-4
Tennessee Gas4.	5 BM-4
1011100000 040	

#### Seadrift Industrial Lead:

(Between Bloomington and Long Mott 14.0 miles)

Max	imum Spee	d M	PH
MP	0.0 - MP	13.0	25
MP	13.0 — MP	14.0	10

Business Tracks M	Sta. P No.
Green Lake10	.3 BK-10
North Seadrift12	.5 BK-12
Long Mott14	.0 BK-14

## Rio Hondo Ind. Lead (San Benito to Rio Hondo— 9.0 miles) Max. speed is 10 MPH except 5 MPH over Highway 77, San Benito.

Max	220,000	lbs.	
		Sta.	

Business Tracks	M.P.	No.
Fresnal	6.6	BS-6
Rio Hondo	9.0	BS-9
® MP 5.5 SP ₪		

#### Brownsville Port Line:

Max. Speed 15 MPH except Highway Crossing MP 6-9\_6 MPH

#### Brownsville Belt Line:

#### 64 BROWNSVILLE SUBDIV.—KINGSVILLE DIVISION

sou	TH				switches Algoa			- 1	NOF	RTH
SECOND	CLASS	to Inari inclusive are No. 15 or 16 turnouts.			ion os.	Q		SECOND CLASS		
1	195					Station Nos.	Sid	ings	858	194
859 Daily	Daily	Miles		ST	ATIONS		Cars	Feet	Daily	Daily
		377.0 .	-	- 1	SETTEGAST YD	B-379	Yd.			
	(	368.1 20.3	1	-	NEW SOUTH YD. O	B-368	Yd.			
		19.4	-		SP JCT SP W					
	AT&SF	14.0	0		MYKAWA		n126 s 150	7690 9350		
	AT	10.0	1		PEARLAND O		108	5400		
	YIA	4.1	1		HASTINGS		256	12800		
	>	0.0 28.6	7	ı	ALVIN O ®T		Yd.			
		24.4 343.2	U	ı.	ALGOA	B-343				
		342.8	D	,	BROWNIET	B-342	192	9636		
		333.4	6		LIVERPOOL	B-333	110	5494		
		320.0	5	~	ANGLETON®T	B-321	Yd.			
		305.5		۱	S. BERNARD R ® M	B-306				
,,,,,,		300.8		١,	SWEENY O • ®	B-301	102	5095		
		291.7	0	ı	ALLENHURST	B-292	108	5394		
		284.1		+	%A.T. & S.F №					
		283.8	1		BAY CITY ® OT	B-284	102	5121		
		275.2	3		BUCKEYE	B-275	141	7800		
		264.9		4	⊗S. P					
		264.6	1		BLESSING	B-265	105	5241		
		249.7	Ъ	,	LAWARD	B-250	105	5257		
		244.9	-	_	LOLITA (PONConn)	B-245				
****					4.8		Yd.			
		240.1	1		VANDERBILT. ® C	100	10.3	EE ATZ		
, , , , ,		229.5	P		KERRAN	B-230	111	5547		
• • • • •		224.3		- 1	PLACEDO &S.P M 5.0 @ T		107	COME		
		219.3			BLOOMINGTON. C		127	6375		
		216.0	1	- 4	BARGE CANAL M © 10.3	12.50				
		205.7	4	-	INARI	B-205	150	7521		
		193.4	P		GRETA	B-193	145	7252		
		186.0			REFUGIO @					
		180.0	9		WOODSBORO	B-180		6392		
		162.1	P	)	SINTON	B-162		2224		
PM	AM	162.0			SINTON JCT® SP @ 7.5 B-2 @ ODEM &MP GT C	B-162	-	2050	AM	6 4
4 00	3 40	154.5	Y		13.1	100		1000	100	
4 20	4 05	141.4		-	ROBSTOWN ®TM@			5773	6 40	6 2
4 45	4 30	124.9			BISHOP © 6.5 B-2 0 E KINGSVILLE. ®	B-125			6 30	5 0
<b>5 00</b> 9 00	4 40	118.4			61.0		-	-	-	PM
9 30	AM	97.6	4	,	SARITA	B-98	107	B.T.		Pill
0 05		77.0	K		ARMSTRONG	B-77		3.00		
0 20		67.6	1	,	NORIAS 21.2 ®-2.7	B-68 B-46	104			
10 55		46.4			RAYMONDVILLE	B-46				
2.00		26.8		-	⊗S.P	P 25	Yd		2 20	
3 00		25.6			HARLINGEN. DS	-	-	-	3 30	
		19.0	- 1		SAN BENITO	B-19	VA		11 59	
4 01		0.7			BROWNSVILLE§	B-0	Yd		PM	

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

#### 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 Settegast Yd. and AT&SF numbered clearance card at New South Yard.

Northward trains must secure ATSF 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 Settegast 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:	PH
Brownsville-Harlingen (Except as below)	35
MP 1.0—MP 3.0	
MP 3.0—MP 3.1	
MP 3.1—MP 18.0	
MP 18.0—MP 22.1	
MP 24.8—MP 25.6	
Harlingen-MP 118.9	100
MP 118.9—MP 204-10 (Except as below)	49
MP 154.7—MP 155.1	20
MP 161-17-MP 162-07-	15+
MP 131-10-MP 132-19	30+
MP 204-10—Algoa	
(Except as below)	50
MP 282-22-MP 285-15	30+
MP 305-14-MP 306-17	35
MP 318-19-MP 320-04-	20
MP 342-28-MP 343-09	25
Algoa-Settegast Yard	
(Except as below)	45
Wye track Algoa	25
Around two curves on AT&SF MP 0-0 to MP 0.5 west of	
Alvin	20
Over SP crossing MP 19.4	40

