



TAKE PRIDE

in

**RULES
OBSERVANCE**

For employees 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 employees under their supervision.

TAKE TIME FOR SAFETY

SAFETY FIRST



**MISSOURI PACIFIC
RAILROAD CO.**

SYSTEM

**TIMETABLE
No. 12**

Effective 12:01 a.m. Sunday, NOV. 26, 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.**

SYSTEM

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

EASTERN DISTRICT

H. S. Vierling	Vice President - Chicago, Ill.
C. E. Dettmann	General Manager - No. Little Rock, Ark.
B. E. Kerlee	Asst. General Manager - No. Little Rock, Ark.
J. B. McCormack	General Superintendent - No. Little Rock, Ark.
C. D. Barton	Dist. Engr. - No. Little Rock, Ark.
E. A. Jones	Mech. Supt. - No. Little Rock, Ark.

Division	Superintendent	Headquarters
Chicago	R. Turner	Yard Center, Ill.
Illinois	W. F. Sutton	Chester, Ill.
Arkansas	R. G. Lang	No. Little Rock, Ark.
Little Rock Terminal	A. W. Rees, Jr.	No. Little Rock, Ark.
Louisiana	C. Percy, Jr.	Monroe, La.
St. Louis Terminal	W. Crimm	St. Louis, Mo.

WESTERN DISTRICT

K. D. Hestes	General Manager - Kansas City, Mo.
H. E. Handley, Jr.	Asst. General Manager - Kansas City, Mo.
T. L. Gibson	Dist. Engr. - Kansas City, Mo.
H. M. Doan	Mech. Supt. - Kansas City, Mo.

Division	Superintendent	Headquarters
Northern	R. L. McCoy	Kansas City, Mo.
Kansas City Terminal	R. L. Brewer	Kansas City, Mo.
Kansas	P. L. Tucker	Osawatomie, Ks.
Central	G. O. Everett	Coffeyville, Ks.

SOUTHERN DISTRICT

G. A. Craig	Vice President - Houston, Tex.
G. T. Graham	General Manager - Houston, Tex.
L. H. Miller	Asst. General Manager - Ft. Worth, Tex.
A. L. Shoener	Asst. General Manager - Houston, Tex.
R. B. Schoultz	Asst. to Gen. Mgr. - Houston, Tex.
M. G. Jackson	Asst. to Gen. Mgr. - Houston, Tex.
A. E. Gaebler	Dist. Engr. - Houston, Tex.
M. L. Wall	Mech. Supt. - Houston, Tex.

Division	Superintendent	Headquarters
Palestine	R. M. Chapman	Palestine, Tex.
Kingsville	C. E. Satterfield	Corpus Christi, Tex.
New Orleans	R. E. Ramsey	Addis, La.
DeQuincy	K. D. Milam	Houston, Tex.
Red River	R. B. King	Longview, Tex.
Rio Grande	B. J. Cranford	Ft. Worth, Tex.
Dallas-Ft. Worth Terminal	L. L. Carmichael	Ft. Worth, Texas.

CHIEF DISPATCHERS

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

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

SPECIAL INSTRUCTIONS—CHESTER SUBDIV.

Maximum Speed	MPH	BUSINESS TRACKS	MP	Sta. No.
(Except as below)	60	Warnock	15.1	C-24
MP 0-00 — MP 7-01	30	Fountain	17.5	C-26
Both Legs wye Chester	10	Valmeyer	22.5	C-31
MP 55-26 — MP 76-12	50	Menard	60.5	C-69
North leg wye Gorham	10	Jones Ridge	74.6	C-83
Chester Subdiv. Conn.	20	Raddle	77.0	C-86
MP 116-14 — MP 117-21	50	Powder Plant	98.6	C-98
MP 117-21 — MP 119-10	40	Wolf Lake	99.7	C-107
MP 119-10 — MP 119-19	30	Ware	104.0	C-113
MP 189-10 — Dexter Jct.	25†	McClure	113.0	C-122
Missouri Jct. — MP 191-00	35	Dudley	182.8	XD-17
		Bess	179.7	XD-14
		Fisk	176.1	XD-11
		Boeing	170.0	XD-4

TIMETABLE NO. 12

Stations on STLWS between Illmo and Paragould.

Name:	SSW Mile Post:
Ancell	5.16
Quarry	9.56
Rockview Jct.	10.50
Frisco Jct.	10.62
SLSF Crossing	10.73
MP Crossing	16.08
Delta	16.13
MP Crossing	16.14
Randles	21.39
Mesler	26.39
Bell City	29.71
Ardeola	32.20
Avert	36.96
Paront	47.08
Missouri Jct.	48.92
Dexter Jct.	50.12
MP Crossing	50.22
Dexter	50.9
Bernie	59.5
NM Jct.	65.2
Malden	67.7
St. Francis	69.9
Piggott	75.6
Greenway	78.8
Rector	85.6
Jay	90.7
Marmaduke	92.9
Blytheville Jct.	103.0
Paragould	103.5

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

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

Southward trains originating Valley Jct. secure clearance.

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

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

Trains originating Dupo enroute to Chicago Subdiv. secure clearance at Chester.

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.

CAPE GIRARDEAU SUBDIV.—ILLINOIS DIVISION

Miles	SOUTH	STATIONS	NORTH	Station Numbers	Maximum Speed 30 MPH except: Through cuts between Hendrix and Williams Street, Cape Girardeau 5 MPH.
122.8	CAPEDEAU JCT.			C-132	
127.0	MARQUETTE			CF-4	MP 128.6 to End of Track .10 MPH
128.5	RUSH JCT.				Yard Limits: MP 128.5 to MP 130.2
128.6	⊗ S.L.-S.F.			G	Normal position of switch Rush Jct. is lined for movement to and from SLSF connection.
129.6	⊗ S.E. MO. LBR. SL-SF			⊗	Vertical clearance Morgan Oak and Goodhope Streets will not clear cars in excess of Plate "C".
130.2	CAPE GIRARDEAU			CF-7	
				7.4	

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

TIMETABLE NO. 12

Rule 99 (d) in effect. MAXIMUM SPEED 25 MPH Except 10 MPH between Danville-P&E MP 82 and Westville-MP 132.9. Flagging distance 2,500 ft.		Miles	SOUTH STATIONS	NORTH STATIONS	Sta. No.
Business Tracks:	MP	Sta. No.			
Hastings	150.1	ZD-150			
Longview	159.7	ZD-160			
Zeigler Mine No. 5.	161.0	ZD-161			
Fairland	161.9	ZD-162			
Industrial Lead.					
Jamaica Spur—					
Breaks out at Sidell Jct.—					
Jamaica	150.9	ZE-151			
(Max. speed 10 MPH)					

Yard Limits: Between Danville-P&E MP 82 and Westville MP 132.9; MP 160-00—MP 164-35.
Operation over: P&E Danville to Wyton (2 mi.); CR Wyton to Westville (6.2 mi.). Clearance 16 ft. 8 in. high ATR and 10 ft. 6 in. wide at 16 ft. 8 in. high ATR.
Before entering P&E or CR tracks secure permission of operator Wyton Tower and be governed by his instructions.

PINCKNEYVILLE SUBDIV.—ILLINOIS DIVISION

Maximum Speed MPH (Except as below)	Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings	
					Cars	Feet
35						
MP 64-02	63.7	CHESTER		C-70		
MP 64-14	71.8	WELGE		CA-10	86	4479
MP 77	77.3	STEELEVILLE		CA-16	167	8700
MP 79-15	79.4	PERCY		CA-18		
MP 90-00	83.7	NEW WILSON		CA-23	99	5165
MP 90-00	92.5	PINCKNEYVILLE		CA-31	Yd.	
MP 96-00	95.5	SHAKE RAG		CA-34		
Pinckneyville to Pyatts via ICG	102.7	IOG				
MP 101-20	102.9	TAMAROA		CA-41		
MP 103-20	111.2	SHELLER		CA-49	Yd.	
MP 112-00	111.6	IOG				
MP 121-21	114.5	WALTONVILLE		CA-53		
MP 121-26	121.8	JSW JCT				
MP 121-26	125.0	MT. VERNON		CA-64	Yd.	
Mt. Vernon	61.2					

Yard Limits: Chester Subdiv. Conn. to MP 65-05; MP 76-20 to MP 84-00; MP 90-00 to MP 97-00; MP 110-15 to MP 112-05; MP 120-00 to Mt. Vernon.

Industrial Leads—Maximum Speed 10 MPH except, JSW Ind. lead 20 MPH and reduce speed to 5 MPH on Orient No. 6 Industrial-Lead-North end doubling track.
Over Scale 300 feet west of No. 1 load yard switch Cap. Mine..... 5 MPH
CAPTAIN MINE..... Breaks out at MP 81.2
ICG Jct..... 82.5
Captain Mine..... 86.1 CA-20
Do not operate eng. under tippel on tracks 3 and 4. Do not leave cars on scale track.
BURNING STAR NO. 4..... Breaks out at New Wilson
BURNING STAR NO. 2..... Breaks out at Shake Rag
ICG Jct..... 99.1
Burning Star No. 2 Mine..... 101.2 CA-38
ORIENT..... Breaks out at Scheller
ICG Jct..... 111.5
Orient No. 3..... 112.6 CA-50
BN..... 113.5
Orient No. 6..... 114.1 CA-52
JSW Industrial Lead..... Breaks out at JSW Jct.
Huff..... 279.9 ZC-280
Nason..... 286.5 ZC-277
Old Ben 21..... 293.1 ZC-277

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings		Yard Limits:
				Cars	Feet	
298.2	BENTON JCT		ZC-298			MP 298-10— MP 299-00
305.0	WEST FRANKFORT		ZC-305			MP 347-15— MP 353-00
308.8	JENKINS		ZC-309	86	3870	MP 380-00— to end of Track.
316.4	MARION		ZC-317	60	2700	Conditional Yard Limits: MP 303-00—MP 309-20—701 am to 701 pm
324.0	NEILSON JCT		ZC-324			Buckhorn Ind. Lead breaks out at Jenkins
329.3	GOREVILLE		ZC-329	59	2655	Max. Speed .10 MPH
334.0	OMAR		ZC-333	60	2700	ICG Jct. 310.0
339.7	VIENNA JCT		ZC-340			Zeigler #4 310.6 ZC-310
345.3	CYPRESS		ZC-345	57	2565	Orient #4 313.3 ZC-313
347.6	JOPPA JCT		ZC-348			
348.5	CHASCO		ZK-348			
351.5	KARNAK		ZK-352	152	6840	
363.3	JOPPA		ZK-363	Yd.		

BN trains register at Neilson Jct. and Vienna Jct. by ticket.
Maximum Speed: MPH Maximum Speed: MPH
(Except as below) .35 Joppa Jct. Wye..... 20
MP 324-07—324-15 .20 MP 363-04—End
MP 334-20—334-26 .20 of track 10
Operation on BN R.R. between Vienna Jct. and Choat.
Flagging distance 5,190 ft.

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

Note—Trains and engines proceed only after member of crew has protected crossing—Highway #3 at Olive Branch.
Maximum weight Joppa Jct. to Fayville Jct. 220,000 lbs.

CAIRO SUBDIV.—ILLINOIS DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Yard Limits: Fayville Jct. to Cairo	
				Maximum Speed	Flagging distance
120.7	CAIRO JCT		C-130	(Except as below) 20 MPH	
125.6	FAYVILLE JCT		ZC-373	MP 120-27—MP 120-40 10 MPH	
130.8	MILLER CITY		CG-10	MP 142-00—MP 145-00 10 MPH	
142.6	IOG				
144.2	OR				
145.0	CAIRO		CG-24		

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.

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.. 20 MPH

Flagging distance 2,450 ft.

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

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

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

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings
	▼	▲		Cars Ft.
0.0	RIVERSIDE.....	①②T	MC-0	.....
1.9	HERCULANEUM.....	①②	MC-2	.....
4.5	CRYSTAL JCT.....		MC-5	.....
5.2	CRYSTAL CITY.....		MC-6	.....
	24.0 Miles Via SLSF			
83.0	STE. GENEVIEVE...@	①②	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..... 20 MPH
 Business Tracks MP Sta. No.

Mosher	87.0	MB-5
Zell	91.5	MB-9
Weingarten	97.4	MB-14
Ogborn	110.7	MB-27
Ester	115.2	MB-32
Flat River	116.5	MB-33
Central §	117.0	MB-24
Derby Jct.	118.2	MB-36
Bismarck @T	126.1	MB-43

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

SPARTA SUBDIV. — ILLINOIS DIVISION

Maximum Speed: MPH	SOUTH Second Class	Miles	STATIONS	Station Nos.	Sidings	NORTH Second Class
(Except as below).....35	465					466
MP 10-23 — MP 11-3 ...10	Daily				Cars Ft.	Daily
MP 13-25 — MP 14-15 ...20						
MP 48-15 — MP 49-04 ...20						
MP 55-00 — MP 56-5 ...10	PM					PM
MP 80-06 — MP 83-00 ...10	2 01	0.0	SALEM.....	①②	MI-1	12 30
Flagging distance 5,650 ft.		11.1	BRANCH JCT.....	③	MI-12	
No. 465 will not require clearance at Salem.		13.5	CENTRALIA.....		MI-14	
No superiority of trains between Sparta and Coulterville.		14.0	ICG JCT.....	④ BN⑤G	MI-15	
Between Branch Jct. and ICG Jct. operation over ICG.	3 45	14.5	BIG BEN.....	⑥	MI-16	39 2077 10 01
Yard Limits: End of Track Salem to MP-2; MP 13-27 to MP 16-0; MP 32-10 to MP 32-30; MP 48-17 to MP 60-0; MP 76-00 — Gage Jct.; MP 80.2 to End of Track at Kellogg.	4 05	23.2	HOYLETON.....		MI-24	9 40
BUSINESS TRACKS		32.6	NASHVILLE...@L&N②		MI-34	
Selmarville ...3.0..MI-4		40.9	OAKDALE.....	③④	MI-41	
Toedte Spur...31.0..MI-31		48.7	COULTERVILLE...⑤ICG		MI-49	37 1948 8 30
Meinert ...30.9..MI-31		56.6	⑥ ICG.....	④	MI-57	
IP Co. ....47.0..MI-47		57.4	SPARTA.....	⑦⑧⑨⑩	MI-58	Yd. 8 01
Zeigler		68.5	PAUTLER.....		MI-69	55 2855 AM
Mine #11 ...51.5..MI-51		69.6	EVANSVILLE.....		MI-70	
Midwest		77.7	GAGE JCT.....	⑪		
Mine ...52.0..MI-52			2.5 Mi. Via Chester Subdiv.			
Burning Star		80.2	FLINTON.....	⑫	MI-80	Yd.
Mine 3 ...59.4..MI-62		83.0	KELLOGG.....	⑬	MI-82	Yd.

TIMETABLE NO. 12

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

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

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

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

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

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

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

CARONDELET SUBDIV.—ST. LOUIS TERML. DIV.

Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers
	▼	▲	
13.0	KIRKWOOD.....	①②③④	MX-13
13.6	⑤S. L. S. F.....	⑥	
16.6	GRANT.....		GH-4
18.7	ALPHA.....		GH-6
23.8	BROADWAY JCT.....	T⑦	GH-11
	10.7		

⑧Crestwood, MP 13.9 to MP 15.8
 Maximum Speed 20 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 highway of crew flag highway traffic.

LESPERANCE SUBDIV.—ST. LOUIS TERML. DIV.

Miles	Yard Limits: Entire Subdiv.	Station Nos.	
	SOUTH STATIONS	NORTH STATIONS	
	▼	▲	
1.1	LESPERANCE ST.....	①②③④	
6.8	DAVIS JCT.....	⑤	X-8
	5.7		

Two main tracks between Lesperance St. and Nagel St.
 Maximum Speed.. 20 MPH (except as below)
 Elevated Track
 Between 8th St., and Rutger St.:
 Tangent 15
 Curves 10
 Gratiot St. Through Interlocking 10

St. Louis Terminal Div. Business Tracks	Sta. No.	Vertical Clearances:
Maplewood Mo.	MX 7	Under Mun. Br. Approach—10th St.:
Webster Groves	MX 10	Break up Lead.....17'6"
Lake Jct.	MX 8	House Track Lead...17'11"
Maplewood, Ill.	C-2	House 4 and 6.....18'6"
E. St. Louis	C-3	House 7 and 8.....19'8"
Valley Jct.	C-9	House 10 and 11...19'11"
Dupo	C-15	(Piggybacks, loaded trl-levels and Vert-A-Pac cars will not clear.) Crews handling cars make sure will clear bridge approach.
Bixby	C-17	
Big Bend Road	GH-1	
Billman	GH-2	
Collopy	GH-2	
Tesson	GH-5	
Grasso	GH-7	
Maes	GH-9	
Brentwood	GM-1	
Rock Hill	GM-1	
Matco	GM-2	
Jefferson Barracks ...	X-10	

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.

TIMETABLE NO. 12

SOUTH FIRST CLASS		Miles	STATIONS	Station Nos.	Sidings Cars Ft.	NORTH FIRST CLASS	
21 Psg.	22 Psg.					Mon. Wed. & Sat.	
Sun. Wed. & Fri.	AM						
PM 8 51		165.5	POPLAR BLUFF... ^{4.4} ⓉⓂ	X-166	Yd.		3 39
		170.0	STANLEY... ^{2.9} Ⓜ	X-170			
		172.9	HARVIELL JCT... ^{7.4} Ⓣ	X-173			
		180.4	NEELYVILLE, MO... ^{11.7} Ⓣ	X-180	162 8457		
		192.2	CORNING, ARK... ^{4.6} Ⓣ-2	X-192	161 8376		
		199.0	KNOBEL... ^{6.8} Ⓜ	X-199	188 9800		
		202.9	PEACH ORCHARD... ^{3.8} Ⓜ	X-203	155 8088		
		207.6	DELAPLAINE... ^{4.7} Ⓜ	X-208			
		214.4	O'KEAN... ^{5.7} Ⓜ	X-214	160 8338		
		223.6	MURTA JCT... ^{3.2} Ⓣ	X-223			
s 9 45		224.9	WALNUT RIDGE... ^{1.2} Ⓜ	X-225			s 2 47
		226.3	HOXIE... ^{1.4} Ⓜ S. L. S. F. Ⓜ-2	X-226	166 8641		
		228.5	MINTURN JCT... ^{2.2} Ⓣ	X-228			
		238.9	ALICIA... ^{10.3} Ⓜ	X-239	162 8448		
		251.8	TUCKERMAN... ^{12.9} Ⓜ	X-252	162 8436		
		258.1	CAMPBELL JCT... ^{6.2} Ⓜ	X-258			
		259.4	DIAZ JCT... ^{1.3} Ⓜ	X-259			
f 10 21		261.7	NEWPORT... ^{2.3} Ⓜ Ⓣ-2 Ⓜ	X-262	Yd.		f 2 11
		263.9	NORTH BRIDGE JCT... ^{2.2} Ⓜ	X-264			
		264.5	SOUTH BRIDGE JCT... ^{0.6} Ⓜ	X-265			
		269.7	JIFFY... ^{5.1} Ⓜ	X-270			
		274.3	GLAISE JCT... ^{4.6} Ⓣ	X-275			
		278.1	BRADFORD... ^{3.8} Ⓜ	X-278	190 9893		
		286.7	RUSSELL JCT... ^{8.5} Ⓜ	X-286			
		288.4	BALD KNOB... ^{1.7} Ⓣ-2 Ⓜ	X-288	110 5763		
		289.7	JUD... ^{1.2} Ⓜ	X-289			
		296.4	KENSETT... ^{6.7} Ⓜ	X-296			
		298.4	HIG... ^{1.9} Ⓜ	X-298			
		306.5	MACK... ^{8.0} Ⓜ	X-306			
		312.7	BEEBE... ^{6.2} Ⓣ-2	X-313			
		319.2	WACROSS... ^{6.5} Ⓜ	X-320			
		330.7	JAX... ^{11.4} Ⓜ	X-331			
		332.1	JACKSONVILLE... ^{1.4} Ⓜ	X-332			
11 36 PM		343.6	NO. LITTLE ROCK... ^{11.5} Ⓜ Ⓣ	X-344	Yd.		12 54 AM
			178.1				

Maximum Speed	MPH	MP 294-02 — MP 294-20	70	—
(Except as below)	Psg. Frt.	MP 333-07 — MP 333-19	60	—
		MP 339-20 — MP 347-15	40	40
		North and South Wye Bald Knob	15	15

BUSINESS TRACKS		MP	Sta. No.
Harviell		173.0	X-173
Minturn		232.4	X-232
Olyphant		269.8	X-270
Judsonia		292.6	X-293
Higginson		299.7	X-300
McRae		308.2	X-308
Ward		317.6	X-318
Cabot		323.0	X-323
Valentine		336.1	X-336

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

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

Hoxie—3 switches north end of siding.

Diaz — Cotter Subdiv. conn.

Newport — South siding switch.

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

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

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

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

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

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

DONIPHAN SUBDIV. — ARKANSAS DIVISION

Miles	STATIONS		Station Numbers	Sidings		Rule 99 (d) in effect
	SOUTH ▼	NORTH ▲		Cars	Feet	
180.4	NEELYVILLE	T	X-180			Max Speed except as below... 25 MPH
186.2	NAYLOR		XE-6			MP 195-00 — MP 200-00... 10
191.2	OXLY		XE-11			Business Tracks: MP Sta. No.
200.3	DONIPHAN		XE-20			Skelly Oil Spur... 197.3 XE-16 Maximum wt. 220,000 lbs. Flagging distance 4,000 ft.
	19.7					

LITTLE ROCK TERMINAL DIVISION

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

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

14 LITTLE ROCK SUBDIV. — ARKANSAS DIVISION

SOUTH FIRST CLASS		Miles	STATIONS	Station Nos.	Sidings		NORTH FIRST CLASS	
21 Psg.	Sun. Wed. & Fri.				Cars	Ft.	22 Psg.	Sun. Tue. & Fri.
PM 11 36		343.6	NO. LITTLE ROCK..	X-344	Yd.			AM 12 54
		345.3	ARK RIVER.....					
s 11 49		345.6	LITTLE ROCK.....	X-346				s 12 46
		346.0	CRIP & P.....					
		351.7	ENSIGN.....	X-352				
		358.9	ALEXANDER.....	X-359				
		364.1	BAUXITE JCT.....	X-364	104	5411		
		368.3	SHERIDAN JCT.....	X-368				
		368.7	BENTON.....	X-369				
		370.2	SALINE JCT.....	X-370				
		373.3	HASKELL.....	X-373	215	11187		
		377.3	TRASKWOOD.....	X-377	118	6181		
		384.6	GIFFORD.....	X-385	121	6311		
f 12 41		388.7	MALVERN.....	X-389				f 11 51
		392.2	ABCO.....	X-390	177	9238		
		399.6	DONALDSON.....	X-400	119	6215		
		405.6	WITHERSPOON.....	X-406	118	6198		
		411.0	ARCADELPHIA.....	X-411	169	8839		
		422.3	CURTIS JCT.....	X-422				
		426.3	GURDON.....	X-426	Yd.			
		429.3	BEIRNE JCT.....	X-429				
		437.6	BOUGHTON.....	X-438	160	8331		
		442.4	PRESOTT.....	X-442	174	9094		
		449.6	EMMET.....	X-450	124	6564		
		457.7	HOPE.....	X-458	110	5769		
		463.0	GUERNSEY.....	X-463	118	6186		
		471.3	FULTON.....	X-471	182	9509		
		477.7	HOMAN.....	X-478	167	8729		
		480.4	CLEAR LAKE JCT.....	X-481				
2 21		490.2	TEXARKANA.....	X-491	Yd.			PM 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.

