



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. 13**

Effective 12:01 a.m. Friday, June 15, 1979

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.
M. L. Wall Supt. Motive Power - St. Louis, Mo.
D. J. Roderique 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.
A. W. Rees, Jr. 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	M. F. Kelly	Yard Center, Ill.
Illinois	W. F. Sutton	Chester, Ill.
Arkansas	R. G. Lang	No. Little Rock, Ark.
Little Rock Terminal	R. E. Ramsey	No. Little Rock, Ark.
Louisiana	L. A. Roach	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.
J. B. McCormack General Supt. - 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. Turner	Kansas City, Mo.
Kansas	P. L. Tucker	Osawatomie, Ks.
Central	G. O. Everett, Jr.	Coffeyville, Ks.

SOUTHERN DISTRICT

G. A. Craig Vice President - Houston, Tex.
G. T. Graham General Manager - Houston, Tex.
L. H. Miller Asst. General Manager - Dallas, 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	M. L. Hamon	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.
R. L. Wisdom, Jr.	Houston, Tex.
T. L. Taylor	Ft. Worth, Tex.
R. G. Swindler	Kansas City, Mo.

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SPECIAL INSTRUCTIONS CHICAGO SUBDIV.
CHICAGO DIVISION JURISDICTION — CHICAGO TO WOODLAND JCT.

Maximum Speed	MPH	Business Tracks	MP	Sta. No.
Between Dolton Jct. and Gorham (Except as below)	60	Thornton	21.7	ZA-22
Dolton Jct. to Thornton Jct.	15	Crete	30.4	ZA-30
MP 49-00 — MP 51-00	50	Balmo	32.5	ZA-33
MP 146-36 — MP 146-37	35	Goodenow	34.2	ZA-34
MP 153-17 — MP 153-20	20	Beecher	37.6	ZA-38
MP 164-33 — MP 165-00	30	Sollitt	41.0	ZA-41
MP 175-28 — MP 176-22	30	Grant Park	44.7	ZA-45
MP 193-35 — MP 194-23	20	Wichert	57.9	ZA-53
MP 195-01 — MP 195-14	35	Papineau	64.2	ZA-64
MP 202-28 — MP 203-21	50	Martinton	67.7	ZA-68
MP 218-16 — MP 219-02	20	Pittwood	71.5	ZA-72
MP 224-13 — MP 224-20	20	Coaler	79.6	ZA-80
MP 252-00 — MP 252-02	30	Woodland	81.8	ZA-82
MP 253-10 — MP 253-22	55	Bryce	87.5	ZB-88
MP 264-40 — MP 265-10	55	Fountain Creek	96.1	ZB-96
MP 266-14 — MP 266-29	55	Relly	103.4	ZB-103
MP 270-14 — MP 270-38	55	Dalley	116.5	ZB-117
MP 275-38 — MP 277-00	30	Royal	120.0	ZB-120
MP 298-00 — MP 299-10	30	Tipton	129.1	ZB-129
MP 299-10 — MP 302-23	55	Bongard	140.0	ZB-140
MP 314-08 — MP 318-00	40	West Ridge	148.9	ZB-149
MP 318-00 — MP 324-36	50	Bourbon	159.4	ZB-159
MP 324-36 — MP 335-20	40	Chippis	173.1	ZB-173
MP 338-00 — Chester Subdiv. Conn.	20	Shelbyville	193.9	ZC-194
North leg wye Gorham	10	Mocassin	212.9	ZC-213
Flagging distance 2 miles		Loogootee	233.2	ZC-233
		Bakerville	279.3	ZC-282
		B. S. Mine #5	317.5	CD-22
		Murphysboro	328.8	CD-10

Operation between Chicago and Dolton Jct. over C&W.I.

Southward trains originating Yard Center secure clearance.

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

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

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

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

Chicago Subdiv. trains secure clearance Villa Grove and Salem.

Trains from Pinckneyville Subdiv. secure clearance at Mt. Vernon.

Industrial Leads:

Cisna Park — Breaks out at Goodwine (5.9 miles) —
Max. Speed 20 MPH
Claytonville ... 94.2 ZF-94
Cisna Park .. 97.9 ZF-98

PANA SUBDIV.—ILLINOIS DIVISION

Maximum Speed:	MPH	Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Sidings
						Cars Feet
Findlay Jct.—Pana Jct. . 50						
Pana Jct. entering or leaving CR main track . 15						
Flagging distance 2 miles						
BUSINESS TRACKS	Sta. No.					
Sohigro . . . MP 188.8	ZB-189	185.2	FINDLAY JOT	⊙	ZB-186	
Westervelt MP 191-8	ZB-192	205.1	PANA JOT	⊙ICG, B&O	ZB-205	200 10000
			VIA O.R.			
MP Stations on CR R.R.						
Rosamond MP 171.4	ZB-209		8.4			
Taylor			4.7	OHLMAN	ZB-213	211 10550
Springs MP 196.4	ZB-234		4.7	NOKOMIS	ZB-218	
Livingston MP 215.0	ZB-253		4.7	WITT	ZB-222	
Nameokl. MP 278.7	ZB-279		4.5	IRVING	ZB-227	
Granite			4.7	HILLSBORO	⊙ ZB-232	369 18450
City . . . MP 281.1	ZB-282		16.0	JOAN	ZB-243	292 14600
Madison . MP 284	ZB-284		17.0	GARD	ZB-260	211 10550
E. St. Louis			10.0	MITCHELL YARD	⊙ ⊕ ZB-276	
MP 286.7-ZB 288		275.1	14.9	ST. LOUIS, MO.	⊙ ⊕ ⊕ MX001	
ABS—Between Findlay Jct. and Pana Jct.		290.0	104.8			
CTC—Between MP 185-27 Findlay Jct. and MP 203-35 Pana Jct.						
Yard Limits: MP 203-35 to Pana Jct.						

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

Miles	STATIONS	Station Numbers	Sidings	
			Cars	Feet
0.0	CHICAGO (Dearborn)	ZA-0		
3.3	37TH STREET	ZA-3		
16.9	DOLTON JCT.	ZA-17		
18.0	YARD CENTER	ZA-18	Yd.	
20.1	THORNTON JCT	ZA-20		
27.0	JAY	ZA-26		
27.8	CHICAGO HEIGHTS	ZA-27	Yd.	
28.8	STEGER	ZA-29	122	6106
49.7	PENCE	ZA-50		
49.9	MOMENOE	ZA-50		
60.1	ST. ANNE	ZA-60		
77.5	WATSEKA	ZA-77		
82.6	WOODLAND JOT	ZA-83		
94.0	GOODWINE	ZB-92	216	10800
108.0	ELLIS	ZB-108	208	10400
125.9	GLOVER	ZB-126	170	8547
135.6	BLOCK	ZB-136	221	12185
145.1	VILLA GROVE	ZB-145	239	13173
153.4	TUSCOLA	ZB-153	197	9894
164.7	ARTHUR	ZB-165		
169.1	CADWELL	ZB-168	211	10550
176.1	SULLIVAN	ZB-176		
185.2	FINDLAY JOT	ZB-186	200	10000
199.8	CLARKSBURG	ZC-200	203	10150
204.5	MODE	ZC-205		
218.9	ALTIMONT	ZC-219	200	10072
224.6	ST. ELMO	ZC-224		
235.7	ST. PETER	ZC-236	218	10900
242.4	KINMUNDY	ZC-242		
252.1	SALEM	ZC-252	267	14761
254.1	B&O			
263.3	KELL	ZC-263	194	9718
274.9	MT. VERNON	ZC-276	143	7180
287.2	INA	ZC-287	166	8336
298.2	BENTON JOT	ZC-298		
301.8	BENTON		212	10618
306.1	BN			
307.7	ICG			
314.9	BUSH	CD-24	141	7056
335.5	GRIMSBY	CD-3	117	6112
338.7	GORHAM	C-93	Yd.	
339.0				

No. 16 turnouts—Remote control switches at: Woodland Jct., Findlay Jct. and Benton Jct.; North end Tuscola, Findlay, St. Peter, Salem and Kell; Both ends Block, Goodwine, Villa Grove, Cadwell, Clarksburg, Mt. Vernon and Benton.
No. 16 turnouts—Spring switch at South end sidings Tuscola, St. Peter and Kell.

Hot Box Detectors and Drugging Equipment Detectors located at: *MP 46-46; *MP 73-30; MP 98-11; MP 122-24; MP 139-39; MP 160-31; MP 179-22; MP 212-32; *MP 237-29; *MP 267-06; MP 293-20; and MP 321-00.