BUSINESS TRACKS: MP S	ta. Nos.
Phillips Petroleum337.8 Monsanto Storage	B-338
(2 tracks)335.9	D 226
Chocolate Bayou Spur335.6	D-330
Danbury327,3	D-330
Brazoria Clemens308.6	D-341
Pan American	B-309
Petroleum Spur298.5	T 000
Petroleum Spur298.5	B-299
Abercrombie297.1 Bay-Tex Fertilizer290.5	B-297
	B-290
Celanese Storage (2 tracks)277.3	D 077
Elmaton269.6	
McFaddin209.4	
Refco Corp190.4	
Cranell173.6	
Calallen148.1	B-148
Corpus Christi Filtration Plant147.3	B-147
Lon Hill	
Driscoll132.1	
Chemcel122.8	
Ricardo 112.0	
Riviera103.1	
Turcotte 82.8	
Yturria 52.4	
Lyford 41.4	
Sebastian36.9	
Russelltown 14.1	
Olmito 9.0	
Yard Limits:	
MP 0.0 to MP	3,0;
MP 23.5 to MP	
MP 116.0 to MP	
MP 152.6 to MP	154.8.

#### 66 SUGARLAND SUBDIV. - DeQUINCY DIVISION

SS		Station Nos.	Yard Limits—Entire Subdiv.  Sta.  Business Tracks MP No.
Miles	SOUTH NORTH	Stat	Pierce Junction 7.9 AE-7
	V STATIONS A		Klein Industrial 9.2 AE-9
	● Y B § C	1	Houston Chemical Co 9.6 AE-9
	SETTEGAST YdT	B-379	AB Chance10.1 AE-10
	1.7		Imperial
	Gulf Coast Jct. SP. ®		Salt Co13.1 AE-13
	BELT JUNCTION ®	A-227	Witco Co13.1 AE-13
	1.2	11-22/	Heatran13.7 AE-14
	⊗ S. P		Fresno16.0 AE-16
	1.3	0.000.00	DeWalt29.7 AG-27
	⊗ S. P		Herbert32.9 AG-29
	⊗ S. P №		Rosharon Industrial Lead:
	BUFFALO BAYOU®®		(Hawdon— Rosharon 8.6 miles
0.0	CONGRESS AVE		Max. Wt. 220,000 lbs. Sta.
0,6	® G. H. & H		Business Tracks MP No.
0.8	⊗ H. B. & T		Juliff23.0 AE-23 Rosharon29.7 AE-30
1.0	⊗H.B. & T. (Two Trks.)	*****	Maximum Speed MPH
1.1	® S. P ®		Between Belt Jct.
	5.8		and Myrtle 20
6.9	⊗ S. P	*111111	Between Myrtle and
2 5	MYRTLE	AE-8	MP 20-01 25
0.0	0.9	III-0	MP 20-01 — and
9.4	ALMEDA	AE-11	End of track 15
8 8	9.4 ARCOLA & A.T. & S.F. &	AE-19	Rosharon Industrial Lead10
	2.3	10 Post 1	4—————————————————————————————————————
11.1	HAWDON	AE-21	Sugarland [ ] AG 33
25.1	⊗ A. T. & S. F ♠ ♥		PryorAG-3 Operation via HB&T—SP
33.1	END OF TRACK		Operation via IIB&I—SF
	33.1		

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

#### BAYTOWN SUBDIV. - DeQUINCY DIVISION

Miles	WEST STATIONS A	Station No.
33.4	BAYTOWN ® ® ®	BG-33
30.7	⊗ E. O. CO ®	
28.5	DURHAM YARD ®T	BG-28
22.5	HIGHLANDS	BG-22
18.0	CHANNEL VIEW	BG-18
9.5	MARKET ST ® ®T	BG-9
3.8	SETTEGAST YD @ ® ®	B-379
	29.6 T§O	

#### YARD LIMITS ENTIRE SUBDIV.

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 Revere Curves on Sinclair	15
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.

BUSINESS TRACKS: MP	Sta. No.
Miller-Estes Spur10.3	BG-10
Sheffield Road Team 12.4	BG-12
Armco12.6	BG-13
North Shore Iron & Metal12.7	BG-13
Walton Barge	-
Terminal13.1 Greens Bayou14.3	BG-13 BG-14
Circum Dayou I	

	Sta.
BUSINESS TRACKS: MI	No.
Diamond Alkali	
Spur14.5	BG-14
Ordnance Spur15.0	BG-15
Houston Tank Car 16.3	BG-16
Arco Ind. Lead17.5	BG-17
Mantu19.8	BG-19
Coady27.0	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.

#### LAKE CHARLES SUBDIV .- DeQUINCY DIVISION 67

tı	e 99 (d) in effect be- ween Kinder and Lake harles.		Sid	ings	Maximum MPI Speed 50
Miles V	TH STATIONS A	Station No.	Cars	Feet	(Except as below) MP 602-10 —
		-	Cars	reer	MP 602-20 35
601.6	ALEXANDRIA ®-2 T§ ©	C-625	Yd.		MP 604-11 — MP 604-20 45
610.6	WOODWORTH	C-634	59	2997	MP 623-24 — MP 624-11 35
615.7	BRINGHURST	C-640	115	5764	City limits
623.6	GLENMORA	C-647	67	3464	Oakdale 25
635.6	OAKDALE ® C	C-659	125	6747	Tracks — Oakdale 5
636.0	⊗ A.T. & S.F				MP 661-07 -
650.3	OBERLIN	C-674			MP 690-02 40 MP 690-02
654.1	ELDER	C-679	97	4850	MP 690-03 20
660.6	6.5 KINDER. ®T ⊗M.P. ®G €	B-544	Yd.		MP 690-03 — MP 693-07 — 40
680.0	IOWA JCT SS.P. @	C-704			MP 693-07 — End of Track 10
690.2	- &s. P				Lake Charles:
694.2	LAKE CHARLES ® ® §	C-720	Yd.		Wharves &
	95.0				Apron Docks 5
Business Tracks	Sta. Business MP No. Tracks		ta. No.		iness Sta. racks MP No.
Forrest Hil	I 618.1 C-642 Le Jeune			177.00	dlawn 675 0 C 70