LITTLE ROCK SUBDIV. — ARKANSAS DIVISION 15

MPH		BUSINESS TRACKS		Sta.
Little Rock Subdiv.	Psg. Frt.	MP	MP No.	
(Except as below)	75 60	Vogels E. Main	351.0	X-351
MP 339-20 — MP 347-15	40 40	Cash Whistle-East Main	352.3	X-352
MP 347-15 — MP 357-10	60 —	Ark Power & Light-West Main	353.4	X-353
MP 357-10 — MP 357-24	60 55	Midwest Castings-West Main	354.0	X-354
MP 361-03 — MP 363-11	60 50	Mabelvale-West Main	355.0	X-355
MP 363-11 — MP 364-20	70 —	AG W. Main	356.3	X-356
MP 373-22 — MP 373-25	50 50	Ark Power & Light-East Main	356.5	X-356
MP 382-18 — MP 385-21	70 —	Enmar-East Main	356.7	X-357
MP 385-21 — MP 385-35	60 55	Jacuzzi Bros.-West Main	357.2	X-357
MP 388-05 — MP 389-30	35 35	Ark. Cont. Corp.	357.4	X-357
MP 414-04 — MP 414-29	70 —	Bryant-West Main	362.7	X-363
MP 425-31 — MP 426-35	40 40†	Perla	386.7	X-387
MP 434-28 — MP 435-34	70 —	Daleville	410.0	X-410
MP 441-26 — MP 442-29	50 50†	Gum Springs	415.5	X-415
MP 457-12 — MP 458-09	30 30	Beirne	430.1	X-430
MP 470-20 — MP 471-09	70 —			
MP 471-16 — MP 471-21	40 40			
MP 480-15 — MP 480-18	50 50			
MP 483-09 — MP 483-20	70 —			
MP 489-00 — MP 490-00	15 15			
Union Station tracks Little Rock	10 10			

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

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

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

Bauxite — Siding switches.

Sheridan Jct. — Switch to Benton Yard.

Gurdon — Gurdon subdiv. conn.

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

HOT SPRINGS SUBDIV. — ARKANSAS DIVISION

Miles	STATIONS		Station Numbers	Maximum Speed 20 MPH Flagging distance 4,840 ft. Operation between Hot Springs Jct. and Malvern over CRI&P Ry. Trackage between Mountain Pine and Hot Springs Jct. Yard Limits.
	SOUTH	NORTH		
412.1	MOUNTAIN PINE.....	⊙	XH-90	
399.1	HOT SPRINGS.....	⊙ ⊙ T ⊕	XH-77	
395.6	HOT SPRINGS JCT.....	⊙		
.....	MALVERN.....	⊙-1 ⊠	X-389	
	35.4			

BUSINESS TRACKS MP No.

Mountain Pine Spur Track .410.2 XH-90
Item 9, Special Instructions applies Hot Springs 7:00 pm-7:00 am.

Miles	SOUTH STATIONS NORTH	Station Numbers	Sidings	
			Cars	Feet
381.5	COTTER..... @ □ ⊕ ⊙	WR-125	Yd.	.....
357.4	NORFORK..... @-1	WR-102	100	5950
341.4	CALICO ROCK.....	WR-85	.....	.....
339.5	CRESWELL.....	WR-83	48	2539
329.6	MOUNT OLIVE.....	WR-73	158	7913
325.0	SYLAMORE.....	WR-68	.....	.....
312.4	GUION..... ©	WR-56	45	2364
307.6	MYERSVILLE..... ©	WR-50	86	4738
304.9	BILTMORE.....	WR-49	49	2553
293.0	EARNHARTS.....	WR-36	49	2594
286.1	BATESVILLE... © @-1 ⊕ T ⊙	WR-29	47	2492
270.3	NEWARK.....	WR-14	.....	.....
265.5	PAROQUET.....	WR-9	83	4363
258.8	DIAZ JCT..... T ⊕	X-259	.....	.....
122.7				

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

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

Engs. must not go beyond Midwest Lime Co. loading chute on Midwest Spur Batesville.

Six axle type engines must not operate over Bridge #1 at Hays Bros. Lbr. Calico Rock.

Trains enroute to or from Cotter Subdiv. via. Diaz Jct. secure clearance Newport.

Max. Speed (except as below)	MPH	BUSINESS TRACKS	MP	Sta. No.
MP 258-24 — MP 259-12	49	ZZ Siding	259.5	WR-1
MP 264-07 — MP 264-15	30	Arkansas Eastman	273.6	WR-16
MP 277-21 — MP 279-17	35	Sulphur Rock	276.3	WR-20
MP 283-12 — MP 284-08	40	Moorefield	281.4	WR-25
MP 284-08 — MP 285-10	30	Pfeiffer Spur	283.6	WR-27
MP 285-10 — MP 287-00	20	Cushman Spur	288.1	WR-31
Batesville Central St.	10	When operating over Arkansas Eastman, Pfeiffer Spur and Cushman Spur do not exceed 10 MPH.		
MP 287-00 — MP 288-00	40			
MP 305-21 — MP 306-18	25			
MP 308-16 — MP 308-22	40			
MP 318-20 — MP 319-11	25			
MP 359-00 — MP 360-00	25			
MP 374-10 — MP 376-00	35			

Flagging distance 9,600 ft.

Miles	SOUTH STATIONS NORTH	Station Numbers	Sidings		MPH Maximum Speed 50 (except as below)
			Cars	Feet	
380.7	MEMPHIS(Sargent Yd.)	XG-93	Yd.	.....	MP 298-08
380.6	KO JCT @SOU.. G.....				MP 299-03..... 40
378.3	BROADWAY..... @				MP 331-29 —
378.2	TEXAS ST @IOG... @				MP 334-25..... 40
378.1	KENTUCKY ST... @ □ ⊕				North and South wye Bald Knob 15
375.8	BRIDGE JOT. @S.L.S.F.	XG-88			20 MPH between Briark and Kentucky St.
375.2	BRIARK.....	XG-87			Southward trains secure clearance Kentucky Street.
370.0	PRESLEY JOT @S.L.S.F.	XG-82			
368.0	GAVIN.....	XG-80	82	4274	Business Tracks MP Sta. No.
361.5	CRAWFORDSVILLE...	XG-74	190	9882	Patterson ... 307.3 XG-19
352.1	EARLE.....	XG-64	43	2266	Hamlin ... 324.7 XG-37
337.5	LEVESQUE.....	XG-50	53	2778	Parkin ... 346.9 XG-59
332.4	WYNNE..... @MP @ ⊕	C-304	171	8935	Smithdale ... 348.9 XG-60
318.8	FAIR OAKS... @ STLSW	XG-31	162	8472	W. Memphis Ind. Ld. ... 870.0 XG-85
309.3	McORORY.....	XG-21	68	3584	Tenark Ind. Lead: Maximum Speed... 20 MPH (Briark — Tenark)
300.0	NEW AUGUSTA.....	XG-12	124	6474	ABS-CTC Briark to CRIP Jct. via CRIP RR.
298.5	WHITE RIVER..... @ ⊕				CRIP Jct. ... 355.6
292.8	RIO VISTA.....	XG-6	68	3579	Tenark ... 354.5 CH-42
287.8	BALD KNOB... □ @-2 T	X-288	.....	.....
92.8					

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.

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.

18 SHERIDAN SUBDIV. — ARKANSAS DIVISION

Yard limits entire subdiv.			
Maximum Speed 20 MPH			
Flagging Distance 3,100 ft.			
BUSINESS TRACK			
Bannister Spur	MP	Sta. No.	
.....379		XH-34	
Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers
368.3	SHERIDAN JOT... 0.3	④	X-368
368.6	③ C.R.I. & P. 21.6	G	
390.2	SHERIDAN..... 21.5		XH-24

NORMAN SUBDIV. — ARKANSAS DIVISION

Rule 99 (d) in effect.			
Maximum Speed	MPH		
(except as below)	20		
MP 457-20 — MP 457-25	10		
MP 472-00 — MP 472-02	10		
Flagging Distance 2,760 ft.			
Yard Limits — Gurdon to MP 429-10.			
Business Tracks	MP	Sta. No.	
Summit	433.1	XL-7	
Rosboro	469.8	XL-43	
Birds Mill	478.9	XL-52	
Delight Industrial Lead:			
Delight Jct.—Delight			
Max. speed 20 MPH			
Antoine	447.9	EF-1	
Delight	452.1	EF-6	
Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers
426.3	GURDON..... ④ ⑤ ⑥ -1T ⑤		X-426
441.0	OKOLONA..... 5.5		XL-15
446.5	DELIGHT JCT..... 7.4		XL-20
454.0	GRAYSONIA..... 11.3		XL-28
465.3	AMITY..... 8.2		XL-39
473.5	GLENWOOD..... 7.1		XL-47
480.7	CADDO GAP..... 5.1		XL-54
485.9	NORMAN..... 59.6		XL-60

NASHVILLE SUBDIV.—ARKANSAS DIVISION

Rule 99 (d) in effect.			
Maximum Speed	MPH		
(except as below)	30		
MP 457.1 — MP 458.0	10		
MP 483.2 — MP 483.3	10		
Plaswood Ind. Lead	10		
Flagging Distance 5,070 ft.			
Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 465-00; Nashville; MP 481-05 to MP 484-12; Perkins; MP 492-00 to End of Subdiv.			
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.			
Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers
457.7	HOPE..... 25.3	④ -1 ④ T	X-458
483.1	NASHVILLE ④ GN & A... 9.9	④ ⑤	XJ-26
493.1	PERKINS..... 35.3	⑤	XJ-36

GURDON SUBDIV.—ARKANSAS DIVISION

Maximum Speed	MPH			
(Except as below)	40			
MP 456-06 — MP 456-25	30			
MP 458-26 — MP 460-27	20			
MP 487-05 — MP 492-25	25			
Monsanto Lead 10 MPH				
Flagging Distance 6,500 ft.				
Yard Limits—Gurdon: Little Rock Subdiv. Conn. to MP 431-00; MP 457-17 to MP 463-20; El Dorado; MP 487-05 to MP 495-29.				
BUSINESS TRACKS	MP	Sta. No.		
Barringer	431.5	E-5		
Chidester	444.7	E-18		
Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Sidings
426.3	GURDON..... ④ ⑤ ⑥ -1T ⑤		X-426	Yd.
437.6	READER..... 14.8		E-11	66 3450
452.4	LESTER..... 7.4		E-26	65 3412
459.8	CAMDEN..... ④ ⑤ ⑥		E-33	
460.8	St. L. S.W..... 0.4			
461.3	KRAFT..... 1.8		E-35	
463.1	CULLENDALE..... ⑤		E-37	
474.5	LOUANN..... 11.3		E-48	121 6321
478.8	SMACKOVER..... 4.3		E-52	
484.5	NORPELET..... 5.6		E-58	
487.5	MONSANTO..... 2.9		E-61	61 3222
492.2	EL DORADO..... ④ ⑤ ⑥ T ⑤		E-66	Yd.
	65.9			

TIMETABLE NO. 12

COLLINSTON SUBDIV. — LOUISIANA DIVISION

BASTROP IND. LEAD 6.8 MILES (COLLINSTON-BASTROP)			
VIDALIA IND. LEAD 8.8 MILES (FERRIDAY-VIDALIA)			
Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers
560.4	COLLINSTON..... 7.1	④ T ④	C-505
567.5	OAK RIDGE..... 10.3		E-141
577.9	RAYVILLE ④ IOG..... 11.6	G	E-151
589.6	MANGHAM..... 10.7		E-163
600.3	WINNSBORO..... 14.0		E-174
614.4	WISNER..... 9.0		E-188
623.5	SICILY ISLAND..... 12.4		E-197
635.9	TENSAS RIVER..... 1.3	④	
637.2	CLAYTON JCT..... 5.5	⑤	E-211
642.7	FERRIDAY..... 82.0	④ ⑤	E-216
			Yd.
Rule 99 (d) in effect.			
Maximum Speed: MPH (Except as below) .. 25			
MP 637-08			
(#10 Turnout) ... 10			
MP 641-26 —			
MP 643-14 10			
Vidalia ind. lead 20 MPH except 10 MPH over Highway 65.			
Bastrop Ind. Lead (Except as below) ... 30			
MP 553-09 —			
MP 553-26 10			
Flagging distance 3,360 ft.			
Yard Limits:			
MP 560-00 — MP 561-25;			
MP 637-05 — Ferriday			
BUSINESS TRACKS			
	MP	Sta. No.	
Bastrop	553.6	E-127	
Archibald	586.8	E-160	
Basikin	598.5	E-167	
Franklin			
Homes	597.5	E-171	
Chase	605.5	E-179	
Gilbert	609.5	E-183	
Peck	618.2	E-192	
Clayton	636.0	E-210	
Concordia Jct.	643.4	E-217	
Vidalia	651.6	E-226	
Natchez		E-227	

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

Rule 99 (d) in effect.			
Maximum Speed	MPH		
(except as below)	30		
MP 457.1 — MP 458.0	10		
MP 483.2 — MP 483.3	10		
Plaswood Ind. Lead	10		
Flagging Distance 5,070 ft.			
Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 465-00; Nashville; MP 481-05 to MP 484-12; Perkins; MP 492-00 to End of Subdiv.			
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.			
Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers
408.1	McGEHEE..... ④ ⑤ ⑥ T ⑤		C-432
424.1	MAOON LAKE..... 16.0		K-118
431.3	LAKE VILLAGE..... 7.1	T	K-126
446.8	EUDORA, ARK..... 15.4		K-141
457.7	MILLIKIN, LA..... 10.9		K-152
470.1	LAKE PROVIDENCE..... 12.3		K-165
487.4	SONDHEIMER..... 17.2		K-182
498.4	TALLULAH ④ IOG..... ④		K-194
511.5	QUIMBY..... 13.1		K-207
523.3	NEWELLTON..... 10.3		K-219
533.7	ST. JOSEPH..... 12.3		K-229
546.1	WATERPROOF..... 11.1		K-242
557.2	CLAYTON JCT..... ⑤		E-211
	149.1		
Rule 99 (d) in effect.			
Maximum Speed 30 MPH.			
Flagging distance 3,360 ft.			
BUSINESS TRACKS			
	MP	Sta. No.	
Trippe	412.1	K-106	
Chicot	440.0	K-135	
Shelburn	463.1	K-158	
H & W			
Warehouse	463.8	K-158	
Hollybrook	474.4	K-169	
Transylvania	478.5	K-173	
Talla Bena T.	490.9	K-186	
Somerset	516.0	K-212	
Goldman	544.4	K-240	
Azucena	549.4	K-245	
YARD LIMITS:			
McGehee—MP 410-05.			
Talla Bena Ind. Lead			
2.2 miles—Maximum speed 20 MPH			

TIMETABLE NO. 12

20 HUTTIG SUBDIV. — LOUISIANA DIVISION

Maximum Speed MPH (Except as below). 25	Miles	STATIONS		Station Numbers
		SOUTH V	NORTH ^	
MP 524-21 —				
MP 524-29	20			
MP 553-21	10			
MP 566-00—Huttig Jct. 10				
Flagging distance 3,590 ft.				
Note — Trains and engines must stop and proceed only after a member of crew has protected crossing at 19th St. MP 566-00, Loop Road MP 564.09 and DeSaird St. MP 568-10.				
Business Tracks MP Sta. No.				
LaPile	518.1	E-92		
Upco	547.6	F-22		
Spencer	548.7	F-24		
Lamkin	561.5	F-37		
	492.2	EL DORADO.....	⊠ ⊕ ⊙ T § ⊕	E-66
	506.8	URBANA.....		E-80
	512.8	STRONG.....		E-86
	523.1	DOLLAR JOT.....		E-97
	527.2	HUTTIG, ARK.....	⊕ §	F-3
	530.3	LITROE, LA.....		F-6
	542.8	HAILE.....		F-18
	553.7	OUACHITA RIVER.....	⊕ ⊕	
	554.0	STERLINGTON.....	⊕ ⊕ ⊕	F-30
	568.1	⊕ A. & L. M.....	⊕	
	568.6	HUTTIG JOT.....	⊕	
		MONROE.....	⊠ T ⊕ ⊕ § ⊕	C-525
	77.2			

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

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

HAMBURG SUBDIV.—LOUISIANA DIVISION

Rule 99 (d) in effect.	Miles	STATIONS		Station Numbers
		SOUTH V	NORTH ^	
Yard Limits: MP 473-10 to End of Track, Crossett.				
Maximum Speed 20 MPH.				
Flagging distance 2,180 ft.				
	443.4	MONTROSE.....		C-456
	451.5	SNYDER.....		CM-27
	456.1	MIST.....		CM-32
	462.8	HAMBURG.....		CM-39
	474.3	CROSSETT ⊕ CRI & P.....	⊕ ⊕	CM-50
	30.9			

WARREN SUBDIV.—LOUISIANA DIVISION

Rule 99 (d) in effect.	Miles	STATIONS		Station Numbers
		SOUTH V	NORTH ^	
Yard Limits: MP 444-10 to MP 447-10; MP 460-10 to End of Track.				
Maximum Speed 30 MPH except between MP 445-00 — MP 461-14 25 MPH.				
Flagging distance 4,140 ft.				
Note—Trains and engines move over crossing, MP 445-22 when protected by crew member.				
Business Tracks MP Sta. No.				
Baxter	426.5	KC-10		
Cominto	434.0	KC-17		
Killin	442.5	KC-28		
Wilmar	454.0	KC-37		
	422.6	DERMOTT.....		C-439
	445.3	MONTICELLO ⊕ A.D. & N. ⊕ ⊕	⊕ ⊕	KC-29
	461.4	WARREN.....	⊕	KC-45
	38.7			

Miles	STATIONS		Station Numbers	Siding		Maximum Speed MPH MP 235-10 MP 408-10 (Except as below) ... 30
	SOUTH V	NORTH ^		Cars	Feet	
219.9	PARAGOULD.....	⊕	C-243	139	7262	MP 295-23 — MP 296-09 .. 20
221.6	PARAGOULD JCT.....					MP 357 — MP 369 20
235.3	JONESBORO JCT.....					MP 390 — MP 391 20
238.0	JONESBORO ⊕ S.L.-S.F.....	⊕	C-262	160	8358	Flagging distance 3,590 ft.
256.7	HARRISBURG.....		C-280	105	5506	Yard Limits: Paragould to MP 221-20
280.3	WYNNE ⊕ MP § G.....	⊕ ⊕ ⊕ T ⊕	C-304	Yd.		Wynne MP 277-23 to MP 282-02
290.9	CALDWELL.....		C-314	105	5503	MP 292-15 to MP 297-00
295.7	FORREST CITY ⊕ CRIP... ⊕ ⊕	⊕ ⊕	C-319	28	1456	MP 311-00 to MP 315-00
296.4	DEX SIDING.....		C-320	41	2145	MP 324-05 to MP 330-15
313.1	MARIANNA.....	⊕ T	C-337	112	5589	MP 396 to Jct. with Monroe Subdiv.
325.5	LEXA.....	⊕	C-349			
326.5	HELENA JCT.....	T ⊕ ⊕				
329.2	MARVELL JCT.....	⊕ ⊕				
347.1	ELAINE.....		C-371	58	3019	White River lift bridge is normally open. To close bridge, employee must ascertain no barge under or approaching, then operate Push Button in Release Box in accordance with instructions posted therein.
368.8	SNOW LAKE.....		C-392	97	5068	
377.8	WHITE RIVER.....	⊕ ⊕				
381.1	MEDINA.....		C-405	79	4123	
382.0	ARKANSAS RIVER.....	⊕				
387.0	WATSON.....		C-411	88	4586	
408.1	McGEHEE.....	⊕ ⊕ ⊕ T § ⊕	C-432	Yd.		
188.1						

BUSINESS TRACKS	Sta. MP No.	BUSINESS TRACKS	Sta. MP No.	BUSINESS TRACKS	Sta. MP No.
Greenfield	251.6 C-275	Lakeview	339.9 C-363	Ferguson	362.2 C-386
Barbon	260.7 C-284	Wabash	341.1 C-365	Deerfield	366.0 C-390
Whitehall	262.4 C-286	Ratio	352.9 C-377	Mozart	375.1 C-399
Cherry Valley	267.8 C-291	Catron	355.2 C-379	Vestal Spur	377.4 C-401
Vann Dale	274.3 C-298	Mellwood	356.6 C-380	Duce	394.9 C-418
Colt	286.3 C-310	Lundell	358.6 C-382	Rohwer	396.4 C-420
Yaletowne	293.3 C-317	Mosby Spur	359.3 C-383	Cypress Bend	399.7 C-423
LaGrange	321.2 C-345	Crumrod Spur	361.7 C-386	McArthur	402.5 C-426
Oneida	335.3 C-359				

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

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

Trains must secure clearance Wynne.

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

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

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

Stations:	MP	Sta. No.
Wycamp.....	329.6	CJ- 3
Helena.....	338.6	CJ-12
Marvell Industrial Lead: (Marvell Jct. — Marvell) max. speed 10 MPH: max. wt. 220,000 lbs.)		
Barton.....	MP 329.7	Sta. No. CK-12
Poplar Grove.....	MP 334.4	CK-17
Marvell.....	MP 338.0	CK-21

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

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

Maximum Speed MPH
Between Little Rock and McGehee:
(Except as below)..... 50

Little Rock to Rock St. Jct..... 10

MP 343-20 — MP 346-15.. 10

MP 346-15 — MP 347-25.. 20

MP 347-25 — MP 349-21.. 35

MP 385-23 — MP 389-24.. 20

MP 427-15 — MP 428-08.. 35†

MP 446-05 — MP 447-23.. 20

Between McGehee and Texmo Jct.:
(Except as below)..... 50

MP 408-12 — MP 409-07.. 20

MP 473-02 — MP 474-00.. 25†

MP 498-27 — MP 504-10.. 20

MP 528-03 — MP 531-20.. 30

MP 571-27 — MP 575-00.. 40

MP 582-11 — MP 585-25.. 40

MP 596-14 — Texmo Jct. 30

BUSINESS TRACKS	MP	Sta. No.
Granite Mt.....	350.3	K-5
Sweet Home.....	351.7	K-6
Wrightsville.....	357.2	K-12
Redfield.....	368.9	K-23
White Bluff ①.....	370.5	K-25
Fairfield.....	394.7	K-49
Moscow.....	402.5	K-57
Varner.....	415.0	K-70
Tillar.....	441.7	K-95
Helena Chem.....	446.6	K-100
Jerome.....	424.8	C-448
Boydell.....	427.2	C-451
E. Ashley.....	435.6	C-459
Parkdale.....	445.0	C-469
Bayou.....	446.3	C-470
Muller.....	454.0	C-477
McGinty.....	454.1	C-478
Jones.....	457.2	C-481
Gallon.....	467.2	C-491
Hancock.....	489.3	C-513
Siecard.....	495.8	C-519
Maidco (Erco).....	508.3	C-532
Cobb.....	508.4	C-532
Riverton.....	526.2	C-550
Pulpwood.....	532.5	C-556
Burlington.....	544.9	C-568
Standard.....	546.9	C-570
Mudville.....	565.2	C-589
H & C Veneer.....	574.5	C-599
Christi Spur (Farmland).....	577.9	C-602
Pollock.....	581.4	C-605
Simms.....	586.9	C-611
Camp Beauregard.....	592.5	C-618

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

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

ABS — CTC between Arkansas River and Red River Jct.