Miles	SOUTH V	STATIONS	NORTH A	Station Numbers	Sidings	
					Cars	Feet
0.0		VALLEY JCT. @T.R.R.A. @		C-9		
0.2		ST. L. S. W. CONNECTION				
1.5		PARKS	I			
4.3		NO. DUPO. @ @T.R.R.A. @				
6.0		DUPO. @ @T		C-15		
7.1		SOUTH DUPO. @ @				
9.4		@ICG	@			
20.6		VAL.	I			
33.6		FULTS	I	C-42		
41.7		PRAIRIE DuROCHER	@	C-50		
47.7		KIDD	I	C-56		
49.6		FLINTON	I	C-58	Yd.	
52.1		GAGE JCT.	I			
55.8		REILY	I	C-63		
61.1		MENARD JCT.	φ			
61.5		CHESTER. @ @T @		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	I	C-90		
84.2		GORHAM. @-2 T		C-93		
84.7		@ICG	@			
84.8		CHAP.	I	C-94		
90.5		HOWARDTON JCT.	∅	C-100		
95.0		HALSEY JCT.	∅	C-104		
108.0		POTTS	I	C-117		
115.5		NILE ILL.	I	C-125		
119.7		SIMCO	I	C-129		
120.7		CAIRO JCT.	T @	C-130		
122.9		CAPE DEAU JCT.				
		ILLMO. MO. @ □ @		C-133		
192.5		MISSOURI JCT.		C-179		
191.3		DEXTER JCT. 2.2 to CHARLESTON Jct		XD-26		
190.3		CHARLESTON JCT.		XD-24		
190.1		DEXTER. @ @-1 @		XD-24	124	6488
178.7		IVES		XD-13	178	9205
172.1		JUNLAND		XD-6	181	9560
165.5		POPLAR BLUFF. @-1 @T @		X-166	Yd.	

SPECIAL INSTRUCTIONS—CHESTER SUBDIV.

Maximum Speed	MPH	BUSINESS TRACKS	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 61-00 — MP 76-12	50	Menard	60.5 C-69
North leg wye Gorham	10	Jones Ridge	74.8 C-83
Chicago 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	178.1 XD-11
		Boering	270.0 XD-4

Stations on STLSW between Illmo and Paragould.

Name:	SSW Mile Post:
Illmo	3.31
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	21.89
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 Simco; 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 Simco-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 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 67-20, MP 92-28, *MP 111-25, and MP 182-17.

CAPE GIRARDEAU SUBDIV.—ILLINOIS DIVISION

Miles	SOUTH V	STATIONS	NORTH A	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 at Cape Girardeau 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.

Miles	STATIONS		Station Nos.	Sidings	
	SOUTH	NORTH		Cars	Ft.
0.0	RIVERSIDE.....	⊙⊙T	MC-0	.....	.....
1.9	HERCULANEUM.....	⊙⊙	MC-2	.....	.....
4.5	CRYSTAL JCT.....		MC-5	.....	.....
5.2	CRYSTAL CITY.....		MC-6	.....	.....
24.0 Miles Via SLSF					
83.0	STE. GENEVIEVE..	T⊙	MB-2	.....	.....

Rule 99 (d) in effect.
Yard Limits: Riverside-Crystal City

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

Maximum Speed.. 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
Bricekeys	53.2
Coral	56.6
Duren	61.5
MP Crossing	63.1
MP Connection	64.0

Operation on SLSF R.R. between Ste. Genevieve and Crystal City be governed by Uniform Code of Operating Rules and Special Instructions Item 17 (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.

Thomure	83.0	MB-0
Mosher	87.0	MB-5
Zell	91.5	MB-9
Weingarten	97.4	MB-14
Ogborn	110.7	MB-27
Esther	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
					Cars	Ft.	
(Except as below) 35	465						466
MP 10-23 — MP 11-3 10	Daily						
MP 13-25 — MP 14-15 20							
MP 48-15 — MP 49-04 20							
MP 54-20 — MP 56-5 10							
MP 80-06 — MP 83-00 10							
Flagging distance 5,650 ft.							
No. 465 will not require clearance at Salem.							
No superiority of trains between Sparta and Coulterville.							
Between Branch Jct. and ICG Jct. operation over ICG.							
Yard Limits: End of Track Salem to MP-2; MP 13-27 to MP 16-0; MP 32-10 to MP 32-30; MP 48-17 to MP 60-0; MP 76-00 — Gage Jct.; MP 80.2 to End of Track at Kellogg.							
BUSINESS TRACKS	Sta. No.						
Selmaville 3.0 MI-4							
Toedte Spur 31.0 MI-31							
Meinert 30.9 MI-31							
IP Co. 47.0 MI-47							
Zeigler							
Mine #11 51.5 MI-51							
Midwest							
Mine 52.0 MI-52							
Burning Star							
Mine 3 59.4 MI-62							
0.0	SALEM.....	⊙⊕	MI-1	.....	12	30	
11.1	BRANCH JCT.....	⊕	MI-12	.....		
13.5	CENTRALIA.....		MI-14	.....		
14.0	ICG JCT.....	⊕BN⊕G	MI-15	.....		
14.5	BIG BEN.....	⊕	MI-16	39	2077	10	01
23.2	HOYLETON.....		MI-24	.....		9	40
32.6	NASHVILLE.....	⊕L&N⊕	MI-34	.....		
40.9	OAKDALE.....		MI-41	.....		
5.10	48.7 COULTERVILLE..	⊕ICG	MI-49	37	1948	8	30
56.6	⊕ ICG.....	⊕	MI-57	.....		
57.4	SPARTA.....	⊕⊕⊕⊕	MI-58	Yd.		8	01
68.5	PAUTLER.....		MI-69	55	2855		
69.6	EVANSVILLE.....		MI-70	.....		
77.7	GAGE JCT.....	⊕		.....		
2.5 Mi. Via Chester Subdiv.							
80.2	FLINTON.....	⊕	MI-80	Yd.			
83.0	KELLOGG.....	⊕	MI-82	Yd.			

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

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

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

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

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

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

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

CARONDELET SUBDIV.—ST. LOUIS TERML. DIV.

Miles	STATIONS		Station Numbers	Notes
	SOUTH	NORTH		
13.0	KIRKWOOD.....	⊕⊕⊕	MX-13	⊕Crestwood, MP 13.9 to MP 15.8
13.6	⊕S. L. S. F.....	⊕		Maximum Speed 20 MPH
16.6	GRANT.....		GH-4	Yard Limits: Entire Subdiv.
18.7	ALPHA.....		GH-6	Green and red flashing light indicators located each side highway crossings MP 15-10 and MP 22-13, unless indicator is green Stop and member of crew flag highway traffic.
23.8	BROADWAY JCT.....	T⊕	GH-11	
10.7				

LESPERANCE SUBDIV.—ST. LOUIS TERML. DIV.

Miles	STATIONS		Station Nos.	Notes
	SOUTH	NORTH		
Yard Limits: Entire Subdiv.				
1.1	LESPERANCE ST.....	⊕⊕⊕	X-3	Two main tracks between Lesperance St. and Nagel St. Maximum Speed.. 20 MPH (except as below)
6.8	DAVIS JCT.....	⊕	X-8	Elevated Track Between 8th St., and Rutger St.: Tangent 15 Curves 10 Gratiot St. Through Interlocking 10
5.7				

St. Louis Terminal Div. Business Tracks Sta. No.

Maplewood Mo.	MX 7
Webster Groves	MX 10
Lake Jct.	MX 8
Maplewood, Ill.	C- 2
E. St. Louis	C- 3
Valley Jct.	C- 9
Dupo	C-15
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

Vertical Clearances:
Under Mun. Br. Approach—10th St.:
Break up Lead 17'6"
House Track Lead 17'11"
House 4 and 6 18'6"
House 7 and 8 19'8"
House 10 and 11 19'11"

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

Desoto Subdiv.—MP 4-20:
Southward track 16'3"
Northward track 16'11"
Equipment must not be routed between Davis St. and Iron Mountain Jct. unless they will clear above heights.

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

10 DE SOTO SUBDIV. — ARKANSAS DIVISION

SOUTH FIRST CLASS		STATIONS		Station Nos.	Sidings	NORTH FIRST CLASS	
21 Psgr.						22 Psgr.	
Daily	Miles				Cars	Daily	
PM						AM	
5 20	0.5	ST. LOUIS	①②③④	MX-1		7 40	
	2.3	GRAND AVE.	①②③④				
	3.6	IRON MTN. JCT.	①②	X-1			
	3.7	③S. L. S. F.	①				
	10.6	DAVIS JCT.	T③	X-8			
5 55	6.8	BARRACKS JCT.		X-10		6 40	
	9.5	WICKES		X-19	93 4842		
	18.7	RIVERSIDE	□①-1 T	X-27	95 4953		
	26.5	HEMATITE		X-36	94 4906		
	42.2	DE SOTO	①-1 \$	X-42	122 6370		
	51.0	BLACKWELL		X-51	84 4404		
	57.0	CADET	①-1	X-57	89 4630		
	60.9	MINERAL POINT		X-61	84 4390		
	75.3	BISMARCK	①-1 T③	X-75	96 5023		
	83.1	MIDDLEBROOK		X-83			
	88.6	ARCADIA-IRONTON		X-89			
	91.8	TIP TOP	①-1	X-92	81 4244		
	97.8	GLOVER		X-99			
	107.9	ANNAPOLIS		X-108	87 4554		
	117.7	GADS HILL	①-1	X-120	83 4348		
	127.3	PIEDMONT		X-127	126 6570		
	145.4	WILLIAMSVILLE	①-1	X-146	85 4471		
	164.6	BLACK RIVER JCT.		X-164			
8 46	165.5	POPLAR BLUFF	①-1 T③	X-166	Yd.	3 44	
PM		162.3				AM	

Between Grand Ave. and Barracks Jct., two main tracks designated east track and west track — Rules 450-453 inc. in effect — signalled for movement with current of traffic only. Authority of train dispatcher not required to enter main track. Movements against current of traffic will be made only on authority of 18th St. Yardmaster and must not exceed 20 MPH. Trains and engines must clear first class trains as prescribed by Rule 93 except:

- When authorized by signal indication.
- Trains or engines must not enter, foul or re-enter after having cleared main track at hand operated switch without first obtaining authority from 18th St. Yardmaster.