Forrest Hill 618.1 C-642 Long Leaf ....621.2 C-645 McNary ......622.6 C-646 Bodcaw ......647.0 C-670 Le Jeune Woodlawn .... 675.0 C-700 Spur \_ 652.3 C-676 American Fontenot \_\_\_\_664.2 C-688 Cyanamid 680.5 C-703 Fenton .. .669.4 C-694 Manchester \_688.0 C-712 Harbor ... 690.0 C-713

ABS — Between Alexandria and Kinder.
Gate governing movement over railroad crossing Kinder must not be operated without authority of train dispatcher.
Yard Limits: MP 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. Manchester & SP @

Lake Charles Goss Port lead & SP (6)

⊗ KCS ⑤ 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	SOUTH NORTH	Station Nos.	MPH           Maximum Speed         30           (Except as below)         15           MP 570-10—MP 571-10         15           MP 590-28—End Track         10           Mill St. Lead Crowley         10
570.3	EUNICE DT®§®	B-570	Yard Limits—Entire Subdiv.
577.9	MOWATA	BD-578	Crowley-Mill Row lead & SP M
582.4	MAXIE	BD-582	BUSINESS TRACKS: MP No.
592.3	CROWLEY	BD-592	Gulf States 575.5 BD-575 American Cynamid 577.7 BD-577
	22.0		American Cynamid_577.7 BD-577

#### ORANGE SUBDIV.—DeQUINCY DIVISION

Miles	SOUTH NORTH	Station Nos.	MPH   30   30   (Except as below)     10
482.9	MAURICEVILLE □T PEVETO  SS. P	B-477 BE-482	East Conn. 10 Firestone Ind. Lead 10 ORANGE: Weaver Ind. Lead 5 County Dock Ind. Lead 5
9.00	DOO BROWNT  ORANGE® ©  12.9	BE-488 BE-490	Yard Limits Entire Subdiv.  BUSINESS TRACKS: MP No. Baneroft 485.0 BE-485 Kilowatt 486.5 BE-486

	WEST		STATIONS EAST	Station Nos.	Sidi	nac
	V		**************************************	602		
100 C-11 lat 40 An	Miles				Cars	Feet
ABS—Settegast Jct. to An- chorage Yd.	641.5	>	ANCHORAGE JCT ®T 10.0	B-644	Yd.	
CTC—Settegast Jct, to Dyers- dale and Elizabeth to MP 641.2.	631.5		ERWINVILLE	B-631		
	621.1	r	LIVONIA & MP & ® 10.2	B-622		
rains secure clearance - De- luincy. rains originating Settegast		L	ATCHAFALAYA Riv. D M 0.5	P 610		411
Yard secure clearance.	610.4	K	KROTZ SPRINGS 12.8	B-610	82	411
rews arriving and departing Settegast Yard will register in and out on the HB&T	597.6 590.7	P	PORT BARRE®T 6.9 OPELOUSAS®	B-597 B-590	104	522
Railway Co. Register.			0.5			
wo main tracks between Langham Road and KCS Ry.	590.2	L	©SP 0.1 © MP 5.9			
drawbridge Beaumont.	584.2	1	5.9 LAWTELL	B-584	74	370
Beaumont—Operation on SP R.R. between Langham Rd.	570.4		13.8 SP		2000	
and 11th St. crossover-MP			0.1	B-570	111	CEE
rules, timetable and Special Instructions apply.	570.3	1	EUNICE 🗆 ®T§	200	111	655
ard Limits: MP 378-00 to	559.5	1	BASILE	B-559	82	411
381-06.	544.5	7	KINDER &M.P @ ®T O	B-544	Yd.	
Maximum Speed MPH (Except as shown below) 50	532.3	1	REAVES	B-532	77	384
AP 378-00—MP 383-18 45 AP 453-19—GCL Jct 20†	515.3	D	GORDON	B-515	110	561
IP 507-11—MP 508-25 20	508.4	17	⊗K. C. S			
IP 543-27—MP 544-23 20† City Limits Elton 35†	508.0	D	DEQUINCY, LA ® ® C	B-508	167	838
Aity Limits Basile 30† AP 568-24—MP 571-12 20†	507.3	1	C.S. JUNCTION	B-507		
City Limits Opelousas 20† MP 597-10-MP 598-02 30†	504.0	1	3.3 HELME	B-504	96	482
MP 610-15-MP 611-00 35	0.3901	1	4.8 LUCAS	B-499	95	478
Between MP 641.2 and Anchoage Jct 20	499.2	K	6.9	B-492		751
Sta.	492.3	K	STARKS 5.3		-	
Business Tracks: MP No. McDearmon (Big	487.0	K	RULIFF ®MP @ □	B-487	92	464
River Ind.)630.8 B-630 Livonia622.5 B-622	477.4	8	MAURICEVILLE, TEX	B-477	197	986
Blanks620.1 B-620	467.2	D	VIDOR	B-467	260	1301
Lottie617.2 B-617 East Krotz	462.8		SP JOT			
Springs611.2 B-611 Hazelwood600.1 B-600	461.8		DRAWBRIDGE @ @			
Berns Airking 567.0 B-567 Fyrone 565.1 B-565	461.6		—-0.2 ⊗.SP-ATSF@			
Unatex563.6 B-563	400.0	K	0.8 GCL JCT			1
Elton553.6 B-553 LeBlanc538.5 B-538	100 0	4	0.5			
Bel530.0 B-530 Fulton523.2 B-523			1.2	1	VJ	
Gekop510.0 B-510	100.1	1	BEAUMONT • ®T® C			
Hardin422.4 B-422 Sandune418.6 B-418		7	ELIZABETH	B-455		776
Int. Chem. Co418.5 B-418 Kenefick413.9 B-413	441 3	9	GRAYBURG	B-44	110	554
No.15, 16 or 20 turnout		9	HULL®	B-42	138	694
east wye switch — Settegas Jct.; both ends siding Dyers	409.0	9	MARTHA	B-409	93	46
dale; West Crossover and Eas	398.8	1	HUFFMAN	B-39	141	70
Crossover — Beaumont; De Quincy lead and CS Jct.—KC	385.0	1	DYERSDALE	B-38	108	54
conn.; west siding switch Kinder; west wye switch An-	1	1	3.4 SETTEGAST JOT	B-38	2	
chorage.	-	7	SETTEGAST Yd ST	3	-	-
In Anchorage yd.   MP—G.	379.3	-0-		201	-	
	0	tion	268.8 over KCS Ry. between GCL Jct.	and f	S Jet	Re
	govern Instru	ed t	over RCS Ry. between GCL 3ct. by Uniform Code of Operating I s Items 7(c).	Rules a	nd Sp	ecial