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

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

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

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

Miles	STATION	Station Numbers	Sidings	
			Cars	Feet
345.6	LITTLE ROCK.....	X-346	.....	.....
346.4	ROCK ST. JCT.....	.....	.....	.....
343.6	NO. LITTLE ROCK.....	X-344	.....	.....
344.5	①C. R. I. & P.....	.....	.....	.....
345.0	ARKANSAS RIVER.....	.....	.....	.....
346.4	ROCK ST. JCT.....	.....	.....	.....
346.9	①C. R. I. & P.....	.....	.....	.....
349.1	EAST LITTLE ROCK.....	①R.I.P.A. ①	K-4	.....
354.1	HIGGINS.....	.....	K-9	175 9150
364.5	HENSLEY.....	.....	K-19	167 8700
381.8	BALDWIN.....	.....	K-36	146 7603
388.4	PINE BLUFF.....	①St. L.S.W. ① ① ① ①	K-43	220 11385
409.6	GRADY.....	.....	K-64	194 10138
420.2	GOULD.....	.....	K-75	59 3108
427.9	DUMAS.....	.....	K-82	79 4147
431.0	PICKENS.....	.....	K-86	187 9731
447.2	McGEHEE.....	① ① ① ① ① ①	C-432	Yd.
448.1	DERMOTT.....	.....	C-439	115 5996
415.6	HUDSPETH.....	.....	C-446	170 8873
422.0	MONTROSE.....	.....	C-456	110 5729
432.1	PORTLAND.....	.....	C-460	84 4368
436.4	SUNSHINE.....	.....	C-464	175 9139
440.1	WILMOT ARK.....	.....	C-473	.....
449.3	BONITA, LA.....	.....	C-484	181 9445
460.8	MER ROUGE.....	.....	C-497	102 5323
473.5	COLLINSTON.....	.....	C-505	180 9360
481.0	SWARTZ.....	.....	C-515	176 9181
491.8	HUTTIG JCT.....	.....	.....	.....
501.0	① ICG.....	.....	.....	.....
501.1	MONROE.....	① ① ① ① ①	C-525	Yd.
502.9	BOSCO.....	.....	C-540	181 9433
516.6	OUACHITA RIVER.....	.....	.....	.....
528.2	COLUMBIA.....	.....	C-554	.....
530.5	GRAYSON.....	.....	C-558	176 9200
535.1	OLARKS.....	.....	C-561	.....
537.4	OLLA.....	.....	C-572	152 7952
548.7	URANIA.....	.....	C-576	109 5696
552.8	TULLOS.....	.....	C-580	56 2946
556.5	GEORGETOWN.....	①LOAM ① ①	C-585	153 8003
561.6	ANTONIA.....	.....	C-601	184 9584
576.9	TIOGA.....	.....	C-616	154 8029
592.6	① KCS.....	.....	.....	.....
595.1	RED RIVER JCT.....	.....	C-620	.....
596.6	TEXMO JCT.....	.....	TB-196	.....
597.8	ALEXANDRIA.....	.....	C-625	Yd.
601.5	.....	.....	.....	.....
294.0			.....	.....

Operation between Texmo Jct. and Alexandria on Shreveport Subdiv.

WEST First Class 31 Psgr. Daily	Miles	STATIONS	Station Numbers	Sidings		EAST First Class 30 Psgr. Daily
				Cars	Feet	
PM 4 35	0.5	ST. LOUIS @ ① ② ③ ④	MX-1			PM 1 10
	1.3	0.8 23rd STREET..... ⑤ T ⑥ ⑦				
	1.5	0.2 OHIO AVE..... ⑧				
	2.3	0.8 GRAND AVE..... ⑨ ⑩ ⑪ ⑫				
	3.6	1.3 IRON MTN. JCT..... ⑬ ⑭	X-1			
	6.8	3.2 MAPLEWOOD..... ⑮ ⑯		MX-7		
	10.8	4.0 WEBSTER..... ⑰	MX-11			
	13.2	2.4 KIRK..... ⑱	MX-12			
s 5 04	13.4	0.2 KIRKWOOD..... ⑲ ⑳	MX-13		s 12 43	
	18.7	5.3 PARK..... ㉑	MX-18			
	23.4	4.7 BOYD..... ㉒	MX-22			
	32.2	8.8 DOZIER..... ㉓	MX-31			
	37.0	4.8 SUMMIT..... ㉔	MX-36			
	46.5	9.5 SOUTH POINT..... ㉕	MX-52			
	57.7	7.9 PACE..... ㉖	MX-58			
	86.2	28.5 GASCONADE JCT..... ㉗ ㉘ ⑴	MX-86			
	90.9	4.7 MORRISON JCT..... ㉙	MX-91			
	100.2	9.3 OHAMOLS..... ㉚ ㉛ T	MX-100			
	116.7	16.5 BONNOT JCT..... ㉜	MX-116			
	117.3	0.6 OSAGE JCT..... ㉝	MX-117			
	124.3	7.0 MOREAU..... ㉞	MX-124			
s 6 53	125.3	1.0 JEFFERSON CITY... ㉟ ㊱ ㊲ ㊳	MX-125		s 10 49	
	6 56	2.6 RIVER JCT..... ㊴	MX-128		10 41	
	7 09	12.3 CENTERTOWN..... ㊵	MX-140	71 4082	10 28	
	7 14	4.5 McGIRK..... ㊶	MX-144	73 4304	10 23	
	7 20	5.6 CALIFORNIA..... ㊷ ㊸	MX-150	62 4017	10 17	
	7 35	15.8 DOW..... ㊹	MX-166	150 9240	10 02	
	7 45	9.6 OTTERVILLE..... ㊺	MX-178	4C 2542	9 52	
	7 50	5.4 SMITHTON..... ㊻	MX-181	56 3758	9 47	
	187.7	6.6 ⑳MKT..... ㊼				
s 8 03	188.9	1.2 SEDALIA..... ⑴ ⑵ ㉞ ㉟ T	MX-188	38 1937	s 9 39	
	8 12	6.8 DRESDEN..... ㊽	MX-195	96 5043	9 25	
	8 16	5.2 LAMONTE..... ㊾	MX-200	48 2890	9 21	
	8 24	7.2 KNOBNOTER..... ㊿	MX-208	110 6167	9 13	
f 8 36	218.4	10.3 WARRENSBURG..... ㉠ ㉡	MX-218	39 2740	f 9 03	
	8 43	6.0 CENTERVIEW..... ㉢	MX-224	150 9508	8 54	
	8 51	8.4 HOLDEN..... ㉣	MX-232	51 3398	8 46	
	8 55	4.7 KINGSVILLE..... ㉤	MX-237	44 2867	8 42	
	9 01	5.5 STRASBURG..... ㉥	MX-242	73 4293	8 36	
	249.2	6.2 PLEASANT HILL. . ㉦ ㉧ ㉨ T	MX-249	181 9862		
	252.3	3.0 AVON..... ㉩	MX-252	76 4166		
	259.8	7.5 LEE'S SUMMIT..... ㉪	MX-259	155 8840		
	265.1	5.3 LITTLE BLUE..... ㉫	MX-265	61 3279		
	273.2	7.8 INDEPENDENCE..... ㉬ ㉭	MX 273	117 6350		
	276.8	3.6 ROCK CREEK JCT..... ㉮ ㉯	MX 276			
10 05 PM	283.0	6.2 KANSAS CITY(Un.Sta.).. ㉰ ㉱	MX-282		7 45 AM	

SPECIAL INSTRUCTIONS

Maximum Speed (Except as below)	Psgr. Frt.	MPH	
		Maximum Speed	Psgr. Frt.
Thru Grand Ave. Interlocking	10	75	60
Between Grand Ave. and Iron Mountain Jct.	45	60	45
MP 3-25 — MP 7-20	60	45	60
MP 7-20 — MP 7-37	50	50	50
MP 7-37 — MP 9-29	60	40	40
MP 9-29 — MP 10-33	40	40	40
MP 10-33 — MP 13-00	60	45	45
MP 13-00 — MP 13-25	30	30	30
MP 13-25 — MP 13-37	50	50	50
MP 13-37 — MP 15-14	65	50	50
MP 15-14 — MP 15-24	65	50	50
MP 17-03 — MP 21-00	70	55	55
MP 21-00 — MP 21-25	70	55	55
MP 21-25 — MP 23-11	70	55	55
MP 23-11 — MP 27-04	60	55	55
MP 27-04 — MP 28-28	60	55	55
MP 30-21 — MP 31-12	65	55	55
MP 32-25 — MP 33-31	70	55	55
MP 33-31 — MP 34-29	60	50	50
MP 34-29 — MP 35-08	50	50	50
MP 35-08 — MP 44-15	70	—	—
MP 48-33 — MP 49-29	65	—	—
MP 49-29 — MP 55-17	70	—	—
MP 58-16 — MP 58-37	70	—	—
MP 61-29 — MP 66-37	60	55	55
MP 66-37 — MP 67-08	60	50	50
MP 70-25 — MP 71-12	65	—	—
MP 72-08 — MP 75-28	50	50	50
MP 80-10 — MP 81-16	50	50	50
MP 83-34 — MP 84-38	55	55	55
MP 84-38 — MP 86-08	70	50	50
MP 86-08 — MP 87-37	65	55	55
MP 87-37 — MP 89-10	45	45	45
MP 89-10 — MP 89-27	60	55	55
MP 89-27 — MP 92-06	70	—	—
MP 92-06 — MP 93-03	60	55	55
MP 93-03 — MP 94-13	70	—	—
MP 94-13 — MP 97-22	65	—	—
MP 97-22 — MP 97-30	60	55	55
MP 106-33 — MP 107-01	60	55	55
MP 107-01 — MP 108-32	70	—	—
MP 108-32 — MP 109-04	65	—	—
MP 109-04 — MP 109-35	70	—	—
MP 113-33 — MP 114-02	70	—	—
MP 115-27 — MP 126-29	—	—	—
(Except as below)	75	55	55
MP 115-27 — MP 116-34	55	—	—
MP 116-34 — MP 117-12	50	50	50
MP 117-12 — MP 118-25	60	—	—
MP 118-25 — MP 121-20	70	—	—
MP 123-25 — MP 124-24	65	—	—
MP 124-24 — MP 126-29	45	45	45
(Except as below)	70	55	55
MP 126-29 — MP 128-18	55	50	50
MP 128-18 — MP 129-28	55	50	50
MP 129-28 — MP 132-15	60	—	—
MP 132-15 — MP 132-28	55	50	50
MP 132-28 — MP 136-18	60	—	—
MP 136-18 — MP 139-00	55	45	45
MP 139-00 — MP 143-32	60	—	—
MP 146-04 — MP 147-20	60	—	—
MP 147-20 — MP 148-37	65	—	—
MP 150-04 — MP 151-07	50	50	50
MP 151-07 — MP 151-21	65	—	—
MP 153-21 — MP 155-35	60	—	—
MP 156-30 — MP 162-04	65	—	—
MP 162-04 — MP 163-00	50	50	50
MP 166-38 — MP 168-13	65	—	—
MP 168-13 — MP 171-07	55	50	50
MP 171-07 — MP 173-31	65	—	—
MP 173-31 — MP 174-11	60	—	—
MP 174-11 — MP 178-10	65	—	—
MP 178-10 — MP 178-27	60	—	—
MP 183-24 — MP 187-25	65	—	—
MP 187-25 — MP 190-04	40	40	40
MP 190-04 — MP 193-18	60	—	—
MP 200-25 — MP 201-04	50	—	—
MP 205-11 — MP 208-04	65	—	—
MP 208-04 — MP 208-07	55	—	—
MP 208-07 — MP 208-25	65	—	—
MP 211-38 — MP 212-18	65	—	—
MP 216-25 — MP 218-28	35	35	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 overhead clearance 16 ft. 6 inches. Stop and protect crossings at Truman Road and Noland Road before occupying. Maximum speed 10 MPH.

Hand Throw Crossovers Between Main Tracks:

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

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

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

Yard Limits: Grand Ave. to MP 6-29. Conditional Yard Limits: MP 187-20 to MP 194 — 9:01 am to 8:01 pm.

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

Business Tracks:

	MP	Sta. No.
Lake Jct.	8.0	MX 8
Webster Groves ①	10.0	MX 10
Barretts ②	16.5	MX 16
Valley Park	18.9	MX 18
Eureka	27.9	MX 29
Pacific ②-2	34.8	MX 36
Gray Summit	39.9	MX 40
West Labadie	43.7	MX 44
Washington ②-2	51.7	MX 54
Midwest Jct	56.8	MX 56
New Haven ②-2	67.3	MX 67
Berger	75.1	MX 74
Hermann ②-2	81.0	MX 80
Gasconade	88.5	MX 88
Morrison	92.9	MX 92
Bonnot's Mill	113.1	MX 112
Algo Farms	118.5	MX 119
Shell Spur	151.5	MX 151
Clarksburg	156.6	MX 156
Tipton ②-2	162.8	MX 162
Syracuse	168.1	MX 168
Montserrat	211.5	MX 211
Missouri Public Spur	257.3	MX 257
Western Electric Spur	261.0	MX 261

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

ABS — St. Louis to Rock Creek Jct.
CTC — Maplewood to River Jct., Stras-
burg to Rock Creek Jct.

Item 11, paragraph 2, Special Instruc-
tions will not apply between Moreau and
River Jct.

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

Signal indication with current of traffic be-
tween Grand Ave. and Maplewood; Rules
450-453 in effect signaled for movement
with current of traffic only. Authority of
train dispatcher not required to enter
main track. Movements against current of
traffic will be made only on authority of
Yardmaster at 21st Street and must not
exceed 25 MPH. Trains and engines must
clear first class trains as prescribed by
Rule 93 except:

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

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 De-
tectors 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 Car-
thage 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:
Jct. Sedalia Subdiv. to MP 250-05; MP 314-
20 to MP 320-00; Carthage — MP 361-00 to
524-20; MP 490-00 to 488-00; MP 477-05
to 479-20 and MP 383-20 to 379-25.

BUSINESS TRACKS:		MP	Sta. No.
Milo	.....	324.0	P-75
Irwin	.....	335.7	P-86
Carytown	.....	358.3	P-109
Pearl	.....	526.0	WR-270
Empire Spur	.....	512.2	WR-258
La Russell	.....	513.1	WR-256
Hoberg	.....	499.0	WR-242
Galena	.....	468.0	WR-211
Pyatt	.....	403.0	WR-146
Flippin	.....	386.5	WR-130

BUSINESS TRACKS:		MP	Sta. No.
Archie	.....	271.7	P-23
Passaic	.....	282.8	P-34
Panama	.....	302.4	P-54
Nassau Jct.	.....	319.3	P-71

CARTHAGE SUBDIV. — NORTHERN DIVISION

Mile	STATIONS	Station Numbers	Sidings	
			Cars	Feet
249.2	PLEASANT HILL.. ①-1 ④ ⑤ ⑥ T	MX-249	181	9862
249.1	④ C. R. I. & P..... ④			
253.7	ORE..... ④	P-5	78	4258
258.8	HARRISONVILLE.T ④ SL SF	P-10	35	2264
265.4	LONE TREE..... ④	P-16	73	4039
277.6	ADRIAN..... ④	P-29	81	4751
287.1	BUTLER..... ①-1	P-38	79	4623
298.9	RICH HILL..... ④	P-50	115	6523
307.4	HORTON..... ④	P-58	44	2363
317.4	NEVADA..... ①-1 ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩	P-69	Yd.	
319.3	NASSAU JCT..... T			
330.8	SHELDON..... ④	P-82	74	4368
342.2	LAMAR..... ④ SL SF ④	P-93	81	4699
353.5	JASPER..... ④	P-105	74	4434
364.1	CARTHAGE ④ SL SF. ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩	P-115		
527.6	STOTTS CITY..... ④	WR-250	91	4956
489.6	④ S. L. S. F..... ④			
489.1	AURORA..... ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩	WR-232	56	3178
477.8	CRANE..... ④ ⑤ T	WR-221	Yd.	
460.7	REEDS SPRING..... ④	WR-204	36	2308
450.9	GRETNA..... ④	WR-194	125	6658
447.3	BRANSON..... ④ ⑤	WR-191	45	2609
445.7	HOLLISTER, MO..... ④	WR-189	36	2166
432.7	CRICKET, ARK..... ④	WR-176	33	2029
415.5	BERGMAN..... ④	WR-159	135	7594
392.3	YELLVILLE..... ④	WR-136	53	2891
381.5	COTTER..... ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩	WR-125	72	3829

261.7

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

TUNNELS —

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

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

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

Flagging distance 2 miles

28 SPRINGFIELD SUBDIV.—NORTHERN DIVISION

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

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

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

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

BUSINESS TRACKS:	MP	Sta. No.	SLSF Stations:	Mile Post
Battlefield	502.7	PD-26	Marionville	264
Walls	506.2	PD-28	Logan	262
			Billings	257
			Republic	252
			Brookline	247
			Nichols	242

LEXINGTON SUBDIV.—NORTHERN DIVISION

Miles	WEST ↓ STATIONS	EAST ↑	Station Numbers	Rule 99 (d) in effect. Max. Wt. 220,000 lbs.	MPH
211.6	SWEET SPRINGS.....	LA-22		Maximum Speed	25
219.9	CONCORDIA.....	LA-30		Flagging distance 4,200 ft.	
231.9	HIGGINSVILLE.....	LA-42		Business Tracks:	MP Sta. No.
244.3	LEXINGTON.....	LA-55		Turner Berry Spur.....	210.4 LA-21
246.2	MYRICK.....	G-118		Emma	215.8 LA-26
				Page City	235.6 LA-46
				Lexington Electric Light Spur	245.2 LA-56
	34.6				

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

WEBB CITY SUBDIV.—NORTHERN DIVISION

Miles	YARD LIMITS ENTIRE SUBDIV.		Station Numbers	Max. Wt. Joplin to end of track 220,000 lbs.
	SOUTH ↓ STATIONS	NORTH ↑		
364.1	CARTHAGE.....	P-115		Maximum Speed
374.9	WEBB CITY.....	P-126		(Except as below)..... 20
381.5	JOPLIN.....	P-133		MP 364-23—MP 366-09... 15
				MP 381-03—MP 381-15... 15
	17.4			Business Tracks
				Dumont
				Hercules—Dynamite
				Center Creek
				Cisco
				Atlas
				Flagging distance 1 mile

Atlas — County road AA, stop and protect.

TIMETABLE NO. 12

RIVER SUBDIV.—NORTHERN DIVISION 29

ABS — Between Jefferson City and Rock Creek Jct. CTC — Between Jefferson City and River Jct.; Eton Jct. and Congo.		Station Numbers	Sidings
WEST ↓ Miles	STATIONS			EAST ↑
125.3	JEFFERSON CITY...@T@	MX-125	Yd.
127.9	RIVER JCT.....	MX-128	.....
143.8	SANDY HOOK.....	G-15	179 9353
156.7	WOOLDRIDGE.....	G-27	170 8873
170.8	BOONVILLE.....@T	G-41	117 6450
178.4	LAMINE.....	G-50	250 12905
186.9	BLACKWATER.....	G-58	109 5810
195.0	NAPTON.....	G-66	151 7813
202.1	MIAMI.....T	G-73	124 6426
215.2	MALTA BEND.....@	G-86	169 9219
230.6	HODGE.....	G-101	179 9473
247.6	MYRICK.....@T@	G-118	216 11345
258.0	NAPOLEON.....	G-129	.....
265.1	BUCKNER.....	G-136	.....
268.6	LAKE CITY.....	G-139	119 6686
274.2	RIPLEY JCT.....	G-144	.....
276.2	ETON JCT.....@	G-145	.....
283.8	CONGO.....	G-153	.....
284.5	ROCK CREEK JCT.....@T@	MX-276	.....
285.9	SOUTHWEST JCT@KOS@..	MX-277	.....
286.7	NEFF YARD.....@T@T@T@	MX-283	Yd.
	158.8		

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.

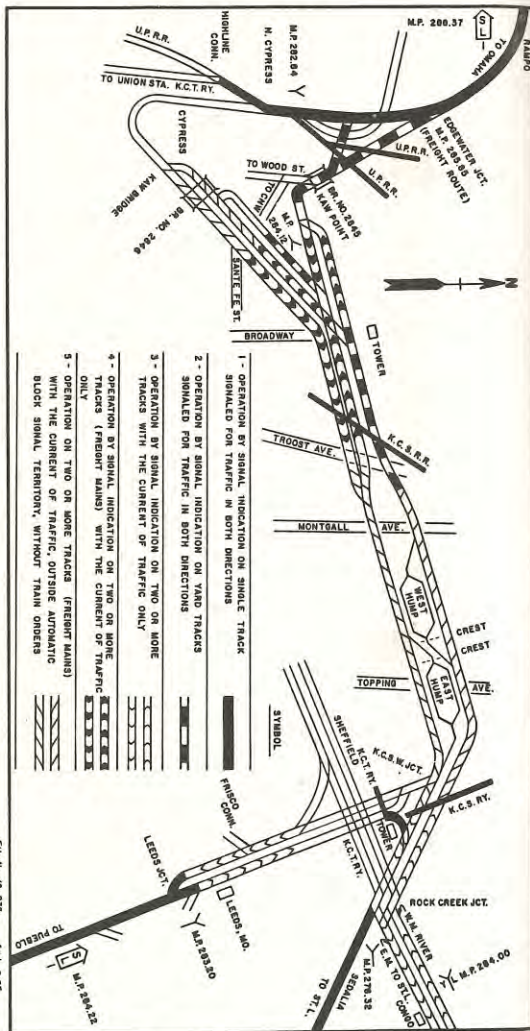
Item 11, par. 2, Spl. Instr. will not apply between Jefferson City and River Jct.

Maximum Speed	MPH	Maximum Speed:	MPH
(Except as below).....	50	MP 443.7 — MP 444.2.....	45
MP 129-09 — MP 129-27.....	35	Congo-E Crossover & Mo Pac Conn.....	30
MP 137-16 — MP 139-31.....	40	Congo W Crossover.....	40
MP 163-11 — MP 163-16.....	45	Business Tracks	MP No.
MP 171-00 — MP 175-00.....	45	Renz Spur	133.0 G-8
MP 175-21 — MP 177-05.....	35	Lupus	151.1 G-22
MP 183-00 — MP 194-21.....	40	Overton	161.0 G-32
MP 197-03 — MP 207-29.....	45	Nelson	189.8 G-80
MP 218-11 — MP 219-00.....	40	Stanhope	209.5 G-80
MP 220-23 — MP 229-23.....	40	Blosser	211.0 G-82
MP 236-09 — MP 237-18.....	45	Coyne Spur	212.9 G-83
MP 242-00 — MP 242-06.....	45	Waverly	224.5 G-95
MP 252-20 — MP 252-35.....	40	Necce Spur	253.1 G-124
MP 252-35 — MP 253-34.....	45	Levasy	261.5 G-132
MP 265-01 — MP 265-23.....	35	Carter Spur	262.1 G-133
On AT&SF RY. (Except as below)	55	Midas	263.0 G-134
Eton Crossover & Mo Pac Conn.....	30	Blue Valley	270.4 G-141
MP 437.5 — MP 437.8.....	40	Marshall	204.1 GB-2
MP 437.9 — MP 438.5.....	45	(Ind. lead 2 mi. Miami - Marshall)	

Flagging distance 2 miles

TIMETABLE NO. 12

Operating Instructions (including Map.)