PEA RIDGE SUBDIV. — ARKANSAS DIVISION

Rule 99(d) in effect.		Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.
Yard Limits: MP 57-25 to MP 59-00; MP 83-10 to end of track.		57.7	CADET	①-1	X-57
Maximum Speed (Except as below)..... 30 MPH		58.6	New Fountain Farm.		XA-58
MP 59-00 to MP 59-25..... 20 MPH		72.4	INDIAN CREEK		XA-72
Flagging distance 6,490 ft.		84.1	PEA RIDGE		XA-84
				26.4	

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

DE SOTO SUBDIV. — ARKANSAS DIVISION 11

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

Maximum Speed	MPH	Maximum Speed	MPH
(Except as below)	Psgr. Frt.		Psgr. Frt.
41ru Grand Ave. Interlocking...	10 10	MP 148-37 — MP 151-00.....	45 —
Between Grand Ave. and Iron Mountain Jct.....	45 35	MP 151-00 — MP 153-08.....	55 —
MP 3-25 — MP 3-29.....	15 15	MP 153-08 — MP 154-08.....	45 —
Between Iron Mtn. Jct. and Davis St.....	25 25	MP 154-08 — MP 164-21.....	55 —
Thru turnouts Davis Jct.....	15 15	MP 164-21 — MP 165-18.....	40 —
MP 6-33 — MP 8-00.....	15 15	MP 165-18 — MP 165-37.....	20 20
MP 8-21 — MP 12-29.....	55 —		
MP 17-16 — MP 21-12.....	50 —		
MP 21-12 — MP 33-00.....	55 —		
MP 35-29 — MP 36-00.....	55 —		
MP 41-21 — MP 42-33.....	30 30+		
MP 42-33 — MP 45-29.....	55 —		
MP 52-37 — MP 54-21.....	45 —		
MP 54-21 — MP 70-12.....	55 —		
MP 70-12 — MP 71-04.....	45 —		
MP 71-04 — MP 78-04.....	55 —		
MP 78-04 — MP 98-16.....	55 —		
MP 100-16 — MP 105-29.....	55 —		
MP 105-29 — MP 108-29.....	45 —		
MP 108-29 — MP 125-16.....	55 —		
MP 125-16 — MP 126-12.....	45 —		
MP 126-12 — MP 129-25.....	55 —		
MP 129-25 — MP 131-00.....	45 —		
MP 131-00 — MP 135-04.....	55 —		
MP 135-04 — MP 138-29.....	45 —		
MP 138-29 — MP 137-16.....	40 —		
MP 137-16 — MP 146-16.....	55 —		
MP 146-16 — MP 148-37.....	40 —		

BUSINESS TRACKS	MP	Sta. No.
Triangle Spur	10.8	X-11
Bussen Spur	11.6	X-12
Whitehouse	18.0	X-16
Hillcrest	17.8	X-17
Sulphur Spring Spur.....	22.9	X-23
Pevely	27.3	X-27
Horine	29.5	X-30
Evergreen	57.7	X-58
Iron Mountain	80.7	X-81
Lopez	84.1	X-84
Pilot Knob	87.0	X-86
Chloride	100.11X-101	
North Des Arc.....	111.8	X-112
Mill Spring	134.5	X-135
Wilby	155.4	X-155
Leeper	133.1	X-133
Lumtie Industrial Lead: —		
Maximum speed 10 MPH		
(Mineral Point—Lumtie)		
Lumtie	62.0	XB-1

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

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

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

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

CHARLESTON SUBDIV. — ARKANSAS DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Rule 99 (d) in effect.	Maximum Speed	MPH
163.2	JACKSON	③	DC-16	Between Jackson and Charleston (Except as below).....	30	
147.5	ALLENVILLE		D-72	Jackson to Allenville.....	10	
149.4	DELTA	③St.L.S.W.	D-74	Allenville to Delta.....	20	
157.4	③St.L.-S.F.	④		White Water Ind. Ld.....	10	
158.1	ORAN		D-83	Around wye-Charleston	10	
162.0	MORLEY		D-87	Around curve-Allenville	10	
178.3	CHARLESTON	③T	D-103	Between Dexter Jct. and Charleston (Except as below).....	30	
219.5	BERTRAND		XD-54	MP 211-02 — MP 212-01.....	10	
211.4	SIKESTON	③	XD-46	MP 213-10 — MP 213-24.....	20	
211.0	③S.L.-S.F.	④		Between SLSF Crossing and Highway 61 Crossing at Sikeston.....	10	
205.4	MOREHOUSE		XD-40	(Approach Highway 61 Crossing prepared to stop for highway traffic.)		
195.6	ESSEX		XD-30	Flagging distance 3,360 ft.		
191.3	DEXTER JCT	③-1 T	XD-26	Max. wt. Jackson to Delta 220,000 lbs., White Water Ind. Ld. breaks out at Allenville.		
				White Water Industrial lead 220,000 lb.		
				BUSINESS TRACKS	MP	Sta. No.
				White Water	144.6	D-89
				Newman Spur	160.2	D-85
				Dielstadt	173.5	D-98
				Hunterville	198.7	XD-33
				Miner	214.5	XD-49
				Buckeye	217.3	XD-52

Yard Limits: MP 162-00 to End of Track; MP 191-11 to MP 191-24; MP 209-10 to MP 215-00 MP 224-00 to Charleston and MP 177-05 to Charleston. Permission must be secured from StLSW Dispatcher before occupying StLSW Siding or lead track to Siding Delta.

12 HOXIE SUBDIV. — ARKANSAS DIVISION

HOXIE SUBDIV. — ARKANSAS DIVISION 13

SOUTH		Miles	STATIONS	Station Nos.	Sidings	NORTH	
FIRST CLASS						FIRST CLASS	
Daily	Psgr.					Daily	Psgr.
PM	8 51	165.5	POPLAR BLUFF... T&I	X-166	Yd.	AM	3 39
		170.0	STANLEY..... I	X-170			
		172.9	HARVIELL JCT..... ⊖	X-173			
		180.4	NEELYVILLE, MO..... T	X-180	162 8457		
		192.2	CORNING, ARK..... ⊕-2	X-192	161 8376		
		199.0	KNOBEL.....	X-199	188 9800		
		202.9	PEACH ORCHARD.....	X-203	155 8088		
		207.6	DELAPLAINE.....	X-208			
		214.4	O'KEAN.....	X-214	160 8338		
		223.6	MURTA JCT..... ⊖	X-223			
s	9 45	224.9	WALNUT RIDGE.....	X-225		s	2 47
		226.3	HOXIE S.S. L.S.F. ⊕-2	X-226	166 8641		
		228.5	MINTURN JCT..... ⊖	X-228			
		238.9	ALICIA.....	X-239	162 8448		
		251.8	TUCKERMAN.....	X-252	162 8436		
		258.1	CAMPBELL JCT.....	X-258			
		259.4	DIAZ JCT..... IT	X-259			
f	10 21	261.7	NEWPORT... ⊕-2 IT	X-262	Yd.	f	2 11
		263.9	NORTH BRIDGE JCT....	X-264			
		264.5	SOUTH BRIDGE JCT....	X-265			
		269.7	JIFFY..... I	X-270			
		274.3	GLAISE JCT..... ⊖	X-275			
		278.1	BRADFORD.....	X-278	190 9893		
		286.7	RUSSELL JCT.....	X-286			
		288.4	BALD KNOB... ⊕-2 IT	X-288	110 5763		
		289.7	JUD..... I	X-289			
		296.4	KENSETT.....	X-296			
		298.4	HIG..... I	X-298			
		306.5	MACK..... I	X-306			
		312.7	BEEBE... ⊕-2	X-313			
		319.2	WACROSS..... I	X-320			
		330.7	JAX..... I	X-331			
		332.1	JACKSONVILLE..... T	X-332			
PM	11 36	343.6	NO. LITTLE ROCK... ⊕ IT	X-344	Yd.	AM	12 54
		178.1					

Maximum Speed	MPH	MP	Station	
(Except as below)	75	60		
MP 172-04 — MP 172-37	70	—	MP 294-02 — MP 294-20	70 —
MP 179-08 — MP 179-12	65	—	MP 333-07 — MP 333-19	60 —
MP 184-37 — MP 185-04	70	—	MP 339-20 — MP 347-15	40 40
MP 191-21 — MP 192-33	50	50+	North and South Wye Bald Knob	15
MP 192-33 — MP 193-12	70	55		
MP 224-12 — MP 227-29	50	50+		
MP 258-00 — MP 263-37	50	50+		
MP 263-37 — MP 264-21	35	35		
MP 264-21 — MP 265-00	70	—		
MP 266-21 — MP 266-33	70	—		
MP 288-04 — MP 288-21	40	40+		
MP 292-25 — MP 293-04	55	55		

BUSINESS TRACKS	MP	Station
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—All switches coal chute crossover—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 Drugging 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		Yard Limits Entire Subdiv.
	SOUTH	NORTH		Cars	Feet	
180.4	NEELYVILLE	T	X-180			Max Speed except as below... 20 MPH
186.2	NAYLOR		XE-6			MP 195-00 — MP 200-00... 10
191.2	OXLAY		XE-11			Business Tracks: MP No.
200.3	DONIPHAN		XE-20			Skelly Oil Spur... 197.3 XE-16
	19.7					Maximum wt. 220,000 lbs.