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.

secure ACS cleara	nce at Deaumont.		
KCS Milepost	Station CS Jct.	Business Tracks Alton Box Co	Milepost
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
7500	MP Crossing		

ACS Mile Po	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		
Over MP Crossing MP 750.2 City Limits Vidor MP 757.0 to MP 762.0 Over Neches River Bridge MP 765.9 City Limits Beaumont.	30	MPH MPH MPH MPH	Eng.	only.
Ill tracks other than main to-she there is a				S. Names of

All tracks other than main tracks, through turnouts and crossovers.... 5 MPH Yard Limits — Indicated by Yard limit signs:

MP 721.0 to CS Jet. MP 763.9 to GCL Jet.

Location of Hot Box and Dragging Equipment Detectors: MP 726.0 MP 743.4

#### NEW IBERIA SUBDIV. - DeQUINCY DIVISION

Miles	SOUTH STATIONS A	Station Nos.
0.0	PORT BARRE ®T®O	B-597
11.2		BB-12
17.5	CECELIA	BB-18
25.5	PARKS	BB-26
30.3	ISLE LABBE	BB-31
39.4	LOREAUVILLE	BB-40
41.0	TECHE BAYOU ® ®	
46.4	NEW IBERIA TO	BB-48
46.8	⊗S. P. (WEST TOWER) ®	
47.7	S. P. Conn	
	VIA S. P.	
	75.6	

Rule 99 (d) in effect between Port Barre and New Iberia.

Business Tracks	MP	Sta. No.
Levert	30.3	BB-31
Gondron	37.3	BB-38
Cajun Sugar Mill	43.4	BB-43
Bryant		BR-46
Olivier		BB-53
Lifenite		BB-56
Loisel	56.5	BB-58
Jefferson Island	56.3	BC-57
Oaklawn		BB-75
Franklin	79.3	BB-80
Yard Limits: MP 0-0 to 1	MP 2	-15 · MP

40-00 to MP 47-21.

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

Maximum Speed 25 MPH.

except MP 41.3 — MP 42.0.. 10 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.

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 Loiesl, max. speed 10 MPH.