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

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

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

- 1 - OPERATION BY SIGNAL INDICATION ON SINGLE TRACK SIGNALLED FOR TRAFFIC IN BOTH DIRECTIONS
- 2 - OPERATION BY SIGNAL INDICATION ON YARD TRACKS SIGNALLED FOR TRAFFIC IN BOTH DIRECTIONS
- 3 - OPERATION BY SIGNAL INDICATION ON TWO OR MORE TRACKS WITH THE CURRENT OF TRAFFIC ONLY
- 4 - OPERATION BY SIGNAL INDICATION ON TWO OR MORE TRACKS (FREIGHT TRAINS) WITH THE CURRENT OF TRAFFIC ONLY
- 5 - OPERATION ON TWO OR MORE TRACKS (FREIGHT TRAINS) WITH THE CURRENT OF TRAFFIC OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY, WITHOUT TRAIN ORDERS

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
Omaha Subdiv.	
Neff Yard to MP 287-20 (except as below)	25
Over Montgall Ave.	10
MP 282-00 — MP 284-20	10
MP 283-12 to UP Conn. Kaw Bridge Yard via State Line Yard.	10
River Subdiv.	
Neff Yard to Congo (except as below)	25
Thru interlocking Rock Creek	10
Sedalia Subdiv.	
Neff Yard to MP 276-28	25
Kansas City Subdiv.	
Neff Yard to MP 284-22 (except as below)	40
Neff Yard — MP 280-11	25

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

ABS—Between ⊗ KCS and Gilmore Jct. CTC—Between Kaw Point and Shannon. Atchison Yard: Stop before cross-ATSF.
 Omaha: Stop and protect crossing at 13th and California St., 15th and Webster St., 16th through 22nd Sts. on Alley Lead.

Miles	WEST STATIONS EAST		Station Numbers	Sidings	Cars	Feet
	↓	↑				
280.0		NEFF YD., Mo. T	MX283	Yd.		
282.0	⊗	KCS				
283.0	⊗	MP				
284.5		KAW PT., KAN.				
284.7	⊗	UP				
284.8	⊗	UP				
287.5		EDGEWATER JOT				
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		LEAVENWORTH. ⊗ BN-ONW	0-27	77	4646	
314.2		WADE	0-32	97	5145	
320.0		OAK MILLS	0-38	144	7561	
330.7		ATOHISON. ⊗ BN-ONW	0-48	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		EVEREST	0-69			
358.2		WILLIS	0-76	118	6453	
369.7	⊗	UP				
370.3		HIAWATHA	0-88	80	4684	
379.1		RESERVE KAN.	0-97			
384.3		FALLS CITY NEB. ⊗ BN ⊗ T	0-102	Yd.		
389.5		STRAUSSVILLE	0-107	69	3708	
394.8		VERDON	0-112	114	6407	
401.2		STELLA	0-119	64	3593	
414.1		AUBURN	0-132	117	6215	
416.4		CRETE JOT	0-134			
423.5		JULIAN	0-141	61	3286	
428.7		PAUL	0-146	68	3637	
436.9		NEBRASKA CITY. ⊗ BN ⊗ T	0-153			
437.7		MONTANA	0-155	62	3609	
447.4		UNION	0-165	83	4656	
454.8		MURRAY	0-172	69	3703	
465.2	⊗	BN				
465.5	⊗	BN				
467.1		LA PLATTE	0-185	59	3587	
473.1		GILMORE JOT	0-191			
		via U.P.—9.3 Miles				
482.4		CASS ST.				
487.2		OMAHA (Grace St.). ⊗ T	0-205	Yd.		
		199.6				

Trains originating Neff Yard, Omaha and Atchison secure clearance.

Yard Limits: Neff Yd.—Kaw Point; Atchison: MP 329-20 — MP 332-02; Hiawatha: MP 369-15 — MP 371-00; Falls City: MP 383-00 — MP 3 86-10; 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 Omaha (Cass St.) be governed by UP, Eastern Dist., Bridge Subdiv., 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 Flagging distance 2 miles

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 Wyo- ming . 441.7 0-159 Mynard 458.5 0-176 Platts- mouth 462.3 0-180 Ft Crook 471.3 0-189

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

32 OMAHA SUBDIV. — NORTHERN DIVISION

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

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

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

CONCORDIA SUBDIV. — NORTHERN DIVISION

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

Rule 99 (d) in effect.

Maximum Speed MPH
(Except as below) .. 35

MP 332-12 —
MP 388-00 25

MP 408-17 —
MP 409-08 20

MP 418-00 —
MP 580-18 30

(Except as below)
MP 491-pole 8 —
MP 491 pole 14. 10

Washington
Industrial Lead ... 10

Flagging distance 5,650 ft.

Business Tracks: MP Sta.
No.

Vilets404.0 S-74
Ames473.8 S-143
Rice479.8 S-149
Gilbert509.5 S-179

Solomon
Rapids519.8 S-189

Glen Elder525.6 S-195
Cawker City532.9 S-202
Bloomington553.7 SF-15

Washington Ind. Lead
Max. Wt. 220,000 lbs.
Cloutman449.0 SC 5
Washington450.5 SC 7

CTC — ABS — Norkan
Jct. to Atchison.

Yard Limits: MP 332-33
to MP 338-00; MP 442-16
to MP 444-25; MP 484-00
to MP 496-25; MP 514-00
to MP 515-00; MP 537-80
to MP 539-18; MP 578-20
to end of track Stockton.

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

LOUISVILLE SUBDIV. — NORTHERN DIVISION 33

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

LINCOLN SUBDIV. — NORTHERN DIVISION

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

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

CRETE SUBDIV. — NORTHERN DIVISION

Miles	WEST V	STATIONS	EAST A	Station Numbers	Siding ^s	
					Cars	Feet
Max. Wt.: 220,000 lbs. Brock to Crete						
Maximum Speed MPH Flagging distance 4,320 ft.						
416.4		CRETE JCT.....		O-134		
427.9		TALMAGE.....		OD-14		
466.6		⊙ BN.....	G			
486.1		CRETE.....	⊕	OE-58	Yd.	
69.7						

Rule 99 (d) in effect.

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

34 HASTINGS SUBDIV. — NORTHERN DIVISION

Miles	WEST STATIONS	EAST	Station Numbers	Rule 99 (d) in effect.
490.2	HASTINGS JCT.	ⓄT	S-159	Maximum Speed 30 MPH
492.3	ⓄAT&SF	G		Flagging distance 4,000 ft.
504.1	ⓄCRI&P	A		BUSINESS TRACKS MP Sta.
504.8	SCANDIA		SD-15	Norway 497.8 SD-8
513.8	REPUBLIC, KAN.		SD-24	Abdal 538.4 SD-48
528.5	ⓄATSF	Ⓞ		Mt. Clare 546.4 SD-56
529.6	SUPERIOR, NEB.		SD-39	Lawrence 555.5 SD-65
530.1	ⓄBN	G		Pauline 567.1 SD-77
555.3	ⓄBN	Ⓞ		Muriel 573.1 SD 83
580.3	HASTINGS	Ⓞ	SD-89	Yard Limit: MP 490-15 to 491-11; MP 577-28 to end of track.
	90.1			Hastings: Stop and protect Burlington St. crossing.

BURR OAK SUBDIV. — NORTHERN DIVISION

Miles	WEST STATIONS	EAST	Station Numbers	At Mankato — Stop and protect crossing — U.S. Highway 36.
496.4	JAMESTOWN	Ⓞ	S-166	Flagging distance 4,510 ft.
529.7	BURR OAK		SE-34	Rule 99 (d) in effect.
	33.3			Maximum Speed 30 MPH
	33.3			Yard Limits: MP 496-11 to MP 497-02.
				Business Tracks: MP Sta. Nos.
				Randall 506.7 SE-11
				Jewell 512.9 SE-17
				Mankato 521.5 SE-26

LENORA SUBDIV. — NORTHERN DIVISION

Miles	WEST STATIONS	EAST	Station Numbers	Rule 99 (d) in effect.
538.6	DOWNNS	ⓄTⓄ	S-208	Maximum Speed 30 MPH
547.7	PORTIS		S-217	Flagging distance 4,140 ft.
557.8	GAYLORD		S-227	Yard Limits:
563.0	CEDAR		S-233	Downns MP 538-28 — MP 539-16.
572.6	KIRWIN		S-242	Lenora MP 622-10 — Lenora.
583.1	GLADE		S-253	BUSINESS TRACKS: MP Sta. Nos.
598.5	LOGAN		S-268	Harlan 552.9 S-222
612.9	EDMOND		S-282	Claudell 567.8 S-237
623.3	LENORA	Ⓞ	S-293	Speed 589.8 S-259
	84.7			Densmore 608.3 S-278

ST. JOSEPH SUBDIV. — NORTHERN DIVISION

Miles	WEST STATIONS	EAST	Station Numbers	Operation from Atchison to Winthrop over MP-BN Joint Bridge; BN tracks between Winthrop and St. Joseph.
330.7	ATCHISON, KAN.	ⓄTⓄ	O-48	At St. Joseph — Stop and protect following crossings:
330.8	DRAWBRIDGE (Mo. River) Ⓞ			Illinois Ave. Messante
331.1	WINTHROP, MO.			Sylvania Charles St.
334.6	ARMOUR			Fourth St. Second and Cedar
337.0	ⓄCRI&P	A		Highway 759 at Artesian Ice Plant.
340.7	HALLS			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.
347.8	FRENCH			
349.9	ST. JOSEPH	ⓄTⓄ	OA-21	
	18.5			

KANSAS CITY SUBDIV. — KANSAS DIVISION 35

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

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

Osawatomie — Around wye 10 MPH

OSAWATOMIE SUBDIV. — KANSAS DIVISION

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

Maximum Speed: MPH
(Except as below) 55
ABS — Osawatomie — Council Grove. MP 332-35 — MP 335-00 40
CTC — Lake — Council Grove. MP 338-34 — MP 339-29 45
MP 353-37 — MP 354-32 20
MP 357-05 — MP 357-13 50
MP 385-00 — MP 387-03 40+
MP 400-15 — MP 400-27 50
MP 425-26 — MP 426-26 25

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

Osawatomie — Around wye.... 10 MPH

Flagging distance 2 miles

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

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

ABS — Council Grove-Hoisington.
 CTC Council Grove — Pete.
 Hoisington — Rule 425 in effect between remote control switches located at both ends of yard.
 Remote control switches No. 20 turnouts except No. 10 at west end No. 1 track Council Grove.
 No. 20 turnouts east end Hope.
 No. 20 turnouts both ends of Prairie, Elmo and Cody.
 Conditional Yard Limits: MP 524 - MP 527 — 12:01 am to 8:01 am; MP 506-07 - MP 505 - 15 — 7:01 am to 4:01 pm; MP 476-33 - MP 479-20 — 7:01 am to 4:01 pm.

TOPEKA SUBDIV.—KANSAS DIVISION

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

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

BUSINESS TRACKS: MP Sta. Nos.
 Michigan 374.4 T- 97
 Overbrook 381.6 T-104
 Pauline 401.1 T-124

HOISINGTON SUBDIV. — KANSAS DIVISION 37

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

MPH
 Maximum Speed 55
 (Except as Below)
 MP 588-36 — MP 589-11.... 50
 City Limits LaCrosse..... 45
 MP 681-29 — MP 682-34.... 40
 Hot Box and Dragging Equipment Detectors located MP 595-21, *MP 625-27, MP 679-16 and MP 705-23.
 Flagging distance 2 miles

BUSINESS TRACKS: MP Sta. No.
 Kanbrick (Hoisington) .561.4 GD-9
 Boyd562.9 MX-571
 Hargrave598.0 MX-606
 Pen Demis649.4 MX-657
 Manning671.4 MX-679
 Coronado704.1 MX-712
 Whitelaw724.6 MX-732

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

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

SALINA SUBDIV.—KANSAS DIVISION

Miles	WEST STATIONS	EAST	Station Numbers	Sidings	
				Cars	Feet
Rule 99 (d) in effect.					
479.1	SALINA JOT		MX-488		
494.8	15.7 C. R. I. & P.				
494.8	0.0 U. P.				
494.9	0.1 SALINA		GK-16	Yd.	
495.3	0.4 SALINA UNION DEPOT				
499.1	3.8 TRIGO		GK-21	39	2184
511.3	12.2 FALUN		GK-32	25	1652
521.0	9.4 MARQUETTE		MX-513		
41.6					

Miles	MOUNTAIN STANDARD TIME		Station Numbers	Sidings		Maximum Speed: MPH
	WEST	EAST		Cars	Feet	
	STATIONS					(Except as below) 55
730.8	HORACE	T	MX-739	Yd.		City Limits Eads 40
	9.7					City Limits Ordway 40
740.5	WALKINGHOOD, KAN.		MX-748	175	8750	NA Jct.—Pueblo Jct. 60
	6.1					(Except as below)
746.6	TOWNER, COLO.		MX-754			Boone (until crossing occupied) 40
	5.9					ATSF MP 615.9 — MP 616.0 . 50
752.5	STUART		MX-760	118	6039	ATSF MP 617.2 — MP 617.6 . 25
	5.6					Pueblo Jct.: AT&S F MP 617.6 —
758.1	SHERIDAN LAKE.		MX-766	72	3834	MP 617.8 15
	13.7					MP 893-06 — MP 895-06 . . . 20
771.8	CHIVINGTON		MX-780	117	6251	(Industrial Lead West of Fountain
	14.0					River Bridge, Pueblo, Colo. — Old
785.8	EADS		MX-794	118	6435	Main Line.)
	22.9					Flagging distance 2 miles
807.7	HASWELL		MX-816	122	6597	
	22.8					
830.5	HEATH		MX-838	124	6462	
	10.7					
841.2	SUGAR CITY	T	MX-849			
	5.2					
846.4	ORDWAY		MX-854	138	7304	
	16.7					
863.1	PULTENY		MX-871	118	6140	
	6.3					
869.4	NA JCT.		MX-876			Business Tracks: MP Sta.
	11.8					Astor 736.9 MX-745
591.8	AVONDALE		MX-889	155	8153	Kanco 742.9 MX-750
603.6						Brandon 766.2 MX-774
	6.0					Galatea 799.1 MX-807
609.6	DEVINE		MX-895			Arlington 821.4 MX-829
	2.2					Crowley 851.9 MX-860
611.8	BAXTER		MX-897	150	7500	Olney Springs 857.3 MX-865
	6.0					Boone 876.1 MX-884
617.8	PUEBLO JCT.		MX-903			
	1.2					
897.1	PUEBLO	T	MX-905	Yd.		
	165.8					

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 Instruction. No. 16 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.

Miles	WEST		STATIONS	EAST		Station Numbers	Sidings	
	WEST	EAST		Cars	Feet			
	STATIONS							
485.9	HARDTNER JCT.		⊙ T			M-001		
			2.0					
487.9	⊙ A. T. & S. F.		⊙					
			0.9					
488.8	⊙ A. T. & S. F.		⊙					
			5.5					
494.3	FRONTIER					H-196	118	6428
			2.3					
496.6	BAYNEVILLE					H-197	21	1307
			4.8					
501.4	CLEARWATER					H-202	14	1199
			5.5					
506.9	MILLERTON					H-208	18	1394
			6.0					
512.9	CONWAY SPRINGS		⊙ T			NL-135	Yd.	
			11.4					
524.3	ARGONIA					H-225		
			0.2					
524.5	⊙ A. T. & S. F.		⊙					
			6.7					
531.2	FREeport					H-232	32	2250
			10.4					
541.6	ANTHONY					H-243		
			0.3					
541.9	⊙ A. T. & S. F.		⊙					
			0.1					
542.0	⊙ A. T. & S. F.		⊙					
			16.8					
558.8	CORWIN					H-260		
			5.2					
564.0	HAZELTON					H-265		
			7.2					
571.2	KIOWA					H-272		
			1.3					
572.5	⊙ A. T. & S. F.		⊙					
			0.6					
573.1	⊙ A. T. & S. F.		⊙					
			3.7					
576.8	STUBBS					H-278		
			4.7					
581.5	HARDTNER		T			H-283		
			95.6					

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

Yard Limits: Hardtner Jct. to MP 514-21.

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

Flagging distance 4,000 ft.

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

STAFFORD SUBDIV.—KANSAS DIVISION

Miles	WEST		STATIONS	EAST		Station Numbers	Sidings	
	WEST	EAST		Cars	Feet			
	STATIONS							
558.7	CONWAY SPRINGS		⊙ ⊙ T			NL-135	Yd.	
			8.4					
567.1	MILTON					NL-144		
			5.1					
572.2	⊙ A. T. & S. F.		G					
			20.1					
592.3	KINGMAN					NL-169		
			0.8					
593.1	⊙ A. T. & S. F.		G					
			0.8					
593.9	⊙ A. T. & S. F.		⊙					
			3.5					
598.4	BROWN'S SPUR					NL-175		
			7.4					
605.8	PENALOSA					NL-183		
			4.2					
610.0	OLCOTT		T			NL-187		
			9.9					
619.9	PRESTON		⊙			NC-10	10	500
			0.2					
620.1	⊙ C. R. I. & P.		G					
			9.9					
630.0	IUKA		⊙ T			NC-20		
			4.5					
614.5	TURON					NL-191		
			0.5					
615.0	⊙ C. R. I. & P.		⊙					
			13.6					
628.6	STAFFORD		□			NL-205		
			1.0					
629.6	⊙ A. T. & S. F.		⊙					
			9.7					
639.3	HUDSON					NL-216		
			9.0					
648.3	SEWARD					NL-225		
			5.4					
653.7	RADIUM					NL-230		
			95.0					

WEST Miles	STATIONS	EAST	Station Numbers	Sidings		Maximum Speed MPH
				Cars	Feet	
482.0	WICHITA YD.		H-183	Yd.		Maximum Speed MPH
482.4	0.4 S. L. S. F.					Between Wichita and Geneseo (Except as below) ... 30
482.6	0.2 C. R. I. & P.					MP 485-02
483.0	0.4 W. T. A.					MP 485-07 . 20
483.0	0.0 A. T. & S. F.					MP 530-19
485.9	2.9 HARDTNER JCT.		M-1			MP 538-25 . 20
495.0	9.1 MAIZE.		M-10	23	1532	MP 559-06
499.1	4.1 COLWICH.		M-14	21	1546	MP 561-01 . 20
509.9	10.8 MT. HOPE.		M-25	54	3059	Flagging distance 3,730 ft.
516.9	7.0 HAVEN.		M-32	48	2918	
522.4	5.5 YODER.		M-37	15	1140	
531.5	0.1 A. T. & S. F.			40	2222	BUSINESS TRACKS: MP Sta. Wichita No.
531.6	0.1 A. T. & S. F.					Wichita Sand 490.5 M-5
532.0	0.4 C. R. I. & P.					Superior Sand 490.9 M-6
532.6	0.6 HUTCHINSON.		M-48	Yd.		Berwet 496.0 M-11
533.5	0.9 A. T. & S. F.					Lock- Joint 497.7 M-13
537.5	4.0 YA JCT.					KG&Co. 498.3 M-14
	Via A.T. & S.F. 13.09 Mi.					Andale 504.2 M-19
550.6	8.6 ST JCT.					Small Spur 511.1 M-26
559.2	1.3 S. L. S. F.					Elmer 526.0 M-41
560.5	0.5 LYONS.		M-76	39	2566	Yaggy 535.8 M-54
561.0	12.2 A. T. & S. F.					Nickerson (between YA Jct. & ST Jct. 544.0 M-59
524.5	GENESEO.		MX-532	59	3841	Kanopolis 14.3 M-103
	91.2					

Rule 99 (d) in effect between Iola and Durand.	WEST Second Class	Miles	STATIONS	Station Numbers	Sidings		EAST Second Class
					Cars	Ft.	
Maximum Speed: MPH	111						110
Durand to Iola	20						
Durand to Wichita	40						
Both legs of Wye-Durand 10		367.4	IOLA.	H-68			
Flagging distance 4,700 ft.		367.8	0.4 A.T. & S.F.				
No. 110 will not require clearance at Wichita when train order signal indicates proceed.		374.7	6.9 PIQUA.	H-76	27	1590	PM
Yard Limits: MP 387-25 to end of track Iola; MP 451-30 to MP 458-10; MP 479-00 to Wichita.		1 00	8.9 DURAND.	H-85	93	4902	11 00
Piqua - Humboldt Ind. Lead 10.33 miles. Max. speed 20 MPH.		386.0	2.4 YATES CENTER.	H-87			
Humboldt .HU-10		1 30	8.4 BATESVILLE.	H-96	90	4881	10 10
		2 25	26.3 EUREKA.	H-122			9 20
		3 00	17.9 SUMMIT.	H-140	78	4286	8 40
		3 20	14.1 WALNUT.	H-154	80	4502	7 50
		3 40	1.8 ELDORADO.	H-155			7 30
		3 45	0.1 McPHERSON JCT.	H-155			
		4 45	27.4 WICHITA YD.	H-183	Yd.		6 30
	AM		114.6				PM

Business Tracks:	MP	Sta. No.	Business Tracks:	MP	Sta. No.	Business Tracks:	MP	Sta. No.
Athens	378.9	H-80	Rosalia	441.9	H-143	Electric	471.0	H-172
Toronto	399.5	H-101	Towanda	463.6	H-164	Spur	474.4	H-175
Neal	407.6	H-109	Benton	469.4	H-170	Speedy Mix	476.8	H-179
Reece	430.5	H-132						

Rule 99(d) in effect between Hardtner Jct. and Lyons only.
Yard Limits: Wichita to MP 487-23; MP 530-19 to MP 537-13; MP 558-04 to MP 561-27; MP 570-31 to Geneseo.

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

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

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

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

Name	ATSF MP
YA Jct.	222.7
Yaggy	223.2
Nickerson	228.6
ST Jct.	235.6

Hutchinson: In yard 2 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.