LITTLE ROCK TERMINAL DIVISION

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

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

14 LITTLE ROCK SUBDIV. — ARKANSAS DIVISION

LITTLE ROCK SUBDIV. — ARKANSAS DIVISION 15

SOUTH FIRST CLASS			NORTH FIRST CLASS
21 Psg.			22 Psg.
Daily			Daily
Miles	STATIONS	Station Nos.	Siding Cars Ft.
PM 11 36	343.6	NO. LITTLE ROCK I ⊕ T ⊕	X-344 Yd.
	345.3	ARK RIVER ⊕ ⊕	.....
s 11 49	345.6	LITTLE ROCK I	X-346
	346.0	⊗ C.R.I. & P. ⊕	.....
	351.7	ENSIGN ⊕	X-352
	358.9	ALEXANDER I	X-359
	364.1	BAUXITE JCT. I	X-364 104 5411
	368.3	SHERIDAN JCT. I	X-368
	368.7	BENTON □ T ⊕ -1	X-369
	370.2	SALINE JCT. ∅	X-370
	373.3	HASKELL ⊗ CRIP ⊕	X-373 215 1187
	377.3	TRASKWOOD I	X-377 118 6181
	384.6	GIFFORD □ T ⊕ -1	X-385 121 6311
t 12 41	388.7	MALVERN ⊗ CRIP ⊕	X-389
	392.2	ABCO I	X-390 177 9238
	399.6	DONALDSON I	X-400 119 6215
	405.6	WITHERSPOON I	X-406 118 6196
	411.0	ARKADELPHIA ⊕ -1	X-411 169 8839
	422.3	CURTIS JCT. □ T ⊕ -1	X-422
	426.3	GURDON I ⊕ T ⊕	X-426 Yd.
	429.3	BEIRNE JCT. I	X-429
	437.6	BOUGHTON I	X-438 160 8331
	442.4	PRESCOTT I	X-442 174 9054
	449.6	EMMET I	X-450 124 6564
	457.7	HOPE ⊗ SLSF ⊕ □ T -1	X-458 ⁿ²⁰¹ 10477 ^{s110} 5769
	463.0	GUERNSEY I	X-463 118 6186
	471.3	FULTON I	X-471 182 9509
	477.7	HOMAN I	X-478 167 8729
	480.4	CLEAR LAKE JCT. ∅	X-481
2 21	490.2	TEXARKANA ⊗ I ⊕ ⊕ T	X-491 Yd.
AM	146.6		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.

		MPH		
		Psg. Frt.	BUSINESS TRACKS	
		MP No.		
Little Rock Subdiv.		75 60		
(Except as below)		40 40		
MP 339-20 — MP 347-15	40 40			
MP 347-15 — MP 357-10	60 —			
MP 357-10 — MP 357-24	60 55			
MP 361-03 — MP 363-11	60 50			
MP 363-11 — MP 364-20	70 —			
MP 373-22 — MP 373-25	30 30			
MP 382-18 — MP 385-21	70 —			
MP 385-21 — MP 385-35	60 55			
MP 388-05 — MP 389-30	35 35			
MP 414-04 — MP 414-29	70 —			
MP 425-31 — MP 426-35	40 40+			
MP 434-23 — MP 435-34	70 —			
MP 441-26 — MP 442-29	50 50+			
MP 457-12 — MP 458-09	30 30			
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			
Malvern Wye tracks	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	SOUTH V	STATIONS	NORTH A	Station Numbers		
412.1		MOUNTAIN PINE	⊕	XH-90	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.	
399.1		HOT SPRINGS	⊕ ⊕ T ⊕	XH-77		
395.6		HOT SPRINGS JCT.	⊕	.....	BUSINESS TRACKS	
.....		MALVERN	⊕ -1 □	X-389			MP No.
		35.4			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..... ④ ⑤ ⑥ ⑦	WR-125	Yd.	.....
357.4	24.1 NORFORK..... ⑧-1	WR-102	100	5950
341.4	16.0 CALICO ROCK.....	WR-85	.....	.....
339.5	1.9 CRESWELL.....	WR-83	48	2539
329.6	9.9 MOUNT OLIVE.....	WR-73	158	7913
325.0	4.6 SYLAMORE.....	WR-68	.....	.....
312.4	12.6 GUION..... ③	WR-56	45	2364
307.6	4.8 MYERSVILLE..... ③	WR-50	86	4738
304.9	2.7 BILTMORE.....	WR-49	49	2553
293.0	11.9 EARNHARTS.....	WR-36	49	2594
286.1	6.9 BATESVILLE... ③ ④-1 ⑤ T ⑥	WR-29	47	2492
270.3	15.8 NEWARK.....	WR-14	.....	.....
265.5	4.8 PAROQUET.....	WR-9	83	4363
258.8	6.7 DIAZ JCT..... T ⑦	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—9:01 am to 4:01 pm; MP 311—MP 313—8:01 am to 6:01 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
MP 258-24 — MP 259-12	35
MP 264-07 — MP 264-15	30
MP 277-21 — MP 279-17	35
MP 283-12 — MP 284-08	40
MP 284-08 — MP 285-10	30
MP 285-10 — MP 287-00	20
Batesville Central St.	10
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.

BUSINESS TRACKS	MP	Sta. No.
ZZ Siding	259.5	WR-1
Arkansas Eastman	273.6	WR-16
Sulphur Rock	276.3	WR-20
Moorefield	281.4	WR-25
Pfeiffer Spur	283.6	WR-27
Cushman Spur	288.1	WR-31

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

Miles	SOUTH ↓ STATIONS ↑ NORTH	Station Numbers	Sidings		MPH Maximum Speed 50 (except as below)
			Cars	Feet	
380.7	MEMPIS(Sargent Yd.)	XG-93	Yd.	.....	MP 298-08
380.6	0.1 KC JCT ③ SOU. ④ ⑤ ⑥ ⑦	.....	.....	.....	MP 299-03..... 40
378.2	2.4 TEXAS ST ③ ICG... ③	.....	.....	.....	MP 331-29 —
378.1	0.1 KENTUCKY ST ③ ④ ⑤ ⑥	.....	.....	.....	MP 334-25..... 40
375.8	2.3 BRIDGE JCT. ③ S.L.S.F.	XG-88	.....	.....	North and South wye Bald Knob 15
375.2	0.6 BRIARK.....	XG-87	.....	.....	20 MPH between Briark and Kentucky St.
370.0	5.2 PRESLEY JCT ③ S.L.S.F.	XG-82	.....	.....	Southward trains secure clearance Kentucky Street.
368.0	2.0 GAVIN.....	XG-80	82	4274	
361.5	6.5 CRAWFORDSVILLE...	XG-74	190	9882	Business Tracks MP Sta. No.
352.1	9.4 EARLE..... ⑦	XG-64	43	2266	Patterson ... 307.3 XG-19
337.5	14.6 LEVESQUE.....	XG-50	53	2778	Hamlin ... 324.7 XG-37
332.4	5.1 WYNNE..... T ③ ④ ⑤	C-304	171	8935	Parkin ... 346.9 XG-59
318.8	13.6 FAIR OAKS. ③ STLSW	XG-31	162	8472	Smithdale ... 348.9 XG-60
309.3	9.5 McORORY..... ⑦	XG-21	68	3584	W. Memphis Ind. Ld. ... 370.0 XG-85
300.0	9.3 NEW AUGUSTA.....	XG-12	124	6474	Tenark Ind. Lead: Maximum Speed... 10 MPH (Briark — Tenark)
298.5	1.5 WHITE RIVER..... ③ ④	.....	.....	.....	ABS-CTC Briark to CRIP Jct. via CRIP RR.
292.8	5.7 RIO VISTA.....	XG-6	68	3579	CRIP Jct. ... 355.6
287.9	4.9 BALD KNOB... ③ ④-2 T	X-288	.....	.....	Tenark ... 354.5 CH-42
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, or operator Kentucky St.