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

## 70 ALEXANDRIA SUBDIV.—NEW ORLEANS DIVISION

	Sta. Nos.	a:		Maximum Speed MPH (except as below) 50 MP 195.8—MP 190.4 40†
SOUTH NORT	N S	Sic	lings	MP 179.2—MP 178.4. 45
SOUTH STATIONS A		Crs	Feet	MP 170.9—MP 170.3. 35†
®-2 ■T ♥ §	0			MP 163.3—MP 162.5. 20†
92 1 ALEXANDELA	. C-625	Yd		MP 128.8—MP 128.1. 45
90.4 WILLOW GLEN	. TB190			MP 118.9—MP 117.6 40 MP 109.9—MP 108.9 35†
82.5 ROCK JOT	. TB178			MP 95.1—MP 94.9 35
77.0 MEEKER	. TB177	209	10453	MP 91.4—MP 88.7 20
71.1 CHENEYVILLE	O TB170			MP 86.7—MP 84.0 20† MP 75.5—MP 75.0 20†
70.2 SOUPAC JCT	. TB169			MP 64.0—MP 66.0 35†
63.1 BUNKIE. ®-2 T®®	O TB163	205	10249	Yard limits: MP 196.5 to
11.1 MORROWS	TB153	101	5089	MP 192.0; MP 164.3 to MP 161.6; MP 87.4 to MP 81.3; MP 30.7 to MP 20.8
13.5 PALMETTO	ТВ139	239	11970	81.3; MP 30.7 to MP 20.8
9.0 MELVILLE ®-2 ®	₩ TB129			and MP 13.8 to MP 0.0.
FORDOCHE	TB118	84	4230	
114.1 LIVONIA SMP &	▼ TB114	223	11165	AM to 8:30 PM; MP 62.9
MARINGOUIN. ®	)-2 TB109			to MP 60.0 8:30 AM to 8:30 PM.
GROSSE TETE	TB102	232	11647	Sta.
95.0 MORLEY ® ®	① TB95			Business Tracks: MP No.
90.1 ADDIS ®-2 ®T§	<b>○</b> TB90	382	19342	Chambers184.0 TB-185 MFC Spur182.8 TB-183 LeCompte178.5 TB-179
PLAQUEMINE				Red Barn
84.2 DOVER	<b>③</b> TB82	145	729	Lewioyen 140.1 10-140
75.8 WHITE CASTLE.	ТВ75	121	6048	Mckneely120.9 TB-121
67.8 MC CALL	© TB68	136		Spur114.0 TB-114
DONALDSONVILI	TB65	209	10457	St. Delphine89.0 TB-89
53.1 ST. JAMES	TB52	108	6409	Dow88.8 TB-88
46.3 VACHERIE	TB46			Allemania81.3 TB-83 Georgia Pacific .81.3 TB-81
40.0 JOHNSON	ТВ40	226	1133	Hercules81.3 TB-81
30.1 KILLONA	TB31			Soniat76.0 TB-76 Cora-Texas74.5 TB-74
28.5 TAFT				Triad62.3 TB-63
22.1 LULING®	O TB22			Central Farmers 62.5 TB-63 Gulf
20.8 AMA JOT				Co-op Refinery .53.5 TB-54
19.3 FARMERS	. X	1.0		Caire Spur54.0 TB-54 Armant45.7 TB-46
17.1 SELLERS	, X			Columbia35.8 TB-36 Edgard35.3 TB-35 Waterford Spur .30.0 TB-30
16.5 CYANAMID ⊗SP	₩ TB16	-		Argus Chemical
13.9 WILLS	. X			Co28.1 TB-28 Hahnville25.0 TB-26
11.4 AVONDALE. ® ® 0	(Y)	Y	1	Dufresne23.3 TB-23 Monsanto 21 4 TB-21
10.2 - W. BRIDGE JCT. 15.2	W	. Y		Farmers Export 19.2 TB-19
NEW ORLEANS.  ®-2 ®	§T C-817	Y	d . ,	Hot Box Detectors located at M.
192.1				168.06, MP 134-04; MP 108-07, MP 71-10 and MP 44-02.

ABS Alexandria to MP 13.8.

CTC between Alexandria and Willow Glen; Livonia and MP 87-5; south end siding Donaldsonville and north end siding McCall; Ama Jct. and MP 13.8.

Two main tracks designated East and West tracks between Ama Jct. and Avondale.
No. 15, 16 or 20 turnouts located both ends sidings Meeker, Palmetto, Livonia, Grosse Tete,
Addis, Donaldsonville, Johnson, Ama Jct. and North End Drill Track Avondale.

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

Such authority may be obtained through the operator at Alexandria.

Engines will not go beyond 250 ft., from point of switch in Soniat business track.

Engines will not go beyond 200 ft. from point of switch in Dufresne business track.

CRI&P trains may use main track between Willow Glen and Rock Jct. when authorized by

CRI&P trains may use main track between Willow Glen and Rock Jct. when authorized by train dispatcher. Control operator must protect with hold out signal at Meeker and Tag Lever until occupancy released. Drill Track Switch — MP 13.9 designated arriving and leaving switch for Avondale Yard. Operation between MP 17.0 and New Orleans on TP-MPT Terminal Subdiv.

TIMETABLE NO. 11

## NOLC SUBDIV. - NEW ORLEANS DIVISION 71

Miles	SOUTH	STATIONS A	Station Nos.	Maximum Speed: (Except as below)			
1.0	© S. P BELLE 29.	2 OHASSEG	Y-1 Y-10	Marie Dr. GretnaMP 3. MP 15.6 — MP 17.0 MP 20.5 — MP 22.0. MP 23.6 — MP 24.3			
	38.	2		Yard limits entire subdiv Business Tracks: MP McDonoughville			
				Chevron Chem. 12.0 Alliance 21.4 Myrtle Grove 22.2 Lift Bridge over Algiers (MP 6-15, MS)	Y-12 Y-21 Y-26		

\*After eng. occupies last crossing maximum speed may be re-

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

## TP-MP TERMINAL SUBDIV. - NEW ORLEANS DIV.

Miles	WEST STATIONS A	Station Nos.	Maximum Speed MPH
	NEW ORLEANS. ® B-2 ® \$T 10.2 W. BRIDGE JCT	13.97.7	(MP Tracks) 20 Except:
1.5	GOULDSBOROT	C-815	City Limits Gretna 6 City Limits Westwego 6
	W. BRIDGE JCT	C-806	Operation W. Bridge Jct.— New Orleans via New Orleans Public Belt R.R.
	17.0		Yard Limits: MP 0-0 to MP 13.8