McPHERSON SUBDIV.—CENTRAL DIVISION

Rule 99 (d) in effect	MPH	WEST Miles	STATIONS	EAST	Station Numbers	Sidings	
						Cars	Ft.
Maximum Speed	30						
(Except as below)							
City Limits Potwin.	25						
MP 486-11 —		454.6	McPHERSON JCT.		H-155		
MP 488-03	15	467.1	12.5 POTWIN.		PB-13		
Flagging distance 3,860 ft.		474.5	7.4 WHITEWATER.		PB-20	17	1117
Yard Limits: McPherson Jct. to MP 457-13.		474.7	0.2 C.R.I. & P.				
Newton; Stop and protect East Eighth St.—U.S. 50.		486.8	12.1 NEWTON.		PB-32	15	1006
		487.0	0.2 A.T. & S.F.				
		495.1	8.1 HESSTON.		PB-41	30	1992
		501.6	6.5 MOUNDRIDGE.		PB-47	20	1488
		514.9	13.3 C.R.I. & P.				
		516.2	1.3 McPHERSON.		PB-62	Yd.	
			61.6				

Business Tracks:	MP	Sta. No.	Business Tracks:	MP	Sta. No.
Oil Hill	456.7	PB-2	Marvel Industries	488.8	PB-34
Brainerd	471.6	PB-17	Zimmerdale	491.7	PB-37
McLains	481.4	PB-27	Cent.-Kan. Hatchery	500.9	PB-46
			Elyria	509.3	PB-56

42 PITTSBURG SUBDIV. — CENTRAL DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings		
					Cars	Feet	
319.3		NEVADA	Ⓞ T	P-71			
		13.9					
333.2		BRONAUGH		N-16			
		10.1					
343.3		LIBERAL, MO		N-25			
		0.1					
343.4		Ⓞ S. L. S. F.	Ⓐ				
		9.4					
352.8		CORNELL, KAN.		N-35	2802		
		4.8					
357.6		Ⓞ K. C. S.	G				
		0.4					
358.0		PITTSBURG	Ⓞ Ⓞ Ⓞ	N-41	Yd.		
		0.5					
358.5		Ⓞ S. L. S. F.	Ⓒ				
		4.3					
362.8		FLEMING		N-46	35	1991	
		2.8					
365.6		Ⓞ S. L. S. F.	Ⓓ				
		0.2					
365.8		CHEROKEE		N-48	10	834	
		1.0					
366.8		Ⓞ S. L. S. F.	G				
		7.2					
374.0		COKEDALE Ⓞ M.K.T.	Ⓔ	N-58			
		5.6					
379.6		SHERWIN Ⓞ S.L.S.F.	G	N-62	21	1320	
		6.7					
386.1		FAULKNER		N-68	24	1561	
		6.7					
392.8		CHETOPA	Ⓞ	N-75			
		0.4					
393.2		Ⓞ M. K. T.	G				
		14.9					
408.1		EDNA		N-91			
		5.1					
413.2		VALEDA		N-96	14	930	
		9.8					
423.0		Ⓞ A. T. & S. F. Ⓞ MKT.	Ⓔ				
		0.3					
423.3		COFFEYVILLE	Ⓞ Ⓞ Ⓞ	R-135	Yd.		
		104.0					

Rule 99 (d) in effect.
Trains arriving Nevada will secure authority from train dispatcher or operator at Nevada before fouling Main Track on Carthage Subdiv.

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

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

Flagging distance 4,700 ft.

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

COFFEYVILLE SUBDIV. — CENTRAL DIVISION 43

Miles	SOUTH ↓	STATIONS	NORTH ↑	Station Numbers	Sidings		
					Cars	Feet	
333.4		OSAWATOMIE		MX-34	1 Yd		
		0.5					
334.9		Ⓞ M. P.	Ⓞ				
		7.9					
342.8		LANE		R-9	126	6688	
		10.6					
353.4		HECLA		R-20	135	7578	
		4.0					
357.4		Ⓞ A. T. & S. F.	Ⓐ				
		0.2					
357.6		GARNETT	Ⓞ	R-24			
		14.1					
371.7		DIXON		R-39	171	9203	
		12.7					
384.4		LE ROY	Ⓓ	R-51			
		6.6					
391.0		VERNON		R-59	175	9283	
		7.5					
398.5		DURAND	Ⓞ Ⓞ-2 T Ⓞ	H-85	179	8986	
		16.6					
415.1		ROPER		R-82	170	8541	
		2.5					
417.6		BENEDICT Ⓞ A.T. & S.F.	Ⓐ	R-85			
		9.6					
427.2		ALTOONA		R-94			
		7.6					
434.8		NEODESHA	Ⓞ Ⓞ	R 102	99	5994	
		0.1					
434.9		Ⓞ S. L.-S. F.	Ⓒ				
		7.4					
442.3		SYCAMORE		R 109	180	9002	
		6.0					
448.3		Ⓞ A. T. & S. F.	Ⓐ				
		0.3					
448.6		Ⓞ A. T. & S. F.	Ⓐ				
		0.5					
449.1		INDEPENDENCE	Ⓞ □ Ⓞ Ⓞ	R 116	71	4045	
		13.3					
462.4		DEARING		R 130	115	6122	
		5.4					
467.8		COFFEYVILLE	Ⓞ-2 T Ⓞ Ⓞ Ⓞ	R 135	Yd		
		133.4					

ABS — Osawatometie-Coffeyville.

CTC — Osawatometie and south switch siding Roper; 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 siding Lane, both ends Dearing siding and switch from main track to running track Osawatometie.

Hot Box and Dragging Equipment Detector located at *MP 438-08.

Conditional Yard Limits: MP 448-04 - 450-11 — 9:01 am to 9:01 pm.

Osawatometie — Around wye **10 MPH**

Maximum Speed	MPH	BUSINESS TRACKS:	MP	Sta. No.
(Except as below) ...	50			
MP 334-31 — MP 334-41	30	Greeley	348.1	R-15
MP 340-39 — MP 341-34	40	Birch	361.8	R-29
MP 343-23 — MP 344-01	45	Westphalia	373.6	R-41
MP 348-20 — MP 348-26	45	New Strawn		
MP 356-40 — MP 357-37	25	Spur	375.6	R-43
MP 371-27 — MP 372-26	45	Aliceville	377.4	R-44
MP 383-34 — MP 385-00	30	Buffalo	411.2	R-78
City Limits Altoona	40	Blake	453.3	R-120
MP 418-01 — MP 418-11	45	Fredonia	426.5	RC12
MP 423-00 — MP 423-11	45			
MP 427-35 — MP 428-20	45			
MP 433-27 — MP 435-09	30			
MP 448-06 — MP 450-10	40			
MP 462-02 — MP 462-09	45			

Flagging distance — 2 miles.

YARD LIMITS:
MP 466-23 — Coffeyville.

CONWAY SPRINGS SUBDIV. — CENTRAL DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings		
					Cars	Feet	
428.7		DEARING	Ⓞ	R-130			
		13.4					
442.1		CANEY	T	NL-19	13	909	
		0.1					
442.2		Ⓞ A. T. & S. F.	Ⓐ				
		16.7					
458.9		SEDAN		NL-36			
		22.0					
480.9		CEDARVALE		NL-58	54	2442	
		1.8					
497.7		DEXTER	□ Ⓞ Ⓞ	NL-74	32	1831	
		0.4					
498.1		DEXTER JCT	Ⓞ				
		19.1					
517.2		WINFIELD	Ⓞ Ⓞ	NL 94			
		21.0 Mi. Via AT&SF					
537.9		BELLE PLAINE		NL-115			
		6.6					
544.5		Ⓞ C. R. I. & P.	Ⓐ				
		14.2					
558.7		CONWAY SPRINGS	Ⓞ Ⓞ T Ⓞ	NL-135	Yd.		
		130.3					

Rule 99 (d) in effect.
Yard Limits: Dearing to MP 431-00; MP 497-03 to MP 499-05; MP 515-00 to MP 521-00; MP 558-00 to Conway Springs.

Operation over AT&SF at Caney Item 7(a) Special Instructions.

Maximum Speed: MPH
Between Dearing & Cedarvale 30
Between Cedarvale and Winfield ... 20
Between Belle Plaine & Conway Springs 25

Flagging distance 4,510 ft.
Max. Wt. Between Dearing and Dexter 220,000 lbs.

Business Tracks: MP Sta. No.
Tyro ...435.1 NL-12
Peru ...453.2 NL-30
Rogers ...464.6 NL-41
Layton ...474.7 NL-51
Taussig ...485.0 NL-62
Hooser ...490.8 NL-68
Riverdale 544.4 NL-121
Anson ...552.2 NL-129

ARKANSAS CITY SUBDIV. — CENTRAL DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings		
					Cars	Feet	
498.1		DEXTER JCT	Ⓞ		Yd.		
		15.4					
513.5		SILVERDALE		NB-15	29	1682	
		9.0					
522.5		Ⓞ A. T. & S. F.	Ⓞ				
		0.4					
522.9		ARKANSAS CITY	Ⓞ □	NB-25	Yd.		
		24.8					

Rule 99 (d) in effect.
Yard Limits: Dexter Jct. to MP 498-33; MP 518 to Arkansas City.

Maximum Speed MPH
(Except as below) .. 30
MP 498-06 —
MP 498-18 20

Flagging distance 3,730 ft.

44 WAGONER SUBDIV. — CENTRAL DIVISION

Miles	STATIONS	Station Numbers	Sidings	
			Cars	Feet
662.8	COFFEYVILLE, KAN.	R-135	Yd	....
660.5	②M-K-T . . . . .	.....	.....	.....
651.0	LENAPAH, OKLA	L-311	140	7743
640.1	NOWATA	L-300	76	4881
634.4	OLEM	L-294	111	6214
622.1	OOLOGAH	L-282	168	8440
610.3	③S.L.-S.F. . . . .	.....	.....	.....
609.7	OLAREMORE	L-270	102	5739
596.9	INOLA	L-257	170	9577
581.4	WAGONER ④MKT	L-242	.....	.....
579.6	COOKSON	L-239	175	9415
575.5	OKAY JCT.	L-233	.....	.....
557.5	BRAGGS	L-218	160	8814
540.8	UPSON	L-201	123	6533
537.4	VIAN	L-197	.....	.....
526.7	⑤K. O. S. . . . .	.....	.....	.....
525.8	SALLISAW	L-186	54	3591
519.7	HANSON	L-180	70	4132
513.1	MULDROW	L-173	59	3580
503.6	GREENWOOD JCT., OKLA	L-164	61	3302
498.4	⑥S. L.-S. F. . . . .	.....	.....	.....
497.2	VAN BUREN, ARK.	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, Lenapah and north end Braggs.

Maximum Speed	MPH	MPH
(Except as below).....	50	
MP 497-22 — MP 499-08.....	25	
MP 500-02 — MP 500-14.....	45	
MP 507-20 — MP 507-29.....	45	
MP 516-03 — MP 516-16.....	45	
City Limits Sallisaw.....	35	
MP 534-22 — MP 535-04.....	40	
MP 536-01 — MP 536-07.....	40	
MP 544-04 — MP 544-16.....	45	
MP 556-04 — MP 556-10.....	45	
MP 559-18 — MP 560-01.....	45	
MP 560-23 — MP 560-27.....	40	
MP 564-01 — MP 564-13.....	40	
On OG&E Spur.....	20	
City Limits Ft. Gibson.....	40	
City Limits Wagoner.....	40	
MP 592-00 — MP 594-00.....	35	

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

BUSINESS TRACKS	MP	Sta. No.
Delaware.....	645.5	L-306
Talala.....	627.8	L-288
Public Service.....	621.5	L-282
Neodesha.....	588.6	L-249
OG&E Spur.....	568.7	L-229
Fort Gibson.....	567.9	L-228
Gore.....	546.5	L-206
West Ft. Smith.....	507.2	LG-4

Flagging distance 2 miles

VAN BUREN SUBDIV. — CENTRAL DIVISION 45

Miles	STATIONS	Station Numbers	Sidings	
			Cars	Feet
497.2	VAN BUREN. ①②③④⑤⑥	L-158	Yd	....
489.4	ALMA	L-149	72	3810
470.0	POPING	L-130	118	6178
464.8	OZARK	L-125	74	3859
456.5	ALIX	L-117	115	6014
443.0	SPADRA	L-105	144	7517
435.6	CLARKSVILLE JCT.	L-93	.....	.....
427.5	SCOTIA	L-85	162	8437
417.7	RUSSELLVILLE ⑦⑧⑨⑩	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	MORELTON	L-50	91	4734
381.3	MENIFEE	L-38	84	4378
373.1	CONWAY. ⑪⑫⑬⑭⑮	L-30	186	9682
363.6	MAYFLOWER	L-21	205	10280
343.6	No. LITTLE ROCK. ⑯⑰⑱⑲	X-344	Yd	....
153.2				

ABS — Van Buren-No. Little Rock Clarksville Jct. to Clarksville Industry Lead - Max. Speed 20 MPH.

Yard Limits: MP 495-20 to MP 499-00; MP 415-00 to MP 419-30; 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

Miles	STATIONS	Station Numbers	Sidings	
			Cars	Feet
497.2	VAN BUREN. ①②③④⑤⑥	L-158	Yd	....
508.0	FT. SMITH. ⑦⑧⑨⑩⑪⑫	LD-5	.....	.....
509.3	⑬S.L.S.F. . . . .	.....	.....	.....
509.4	⑭K. C. S. . . . .	.....	.....	.....
512.8	SO. FT. SMITH	LD-10	.....	.....
519.4	FORT CHAFFEE	LD-17	.....	.....
535.3	CHARLESTON	LD-33	.....	.....
536.0	THESSING	LD-34	35	1500
553.1	PARIS	LD-51	.....	.....
46.6				

Business Tracks:	MP	Sta. No.
Barling.....	518.1	LD-16
Lavaca.....	526.3	LD-24
Branch.....	540.0	LD-38
Ratcliff.....	544.1	LD-42

Flaggng distance 4,510 ft.

Business Tracks: MP No. ① Nth. R St. SLSF G ② Nth. L St. KCS ③

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

46 RED RIVER & DALLAS-FT. WORTH TERM. DIVS.

RED RIVER & DALLAS-FT. WORTH TERM. DIVS. 47

WEST		Miles	STATIONS	Station Numbers	Sidings	EAST	
FIRST CLASS						FIRST CLASS	
21	461					460	22
Psg.	Psg.					Psg.	Psg.
Mon. & Sat.	Daily					Daily	Sun. & Fri.
AM							PM
2 36		0.0	TEXARKANA ARK.....	TP-0	Yd.		9 54
			St. L.S.W.....				
		1.3	NATIONAL TEX.....	TP-2	89 4903		
			K.C.S.....				
		7.9	SULPHUR.....	TP-8	174 9157		
		14.8	SPRINGDALE.....	TP-15	89 4914		
		20.4	QUEEN CITY.....	TP-21	140 7449		
		23.6	ATLANTA.....	TP-24	77 4756		
		31.2	BIVINS.....	TP-31	142 7426		
		37.5	KILDARE.....	TP-37	94 5022		
		43.5	PAYNE.....	TP-44	146 7761		
		50.7	JEFFERSON L.&A.....	TP-51	158 9513		
		58.7	WOODLAWN.....	TP-58	136 7395		
f 3 45		66.3	MARSHALL.....	TP-67	159 8243	f 8 47	
		70.5	QUINCY.....	TP-70	86 4748		
		75.3	KEOKUK.....	TP-75	138 7484		
		82.9	LANSING.....	TP-83	195 10485		
f 4 18		89.6	LONGVIEW.....	TP-90	Yd.	f 8 14	
		93.8	GREGGTON.....	TP-94	132 7364		
		104.8	GLADEWATER.....	TP-103	136 7255		
		113.8	BIG SANDY St.L.S.W.....	TP-113	131 7277		
		124.2	FADA.....	TP-124	135 7507		
		130.0	HOARD.....	TP-130	88 4967		
		136.1	MINEOLA.....	TP-138	245 13970		
		142.2	SILVER LAKE.....	TP-143	83 4730		
		150.0	GRAND SALINE.....	TP-149	141 7512		
		158.8	EDGEWOOD.....	TP-160	142 7559		
		167.4	WILLS POINT.....	TP-167	135 7728		
		175.9	ELMO.....	TP-176	137 7454		
		181.9	TERRELL.....	TP-183	79 4406		
		187.0	LAWRENCE.....	TP-187	132 7466		
		199.1	MARITH.....	TP-199	139 7403		
		207.0	SCOTTDALE.....	TP-207	85 4686		
		209.1	MP JCT.....	TP-210	142 7388		
	PM		TOWER 19.....			PM	
s 7 30	12 25		DALLAS.....	TP-215		2 30	s 20
		214.8	TERMINAL JCT.....	TP-216			
		216.1	BROWDER.....	TP-218	82 4362		
		226.4	GRAND PRAIRIE.....	TP-227	85 4570		
		229.0	BOP.....	TP-230	Yd.		
		232.7	ARLINGTON.....	TP-233	71 4178		
8 40	1 15	245.4	TOWER 55.....	TP-245		1 40	4 20
AM	PM	251.1	CENTENNIAL YD.....	TP-250		PM	PM
			251.1				

Maximum Speed	MPH	Psg. Frt.	Maximum Speed	MPH	Psg. Frt.			
						Maximum Speed	MPH	Psg. Frt.
(Except as below)	75	60	MP 225-15	MP	225-26	50	50	
SSW (MP 0-15)	15	15	MP 225-26	MP	226-25	30	30	
MP 0-15	MP	1-00	MP 226-25	MP	228-32	50	50	
MP 1-00	MP	2-33	MP 228-32	MP	235-07	40	40	
MP 5-14	MP	6-11	MP 235-15	MP	238-28	70	—	
MP 11-04	MP	13-04	MP 238-28	MP	239-06	55	40	
MP 15-11	MP	18-11	MP 239-06	MP	245-18	40	40	
MP 20-32	MP	21-24	MP 245-18	MP	245-40	15	15	
*MP 23-22	MP	23-33	Through sidings and turnouts					
MP 30-27	MP	31-04	East Yard Ft. Worth				15	15
MP 36-12	MP	38-00	Flagging distance 2 miles					
MP 42-07	MP	42-25	Business Tracks					
MP 45-00	MP	45-18	Hoot				6.5	TP7
MP 47-25	MP	48-15	South Texarkana				11.4	TP11
MP 50-06	MP	50-14	Heat Research				84.6	TP85
MP 50-14	MP	51-17	Pumps				87.0	TP87
MP 51-17	MP	54-00	Hawkins				118.6	TP119
MP 56-11	MP	56-25	Debbie				128.9	TP129
MP 59-00	MP	65-16	Amoca				156.3	TP157
MP 65-16	MP	67-06	Forney				194.0	TP194
MP 67-06	MP	68-33	Mesquite				202.0	TP202
MP 80-07	MP	85-00	Dalworth Paint				202.3	TP203
MP 86-06	MP	95-06	Skyline				205.6	TP205
MP 100-21	MP	104-30	Harrys				218.0	TP218
MP 112-33	MP	112-34	Eagle Ford				220.0	TP220
MP 112-34	MP	113-11	Cloudy				222.0	TP224
MP 126-14	MP	126-25	June Pit				223.2	TP225
MP 131-14	MP	132-07	Mt. Creek				223.8	TP226
MP 136-00	MP	136-12	Great Southwest				231.2	TP231
MP 139-29	MP	141-07	Handley				239.2	TP239
MP 148-07	MP	148-36	Jamestown				242.9	TP243
MP 148-36	MP	149-19	Fort Worth				245.8	BV272
MP 156-00	MP	157-00						
MP 166-09	MP	167-01						
MP 182-06	MP	183-09						
MP 183-26	MP	184-18						
MP 192-07	MP	193-00						
MP 193-07	MP	194-10						
MP 194-10	MP	196-14						
MP 196-14	MP	205-15						
MP 205-15	MP	209-29						
MP 209-29	MP	214-24						
MP 214-24	MP	221-23						

*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.

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. MV crossover, Mineola located at MP 136-25.

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 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 can not be handled on Kelly Lead.

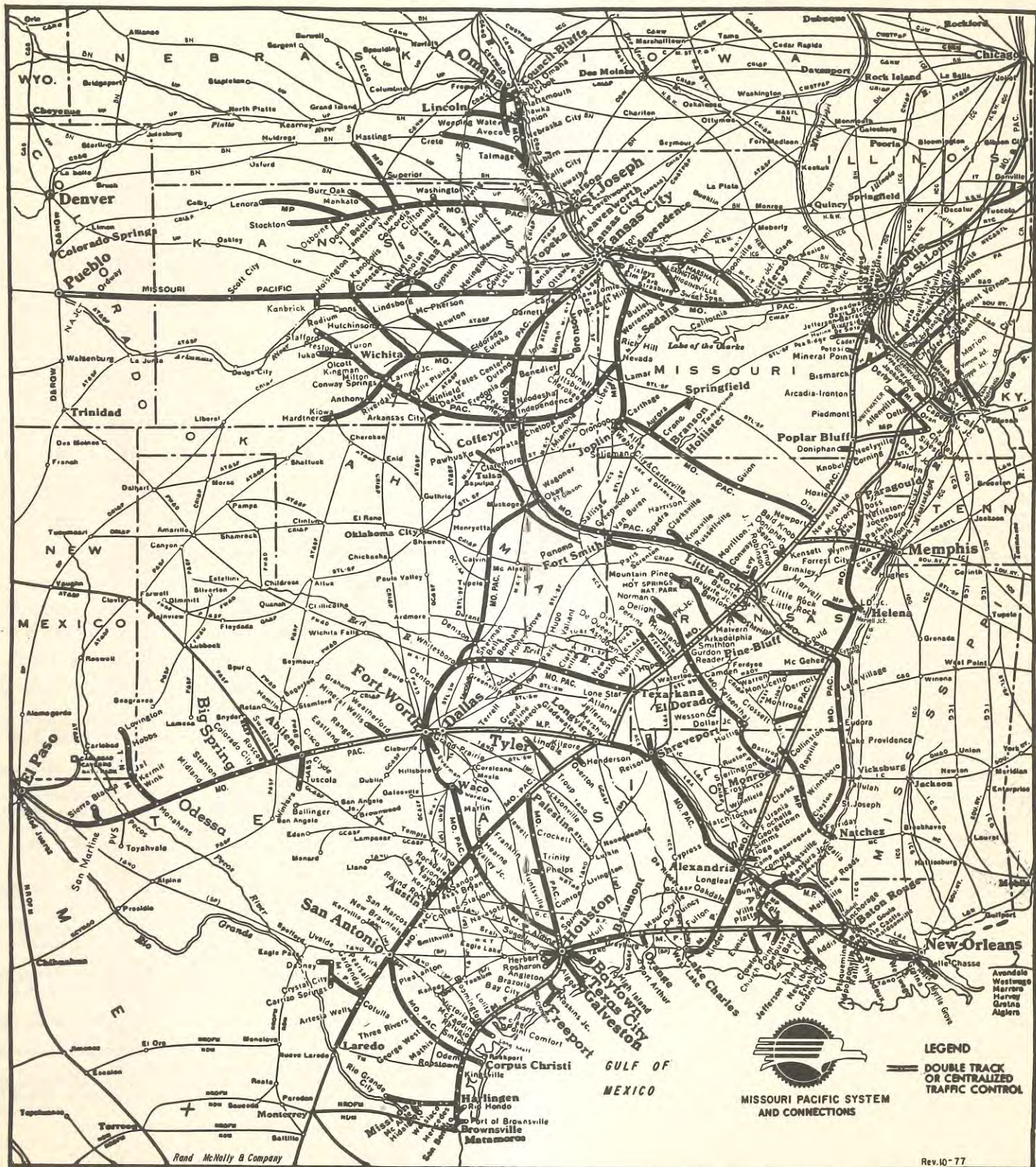
Two main tracks between Terminal Jct. and MP 248-01 Centennial Yard. Yard Limits: MP 244-02 — MP 248-01.

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

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

Between MP 248-01 and MP 252-00 movement of trains and engines will be governed by instructions of yardmaster.

Centennial Yard:—All yard tracks between MP 248-01 and West End Centennial Yard; do not exceed 20 MPH.