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.		Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers
Maximum Speed 20 MPH					
Flagging Distance 3,100 ft.		368.3	SHERIDAN JCT.	Ⓞ	X-368
BUSINESS TRACKS		368.6	Ⓞ C.R.I. & P.	G	
TRACK		390.2	SHERIDAN		XH-24
Bannister Spur	MP 379 Sta. No. XH-34				
			21.5		

NORMAN SUBDIV. — ARKANSAS DIVISION

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

NASHVILLE SUBDIV.—ARKANSAS DIVISION

Rule 99 (d) in effect.		Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers
Maximum Speed MPH (except as below) 30					
MP 457.1 — MP 458.0 10		457.7	HOPE	Ⓞ -I Ⓞ T	X-458
MP 483.2 — MP 483.3 10					
Flagging Distance 5,070 ft.		483.1	NASHVILLE Ⓞ GN & A	Ⓞ Ⓞ Ⓞ	XJ-26
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.		493.1	PERKINS	Ⓞ	XJ-36
Business Tracks:					
North Hope — XJ-4.					
			35.3		

GURDON SUBDIV.—ARKANSAS DIVISION

Maximum Speed MPH (Except as below) 40		Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Sidings	
MP 456-06 — MP 456-25 30						Cars	Ft.
MP 458-26 — MP 460-27 20		426.3	GURDON	Ⓞ Ⓞ Ⓞ -IT Ⓞ	X-426	Yd.	
MP 487-05 — MP 492-25 25		452.4	LESTER		E-26	65	3412
Monsanto Lead 10 MPH		459.8	CAMDEN	Ⓞ Ⓞ Ⓞ	E-33		
Flagging Distance 6,500 ft.		460.8	Ⓞ St. L S.W.	Ⓞ			
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.		463.1	CULLENDALE	Ⓞ	E-37		
BUSINESS TRACKS MP Sta. No.		474.5	LOUANN		E-48	121	6321
Barringer 431.5 E-5		478.8	SMAOKOVER		E-52		
Reader 437.6 E-11		484.5	NORPHLET		*E-58		
Chldester 444.7 E-18		487.5	MONSANTO		E-61	61	3222
Kraft 461.3 E-35		492.2	EL DORADO	Ⓞ Ⓞ Ⓞ T Ⓞ	E-66	Yd.	
			65.9				

COLLINSTON SUBDIV. — LOUISIANA DIVISION 19

BASTROP IND. LEAD 6.8 MILES (COLLINSTON-BASTROP)		Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Sidings		Rule 99 (d) in effect.
VIDALIA IND. LEAD 8.8 MILES (FERRIDAY-VIDALIA)						Cars	Feet	
560.4	COLLINSTON	Ⓞ T Ⓞ	C-505					Maximum Speed: MPH (Except as below) 25
567.5	OAK RIDGE		E-141					MP 637-08 (#10 Turnout) 10
577.9	RAYVILLE Ⓞ IOG	G	E-151	45	2371			MP 641-26 — MP 643-14 10
589.6	MANGHAM		E-163					Vidalia ind. lead 20 MPH except 10 MPH over Highway 65.
900.3	WINNSBORO		E-174	49	2550			Bastrop Ind. Lead (Except as below) 30
914.4	WISNER		E-188					MP 553-09 — MP 553-26 10
623.5	SICILY ISLAND		E-197					Flagging distance 3,360 ft.
635.9	TENSAS RIVER	Ⓞ						Yard Limits: MP 560-00 — MP 561-25; MP 637-05 — Ferriday
637.2	CLAYTON JCT	Ⓞ	E-211					BUSINESS TRACKS MP Sta. No.
642.7	FERRIDAY	Ⓞ	E-216	Yd.				Bastrop @ 553.6 E-127
	82.0							Archibald 586.8 E-160
								Baskin 593.5 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 Ⓞ T 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.		Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Sidings		Rule 99 (d) in effect.
Maximum Speed 30 MPH.						Cars	Feet	
408.1	McGEHEE	Ⓞ Ⓞ Ⓞ T Ⓞ	C-432	Yd.				Flagging distance 3,360 ft.
424.1	MACON LAKE		K-118					BUSINESS TRACKS MP Sta. No.
431.3	LAKE VILLAGE	T	K-126	49	2574			Trippe 412.1 K-106
446.8	EUDORA, ARK.		K-141	51	2654			Chicot 440.0 K-135
457.7	MILLIKIN, LA.		K-152					Shelburn 463.1 K-158 H & W
470.1	LAKE PROVIDENCE		K-165	49	2597			Warehouse 463.8 K-158
487.4	SONDHEIMER		K-182					Hollybrook 474.4 K-169
498.4	TALLULAH Ⓞ IOG	Ⓞ	K-194	39	2051			Transylvania 478.5 K-173
511.5	QUIMBY		K-207					Talla Bena T. 490.9 K-186
523.3	NEWELLTON		K-219	50	2607			Somerset 516.0 K-212
533.7	ST. JOSEPH		K-229					Goldman 544.4 K-240
546.1	WATERPROOF		K-242					Azucena 549.4 K-245
557.2	CLAYTON JCT	Ⓞ	E-211					YARD LIMITS: McGehee—MP 410-05.
	149.1							Talla Bena Ind. Lead 2.2 miles—Maximum speed 20 MPH

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 385-28 — MP 389-24..	20
MP 427-15 — MP 428-08..	35†
MP 446-05 — MP 447-23..	20
Between McGehee and Texmo Jct.:	
(Except as below).....	50
MP 408-12 — MP 409-07..	20
MP 473-02 — MP 474-00..	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

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.

Maximum Vertical Clearance on Smith Main and Smith No 1 is 18 ft. 0 inches ATR without restrictions.

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 (W).....	370.5	K-25
Fairfield	394.7	K-49
Moscow	402.5	K-57
Vарner	415.0	K-70
Tillar	440.7	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
Sicard	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
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

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

Operation between Texmo Jct. and Alexandria on Shreveport Subdiv.

24 SEDALIA SUBDIV. — NORTHERN DIVISION

SEDALIA SUBDIV. — NORTHERN DIVISION 25

WEST		STATIONS	Station Numbers	Sidings		EAST	
First Class	Miles			Cars	Feet	First Class	Daily
31						30	
Pgr. Daily							
PM 4 35	0.5	ST. LOUIS.....	MX-1			PM 1 10	
	1.3	23rd STREET.....					
	1.5	OHIO AVE.....					
	2.3	GRAND AVE.....					
	3.6	IRON MTN. JCT.....	X-1				
	6.8	MAPLEWOOD.....	MX-7				
	10.8	WEBSTER.....	MX-11				
	13.2	KIRK.....	MX-12				
s 5 04	13.4	KIRKWOOD.....	MX-13			s 12 43	
	18.7	PARK.....	MX-18				
	23.4	BOYD.....	MX-22				
	32.2	DOZIER.....	MX-31				
	37.0	SUMMIT.....	MX-36				
	46.5	SOUTH POINT.....	MX-52				
	57.7	PACE.....	MX-58				
	86.2	GASCONADE JCT.....	MX-86				
	90.9	MORRISON JCT.....	MX-91				
	100.2	CHAMMOIS.....	MX-100				
	116.7	BONNOT JCT.....	MX-116				
	117.3	OSAGE JCT.....	MX-117				
	124.3	MOREAU.....	MX-124				
s 6 53	125.3	JEFFERSON CITY.....	MX-125			s 10 49	
	6 56	RIVER JCT.....	MX-128			10 41	
	7 09	CENTERTOWN.....	MX-140	71	4082	10 28	
	7 14	McGIRK.....	MX-144	73	4304	10 23	
	7 20	CALIFORNIA.....	MX-150	62	4017	10 17	
	7 35	DOW.....	MX-166	150	9240	10 02	
	7 45	OTTERVILLE.....	MX-175	40	2542	9 52	
	7 50	SMITHTON.....	MX-181	56	3758	9 47	
	187.7	⊗MKT.....					
s 8 03	188.9	SEDALIA.....	MX-188	38	1937	s 9 39	
	8 12	DRESDEN.....	MX-195	96	5043	9 25	
	8 16	LAMONTE.....	MX-200	48	2890	9 21	
	8 24	KNOBOSTER.....	MX-208	110	6167	9 13	
f 8 36	218.4	WARRENSBURG.....	MX-218	39	2740	f 9 03	
	8 43	CENTERVIEW.....	MX-224	150	9508	8 54	
	8 51	HOLDEN.....	MX-232	51	3398	8 46	
	8 55	KINGSVILLE.....	MX-237	44	2867	8 42	
	9 01	STRASBURG.....	MX-242	73	4293	8 36	
	249.2	PLEASANT HILL.....	MX-249	181	9862		
	252.3	AVON.....	MX-252	76	4166		
	259.8	LEE'S SUMMIT.....	MX-259	155	8840		
	265.1	LITTLE BLUE.....	MX-265	61	3279		
	273.2	INDEPENDENCE.....	MX-273	117	6350		
	276.8	ROCK CREEK JCT.....	MX-276				
10 05 PM	283.0	KANSAS CITY(Un.Sta.).....	MX-282			7 45 AM	