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

Business Tracks	Sta. No.
Westwego	
Shrewsbury	
Marrero	
Harvey	
Gretna	

## 72 AVOYELLES SUBDIV. — NEW ORLEANS, DIVISION

мрн	SO	UTH	STATIONS	NORTH	Station	Sid	ings
Maximum Speed	Mil€s	<u> </u>			Nos.	Care	Feet
(Except as	94.7	1	BUNKIE ©	T (9) (9) -2 (0)	TB-163		
below 40		- I	2.4				
MP 94-23— MP 92-27 15	92.3		EVERGREEN		TV-42		
MP 92-27-	85.8	<b>d</b>	COTTONPORT	<b></b> ®	TV-38	17	862
MP 82-10 25 MP 82-10—	<b></b> _	1	MANSURA JOT			<u> </u>	
L&A MP 713.5 15	713.5		6.9		1		
MP 728.1—	720.4	4	HAMBURG		TV-30	82	4103
MP 735. 9 30 Over Atchafalaya	727.7	Ь	7.3 HYDE	(P)	TV-23	76	3832
River Bridge		1	Λ4				
(MP 729.2) 5	728.1	া -	SIMMESPORT	® C	TV-22	• • • •	••••
City Limits- Morganza 25†	733.2	b	KELLER		TV-17	250	12937
City Limits-		x	9.7		TD-58	40	2002
New Roads 25+	735.9	Ч	LETTSWORTH		1	40	2002
All L&A Tracks other than main	742.6	1	BATCHELOR		TD-51	83	4163
tracks, through	750.9	A.	MORGANZA			24	1234
turnouts and	750.9	Y.	10.0			l	
crossovers 10 Between West	760.9	レ	NEW ROADS		TD-33	75	3768
Jct. and East	768.3	4	GLYNN		TD-25	33	1655
Jet 20		٦	11.6			١	
Between East Jct. and M.P. Jct 15	779.9	C.I	LOBDELL			154	7741
MP 11-26-	780.7		LOBDELL JCT.	®	TD-12		
MP 11-25 15 Business Sta.	<b>├</b>		©МР			$\vdash$	
Tracks MP No.	781.2	+-	Λ 2		L		
Moreau-	781.5	10	WEST JOT		TD-11		
ville717.3 Legonier _730.1	704 0	- [	EAST JOT	•			
Innis739.4 TD-54		- 1	0.6				
La: Cour745.0 TD-48	785.5	া.	M. P. JOT	· · · · · · · · ·			
La Barre 754.3 TD-39 Dawson755.4 TD-40	648.0	٦	NO. BATON ROUG	Е	B-647	Yd.	ļ
Morrison 755,5 TD-38	<u> </u>	•	1.0			1	
Beaud757.6 TD-36	12.8		LOBDELL JCT				
Major759.5 TD-34 Bertha761.1	10.4	4	® M. P	· · · · · · · · · · · · · ·		1	
Glanton761.4		1	PORT ALLEN	æ	TD-8		
Cajun Elec. Power 726.6 TD-32	7.8	$\neg$	1.3				
Power 726.6 TD-32 La. Elec.	6.5		CANAL	.0000	TD-6		
Coop766.4 TD-26	0.0		ADDIS	-2 m හි⊀ <b>ය</b>	TB-90	Yd.	
Smith-	0.0	1				1-	
field774.4 TD-19 Avoyelles	<u></u>	_~	94.7	_	<u>.                                    </u>	<u> </u>	<u> </u>
Parish	lм	ile D	ost locations Mansura	Jct. to I	MP Jct.	incl	usive
Coop 2.0 TD-2	a.	e Lá	A (Baton Rouge Sub	div.) mile	ages.		
Baton Rouge 649.0 B-649	1						
Baton Rouge							
Port 7.4 B-649	<u> </u>						
Normal position	of I	bne.	operated switch for	connectio	n to L	&A.	main

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 Rouse.

Yard Limits: Bunkle to Mansura Jct.; MP 726,3 — MP 729.6; MP 778.9 — Lobdell Jct.; Lobdell to Addis.

Operation over L&A By. between Mansura Jct. and Lobdell Jct., and West Jct. and East Jct. (L&A Baton Rouge Subdivn.);

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. Employee are subject to supervision of officers of L&A Ry.

Track ownership:

Mansura Jct. to Hamburg 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 & MP Mile Post 781.2 and No. Baton Ronge

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 dispatheer.

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 & L&A ① \_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	274,000 lbs.	Wt. 274,000 to 315,000 lbs.
MP 715.0	25 MPH.	20 MPH
	25 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.

Rule 99 (d) in effect, Yard Limits MP 1 to Bunkle, MPH	Miles	SOUTH NORTH	Station Nos.	Sid	ings
Maximum Speed 80	×	Y_STATIONS A	φ	Cars	Feet
(Except as below) MP 11-25—MP 11-29 25	0.0	BUNKIE D-2 TT 🕈	TB-163		
MP 12-12-MP 12-17 25 MP 19-11-MP 20-18 15†	3.6	EOLA 🕸 S. P	TL-4		
MP 35-00MP 35-20 15 MP 35-20MP 36-26 20+	8.8	ST. LANDRY	TL-9	9	470
MP 36-26—MP 47-03 25 MP 47-03—	20.0	VILLE PLATTE	TL-20	38	1927
End of track 10 Sta.	26.7	LEDOUX	TL-27	12	705
Business Tracks MP Nos. Cleco 9.5 TL-10	36.0	OPELOUSAS & M.P @	TX-23	12	611
Tate Cove 15.4 TL-16	43.5	7.5 LEWISBURG	TX-32	10	517
Lithcote21.5 TL-21 Swift Co41.1 TX-30	47.9	CHUROH POINT	TX-36	15	752
Canal Refinery Spur46.0 TX-35		47.9		<u> </u>	
		47.9			

## THIBODAUX SUBDIV. - NEW ORLEANS DIVISION

Miles	WEST ♥	STATIONS	EAST	Station Nos.	Yard Limits: Entire Subdiv	MPH
0.0		. <u>L</u>		TB-68	(Except as below)	
1.4		ALTO		ТН-3	MP 0-0 — MP 0-07 MP 12-13 — MP 13-11 Business	
9.4	PAINO	OURTVILLE		TH-11	Tracks MP	No.
12.5		ÖÑ		TH-14	Lula 5.0 Wanda Pet, Co, 7.5	TH-7 TH-8
13.1	NAPOI	6 LEONVILLE		TH-15	Westfield	TH-9 TG-18
31.0	THIBO	DAUX		TG-29	Laurel Grove24.4 Elmer28.6	TG-24 TG-26
	31	0			Cane Machy29.6	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).