MISSOURI PACIFIC SYSTEM
AND CONNECTIONS

LEGEND
 DOUBLE TRACK
 OR CENTRALIZED
 TRAFFIC CONTROL

50 OKLAHOMA SUBDIV. — RED RIVER DIVISION

Maximum Speed between Okay Jct. and KO&G Jct. (Except as below) ... 49	Miles	STATIONS	NORTH ↑	Station Numbers	Sidings	
					Cars	Feet
MP 128-08—						
MP 128-12... 10						
City Limits	120.2	OKAY JCT.	⊖	L-233		
Muskogee ... 25+		2.4				
Muskogee	122.5	VERDIGRIS RIVER	∅			
Over MP 200... 20		5.8				
Broadway & Okmulgee Sts. Muskogee ... 12	128.3	M-K-T	⊖			
		5.4				
MP 167-14 to MP 167-20... 45	133.8	MUSKOGEE MP ... ⊕ ⊕ ⊕ ⊕ ⊕		MG-3	Yd.	
		12.1				
MP 173-00 to MP 175-00... 25	145.9	WAINWRIGHT		MG-146	143	7766
		12.6				
MP 173-00 to MP 175-00... 25	158.5	HITCHITA		MG-159	62	3420
		15.6				
MP 184-22—	174.1	HENRYETTA	⊕ ⊕ ⊕ ⊕	MG-174	77	4140
MP 185-01... 40		14.5				
MP 202-00 to MP 217-00... 40	188.6	TANNER		MG-189	85	4543
		13.6				
Except: Calvin—Over CRI&P ⊕ 20	202.2	MINA	⊕	MG-202	142	7560
		13.1				
MP 231-03 to MP 231-13... 45	215.3	C.R.I. & P.	⊖			
		1.0				
MP 242-16 to MP 246-13... 40	216.3	CALVIN		MG-216	77	4303
		13.7				
MP 256-19 to MP 256-27... 30	230.0	ALLEN	⊕	MG-230	89	5042
		22.5				
MP 267-22 to MP 273-17... 40	252.5	TUPELO	⊕	MG-252	147	7798
		17.0				
MP 291-19 to MP 295-18... 40	269.5	WAPANUCKA	⊕	MG-270		
		8.5				
Thru Conn. KO&G Jct. ... 15	278.0	CAIN		MG-279	134	7760
		19.6				
Flagging distance 8,970 ft.	297.6	KO&G JCT. OKLA.	⊕	MG-298		
		20.9				
		RAY-DENISON, TEX. } Via ⊕		MK-662	Yd.	
		198.3				

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

MKT STATIONS

Station:	MKT Mile Post	Station:	MKT Mile Post
Durant	841.4	Excess, Tex.	656.7
Olive	849.1	Ray	661.9
Staley, Okla.	855.9	Denison	660.9

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

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

Operation over Verdigris River MP 122.5 joint-MKT.

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

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

WHITESBORO SUBDIV. — RED RIVER DIVISION 51

Maximum Speed MPH Between Whitesboro Jct. and Tower 55 (Except as below) ... 50	Miles	STATIONS	Station Numbers	Sidings	
				Cars	Feet
MP 173-10 —					
MP 173-20... 35					
MP 191-15 —					
MP 192-04... 40					
MP 203-10 —	173.1	RAY-DENISON TEX.	⊕ ⊕	MK-622	Yd.
		20.9			
MP 203-20... 45	179.5	WHITESBORO JCT.	⊕ ⊕		Yd.
		6.4			
MP 207-33 —	191.5	COLLINSVILLE		TA-179	65 4143
MP 210-04... 20		12.0			
MP 237-05 —	191.5	PILOT POINT		TA-191	139 7874
		17.6			
MP 243-30... 30	209.1	DENTON	□ ⊕ ⊕ ⊕ ⊕	TA-209	123 7208
		16.3			
Tower 55... 15	225.4	ROANOKE		TA-225	144 7967
Through Interlocking... 15		10.1			
On wye tracks Tower 55... 10	235.5	WATAUGA		TA-235	44 2654
		2.6			
Flagging distance 2 miles	238.1	S.T.L.S.W.	⊕ ⊕		
Yard Limits: Whitesboro Jct.: MP 171-26 — MP 174-13		1.9			
Denton: MP 206-00 — MP 212-25	240.0	HODGE	⊕	TA-240	98 5332
Tower 55: MP 237-00 — MP 244-20		4.5			
	244.5	TOWER 55	⊕ ⊕ ⊕	TP-245	Yd.
		92.3			

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

ABS — Whitesboro Jct. to Tower 55.

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

Trains originating secure clearance Centennial Yard or Tower 55.

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

Northward MKT trains secure clearance Tower 55.

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

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

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

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

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

52 MIDLAND VALLEY SUBDIV. — RED RIVER DIV.

Miles	WEST STATIONS EAST	Station Numbers	Siding Capacity in Cars	Rule 99 (d) in effect.	
				Yard Limits: MP 92-32 to MP 101-04; MP 146-04 to MP 154-23; MP 198-17 to Pawhuska.	Maximum Speed: MPH
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	SHOPTON	MV 96	Yd.		
100.1	MUSKOGEE	MV 97			
117.3	HASKELL	MV 117	14		
134.0	BIXBY	MV 134			
141.5	JENKS	MV 142	9		
148.1	TULSA	MV 152	Yd.		
152.3	⊗SS RY	Ⓢ			
187.2	BARNSDALL	MV 187			
194.8	NELAGONY	MV 195			
200.6	PAWHUSKA	MV 201	Yd.		
179.8					

Maximum Speed: MPH
 Panama to MP 95-02..... 30
 MP 95-02 — MP 96-00.... 20
 MP 96-00 — MP 98-00.... 12
 MP 98-00 — MP 100-00... 25
 MP 100-00 — MP 142-00... 30
 MP 142-20 — MP 148-06.. 25
 MP 148-06 — MP 151-04.. 20
 MP 151-04 — MP 151-33.. 10
 MP 151-33 — MP 154-23.. 20
 MP 154-23 — Pawhuska... 25
 (Except as below)
 MP 169-14 — MP 169-20.. 10
 MP 190-24 — MP 192-04.. 10
 Flagging distance 3,590 ft.

BUSINESS TRACKS— MP Sta. No.
 Bokoshe 27.2 MV-27
 Gloco 47.5 MV-47
 Kerr McGee 50.5 MV-50
 Perdue 54.3 MV-55
 Turley 157.5 MV-158
 Skiatook 166.6 MV-167

Max. Wt. 220,000 lbs. between Barnsdall and Pawhuska.

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.

BONHAM SUBDIV.—RED RIVER DIVISION

Miles	WEST STATIONS EAST	Sta. No.	Sidings		Rule 99 (d) in effect only: Between Texarkana and Paris; Between Sherman and Whitesboro Jct.
			Cars	Ft.	
0.0	TEXARKANA	TP-0	Yd.		
0.6	⊗ K. O. S.	Ⓢ			
14.8	HOOKS	TA15	75	4051	
34.2	DE KALB	TA34	57	4059	
61.0	CLARKSVILLE	TA61	85	4979	
91.0	PARIS	TA91	Yd.		
91.7	⊗AT&S F.S.P.	Ⓢ			
128.1	BONHAM	TA128	Yd.		
141.6	⊗MKT	TA142			
154.5	⊗S.P.	Ⓢ			
154.6	SHERMAN	TA155	Yd.		
173.1	WHITESBORO JCT.	TA173	Yd.		
173.1					

Maximum Speed: MPH
 MP 0-0 — MP 4-20..... 30
 Over Church St., Paris..... 10
 ATSF-SP ⊗..... 10
 MP 100-06 — MP 151-04.. 25
 MP 153-08 — MP 156-11.. 20
 Flagging distance 4,320 ft.

BUSINESS TRACKS
 Nash 5.1 TA-5
 Proetz Lbr. Co.... 6.0 TA-6
 Anglo-American Paper 6.6 TA-7
 Lone Star Ord. 15.7 TA-12
 Red River Army Depot 17.3 TA-17
 New Boston 22.0 TA-22
 Annona 52.5 TA-53
 Mulberry Lbr. 59.4 TA-58
 Detroit 74.2 TA-74
 Blossom 81.2 TA-81
 Honey Grove 112.0 TA-112
 Windom 117.3 TA-117
 Savoy 139.2 TA-139
 IP&L 140.0 TA-140
 Whitesboro 173.1 TA-173

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

SHREVEPORT SUBDIV.—RED RIVER DIVISION 53

Miles	WEST STATIONS EAST	Station Numbers	Sidings		Yard Limits: MP 192.0 - MP 196.5, MP 310.6 - MP 317.9, MP 347.5 - MP 351.1.
			Cars	Feet	
192.1	ALEXANDRIA	TB-195	Yd.		
195.7	TEXMO JCT.	TB-196			
203.7	RAPIDES	TB-204	64	4105	
225.2	FERN	TB-225	76	4124	
235.8	CYPRESS	TB-236	87	5094	
246.0	CANE	TB-246	63	4066	
247.5	NATCHITOCHES	TB-247			
265.7	LAKE END	TB-265	50	2935	
286.0	WESTDALE	TB-286	87	4777	
308.6	LUCAS	TB-308	90	4805	
311.7	⊗K.O.S.	Ⓢ			
313.9	⊗S. P.	Ⓢ			
315.0	OUT OFF JCT.	TB-315	Yd.		
315.6	HOLLYWOOD JCT.	TB-316	Yd.		
1.5	HOLLYWOOD YD.	TS-326			
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	TP-67	142	7551	
156.9					

Maximum Speed: MPH
 (except as below)..... 50
 MP 190.4—MP 195.8. 40
 MP 235.8—MP 236.2. 40
 MP 245.8—MP 247.8 25†
 MP 310.9—MP 320.3. 20
 MP 348.6—MP 350.6. 40
 MP 350.7—MP 351.4. 30
 Flagging distance 2 miles

Business Tracks MP Sta. Nos.
 England AFB..... 199.8 TB199
 Boyce..... 208.7 TB209
 Rodemacher..... 211.9 TB213
 Soybean Spur..... 243.0 TB242
 Plywood Spur..... 251.0 TB251
 Powhatan..... 258.8 TB258
 Gahagan..... 276.1 TB275
 Grand Bayou..... 280.1 TB280
 Caspiana..... 296.6 TB296
 Gayles..... 302.4 TB302
 Olin..... 303.9 TB304
 Reisor..... 319.0 TB319
 Greenwood..... 326.4 TB325
 Jonesville..... 335.4 TB334

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

No. 16 turnout—Hollywood Jct.

HOSSTON SUBDIV.—RED RIVER DIVISION

Miles	SOUTH STATIONS NORTH	Sta. Nos.	Rule 99 (d) in effect.	
			Maximum Speed: MPH	Yard Limits: MP 3-15 to Hollywood Jct.
34.1	HOSSTON	TT-28		
29.4	GILLIAM	TT-23		
4.8	SHREVEPORT	TS-326		
3.7	⊗IOG	Ⓢ		
1.5	HOLLYWOOD YD.	TS-316		
0.0	HOLLYWOOD JCT.	TB-316		
34.1				

Flagging distance 1,770 ft.

Business Tracks MP Sta. Nos.
 Belcher 18.1 TT-18
 Sentell 10.3 TT-10
 Good Roads Spur.. 4.8 TT-3

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

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

56 BAIRD SUBDIV. — RIO GRANDE DIVISION

Maximum Speed Except as below) MP	Speed MP	MPH	WEST	All yard tracks between MP 248.1 and West end Centennial Yard. Do not exceed 20 MPH.	Station Numbers	EAST	MPH
			FIRST CLASS					EAST ▲
		60	61				
			Freight			Sidings	
			Daily	Miles		Cars	Feet
			AM				
258-00	259-03	55	11 40	251.1	CENTENNIAL YD. ... T § ④ ⑤ ⑥	TP-250	Yd.
260-26	262-05	55			9.2	TP-260	147 7794
264-14	264-24	55		260.3	IONA		
265-14	265-25	55			12.8	TP-273	145 7983
276-03	276-29	50			4.2	TP-277	151 8327
277-22	281-30	55			9.8	TP-287	124 6788
285-15	285-20	55		287.1	WEATHERFORD ... ④		
294-17	295-19	40			7.0	TP-294	132 7194
298-14	298-21	55			7.0	TP-301	130 6961
329-28	337-03	40		277.3	BENNETT		
340-14	341-10	45			6.5	TP-308	.....
343-05	345-18	45			5.9	TP-313	128 6972
360-11	363-24	45			5.0	TP-319	.....
372-05	372-13	55		287.1	GORDON		
378-19	378-26	55			8.3	TP-326	124 6959
383-06	384-23	50			11.9	TP-338	127 6809
386-20	388-18	45		301.1	TIFFIN		
405-11	406-04	45			2.1	TP-341	.....
406-04	409-07	30		307.6	RANGER		
446-30	448-14	35			10.7	TP-351	122 6914
448-14	450-26	50			9.2	TP-351	122 6914
476-15	477-10	55		313.5	EASTLAND		
507-20	509-00	50			7.2	TP-361	181 9803
509-00	510-00	20		318.5	DOTHAN		
510-00	517-00	50			13.8	TP-368	127 6920
Flagging distance 2 miles				326.8	JAYELL		
Business	MP	Sta. Nos.		338.7	BAIRD		
Trucks				340.8	OLYDE		
Bomber	252	TP-252		351.5	HOLDER		
Beckman				360.7	ABILENE ... § ④ ⑤ ⑥		
Const. Co.	253	TP-253		367.9	BAGDAD		
Benbrook	254	TP-255		381.7	TYE		
Aledo	263	TP-264		385.8	MERKEL		
Johnson				392.8	TRENT		
Mines	324	TP-324		406.6	ESKOTA		
Olden	347	TP-347		409.9	SWEETWATER ... § ④ ⑤ ⑥		
Putnam	373	TP-374		415.0	ROSCOE		
Bandag	401	TP-401		423.9	LORRAINE		
Air Base Spur	413	TP-413		429.7	COLORADO CITY ... ④		
Tecific	441	TP-441		437.0	DOMA		
Pyramid	445	TP-445		447.8	IATAN		
Reef Field	504	TP-504		456.4	COAHOMA		
Sand Springs	504	TP-504		466.4	ZILER		
ABS — Centennial Yd. to Big Spring. CTC between Centennial Yd. and west end siding Clyde.				475.8	EL PASO ... § ④ ⑤ ⑥		
There is no superiority of trains between MP 612 and MP 515, Big Spring. All trains and engines will move at restricted speed.				478.1	SIERRA BLANCA ... ④		
Yard Limits: MP 403-15 to MP 410-20; MP 444-10 to MP 449-24; MP 507-27 to MP 517-00.				491.1	EL PASO ... § ④ ⑤ ⑥		
Conditional Yard Limits: MP 454-00 to MP 458-00—11:01 am to 11:01 pm.				503.7	EL PASO ... § ④ ⑤ ⑥		
Extra trains originating Centennial Yd. secure clearance.				508.5	EL PASO ... § ④ ⑤ ⑥		
Big Spring register station for No. 61 only.				513.4	EL PASO ... § ④ ⑤ ⑥		
	PM			262.3	BIG SPRING ... § ④ ⑤ ⑥		

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

Hot Box and Dragging Equipment Detectors located MP 282-30, MP 317-02, MP 347-09, *MP 377-00, MP 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, Lorraine; W. end Holder, Eskota, Dome and Iatan.

W.M.W.&N.W. SUBDIV.—RIO GRANDE DIV.

Maximum Speed	Miles	WEST	EAST	Station Numbers
		STATIONS	▲	
10 MPH	0.0	WEATHERFORD ... ④ ⑤		TK-000
	18.1	WOLTERS		TK-18
Max. Wt. 263,000 Lbs.	22.0	MINERAL WELLS ... ④		TK-22
				22.0

TOYAH SUBDIV.—RIO GRANDE DIVISION 57

Maximum Speed Except as listed below) MP	Speed MP	MPH	WEST	Station Numbers	EAST	Maximum Speed (Except as listed below) MP	MP	MPH
			FIRST CLASS						EAST ▲
			61					
			Freight					
			Daily	Miles				
			5 01 PM					
5 01 PM	513.4		BIG SPRING ... § ④ ⑤ ⑥	TP-513	Yd.	507-20	517-00	50
5 15	523.9		MORITA ... ④ ⑤	TP-524	142 7560	533-26	535-00	50
5 30	533.3		STANTON	TP-534	135 7492	551-19	556-15	25*
	539.2		DIX	TP-539	.....	570-10	573-27	45
5 46	549.2		CHUB ... ④	TP-549	130 6944	587-03	587-17	55
	553.3		MIDLAND ... ④ ⑤	TP-553	.....	608-00	611-00	35
5 58	559.0		BOUNCE ... ④ ⑤	TP-559	81 4335	646-25	647-04	45
6 03	563.8		PEGASUS ... ④ ⑤	TP-564	157 8312	692-26	693-00	55
6 08	568.7		SOLO ... ④ ⑤	TP-569	72 4261	735-08	735-19	50
	570.3		ODESSA ... § ④ ⑤ ⑥	TP-570	Yd.	741-10	744-00	45
6 20	578.9		ARCADE ... ④ ⑤	TP-579	148 7862	Flagging distance 2 miles		
6 27	584.1		DOURO ... ④ ⑤	TP-584	77 4303	*Until eng. occupies last crossing.		
6 37	593.7		METZ ... ④ ⑤	TP-594	152 7899	Business Tracks	MP	Sta. Nos.
6 55	609.4		MONAHANS ... ④ ⑤ ⑥	TP-609	133 7465	Badger		TP-540
7 02	615.6		WICKETT ... ④ ⑤ ⑥	TP-615	102 5392	Racks	541.0	TP-541
7 11	624.2		PYOTE ... ④ ⑤	TP-624	88 4898	Tex-Harvey	541.0	TP-541
7 35	646.6		PECOS ... ④ ⑤ ⑥	TP-647	81 4539	Ind.	557.6	TP-558
8 01	666.1		TOYAH ... § ④ ⑤ ⑥	TP-666	176 9551	Foundation	562.7	TP-563
8 15	676.7		GOZAR ... ④ ⑤	TP-676	78 4220	Warfield	568.0	TP-563
8 30	686.3		SAN MARTINE ... ④ ⑤	TP-687	75 4184	Sid Rich-	583.0	TP-583
8 35	691.2		LEVINSON ... ④ ⑤	TP-691	74 4130	ardson	590.3	TP-590
8 45	698.8		KENT ... ④ ⑤	TP-698	78 4348	Crusher	591.8	TP-591
8 59	708.8		BORACHO ... ④ ⑤	TP-709	164 8522	Tale	613.6	TP-614
9 20	727.1		WILD HORSE ... ④ ⑤	TP-727	75 4216	Crusher	617.5	TP-618
9 28	735.0		VAN HORN ... ④ ⑤	TP-735	61 3579	Crusher	640.0	TP-640
9 45	746.5		ALLAMORE ... ④ ⑤	TP-746	76 4223	Crusher	729.0	TP-729
9 55	753.9		EAGLE FLAT ... ④ ⑤	TP-754	76 4232	Crusher	744.2	TP-744
10 05	763.6		ARISPE ... ④ ⑤	TP-764	74 4129	Crusher	757.0	TP-757
10 10	768.5		SIERRA BLANCA ... ④	TP-768	.....	There is no superiority of trains between MP 512 and MP 515 Big Spring. All trains and engines will move at restricted speed.		
1 01 AM	858.4		EL PASO ... § ④ ⑤ ⑥	TP-860	Yd.	Rockhouse Industrial Lead — San Martine to Rockhouse (Elcor Mine) 27.2 Miles.		
			343.5			Maximum Speed 20 MPH. Rockhouse Lead Business		

Hot Box and Dragging Equipment Detectors — MP 544-00, *MP 582-00, MP 613-20, *MP 644-15 and MP 706-10.

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

Yard Limits: MP 507-27 to MP 517-00; MP 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.

Westward trains secure SP clearance Toyah.

Sierra Blanca—Time applies at SP connection.

STATIONS BETWEEN SIERRA BLANCA AND EL PASO

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

SOUTH First Class						NORTH First Class	
21						22	
Mon. Thur. & Sat.	Miles	STATIONS	Station Nos.	Sidings Cars Feet		Sun. Tue. & Fri.	
	0.0	PALESTINE	AX-81	Yd.			
	1.0	WEST JCT.	AX-81				
	8.5	TUCKER	AX-90	69 3448			
	18.0	OAKWOOD	AX-99	139 6953			
	34.7	BUFFALO	AX-116	58 2909			
	43.8	JEWETT	AX-125	72 3600			
	54.8	MARQUEZ	AX-136	178 8909			
	70.4	EASTERLY	AX-152				
	77.1	FRANKLIN	AX-158	169 8488			
	89.6	HEARNE	AX-171	108 5427			
	93.9	VALLEY JCT.	AX-175	96 4816			
	99.6	GAUSE	AX-181	120 6010			
	110.0	MILANO	AX-191	122 6101			
	119.1	ROCKDALE	AX-201				
	123.4	MARJORIE	AX-205	155 7787			
	132.2	THORNDALE	AX-214	69 3464			
	138.4	THRALL	AX-220	153 7670			
	144.7	M-K-T	AX-226				
	PM					PM	
	12 40	TAYLOR	AX-226	Yd.	12 20		
	12 50	HUTTO	AX-235	61 3088	11 51		
	12 57	ROUND ROCK	AX-243	129 6460	11 44		
	1 03	McNEIL	AX-247	91 4564	11 38		
	1 11	SNEED	AX-253	157 7880	11 30		
s	1 22	AUSTIN	AX-262	48 2700	s11 21		
	179.6	COLORADO BRIDGE	AX-263				
	1 35	BERGSTROM	AX-268	144 7211	11 06		
	1 47	BUDA	AX-276		10 54		
	1 53	KYLE	AX-282	141 7050	10 48		
	2 00	CENTEX	AX-288	141 7050	10 41		
	2 01	M-K-T JCT.	AX-290		10 40		
s	2 06	SAN MARCOS	AX-291		s10 37		
	2 19	GOODWIN	AX-302	190 9545	10 22		
	227.3	NEW BRAUNFELS	AX-308				
	227.4	M-K-T	AX-308				
	2 28	LANDA'S PARK	AX-309	47 2382	10 13		
	2 35	CORBYN YD.	AX-316	Yd.	10 06		
	2 42	BRACKEN	AX-322	159 7995	9 59		
	2 54	ADAMS	AX-335	73 3684	9 47		
s	3 07	SAN ANTONIO	AX-340		s 9 39		
	259.8	S. P. No. 1					
	260.4	S. P. No. 2					
	3 24	SOSAN	AX-345	Yd.	9 17		
	PM	264.3			AM		

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

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

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

Rule 345 will not apply at SP No. 2 at MP 260.4.

Yard Limits: MP 1-00 to MP 4-00; MP 89-00 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 8:01 PM; MP 225-10 to MP 238-00 7:01 AM to 5:01 PM.