SPECIAL INSTRUCTIONS

MPH		MPH	
Maximum Speed	Pgr. Frt.	Maximum Speed	Pgr. Frt.
(Except as below).....	75 60	MP 218-28 — MP 221-14.....	55 50
Thru Grand Ave. Interlocking..	10 10	MP 221-14 — MP 222-14.....	60 —
Between Grand Ave. and		MP 227-18 — MP 227-31.....	65 —
Iron Mountain Jct.....	45 35	MP 231-25 — MP 232-32.....	65 —
MP 3-25 — MP 7-20.....	60 45	MP 232-32 — MP 233-07.....	55 —
MP 7-20 — MP 7-37.....	50 50	MP 248-18 — MP 249-14.....	45 45
MP 7-37 — MP 9-29.....	60 —	MP 256-15 — MP 257-08.....	65 —
MP 9-29 — MP 10-33.....	40 40	MP 257-08 — MP 258-28.....	60 45
MP 10-33 — MP 13-00.....	60 45	MP 259-28 — MP 260-07.....	35 35†
MP 13-13 — MP 13-25.....	30 30	MP 260-07 — MP 261-22.....	65 —
MP 13-25 — MP 13-37.....	50 50	MP 264-11 — MP 264-13.....	25 25
MP 13-37 — MP 15-14.....	65 50	MP 264-13 — MP 265-28.....	60 40
MP 15-14 — MP 15-24.....	65 —	MP 265-28 — MP 265-32.....	40 40
MP 17-03 — MP 21-00.....	70 —	MP 270-36 — MP 276-28.....	35 35
MP 21-00 — MP 21-25.....	60 55		
MP 21-25 — MP 23-11.....	70 —		
MP 23-11 — MP 27-04.....	60 —		
MP 27-04 — MP 28-28.....	60 55		
MP 30-21 — MP 31-12.....	65 55		
MP 32-25 — MP 33-31.....	70 —		
MP 33-31 — MP 34-29.....	60 —		
MP 34-29 — MP 35-08.....	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		
MP 66-37 — MP 67-08.....	60 50		
MP 70-25 — MP 71-12.....	65 —		
MP 72-08 — MP 75-28.....	50 50		
MP 80-10 — MP 81-16.....	50 50		
MP 83-34 — MP 84-36.....	55 55		
MP 84-36 — MP 86-08.....	70 50		
MP 86-08 — MP 87-37.....	65 55		
MP 87-37 — MP 89-10.....	45 45		
MP 89-10 — MP 89-27.....	60 55		
MP 89-27 — MP 92-06.....	70 —		
MP 92-06 — MP 93-03.....	60 55		
MP 93-03 — MP 94-13.....	70 —		
MP 94-13 — MP 97-22.....	65 —		
MP 97-22 — MP 97-30.....	60 55		
MP 106-33 — MP 107-01.....	60 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.....	75 55		
(Except as below).....	75 55		
MP 115-27 — MP 116-34.....	55 —		
MP 116-34 — MP 117-12.....	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		
(Except as below).....	70 55		
MP 126-29 — MP 128-18.....	55 —		
MP 128-18 — MP 129-28.....	55 50		
MP 129-28 — MP 132-15.....	60 —		
MP 132-15 — MP 132-28.....	55 50		
MP 132-28 — MP 136-18.....	60 —		
MP 136-18 — MP 139-00.....	55 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		
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		
MP 166-33 — MP 168-13.....	65 —		
MP 168-13 — MP 171-07.....	55 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		
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		

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

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

Between 7:00 a.m. and 7:00 p.m. Whistle Signal 14(l) 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 6:01 pm.

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

Business Tracks:	MP	Sta. No.
Lake Jct.	8.0	MX 8
Webster Groves ⊙..	10.0	MX 10
Barretts ⊙..	16.5	MX 16
Valley Park	18.9	MX 18
Eureka	27.9	MX 29
Pacific ⊕-2.....	34.8	MX 36
Gray Summit	39.9	MX 40
West Labadie	43.7	MX 44
Washington ⊕-2.....	51.7	MX 54
Midwest Jolst	56.8	MX 56
New Haven ⊕-2.....	61.0	MX 67
Berger	75.1	MX 74
Hermann ⊕-2.....	81.0	MX 80
Gasconade	88.5	MX 88
Morrison	92.9	MX 92
Bonnot's Mill	113.1	MX 112
Algoa Farms	118.5	MX 119
Shell Spur	151.5	MX 151
Clarksburg	156.6	MX 156
Tipton ⊕-2.....	162.8	MX 162
Syracuse	168.1	MX 168
Montseratt	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., Strasburg to Rock Creek Jct.

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

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

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

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

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

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

Dragging equipment units are located at Bonnot Jct. and Osage Jct. Units normally dark. When units display flashing red train must stop and inspect entire train. After inspection completed operate push button in detector box.

Hot Box and Dragging Equipment Detectors located MP 28-24, MP 62-18, MP 95-33, *MP 120-11, *MP 152-31, *MP 184-11, *MP 230-09 and *MP 255-28.

Nevada is register station for originating and terminating trains only.

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

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

Aurora is register station for originating and terminating trains only.

YARD LIMITS:

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.
Archle	271.7	P-23
Passaic	282.8	P-34
Nassau Jct.	319.3	P-71

BUSINESS TRACKS:

	MP	Sta. No.
Milo	324.0	P-75
Irwin	335.7	P-86
Carytown	358.3	P-109
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

CARTHAGE SUBDIV. — NORTHERN DIVISION

Mile	STATIONS	Station Numbers	Sidings	
			Cars	Feet
249.2	PLEASANT HILL.. @-1 ⊕ ⊙	MX-249	161	9862
249.1	⊗ C.R.I. & P.			
253.7	ORE	P-5	78	4258
258.8	HARRISONVILLE.T ⊗ SLSF ⊕	P-10	35	2264
265.4	LONE TREE	P-16	73	4039
277.6	ADRIAN	P-29	81	4751
287.1	BUTLER	P-38	79	4623
298.9	RICH HILL	P-50	115	6523
302.4	PANAMA	P-54	76	5066
307.4	HORTON	P-58	44	2363
317.4	NEVADA	P-69	Yd.	
319.3	NASSAU JCT			
330.8	SHELDON	P-82	74	4368
342.2	LAMAR	P-93	81	4699
353.5	JASPER	P-105	74	4434
364.1	CARTHAGE ⊗ SLSF. ⊕ ⊙ ⊗ ⊕	P-115		
527.6	STOTT'S CITY	WR-250	91	4956
489.6	⊗ S. L. S. F.			
489.1	AURORA	WR-232	56	3178
477.8	CRANE	WR-221	Yd.	
460.7	REEDS SPRING	WR-204	36	2308
450.9	GRETNA	WR-194	125	6658
447.3	BRANSON	WR-191	45	2609
445.7	HOLLISTER, MO.	WR-189	36	2166
432.7	CRICKET, ARK.	WR-176	33	2029
415.5	BERGMAN	WR-159	135	7594
392.3	YELLVILLE	WR-136	53	2891
381.5	COTTER	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 operators must operate push button on signal masts at entrance before moving through tunnels. Operation of pushbuttons sets signals in each direction in stop position for 8 minutes.

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

Maximum Speed	MPH	Maximum Speed	MPH
MP 249-06 — MP 364-03		MP 460-04 — MP 459-20	30
(Except as below)	49	MP 454-15 — MP 454-10	35
MP 258-16 — MP 258-17	45	MP 448-10 — MP 446-17	30
MP 264-20 — MP 274-30	40	MP 436-24 — MP 435-27	30
Rich Hill City Limits	25	MP 435-27 — MP 435-00	10
MP 317-20 — MP 317-28	15	MP 435-00 — MP 432-15	30
MP 364-01 — MP 364-03	15	MP 432-15 — MP 431-31	10
MP 527-30 — MP 468-14		MP 431-31 — MP 429-13	30
(Except as below)	49	MP 422-25 — MP 422-18	35
MP 527-30 — MP 526-16	15	MP 420-22 — MP 420-12	30
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 STATIONS	Station Numbers
	488.2	AURORA.....	⊙ ⊠ ⊕ ⊕	WR-232
	VIA SLSF 29.9 MILES			
511.1	SPRINGFIELD.....	⊙ ⊠ ⊕ ⊕	⊙ ⊕ ⊕	PD-34
29.9				

Operation via SLSF between Springfield and Aurora. See Item 17(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.

SLSF Stations:	Mile Post
Marionville	264
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.	Maximum Speed MPH
	SOUTH STATIONS	NORTH			
	364.1	CARTHAGE.....				⊙ ⊠ ⊕ ⊕	P-115	(Except as below)..... 20 MP 364-23—MP 366-09... 15 MP 381-03—MP 381-15... 15
374.9	WEBB CITY.....	⊙ ⊕ ⊕	P-126	Business Tracks MP Sta. No.	
381.5	JOPLIN.....	⊙	P-133	Dumont	367.9 P-119
				Hercules—Dynamite	369.9 P-120
				Center Creek	371.3 P-122
				Cisco	376.0 P-127
				Atlas	6.0 HC-6
	17.4			Flagging distance 1 mile	
Atlas — County road AA, stop and protect.					

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 STATIONS	EAST		
Miles		Cars	Feet
125.3	JEFFERSON CITY... ⊙ ⊠ ⊕ ⊕	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.....	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.....	G-73	124 6426
215.2	MALTA BEND.....	G-86	169 9219
230.6	HODGE.....	G-101	179 9473
247.6	MYRICK.....	G-118	216 11345
258.0	NAPOLÉON.....	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.....	MX-276	.....
285.9	SOUTHWEST JCT.....	MX-277	.....
286.7	NEFF YARD.....	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 17(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 139-02, 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."

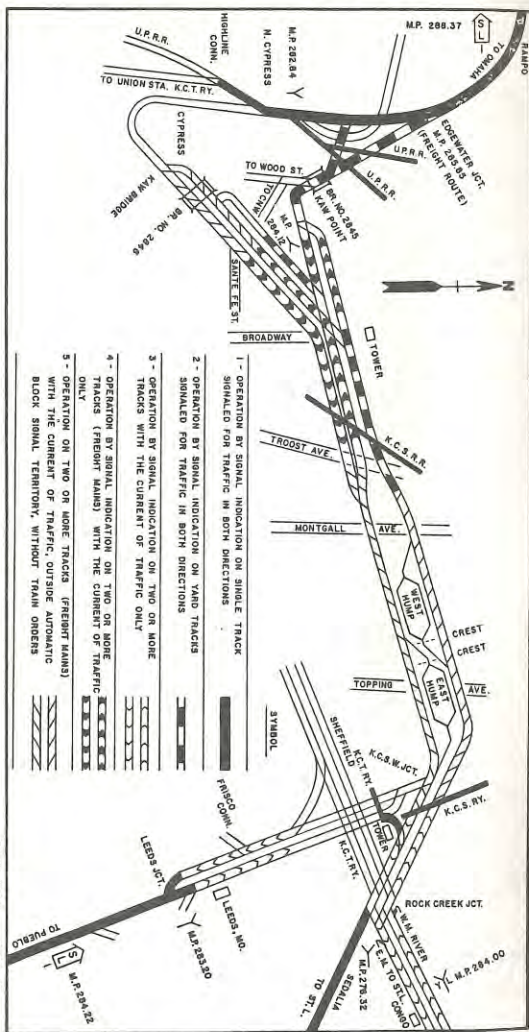
Marshall — 1st 5 streets east of depot and English and Lyon Streets west of depot — protect crossings and do not drop or kick cars over crossings. Employees are prohibited from walking, standing or performing any service for M.F.A. on the north side of their track.