CREED DECENDATIONS SURE CROSSOVERS

3-A. SPEED RESTRICTIONS THRU CROSSOVERS, TURNOUTS AND SPRING SWITCHES:	мрн
Thru No. 9, 10 and 11 turnouts and crossovers, entire	
train Thru No. 15, 16 and 20 turnouts and crossovers, entire	15
train	35
Thru No. 20 equilateral turnouts, entire train  Thru precurved turnouts, entire train	50 50
In straightaway movement when moving points of	50
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 Max. Frt. Train speed.	15108

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; 75800-75307; 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
мрн	MPH
10-15	10
20	15
25	20
30	<b>25</b> _
35	30 35
40	
45-60	40
Scale test cars except MPX 198 MPX 15111 and MPX 15117	8, MPX 15110, 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 HAND-LING 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

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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, condr. 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 hehind engine, except cars accompanied by messenger, cars requiring handling on rear end only, or cars moving in local trains may be positioned not to exceed 5 cars ahead of caboose.

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

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

#### MAXIMUM GROSS WEIGHT LIMITATIONS:

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

4	axles263,000	lbs.
6	axles394,500	lbs.
8	axles526,000	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 m	a xio	num	wel	ght si	iown is	220,000 lbs.	240,000 lbs.	263,000 lbs.
Then	: 4 6	axle	CATE	may	handle "	330,000 lbs.	240,000 lbs. 360,000 lbs.	268,000 lbs. 394,500 lbs.
*	В	*	n	**	*	418,000 lbs.	456,000 Ibs.	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 heing 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 Jet. and ST Jet.
  - 6. NA Jct. and Pueblo Jct.
  - 7. New South Yard and Algoa.
- 8. Temple (ATSF MP 218.2) and MKT connection (MP 217.5) two main tracks. North track is to right as viewed by No. 21. ABS-CTC in effect. Maximum authorized speed 20 MPH except 10 MPH through turnouts and on MKT connection.
- 9. 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 Flashing Yellow Approach

Diverging Proceed through diverging route; prescribed speed through turnout. Approach next signal prepared to stop; if exceeding medium speed, immediately reduce to that speed,

- (3) Flashing Red or Red over Yellow-Restricting-Proceed at restricted speed.
- (4) 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 sbort of men or machines fouling track until proper proceed signal received by (title and name of employee in charge and gang number) that track is clear of men and machines.

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

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.

Indication:

System on.

indicated.

train.

detected.

detected.

side indicated.

Hot journal detected on

More than one hot box

detected both on side

At least one hot box

Dragging equipment

detected on each side of

Dragging equipment AND

one or more hot boxes

### White light on equipment house illuminated:

Left OR right yellow light flashing:

Left OR right AND center yellow light flashing:

Three yellow lights

flashing:

Left AND right yellow light flashing AND red light illuminated:

Three yellow lights flashing AND red light illumi-

nated:

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 (9) on schedule page do not sound horn except to warn persons or vehicles oblivious to approach of train or engine and whose attention cannot be attracted by ringing bell.

#### 10. OPERATION OF ENGINES:

- When engines are moved from mechanical facility to train or vice versa the controls will be handled from the lead unit when practicable, except when making short back up moves.
- Operating diesel engines through water. Unless otherwise directed by officer at point of high water, diesel engines must not be moved or allowed to stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour, to prevent water getting inside traction motors. If any probability of water having entered motors, cover on motors should be removed and motor examined. If water has entered motor, unit must be moved off line to assignment location for necessary repairs,
- 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

			SPEED	AND AM	METER F	EADINGS	ON LEAD	TINU	
<u>}</u>	í Hr. Rating	GP35	U23B	U30C	GP28 GP38 SD40	GP18	GP7 GP9	GP15 SW15 MP15	SW7 8 9 SW12
go	GP35 U23B	10MPH 1125AMP	10MPH 1275AMP	10MPH 1230AMP	10MPH 1100 AMP	10MPH 980 AMP	10MPH 900AMP	10MPH 870AMP	10MPH 825AMP
IL UNITS	GP7 9 GP18 28 38 BD40 U30C	10MPH 1125 AMP	10MPH 1275 AMP	9.5MPH 1274 AMP	9.5MPH 1150AMP		9.5MPH 950AMP	9.5MPH 890AMP	9.5MPH 840 AMP
TRAIL	8W7 B 9 12 GP SW15 MP15 GP15	10MPH 1125AMP	10MPH 1275 AMP	9.5MPH 1275AMP	9.5MPH 1150AMP		9.5MPH 950AMP	7MPH 1065AMP	7MPH 950AMP

If throttle is reduced to prevent slipping, the 14 hour amperage rating still must not be exceeded regardless of speed.

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

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

D. Shoving or Back-Up Movements: Second and third paragraph of Rule 409 of "Air Brake and Train Handling Instructions" changed as follows:

GP Units 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.
- 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.

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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.

SPECIAL INSTRUCTIONS

- (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 removd 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 PROTEC-TION

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

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.

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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(i) 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 fusees 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

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

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

Name Distant

Clear

Aspect

Green with a "D" marker Indication

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 Yellow with a "D" marker Approach

Proceed prepared to stop before reaching next signal.

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

- (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 tiedup 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. Printed Form "X" Example (1) train order showing multiple location may be used. These orders must be re-issued each day. The individual locations may be annulled thus:

(Example) "Line No. 6 of order No. 544 is annulled". 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 limit of order is passed.

Two or more employees will constitute a gang. e. Form "T" Train Order discontinued.

(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 time-table.

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).