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

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

Maximum Speed	MPH	Maximum Speed	MPH
(Except as shown below) 50		(Except as below) 70 50	
MP 0-0 — MP 1-00	20	MP 144-32 — MP 145-28	25 25
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 —	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 60-00 — MP 61-00	30	MP 179-04 — MP 180-08	15 15
MP 61-28 — MP 62-07	45	MP 180-08 — MP 186-01	35 35
MP 64-06 — MP 64-18	45	MP 190-24 — MP 191-32	60 —
MP 65-16 — MP 65-22	45	MP 191-32 — MP 195-00	65 —
City Limits Hearne	45†	MP 190-24 — MP 191-32	60 —
City Limits Taylor	25†	MP 191-32 — MP 207-08	55 —
MP 93-11 — MP 93-12	30	MP 201-28 — MP 203-04	55 —
MP 94-20 — MP 94-26	45	MP 205 12 — MP 207-08	55 —
MP 109-27 — Over ATSF	40	MP 207-08 — MP 211-04	30 30
Crossing	40	MP 219-32 — MP 220-00	60 —
City Limits Rockdale	45†	MP 225-32 — MP 228-08	20 20†
RS&S Yard	10	MP 228-08 — MP 229-12	60 —
City Limits Thorndale	45†	MP 229-12 — MP 231-36	65 —
City Limits Taylor	25†	MP 231-36 — MP 232-04	60 —
MP 144-10 — MP 144-32	15	MP 240-08 — MP 240-20	60 —
		MP 242-24 — MP 244-08	60 —
		MP 247-12 — MP 249-12	60 —
		MP 252-04 — MP 256-04	45 45
		MP 256-04 — MP 257-12	40 40†
		MP 257-12 — MP 258-16	30 30
		MP 258-16 — MP 259-32	20 20†
		MP 259-32 — SP Crossing	
		No. 1 until crossing occupied.	06 06
		MP 260-00 — MP 260-36	30 30
		MP 260-36 — MP 264-20	35 35
		MP 264-20 — MP 264-28	15 15

Flagging distance 2 miles

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

Trains and engines must be stopped before occupying Sam Bass Road on DX-2 lead. Movement over crossing must be protected by flagman with red flag and fuses during day and white light and fuses at night.

60 LAREDO SUBDIV. — PALESTINE DIVISION

SOUTH FIRST CLASS	Miles	STATIONS	Sta. Nos.	Sidings		NORTH FIRST CLASS
				Cars	Feet	
21						22
Mon. Thur. & Sat.						
PM						AM
3 24	264.3	SOSAN	AX345	Yd.	.....	9 17
3 29	267.0	HEAFER	AX348	.....	.....	9 12
3 44	282.1	LYTLE	AX363	.....	.....	8 56
3 59	291.5	DEVINE	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	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	ENOINAL	AX455	48	2422	7 11
5 47	385.3	CALLAGHAN	AX467	46	2303	6 54
6 24	408.3	NYE	AX490	.....	.....	6 19
.....	412.0	Tex-Mex .....	.....	.....	.....	.....
6 50	412.2	LAREDO	AX494	Yd.	.....	6 10
PM	147.9					AM

There is no superiority of trains between MP 264.3 and MP 265.3 and between MP 406.0 and MP 412.2; and all trans and engines must move at restricted speed.

Yard Limits: MP 255-10 to MP 267-00; MP 338-20 to MP 340-19; MP 406-02 to end of Track Laredo.

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

Maximum Speed	MPH	Business	Sta.
(Except as below)	Psg. Frt.	Tracks	MP No.
MP 264-20 — MP 264-28	15 15	Natalia	287.1 AX-368
MP 264-28 — MP 267-00	35 35	Armour	
MP 281-12 — MP 282-20	30 30†	Chemical	310.1 AX-390
MP 290-28 — MP 291-36	40 40†	Medina Electric	310.5 AX-391
MP 300-16 — MP 303-04	55 —	Burns Stock	
MP 338-20 — MP 340-00	45 45	Pens	331.0 AX-412
MP 345-00 — MP 346-20	40 40†	Artesia Wells	356.9 AX-438
MP 345-00 — MP 346-00	40 40†		
(MP 362-00 — Laredo except as below)	40 40		
MP 408-20 — MP 410-12	30 30		
MP 410-12 — MP 412-08	15 15		

Flagging distance 9,600 ft.

CRYSTAL CITY SUBDIV.—PALESTINE DIVISION

Rule 99 (d) in effect.	Miles	SOUTH STATIONS	NORTH	Sta. Nos.	Sidings
					Cars Feet
Carrizo Springs — Ind. Lead 12.2 miles Crystal City — Carrizo Springs (FX-156) Max Speed 30 MPH Max. Wt. 240,000 lbs.	190.8	DABNEY	HX18	.....	.....
	187.3	BLEWETT@URA	HX14	.....	.....
Yard Limits: MP 105-00 to MP 107-00; MP 141-00 to MP 148-00.	145.8	CRYSTAL CITY	FX146	Yd.	.....
Maximum Speed Crystal City — Gardendale 30 MPH; Crystal City — Dabney 20 MPH except 15 MPH MP 172-28 to MP 173-02; Wye tracks Crystal City 15 MPH.	143.4	RIVER	FX143	Yd.	.....
	134.5	BRUNDAGE	FX134	86	4324
	127.1	BIG WELLS	FX127	.....	.....
	118.3	COUNTY LINE	FX118	41	2068
	105.0	GARDENDALE	AX422	.....	.....
					85.8

Flagging distance 5,920 ft.

TRINITY SUBDIV. — PALESTINE DIVISION 61

Maximum Speed MPH	(Except as shown below)	50
MP 0-00 to MP 1-18	30	
MP 1-18 — MP 5-04	40	
MP 9-05 — MP 9-15	45	
MP 11-28 — MP 12-12	45†	
MP 14-12 — MP 14-19	45	
MP 15-19 — MP 15-23	45	
MP 17-08 — MP 17-22	45	
MP 23-26 — MP 24-31	30	
MP 25-08 — MP 26-23	45	
MP 36-21 — MP 38-17	40†	
MP 42-29 — MP 43-09	45	
MP 63-21 — MP 65-15	40†	
MP 82-19 — MP 82-26	45	
MP 109-25 —	30†	
MP 113-10 —	40†	
City limits Houston:		
MP 142-00 — Belt Jct.	40	
Belt Jct. —		
Gulf Coast Jct.	40	
Gulf Coast Jct. —		
Settegast Yd.	20	

Flagging distance 2 miles

Business	Sta.
Tracks	MP No.
Salmon	18.3 A-100
Nuclear	23.1 A-104
Southland	32.8 A-114
Texas Power & Light Co.	33.2 A-114
Cut	43.3 A-125
Davy	52.5 A-134
Dodge	79.6 A-161
Huntsville Ind. Lead:	
7-0 mi. Phelps to Huntsville	AD-7, Max. Speed 20 MPH, Bus Tracks: Townley MP 3 St. No. AD-4.
La. Pacific	93.2 A-176
Camp Strake	114.0 A-196
Tin Barn	117.9 A-197
Bison	117.4 A-198
Westfield	131.3 A-213
Jetero & Drillico	136.3 A-218
Texas Crushed Stone	138.9 A-220
Hardy	142.3 A-224
Houston, Tex.	B-372

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings	
				Cars	Feet
0.0	PALESTINE	T@	AX-81	Yd.	.....
0.0	WEST JCT .....	.....	A-81	.....	.....
12.2	ELKHART .....	.....	A-94	99	5012
24.5	GRAPELAND .....	.....	A-106	59	2960
37.5	CROCKETT .....	.....	A-119	175	10535
51.2	LOVELADY .....	.....	A-133	65	3292
64.8	TRINITY .....	.....	A-146	165	10200
71.7	RIVERSIDE .....	.....	A-153	62	3138
84.0	PHELPS	T	A-165	117	5880
95.7	NEW WAVERLY .....	.....	A-177	83	4175
103.7	WILLIS .....	.....	A-185	83	4188
111.7	CONROE	AT&SF	A-193	142	7100
120.6	TAMINA .....	.....	A-202	68	3426
127.7	SPRING	WT	A-209	130	6507
137.8	ALDINE .....	.....	A-219	167	8387
145.8	BELT JCT	SP	A-227	.....	.....
147.5	GULF COAST JCT .....	.....	.....	.....	.....
150.1	SETTEGAST YD .....	.....	B-379	Yd.	.....
			150.1		

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

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

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 145.8 to MP 150.1.

Conditional yard limits: MP 109-14 to MP 121-00, 7:30 AM to 1:01 PM.

No. 15, 16 or 20 turnouts:

Palestine —	Spring —	Belt Jct.
So. End	Both ends siding	Gulf Coast Jct.
Frt. route	and conn. to	Settegast Yd. —
West Jct.	Ft. Worth Subdiv.	East wye.
South Jct.	Aldine — Both switch- es of siding.	Trinity.
		Phelps.
		Conroe.

Miles	SOUTH STATIONS	NORTH	Sta. Nos.	Sidings		
				Cars	Feet	
3.1	SOSAN	☐T⑥⑦⑧	AX345	Yd.	.....
20.3	LEHR	.....	CC20	51	2570	MAXIMUM SPEED
34.3	PLEASANTON	.....	CC34	166	8307	MPH
55.2	CAMPBELLTON	.....	CC55	158	7898	(Except as shown below) 49
77.3	THREE RIVERS	.....	CC77	42	2110	MP 34-01 —
88.1	GEORGE WEST	.....	CC88	157	7850	MP 34-04 — 30†
113.0	MATHIS	.....	CC113	17	880	MP 113-03 —
124.7	HUBERT	.....	CC124	63	3176	MP 113-04 — 30†
132.2	ODEM	.....	B-155	Yd.	.....	MP 145-16 —
141.2	VIOLA	.....	CC141	.....	.....	MP 149-00 — 15
145.6	M. P. JOT	.....	.....	.....	.....	Flagging distance 8,970 ft.
145.9	☉C. C. T. A.	.....	.....	.....	.....
149.0	CORPUS CHRISTI	.....	CC150	Yd.	.....
149.0						

BROWNSVILLE SUBDIVISION

Business Tracks	MP	Sta. No.
Monsanto Industrial Lead—		
Max. Speed	15	MPH
Freeport Industrial Lead:		
(Between Angleton and Freeport 15.4 miles)		
Maximum Speed		MPH
(Except as below)	30	
Freeport-Brazos River Bridge	10	
Following Road Crossings Clute protect before occupying College Blvd., Kyle Rd. and Main Street.		
Business Tracks	MP	Sta. No.
Ross	7.3	BH-10
Clute	9.5	BH-8
Hoskins Jct. T	11.4	BH-6
Freeport ☐⑥⑦	15.4	BH-0
Phillips Refinery Spur—		
Max. Speed	10	MPH
Celanese Industrial		
Lead—MP 277-00		
Max. Speed	10	MPH
Seadrift Industrial Lead:		
(Between Bloomington and Long Mott 14.0 miles)		
Maximum Speed		MPH
MP 0.0 — MP 13.0	25	
MP 13.0 — MP 14.0	10	
Business Tracks	MP	Sta. No.
Green Lake	10.3	BK-10
North Seadrift	12.5	BK-12
Long Mott	14.0	BK-14
Rio Hondo Ind. Lead		
(San Benito to Rio Hondo— 9.0 miles)		
Max. speed is 10 MPH except 5 MPH over Highway 77, San Benito.		
Max Wt.	220,000	lbs.
Business Tracks	M.P.	Sta. 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:		
Max. Speed 12 MPH except Street Crossing MP 0-08 to MP 0-16 5 MPH		
☉ MP 1-16 SP		

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

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

MISSION SUBDIV.—KINGSVILLE DIVISION

Miles	SOUTH STATIONS	NORTH	Station Nos.	Sidings		Maximum Speed MPH (Except as below)
				Cars	Feet	
0.0	HARLINGEN	.....	B-25	Yd.	.....	30
8.3	LA FERIA	.....	BR-8	68	3441	MP 32-09 —
13.9	MEROCEDES	.....	BR-14	109	5465	MP 36-26 — 15
18.8	WESLACO	.....	BR-19	52	2641	MP 42-00 —
22.8	DONNA	.....	BR-23	65	3264	MP 73-03 — 20
26.9	ALAMO	.....	BR-27	.....	.....	Hidalgo-Mission Ind. Lead
29.3	SAN JUAN	.....	BR-29	70	3538	Lead 15 (except over Bridge 2.8 10 MPH)
31.0	PHARR	.....	BR-31	61	3078	Flagging distance 3,590 ft.
34.2	McALLEN	.....	BR-34	.....	.....	Hidalgo-Mission Industrial Lead —10.7 miles
34.5	☉S. P.	.....	.....	.....	.....	Max. wt. 220,000 lbs.
40.0	MISSION	.....	BR-40	Yd.	.....	Business Sta. Tracks MP No.
40.0						

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

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

64 BROWNSVILLE SUBDIV.—KINGSVILLE DIVISION

SOUTH		Miles	STATIONS	Station Nos.	Sidings		NORTH	
SECOND CLASS					Cars	Feet	SECOND CLASS	
859								858
Daily								Daily
VIA AT&SF								
		377.0	SETTEGAST YD. ^{8.9} §T ⊕	B-379	Yd.			
		368.1	NEW SOUTH YD. ^{0.9} ⊕ SP	B-368	Yd.			
		20.3	SP JCT. ^{5.4}			n126 7690 s150 9350		
		19.4	MYKAWA ^{4.0}					
		14.0	PEARLAND ^{5.9} ⊕	108	5400			
		10.0	HASTINGS ^{4.1}	256	12800			
		4.1	ALVIN ^{4.2} ⊕ T		Yd.			
		0.0	ALGOA ^{0.4}	B-343				
		28.6	BROWNIE ^{9.4} T	B-342	192	9636		
		24.4	LIVERPOOL ^{13.4} ⊕	B-333	110	5494		
		343.2	ANGLETON ^{14.5} ⊕ T	B-321	Yd.			
		342.8	S. BERNARD R. ^{4.7} ⊕	B-306				
		333.4	SWEENEY ^{9.1} ⊕ ⊕	B-301	102	5095		
		320.0	ALLENHURST ^{7.6}	B-292	108	5394		
		305.5	⊕ A.T. & S.F.					
		300.8	BAY CITY ^{8.6} ⊕ T	B-284	102	5121		
		291.7	BUCKEYE ^{10.3}	B-275	141	7800		
		284.1	⊕ S. P.					
		283.8	BLESSING ^{0.3}	B-265	105	5241		
		275.2	LAWARD ^{14.9}	B-250	105	5257		
		264.9	⊕ S. P.					
		264.6	BLESSING ^{0.3}	B-265	105	5241		
		249.7	LAWARD ^{14.9}	B-250	105	5257		
		244.9	LOLITA (PNC Conn) ^{4.8}	B-245				
		240.1	VANDEBILT ^{10.6} ⊕	B-240	Yd.			
		229.5	KERRAN ^{5.2}	B-230	111	5547		
		224.3	PLACEDO ⊕ S. P. ⊕	B-224				
		219.3	BLOOMINGTON ^{5.0} ⊕ T	B-219	127	6375		
		216.0	BARGE CANAL ^{3.3} ⊕					
		205.7	INARI ^{10.3}	B-205	150	7521		
		193.4	GRETA ^{12.3}	B-193	145	7252		
		186.0	REFUGIO ^{7.4} ⊕	B-186				
		180.0	WOODSBORO ^{6.0}	B-180	128	6392		
		162.1	SINTON ^{17.9}	B-162	44	2224		
		162.0	SINTON JCT ⊕ SP ⊕	B-162				
		154.5	ODEM ⊕ M.P. ⊕ T ⊕	B-155	73	3656		
		141.4	ROBSTOWN ⊕ TM ⊕	B-141	115	5773		
		124.9	BISHOP ^{16.5} ⊕	B-125				
		118.4	KINGSVILLE ^{6.5} ⊕ ⊕ ⊕	B-119	Yd.			6 30
		97.6	SARITA ^{21.0}	B-98	85	4249		5 35
		77.0	ARMSTRONG ^{20.6}	B-77	107	5364		5 01
		67.6	NORIAS ^{9.4}	B-68	82	4098		4 40
		46.4	RAYMONDVILLE ^{21.2} ⊕-2 T	B-46	104	5228		4 05
		26.8	⊕ S. P. ^{19.6} ⊕					
		25.6	HARLINGEN ^{1.2} ⊕-2 T ⊕	B-25	Yd.			3 30
		19.0	SAN BENITO ^{6.6} ⊕ ⊕	B-19				
		4 01	BROWNSVILLE ^{18.3} ⊕ ⊕ ⊕	B-0	Yd.			11 59
		0.7						
		377.0						PM

No. 859 is superior to No. 858.

TIMETABLE NO. 12

BROWNSVILLE SUBDIV.—KINGSVILLE DIVISION 65

SPECIAL INSTRUCTIONS

ABS-CTC (AT&SF-TCS) New South Yard—South Switch Inari and between MP 162.0 Sinton Jct. and Odem MP 154.24.

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

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

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

Southward trains secure clearance Settegest Yard or Belt Jct. and ATSF 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 Settegest Yard will register in and out on the HB&T Railway Co. Register.

Crews operating Angleton to Palestine must secure clearance at Angleton.

No. 859 may leave Kingsville without clearance when train order signal indicates proceed.

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

Maximum Speed:	MPH	BUSINESS TRACKS:	MP Sta. Nos.
Brownsville-Harlingen (Except as below)	35	Phillips Petroleum	337.3 B-338
MP 1.0—MP 3.0	25	Monsanto Storage	
MP 3.0—MP 3.1	15†	(2 tracks)	335.9 B-336
MP 3.1—MP 18.0	25	Chocolate Bayou Spur	335.6 B-336
MP 18.0—MP 22.1	20†	Danbury	327.3 B-327
MP 24.8—MP 25.6	15	Brazoria Clemens	308.6 B-309
MP 118.9—MP 204-10 (Except as below)	40	Pan American Petroleum Spur	298.5 B-299
MP 154.7—MP 155.1	29	Abercrombie	297.1 B-297
MP 161-17—MP 162-07	15†	Harlingen—MP 118.9	
MP 131-10—MP 132-19	30†	MP 118.9—MP 204-10 (Except as below)	
MP 184-15—MP 187-02	25	Bay-Tex Fertilizer	290.5 B-290
MP 204-10—Algoa (Except as below)	50	Celanese Storage (2 tracks)	277.3 B-277
MP 282-22—MP 285-15	30†	Elmaton	269.6 B-270
MP 305-14—MP 305-17	35	McFaddin	209.4 B-209
MP 308-06—MP 309-17	25	Refco Corp.	190.4 B-190
MP 318-19—MP 320-04	20	Cranell	173.6 B-174
MP 342-28—MP 343-09	25	Calallen	148.1 B-148
Algoa—Settegest Yard (Except as below)	45	Corpus Christi Filtration Plant	147.3 B-147
Wye track Algoa	25	Lon Hill	146.7 B-147
Around two curves on AT&SF MP 0-0 to MP 0.5 west of Alvin	20	Driscoll	132.1 B-132
Over SP crossing MP 19.4	40	Chemcel	122.8 B-123
		Ricardo	112.0 B-112
		Riviera	103.1 B-103
		Turootte	82.8 B-83
		Yturria	52.4 B-53
		Lyford	41.4 B-41
		Sebastian	36.9 B-37
		Russelltown	14.1 B-14
		Olimto	9.0 B-9
		Yard Limits:	
		MP 0.0 to MP 3.0;	
		MP 23.5 to MP 28.2;	
		MP 116.0 to MP 125.9;	
		MP 152.6 to MP 154.8.	

Flagging distance 2 miles

TIMETABLE NO. 12

WEST Miles	STATIONS	EAST Miles	Station Nos.	Sidings	
				Cars	Feet
641.5	ANCHORAGE JCT... @T	10.0	B-644	Yd.	.....
631.5	ERWINVILLE.....	10.4	B-631	.....	.....
621.1	LIVONIA @MP..... @	10.2	B-622	.....	.....
.....	ATOCHALAYA Riv. @	0.5	.....	.....	.....
610.4	KROTZ SPRINGS.....	12.8	B-610	82	4114
597.6	PORT BARRE..... @T	6.9	B-597	104	5221
590.7	OPELOUSAS..... @	0.5	B-590	.....	.....
590.2	@SP..... @	0.1	.....	.....	.....
590.1	@MP..... @	5.9	.....	.....	.....
584.2	LAWTELL.....	13.9	B-584	.....	3700
570.3	EUNICE..... @T	12.2	B-570	111	6550
559.5	BASILE.....	10.8	B-559	82	4116
544.5	KINDER @M.P.... @T	15.0	B-544	Yd.	.....
532.3	REAVES.....	17.0	B-532	77	3848
515.3	GORDON.....	6.9	B-515	110	5616
508.4	@K. C. S..... @	0.4	.....	.....	.....
508.0	DEQUINCY, LA. @T	0.7	B-508	167	8386
507.3	C.S. JUNCTION.....	3.3	B-507	.....	.....
504.0	HELME.....	4.8	B-504	96	4820
499.2	LUCAS.....	6.9	B-499	95	4784
492.3	STARKS.....	5.3	B-492	150	7511
487.0	RULIFF..... @MP @	9.6	B-487	92	4646
477.4	MAURICEVILLE, TEX. @	10.2	B-477	197	9863
467.2	VIDOR.....	4.4	B-467	260	13018
462.8	SP JCT..... @	1.0	.....	.....	.....
461.8	DRAWBRIDGE..... @	0.2	.....	.....	.....
461.6	@SP-ATSF..... @	0.8	.....	.....	.....
460.8	GCL JCT.....	0.5	.....	.....	.....
460.3	@SP-KCS..... @	1.2	.....	.....	.....
459.1	BEAUMONT. @-2T @	4.0	B-461	Yd.	.....
455.1	ELIZABETH.....	13.8	B-455	155	7768
441.3	GRAYBURG.....	14.1	B-441	110	5541
427.2	HULL..... @-2	18.2	B-427	138	6942
409.0	MARTHA.....	10.2	B-409	93	4664
398.8	HUFFMAN..... @-2	13.8	B-398	141	7068
385.0	DYERSDALE.....	3.4	B-385	108	5440
381.6	SETTEGAST JCT.....	2.3	B-382	.....	.....
379.3	SETTEGAST Yd. @T @	268.8	B-379	Yd.	.....

In Anchorage yd. @MP—G.

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

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

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

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

KCS Mile Post (Cont'd.)

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

Max. Speed GCL Jct. to CS Jct. 40 MPH
 Except:
 Over MP Crossing MP 750.2 30 MPH Eng. only.
 City Limits Vidor MP 757.0 to MP 762.0 30 MPH
 Over Neches River Bridge MP 765.9 20 MPH
 City Limits Beaumont 20 MPH

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

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

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

NEW IBERIA SUBDIV. — DeQUINCY DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Rule 99 (d) in effect between Port Barre and New Iberia.	
				Business Tracks	MP Sta. No.
0.0	PORT BARRE... @T @	B-597		Leveret	30.3 BB-31
				Gondron	37.3 BB-38
11.2	ARNAUDVILLE.....	BB-12		Cajun Sugar Mill	43.4 BB-48
				Bryant	45.9 BB-46
17.5	CECELIA.....	BB-18		Olivier	52.3 BB-53
				Lifenite	54.4 BB-56
25.5	PARKS.....	BB-26		Loisel	56.5 BB-58
				Jefferson Island	56.3 BC-57
30.3	ISLE LABBE.....	BB-31		Oaklawn	73.8 BB-75
				Franklin	79.3 BB-80
39.4	LOREAUVILLE.....	BB-40		Yard Limits: MP 0-0 to MP 2-15; MP 40-00 to MP 47-21.	
41.0	TECHE BAYOU.... @	.....		The normal position of drawbridge on Oaklawn, Franklin Ind. lead stands open for river traffic and will be closed only when trains are ready to cross.	
46.4	NEW IBERIA.... @T @	BB-48		Maximum Speed 25 MPH. except MP 41.3 — MP 42.0.. 10 MPH	
46.8	@S. P. (WEST TOWER) @	.....		Jefferson Island Industrial Lead, 25 MPH. Except MP 48-01 — MP 48-07 — 10 MPH and MP 57-22 — End of track 10 MPH.	
47.7	S. P. Conn.....	.....		@ SP @ — Jefferson Island — Ind. lead.	
	VIA S. P.			Flagging distance 2,500 ft.	
	75.6			Maximum wt. between New Iberia and Oaklawn 220,000 lbs.	