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 163-18.....	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	189.6 G-60
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

Operating Instructions (including Map.)



Remote control switches are No. 15, 15 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.

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	STATIONS		Station Numbers	Sidings	
	South	North		Cars	Feet
487.2	OMAHA (Grace St.)	⊙	0-205	Yd.	.....
482.4	CASS ST.	⊙			
	via U.P.—9.3 Miles				
473.1	GILMORE JCT.	⊙	0-191		
467.1	LA PLATTE	⊙	0-185	59	3587
465.5	⊗BN	⊙			
465.2	⊗BN	⊙			
454.8	MURRAY	⊙	0-172	69	3703
447.4	UNION	⊙	0-165	83	4656
437.7	MONTANA	⊙	0-155	62	3609
436.9	NEBRASKA CITY	⊙	0-153		
428.7	PAUL	⊙	0-146	68	3637
423.5	JULIAN	⊙	0-141	61	3286
416.4	ORETE JCT.	⊙	0-134		
414.1	AUBURN	⊙	0-132	117	6215
401.2	STELLA	⊙	0-119	64	3593
394.8	VERDON	⊙	0-112	114	6407
389.5	STRAUSSVILLE	⊙	0-107	69	3708
384.3	FALLS CITY NEB	⊙	0-102	Yd.	.....
379.1	RESERVE KAN	⊙	0-97		
370.3	HIAWATHA	⊙	0-88	80	4684
369.7	⊗UP	⊙			
358.2	WILLIS	⊙	0-76	118	6453
351.7	EVEREST	⊙	0-69		
346.7	HURON	⊙	0-64	115	6279
341.3	LANCASTER	⊙	0-59		
338.1	SHANNON	⊙	0-56	120	6387
332.3	NORKAN JCT.	⊙	0-49		
330.7	ATCHISON	⊙	0-48	Yd.	.....
320.0	OAK MILLS	⊙	0-38	144	7561
314.2	WADE	⊙	0-32	97	5145
309.6	LEAVENWORTH	⊙	0-27	77	4646
309.2	CNW CONN.	⊙			
305.6	COCHRANE	⊙	0-23	108	5786
298.8	WOLCOTT	⊙	0-16	145	8593
292.7	NEARMAN	⊙	0-10	121	6276
287.5	EDGEWATER JCT.	⊙			
284.8	⊗UP	⊙			
284.7	⊗UP	⊙			
284.5	KAW PT., KAN.	⊙			
283.0	⊗MP	⊙			
282.0	⊗KCS	⊙			
280.0	NEFF YD., Mo.	⊙	MX283	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 386-10; MP 413-06 to MP 416-20; MP 434-28 to MP 437-00; MP 446-25 to MP 448-15; MP 478-02 to Omaha.

Operation over Union Pacific between Gilmore Jct. and 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 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 15 Commercial and 30th St. 10 Cass St. (UP Conn.) and Webster St. 5 Flagger 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 0-133 Cometa 440.2 0-158 Wyo- 441.7 0-159 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 South Switch Atchison, Alfa, CNW conn., South end siding Leavenworth.

32 OMAHA SUBDIV. — NORTHERN DIVISION

Two main tracks designated North and South Tracks between Gilmore Jet. 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 south of MP 308-26 on Leavenworth Storage Track. Trains when picking up or setting out southbound leave train north on MP 308 Pole 26.

CONCORDIA SUBDIV. — NORTHERN DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings Cars Feet	
330.7	█	ATCHISON 1.6	⊠ ⊙ T § ⊙	O-48	Yd.	
332.3		NORKAN JCT. 15.6	⊙	O-49		
347.9		EFFINGHAM 7.3		S-17		Rule 99 (d) in effect.
355.2		MUSCOTAH 6.2		S-25		Maximum Speed MPH (Except as below) . 35
361.4		WHITING 5.9		S-31		MP 332-12 — MP 368-00 25
367.3		NETAWAKA 12.5		S-37	65 4678	MP 408-17 — MP 409-06 20
379.8		GOFF 5.9		S-49		MP 418-00 — MP 580-16 30
385.7		CORNING 7.2		S-55	73 4134	(Except as below)
392.9		CENTRALIA 7.5		S-62		MP 491-pole 8 — MP 491 pole 14 . 10
400.4		VERMILLION 8.4		S-70		Washington Industrial Lead . . 10
408.8		FRANKFORT 4.9	⊙ UP ⊙	S-78	36 2574	Flagging distance 5,650 ft.
413.7		TUTTLE 9.1		S-83	98 5265	
425.6		BLUE RAPIDS 4.9		S-95		Business Tracks: MP Sta. No.
430.5		WATERVILLE 7.2	⊙ ⊙	S-100		Vliets 404.0 S-74 Ames 478.8 S-143 Rice 479.8 S-149 Gilbert 509.5 S-179 Solomon Rapids 519.8 S-189 Glen Elder 525.6 S-195 Cawker City 532.9 S-202 Bloomington 553.7 SF-15
437.7		BARNES 5.9		S-107		Washington Ind. Lead Max. Wt. 220,000 lbs.
443.6		GREENLEAF 7.0	⊙	S-113	53 3133	Cloutman 449.0 SC 5 Washington 450.5 SC 7
450.6		LINN 4.8		S-120		CTC — ABS — Norkan Jct. to Atchison.
455.4		PALMER 9.0		S-125		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 537-30 to MP 539-16; MP 578-20 to end of track Stockton.
464.4		OLIFTON 1.6		S-134	50 3731	
466.0		⊙ ORI & P 5.0	G			CONCORDIA: Washington Ave. and Cedar St.—Stop and protect.
471.0		CLYDE 14.1		S-141		
485.1		⊙ AT & SF ⊙ BN 0.3	⊙			
485.4		CONCORDIA 4.8	⊙ ⊙ ⊙ ⊙ ⊙	S-155	Yd.	
490.2		HASTINGS JCT. 0.1	T	S-159		
490.3		YUMA 6.0		S-160	38 2219	
496.3		BURR OAK JCT. 0.1		S-166		
496.4		JAMESTOWN 6.4		S-166	20 1436	
502.8		SCOTTSVILLE 11.6		S-172		
514.4		BELOIT 9.7	⊙ UP ⊙ ⊙	S-184	22 1663	
524.1		GLEN 9.2		S-194	36 1968	
533.3		CAWKER 5.3		S-203	32 1754	
538.6		DOWNNS 9.9	⊙ ⊙ T ⊙ ⊙	S-208	Yd.	
548.5		OSBORNE 13.6		SF-10		
562.1		ALTON 8.3		SF-23		
570.4		WOODSTON 10.0		SF-32		
580.4		STOCKTON 10.0	⊙ T	SF-42	Yd.	
				246.9		

LOUISVILLE SUBDIV. — NORTHERN DIVISION 33

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
Rule 99 (d) in effect.						
Yard Limits: MP 460-10 to End of Track Avoca; MP 482-25 to Omaha.						
449.2		AVOCA ⊙		OD-35		
454.0		LOWLINE JCT. ⊙		OD-40		
455.1		WEeping WATER ⊙		OD-41	Yd.	
456.0		OMAHA JCT. ⊙		OD-42		
459.9		MANLEY ⊙		OD-46	18	1243
465.6		LOUISVILLE ⊙		OD-52	33	1804
465.9		⊙ BN ⊙				
466.0		MP 466-00 —				
466-10		MP 466-10 —				
467.2		⊙ C. R. I. & P. ⊙				
471.6		SPRINGFIELD ⊙		OD-58	18	1376
479.5		⊙ U. ⊙				
485.6		⊙ C. & N. W. ⊙				
489.1		LOUISVILLE JCT. ⊙		O-199		
		OMAHA ⊙ ⊙ ⊙ ⊙		O-205	Yd.	
				38.9		

LINCOLN SUBDIV. — NORTHERN DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
Rule 99 (d) in effect.						
Maximum Speed MPH (Except as below)						
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. ⊙				
494.8		C. & N. W. JCT. ⊙				
495.1		LINCOLN ⊙ ⊙ ⊙ ⊙		OF-48	Yd.	
				47.7		

Yard Limits: Union: MP 447-25 — MP 449-00; 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 derrils, trains, engines or cars must not be left standing between opposing gates unless coupled to other equipment that extends beyond one of the gates.