(ILIBO BLOWII	OH Delice	iaie Lage).			
SUBDIV.	MP	SUBDIV.	MP	SUBDIV.	MP
Alexandria		Chicago		Memphis	
Alexandria	71-10	Chicago	* 267-05	Memphis	• 348-15
Alexandria	108-07	Chicago	293-20	Monroe	
Alexandria	134-04	Chicago	321-00	Monroe	398-10
Alexandria	168-06	Coffeyville	<b>*</b> 438-08	Monroe	421-20
Anstin	119-24	Council Grove		Monroe	438-05
Baird	282-30	Dallas	29-15	Monroe	469-08
Baird	317-02	Dallas	54-24	Monroe	537-18
Baird		Dallas		Monroe	569-18
Baird		Dallas		Oklahoma	
Baird	416-00	Dallas	* 162-11	Oklahoma	* 236~25
Baird		Dallas	190-18	Osawatomie	<del>*</del> 390-33
Baird	485-14	Ft. Worth		River	160-33
Beanmont	_* 444-18	Hoisington	595-21	River	223-18
Beaumont	629-32	Hoisington		Sedalla	28-24
Beaumont		Horace	792-05	Sedalia	62-18
Beaumont	* 596-02	Horace	851-00	Sedalia	95-83
Chester		Hoxie		Sedalla	* 152-31
Chester	57-20	Hoxie		Sedalia	
Chester	92-28	Hoxie		Sedalia	230-09
Chester	• 111-25	Hoxie		Sedalia,	*255-2B
Chester		Hoxie		Toyah	
Chicago	* 46-45	Kansas City		Toyah	618-20
Chicago		Little Rock _	373-35	Toyah	706-10
Chicago	98-11	Little Rock _		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	
Chicago		Longview		Whitesboro	
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:

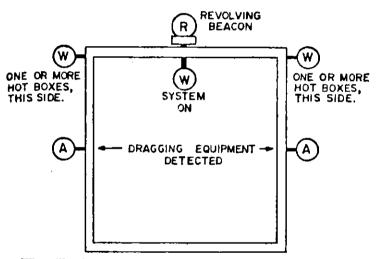
- (a) Train speed of at least 10-MPH must be maintained while train is moving over detector. If speed is less than 10 MPH over detector, make inspection of entire train.
- (b) Do not stop train over detector equipment when practicable.
- (c) Avoid braking, if practical, while approaching or passing detector. Excessive braking will cause false indications.
- (d) 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.
- (e) When detectors are actuated, the following information must be reported to the Dispatcher by radio or from first open office.
  - (1) Train identification.
  - (2) Date and time actuated and MP location of detector.
  - (3) Type of indication displayed by detector, i.e., hot box or dragging equipment.
  - (4) When detector is equipped with digital readout, report car number, axle and hot box location as indicated by readout.

- (5) Disposition of car. (If set out, state where. If inspection shows that it was not necessary to set out car even though journal was warm enough to actuate the detector, advise what corrective action was taken to permit movement of car. Indicate roller bearing or friction bearing.)
- (f) Connecting crews, if any, must be notified by incoming crew of failure to locate hot bearing if indication is received from any detector and car is not set out.
- (g) Each detector is equipped with a steady burning white light to indicate "System On", 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 on ground 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

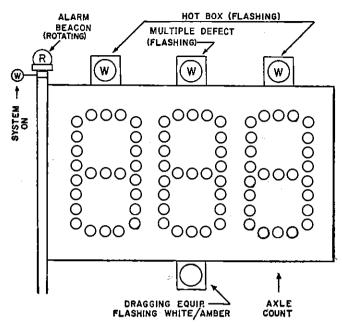


When illuminated, array lights indicate the following:

- (a) 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.
- (b) 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)
- (c) White light-side One side light illuminated indicates one or more hot journals detected on side of train indicated by array. Inspect entire side of train. If both white side lights are illuminated, one or more hot journals detected on both sides of train. Make on ground inspection both sides of the entire train.
- (d) 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

#### DISPLAY PANEL



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

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

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

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

- (b) System On-white light must be illuminated during passage entire train. See paragraph 16.1(g).
- (c) White indication lights above panel,

Center:

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.

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. Make on ground inspection of both sides of entire train from point of first hot journal to the end of the train, looking for subsequent hot journals on same side of train as first hot journal, and one or more subsequent hot journals on opposite side of train.

- (4) Multiple defect indicator flashing and dragging equipment indicator flashing, axle count displayed.
  - Two instances of dragging equipment detected; the first occurring near axle count displayed.
- (5) Multiple defect indicator flashing, dragging equipment indicator flashing, right (left) side indicator flashing, axle count displayed.

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

#### 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 If it is necessary to can 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.

B-Radio Base Station. B-1 -Call in System Dispatcher 1

2-Call in System Dis-

Wayside Radio Station.

O Draw Bridge.

Gate—Normal position against conflicting route.

-Gate-Normal position

-Manual Interlocking. -Stop Sign.

-Turntable or Wye.

Railroad Crossing at Grade. Yard Limits

Conditional Yard Limits.

Ø—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.

9—Item 9 Special Instructions

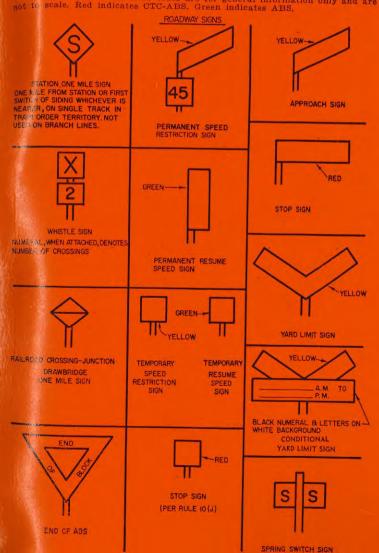
†—Applies only until Eng.has reached resume Speed Sign.

Register Stations are shown in full-face type.

the 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,



TIMETABLE NO. 11