Operation via SP MP 47.7 to Franklin.
 Loisel Ind. Lead—opens off SP at SP MP 121. Serves Olivier, Lifenite and Loisel, max. speed 10 MPH.
 Oaklawn, Franklin Ind. Lead—opens off S.P. track at S.P. MP 101.8. Max speed 5 MPH.

72 AVOYELLES SUBDIV. — NEW ORLEANS DIVISION

MPH	SOUTH Miles	STATIONS	NORTH Miles	Station Nos.	Sidings Cars Feet
Maximum Speed (Except as below)	94.7	BUNKIE	2.4	TB-163	.....
MP 94-23	92.3	EVERGREEN	6.5	TV-42	.....
MP 92-27	85.8	COTTONPORT	6.3	TV-38	17 862
MP 92-27	713.5	MANSURA JCT.	0.4	TW-3	.....
MP 82-10	720.4	HAMBURG	7.3	TV-30	82 4103
L&A MP 713.5 15	727.7	HYDE	0.4	TV-23	76 3832
MP 728.1—	728.1	SIMMSPORT	5.1	TV-22	.....
MP 735.9	733.2	KELLER	2.7	TV-17	250 12937
Over Atchafalaya River Bridge (MP 729.2) ---	735.9	LETTSWORTH	6.7	TD-58	40 2002
5	742.6	BATCHELOR	8.3	TD-51	83 4163
City Limits—	750.9	MORGANZA	10.0	TD-42	24 1234
Morganza ---	760.9	NEW ROADS	7.4	TD-33	75 3768
25+	768.3	GLYNN	11.6	TD-25	33 1655
City Limits—	779.9	LOBDELL	0.8	TD-13	154 7741
New Roads ---	780.7	LOBDELL JCT.	0.3	TD-12	.....
25+	781.2	⊙MP	0.3	.....	.....
All L&A Tracks other than main tracks, through turnouts and crossovers ---	781.5	EAST JCT	3.3	TD-11	.....
10	784.8	EAST JCT	0.6	.....	.....
Between West Jct. and East Jct. ---	785.5	M. P. JCT.	1.0	.....	.....
20	648.0	NO. BATON ROUGE	1.0	B-647	Yd.
Between East Jct. and M.P. Jct. ---	12.8	LOBDELL JCT.	2.4	.....	.....
15	10.4	⊙ M. P.	2.2	.....	.....
MP 11-26—	7.8	PORT ALLEN	1.3	TD-8	.....
MP 11-25	6.5	CANAL	6.5	TD-6	.....
15	0.0	ADDIS	94.7	TB-90	Yd.
Flagging distance 5,100 ft. Business Sta. Tracks MP No. Moreauville ---	717.3	.....	.....	.....	.....
Legonier ---	730.1	.....	.....	.....	.....
Innis ---	739.4	.....	.....	.....	.....
La Cour ---	745.0	.....	.....	.....	.....
La Barre ---	754.3	.....	.....	.....	.....
Dawson ---	755.4	.....	.....	.....	.....
Morrison ---	755.5	.....	.....	.....	.....
Beaud ---	757.6	.....	.....	.....	.....
Major ---	759.5	.....	.....	.....	.....
Bertha ---	761.1	.....	.....	.....	.....
Glanton ---	761.4	.....	.....	.....	.....
Cajun Elec. Power ---	726.6	.....	.....	.....	.....
Coop ---	766.4	.....	.....	.....	.....
Smithfield ---	774.4	.....	.....	.....	.....
Avoyelles Parish Coop ---	2.0	.....	.....	.....	.....
Baton Rouge ---	649.0	.....	.....	.....	.....
Baton Rouge Port ---	7.4	.....	.....	.....	.....

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

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

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

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

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

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

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

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

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

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

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

AVOYELLES SUBDIV. — NEW ORLEANS DIVISION 73

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

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

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

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

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

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

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

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

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

CHURCH POINT SUBDIV.—NEW ORLEANS DIV.

Rule 99 (d) in effect.	Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Cars Feet
Yard Limits MP 1 to Bunkie. MPH Maximum Speed 30 (Except as below)	0 0	BUNKIE	⊙-2 ⊙ T ⊙ ⊙	TB-163	.....
MP 11-25—MP 11-29.. 25	3.6	EOLA	⊙ S. P. ⊙	TL-4	.....
MP 12-12—MP 12-17.. 25	5.2	ST. LANDRY	.....	TL-9	9 470
MP 19-11—MP 20-18.. 15+	11.2	VILLE PLATTE	.....	TL-20	38 1927
MP 35-00—MP 35-20.. 15	6.7	LEDOUX	.....	TL-27	12 705
MP 35-20—MP 36-26.. 20+	9.3	OPELOUSAS	⊙ M. P. ⊙	TX-23	12 611
MP 36-26—MP 47-03.. 25	7.5	LEWISBURG	.....	TX-32	10 517
MP 47-03—	4.4	CHURCH POINT	.....	TX-36	15 752
End of track 10	47.9				
Flugging distance 3,260 ft.					
Business Tracks MP Nos.					
Cleco 9.5 TL-10					
Tate Cove 15.4 TL-16					
Lithote 21.5 TL-21					
Swift Co. 41.1 TX-30					
Canal Refinery					
Spur 46.0 TX-35					

THIBODAUX SUBDIV. — NEW ORLEANS DIVISION

Miles	WEST STATIONS	EAST STATIONS	Station Nos.	Yard Limits: Entire Subdiv.	MPH
0.0	MCCALL	.....	TB-68	Maximum Speed	..... 20
1.4	PALO ALTO	.....	TH-3	(Except as below)	.....
9.4	PAINCOURTVILLE	.....	TH-11	MP 0-0 — MP 0-07	15
12.5	MUNSON	.....	TH-14	MP 12-13 — MP 13-11	15+
13.1	NAPOLEONVILLE	.....	TH-15	Business Sta.	.....
31.0	THIBODAUX	.....	TG-29	Tracks MP No.	.....
31.0				Lula	5.0 TH-7
				Wanda Pet. Co.	7.5 TH-8
				Westfield	8.9 TH-9
				Albermarle	13.8 TG-18
				Laurel Grove	24.4 TG-24
				Elmer	23.6 TG-26
				Cane Machy.	29.6 TG-28

ITEM 1. SUPERIOR DIRECTION:

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.

ITEM 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, except Amtrak engines authorized 75 MPH.
- B. Engines running light 45 MPH.
- C. Engines shoving cars 25 MPH.

ITEM 3. SPEED INSTRUCTIONS: (Where maximum Train or Engine speed is LOWER, it will govern).**ITEM 3-A. SPEED RESTRICTIONS THRU CROSS-OVERS, TURNOUTS AND SPRING SWITCHES:**

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

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

ITEM 3-B. TRAINS HANDLING EQUIPMENT OR MATERIAL CARS:

	MPH
Ditchers and Burro Cranes, loaded on flat cars	30
except Burro Cranes when loaded on MPX 15000—15018 Inc., MPX 15094 and MPX 15115 and 15116, or loaded on TPX 15026—15032 Incl. and TPX 15108—Max. Frt. Train speed.	

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 50016
- MPX air dump cars 4000-4069; 55400-55402; 55600-55606; 55800; 75300-75207; 76900-76919; 107900-107949
- 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.

ITEM 3-C. TRAINS HANDLING WORK EQUIPMENT:

Boom of wrecker derrick or locomotive crane must be handled in trailing position. In addition, the boom must be disconnected on all locomotive cranes, except X-50.

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

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

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

When Max. The Hauling Speed is:

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

Scale test cars except MPX 198, MPX 15110,

MPX 15111 and MPX 15117.....30 MPH

Handle scale cars on rear, if more than one, space 3 cars apart, except those listed above.

Loaded welded or jointed rail trains.....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.

ITEM 3-D.

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

ITEM 3-E. SPEED RESTRICTIONS ON 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 unless authorized by Superintendent.

ITEM 3-F TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

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

ITEM 3-F (CONTINUED)

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.

ITEM 3-G. SHIPMENTS REQUIRING CLOSE ATTENTION:

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

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.

ITEM 4. PASSENGER EQUIPMENT IN FREIGHT TRAINS:

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

ITEM 5. MAXIMUM GROSS WEIGHT LIMITATIONS:

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

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

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

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

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

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

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

ITEM 6. RAILROAD CROSSING AT GRADE:

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

ITEM 6. (CONTINUED)

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

ITEM 7. OPERATION OVER FOREIGN LINES:

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

ITEM 7(a). USE OF A. T. & S. F. TRACKS BETWEEN: (UNIFORM CODE OF OPERATING RULES APPLY EXCEPT AS MODIFIED BELOW.)

1. Tecific and Sweetwater.
2. Eton Jct. and Congo.
3. Benedict and Fredonia.
4. Winfield and Belle Plaine.
5. YA Jct. and ST Jct.
6. NA Jct. and Pueblo Jct.
7. New South Yard and Algoa.
8. Temple (AT&SF 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 8) be governed by the following AT&SF Rules:

- (1) Signal Indication: Yellow over yellow or flashing yellow
Name: Approach—medium
Indication-Proceed: approach next signal not exceeding medium speed and be prepared to enter diverging route at prescribed speed.
- (2) Red over Diverging Proceed through diverging
Flashing Yellow Approach route; prescribed speed through turnout. Approach next signal prepared to stop; if exceeding medium speed, immediately reduce to that speed.
- (3) Flashing Red or Red over Yellow—Restricting—Proceed at restricted speed.
- (4) Restricted Speed: A speed that will permit stopping within half the range of vision, but not exceeding 20 miles per hour.
- (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.

ITEM 7(a) (CONTINUED)

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 at reduced speed for one mile.
- (11) A complete and detailed report must be made by wire to the AT&SF Trainmaster joint with the AT&SF Chief Dispatcher, covering all railroad accidents, accidents at grade crossings, personal injuries, unusual or defective track, signal or any other conditions that would affect the movement of a train or engine.
- (12) When running on track to the left horn signal of one extra long and one short must be sounded approaching stations, junctions, curves and other obscure places.
- (13) Approach Order (Form U) (Example)
8:01 AM to 5:01 PM approach Gang No. _____ between 15 poles west of MP 10 and MP 11 between D and E prepared to stop short of men or machines fouling track until proper proceed signal received by (title and name of employee in charge and gang number) that track is clear of men and machines.

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

**ITEM 7(b) USE OF SLSF TRACKS BETWEEN:
(UNIFORM CODE OF OPERATING RULES APPLY
EXCEPT AS MODIFIED BELOW)**

(Be governed by SLSF Timetable)

ITEM 7(b) (CONTINUED)

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

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

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

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

ITEM 7(b) (CONTINUED)

- (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.

ITEM 7(c) USE OF KCS TRACKS BETWEEN GCL JCT. AND CB JCT. (KCS SEVENTH SUBDIVISION), AND L&A TRACKS BETWEEN MANSURA JCT. AND LOBDELL JCT. (L&A BATON ROUGE SUBDIVISION) AND BETWEEN EAST JCT. AND WEST JCT.; BE GOVERNED BY UNIFORM CODE OF OPERATING RULES AND MP SYSTEM TIME-TABLE 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.

ITEM 7(c) (CONTINUED)

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

Pre-printed multiple location: (Example)

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

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

BETWEEN

LINE	TIMES	OVER	MP	MP	FOREMAN
1	UNTIL		AND		
2	UNTIL		AND		

(Form contains 8 lines for up to 8 locations)

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

- (1) When authorized by man in charge after proper identification and explanation of foremans absence.
- (2) When authorized by train dispatcher after he has ascertained from foreman that track is clear and safe for passage.
- (3) Upon expiration of time specified in the Form "U" Train Order.

Form "U" Train Orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

Part of the order may be annulled as follows: (Example)
"Line 4 of Order No. 508 is annulled."

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

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

- (9) Rule 285 - modify: Yellow or Yellow over Red
or
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.

ITEM 7(c) (CONTINUED)

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

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

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

Aspect:

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 illuminated:

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

Journal or adapter found noticeably botter 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.

Indication:

System on.

Hot journal detected on side indicated.

More than one hot box detected both on side indicated.

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

Dragging equipment detected.

Dragging equipment AND one or more hot boxes detected.

ITEM 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.

ITEM 9. RESTRICTIONS ON USE OF ENGINE HORN:

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

ITEM 10. OPERATION OF ENGINES:

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

UNIT WITH HIGHEST MINIMUM SPEED GOVERNS
CONSIST RATING

¼ Hr. Rating	SPEED AND AMMETER READINGS ON LEAD UNIT								
	GP35	U23B B23-7	U30C	GP28 GP38 SD40	GP18	GP7 GP9	GP15 SW15 MP15	SW7 8 9 SW12	
TRAIL UNITS	GP35 U23B B23-7	10MPH 1125 AMP	10MPH 1275 AMP	10MPH 1230 AMP	10MPH 1100 AMP	10MPH 980 AMP	10MPH 900 AMP	10MPH 870 AMP	10MPH 825 AMP
	GP7 9 GP18 28 38 SD40 U30C	10MPH 1125 AMP	10MPH 1275 AMP	9.5MPH 1274 AMP	9.5MPH 1150 AMP	9.5MPH 1025 AMP	9.5MPH 950 AMP	9.5MPH 890 AMP	9.5MPH 840 AMP
	SW7 8 9 12 GP 8W15 MP15 GP15	10MPH 1125 AMP	10MPH 1275 AMP	9.5MPH 1275 AMP	9.5MPH 1150 AMP	9.5MPH 1025 AMP	9.5MPH 950 AMP	7MPH 1065 AMP	7MPH 950 AMP

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

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

ITEM 10 (CONTINUED)

While the ammeter is the most accurate measure of load, the speedometer can be used for the $\frac{1}{4}$ 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 134-628, 1631-1849, 1856- 1881, 1900-1944; SW Units 1100-1299, 1500-1521 and 8000-8007 do not have alignment controlled couplers.

When one (1) or more of these non-alignment controlled coupler units are in a locomotive consist making a shoving or backup movement involving fifteen (15) or more cars per operative unit, not more than fourteen (14) powered axles will be used to avoid the possibility of jack-knifing between these units and/or between rear unit and first car of train. Isolation will begin with units farthest from the cars to be shoved, isolating consecutive units until not more than fourteen (14) powered axles are on-line. Exception: if there is only one non-alignment unit in the consist and it is farthest from the cars being shoved, no units need to be isolated.

In backup or shoving movement through sharp curves, turnouts or across bridges, do not use any more power than is actually required to smoothly start the movement. In making backup or shoving movement on level or descending grade, to prevent the slack running out and causing a break-in-two, make a minimum brake pipe reduction, keeping the engine brakes released and use power until stop is made. A sufficient number of hand brakes, dependent upon whether cars are loaded or empty and the grade condition, should be applied at rear of train to prevent break-in-two.

E. Switching:

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

F. Fuel Saver Switch:

Certain locomotives (types GP-38, B23-7, 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.

ITEM 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.

ITEM 12. EMPLOYEES MUST PROVIDE THEMSELVES WITH:

- (1) Uniform Code of Operating Rules.
- (2) Uniform Code of Safety Rules.
- (3) Radio Rules.
- (4) Circular 81.
- (5) Air Brake and Train Handling Instructions.
- (6) Current Form 21003 (Transporting Explosives, etc.)

ITEM 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.

ITEM 13 (CONTINUED)

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

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

RULE 26 (B). ENGINE SERVICING FACILITIES

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

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

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

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

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

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

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

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

ITEM 13 (CONTINUED)

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

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

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

- The date and time he received notification of work to be performed;
- The name and craft of the employee in charge who provided the notification;
- The number or other designation of the track involved;
- The date and time he notified the employee in charge that protection has been provided; and
- The date and time he was informed that the work had been completed, and the name and craft of the employee in charge who provided this information.

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

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

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

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

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

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

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

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

ITEM 13 (CONTINUED)

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.

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

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

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

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

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

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

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

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

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

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

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

ITEM 13 (CONTINUED)

- (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 signals.
 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 (unless otherwise shown on schedule page):

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 loaded tank cars placarded EXPLOSIVES A or POISON GAS 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 the exposed tank car must be shoved to rest, and coupling made with no more force than is necessary to complete the coupling. These cars will be identified by the letters "SC" (SHOVE TO REST AND COVER) on PICL lists, hump lists, etc. Additionally, they will have special condition codes of EX (EXPLOSIVES), PG (POISON GAS) or EP (EXPLOSIVES AND POISON GAS) depending on the commodity.

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

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

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

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

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

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

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

ITEM 13 (CONTINUED)

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".

ITEM 13 (CONTINUED)

e. 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"

f. Train Order Form X example (3):

When a speed, which is less than maximum speed is specified in an approach order, foreman in charge may verbally authorize a higher speed.

g. Form "T" Train Order discontinued.

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

ITEM 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) or (30 MPH instead of 20 MPH)."

The engineer must identify himself as follows: "Engineer Jones on Extra 620 North", and will acknowledge instructions "Extra 620 North (30 MPH) or (30 MPH instead of 20 MPH) MP 81 to MP 80 or order No. 522."

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

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

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

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

ITEM 14. (CONTINUED)

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.

ITEM 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.

ITEM 16. HOT BOX AND DRAGGING EQUIPMENT DETECTORS:

(Also shown on Schedule Page).

SUBDIV.	MP	SUBDIV.	MP	SUBDIV.	MP
Alexandria	44-02	Chicago	* 267-05	Memphis	324-25
Alexandria	71-10	Chicago	293-20	Memphis	* 348-15
Alexandria	108-07	Chicago	321-00	Monroe	373-06
Alexandria	134-04	Coffeyville	* 438-08	Monroe	398-10
Alexandria	168-06	Council Grove	* 440-08	Monroe	421-20
Austin	119-24	Dallas	29-15	Monroe	438-05
Baird	252-30	Dallas	54-24	Monroe	469-08
Baird	317-02	Dallas	80-05	Monroe	* 537-13
Baird	347-03	Dallas	* 103-05	Monroe	569-18
Baird	* 377-00	Dallas	* 162-11	Oklahoma	* 169-26
Baird	416-00	Dallas	* 190-18	Oklahoma	* 236-25
Baird	453-00	Ft. Worth	19-10	Oswatomie	361-31
Baird	485-14	Hoisington	595-21	Oswatomie	* 390-33
Beaumont	* 444-18	Hoisington	* 625-27	River	160-33
Beaumont	* 529-32	Hoisington	679-15	River	223-18
Beaumont	* 563-22	Hoisington	705-23	Sedalia	28-24
Beaumont	* 596-02	Horace	* 792-05	Sedalia	62-18
Chester	28-02	Horace	851-00	Sedalia	95-38
Chester	* 57-20	Hoxie	* 188-22	Sedalia	* 152-31
Chester	92-28	Hoxie	* 220-03	Sedalia	* 184-11
Chester	* 111-25	Hoxie	255-09	Sedalia	* 230-09
Chester	182-17	Hoxie	* 283-14	Sedalia	* 255-28
Chicago	* 46-45	Hoxie	* 312-10	Toyah	644-00
Chicago	* 73-30	Kansas City	* 314-04	Toyah	613-20
Chicago	98-11	Little Rock	373-35	Toyah	* 644-15
Chicago	122-24	Little Rock	403-03	Trinity	705-10
Chicago	139-39	Little Rock	* 431-37	Trinity	33-11
Chicago	160-31	Little Rock	462-00	Trinity	67-12
Chicago	179-22	Longview	25-12	Trinity	97-16
Chicago	212-32	Longview	53-01	Trinity	132-00
Chicago	* 237-29	Memphis	* 292-00	Whitesboro	194-08
				Whitesboro	219-12

16.1 General Instructions

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

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

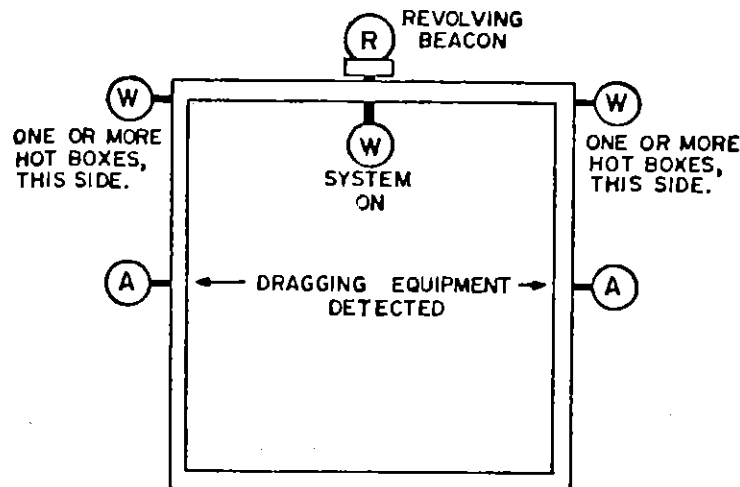
ITEM 16. (CONTINUED)

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

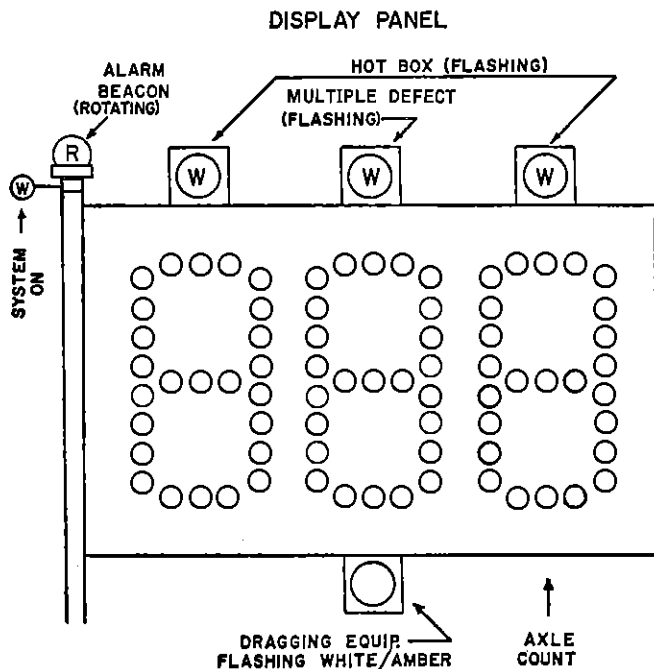


When illuminated, array lights indicate the following:

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

ITEM 16. (CONTINUED)

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



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

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

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

If red beacon is illuminated and no information is displayed on panel, 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.

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

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

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

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

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

ITEM 16. (CONTINUED)

- (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 a personal injury of a passenger or other persons, a Medical Officer must be called. For other medical officers see General Notices.

TABLE OF SPEEDS

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

EXPLANATION OF CHARACTERS

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

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

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

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