CRETE SUBDIV. — NORTHERN DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
Max. Wt.: 220,000 lbs. Brock to Crete						
Maximum Speed MPH						
Flagging distance 4,320 ft.						
416.4		CRETE JCT. ⊙		O-134		
427.9		TALMAGE ⊙		OD-14		
466.6		⊙ BN ⊙				
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	STATIONS		Station Numbers	Rule 99 (d) in effect. Maximum Speed 30 MPH Flagging distance 4,000 ft.
	WEST	EAST		
490.2	HASTINGS JCT.	⊙T	S-159	BUSINESS TRACKS MP Nos. Norway 497.8 SD-8 Abdal 538.4 SD-48 Mt. Clare 548.4 SD-56 Lawrence 553.5 SD-65 Pauline 567.1 SD-77 Murlei 573.1 SD 83 Yard Limit: MP 490-15 to 491-11; MP 577-23 to end of track. Hastings: Stop and protect Burlington St. crossing.
492.3	⊙AT&SF	G		
504.1	⊙ORI&P	A		
504.8	SOANDIA		SD-15	
513.8	REPUBLIC, KAN.		SD-24	
528.5	⊙ATSF	⊙		
529.6	SUPERIOR, NEB.		SD-39	
530.1	⊙BN	G		
555.3	⊙BN	⊙		
580.3	HASTINGS	⊙	SD-89	
	90.1			

BURR OAK SUBDIV. — NORTHERN DIVISION

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

LENORA SUBDIV. — NORTHERN DIVISION

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

ST. JOSEPH SUBDIV. — NORTHERN DIVISION

Miles	STATIONS		Station Numbers	Operation from Atchison to Winthrop over MP-BN Joint Bridge; BN tracks between Winthrop and St. Joseph. At St. Joseph — Stop and protect following crossings: Illinois Ave. Messalie Sylvania Charles St. Fourth St. Second and Cedar Highway 759 at Artesian Ice Plant. If crossing signal does not operate — before occupying Packers Ave. Spur 759 Highway flag each side crossing with red flag by day or fusee by night.
	WEST	EAST		
330.7	ATCHISON, KAN.	⊙T⊙	0-48	
330.8	DRAWBRIDGE (Mo. River)	⊙		
331.1	WINTHROP, MO.			
334.6	ARMOUR			
337.0	⊙ORI&P	A		
340.7	HALLS			
347.8	FRENCH			
349.9	ST. JOSEPH	⊙T⊙	OA-21	
	18.5			

KANSAS CITY SUBDIV. — KANSAS DIVISION 35

Miles	STATIONS		Station Numbers	Sidings	
	WEST	EAST		Cars	Feet
279.0	NEFF YARD	⊙T⊙	MX-283		
278.2	SOUTHWEST JCT.	⊙	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	⊙	MX-291		
290.0	DODSON	⊙	MX-298	E88 w171	4431 8567
297.1	MARTIN CITY, Mo.		MX-305		
299.8	KENNETH, KAN.		MX-308	134	7215
310.9	BUOYRUS		MX-319	139	7451
317.2	WAGSTAFF	⊙	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		MX-336	203	10803
334.4	OSAWATOMIE	⊙T⊙	MX-341	Yd.	
334.9	MP	⊙			
	56.7				

ABS — From ⊙ ICG crossing to Osawatomie.
 Signal indication with Current of Traffic Southwest Jct., Leeds Jct.
 CTC Leeds Jct. to Osawatomie.

 Operation on Kansas City Term. Div., Neff Yard-Leeds Jct. Two main tracks Neff Yard-Leeds Jct.

 Trains secure clearance before leaving Neff Yard.
 Eastward Trains secure clearance at Osawatomie.
 Yard Limits MP 283-20 — Neff Yard.

 Hot Box and Dragging Equipment Detector located at *MP 314-04.
 Maximum Speed MPH
 Neff Yard — 296-34 40
 (Except as below) 40
 Neff Yard — MP 280-11 25
 MP 286-05 — MP 286-06 25
 MP 289-21 — MP 289-22 25
 MP 296-33 — MP 296-34 25
 MP 296-34 — MP 334-16 60
 (Except as below) 60
 MP 325-07 — MP 326-03 45
 MP 326-03 — MP 326-44 30
 MP 326-44 — MP 327-33 55
 MP 331-12 — MP 331-23 65
 MP 332-35 — MP 335-00 40
 Flagging distance 2 miles

 Business Tracks: (MX-) MP No.
 Alexander 284.8 291
 Missey Spur 285.6 293
 Jack Jones Lbr. Co. 292.1 300
 Long Bell Lbr. Co. 296.2 305
 Owens Plastic 297.2 305
 Stillwell 306.4 314

 Osawatomie — Around wye 10 MPH

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

OSAWATOMIE SUBDIV. — KANSAS DIVISION

Miles	STATIONS		Station Numbers	Sidings	
	WEST	EAST		Cars	Feet
334.4	OSAWATOMIE	⊙T⊙	MX-341	Yd.	
343.3	RANTOUL		MX-351	126	6972
354.1	OTTAWA	⊙	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.	A			
386.4	OSAGE CITY	⊙	MX-394	116	6468
401.9	ADMIRE		MX-410	117	6517
412.2	LAKE		MX-420	117	6128
425.6	COUNCIL GROVE	⊙T⊙	MX-432	Yd.	
	91.2				

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

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

 Hot box and dragging equipment detector located at *MP 364-31 and *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

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings		
				Cars	Feet	
425.6	COUNCIL GROVE		MX-432	Yd.		
425.8	PETE		MX-433			
436.3	WILSEY		MX-444	117	6524	
445.6	PRAIRIE		MX-454	171	8922	Maximum Speed MPH (Except as Below) 55
451.0	HERINGTON		MX-459	85	4642	MP 425-26 — MP 426-26..... 25 MP 430-22 — MP 430-34..... 50 MP 432-18 — MP 434-42..... 45 City Limits Herington..... 30 MP 495-32 — MP 496-37..... 40 Over street crossings Geneseo... 40
451.5	A. T. & S. F.					Hot Box and Dragging Equipment Detector located at *MP 440-08 and *MP 533-00.
458.6	HOPE		MX-467	85	4637	
459.2	A. T. & S. F.					
468.0	ELMO		MX-476	111	6092	
476.1	CODY		MX-485	121	6443	
478.0	GYPSUM		MX-487			
478.3	SALINA JOT		MX-488			
491.2	BRIDGEPORT		MX-499	124	6577	
495.9	U. P.					BUSINESS TRACKS: MP Sta. No.
496.2	LINDSBORG		MX-504			Delavan 443.9 MX-452 Dillon 462.9 MX-471 Carlton 470.9 MX-479 Frederick 530.4 MX-538 Prodeo 535.4 MX-535 Redwing 552.8 MX-561
505.6	MARQUETTE		MX-513	117	6497	
518.2	CRAWFORD		MX-526	82	4461	
524.5	GENESEO		MX-532	206	12262	
529.7	S. L. S. F.					
537.6	BUSHTON		MX-545	80	4677	
545.2	OLAF LIN		MX-553	127	6872	
558.8	HOISINGTON		MX-567	Yd.		Flagging distance 2 miles
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

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings		
				Cars	Feet	
368.3	LOMAX		MX-376			
406.5	A. T. & S. F.					
407.6	TOPEKA		T-130			BUSINESS TRACKS: MP Sta. No. Michigan 374.4 T- 97 Overbrook 381.6 T-104 Pauline 401.1 T-124
39.3						

HOISINGTON SUBDIV. — KANSAS DIVISION 37

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

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
705-25.
Flagging distance 2 miles

BUSINESS TRACKS: MP Sta. No.
Kanbrick
(Hoisington) .561.4 GD-9
Boyd 562.9 MX-571
Hargrave 598.0 MX-606
Pen Dennis 649.4 MX-657
Manning 671.4 MX-679
Coronado 704.1 MX-712
Whitlaw 724.6 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, Hoising-
ton are No. 15, or No. 20.
Time applies at the station for
trains operating through Horace.

SALINA SUBDIV.—KANSAS DIVISION

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings		
				Cars	Feet	
479.1	SALINA JOT		MX-488			
494.8	C. R. I. & P.					
494.8	U. P.					
494.9	SALINA		GK-16	Yd.		
495.3	SALINA UNION DEPOT					
499.1	TRIGO		GK-21	39	2184	
511.3	FALUN		GK-32	25	1652	
521.0	MARQUETTE		MX-513			
41.6						

40 HUTCHINSON SUBDIV. — KANSAS DIVISION

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings		Maximum Speed MPH
				Cars	Feet	
482.0	WICHITA YD.		H-183	Yd.		
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 533-25 . 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	9.1 A. T. & S. F.			40	2222	BUSINESS Sta. TRACKS: MP Nos.
531.6	0.1 A. T. & S. F.					Wichita
532.0	0.4 C. R. I. & P.					Sand 490.5 M-5 Superior
532.6	0.6 HUTCHINSON		M-48	Yd.		Sand 490.9 M-6 Berwet 498.0 M-11 Lock-
533.5	0.9 A. T. & S. F.					Joint 497.7 M-13
537.5	4.0 YA JCT.					KGFCo. 498.3 M-14
	Via A.T. & S.F. 13.09 MI.					Andale 504.2 M-19 Small
550.6	8.6 ST JCT.					Spur 511.1 M-26
559.2	1.3 S. L. S. F.					Elmer 528.0 M-41
560.5	0.5 LYONS		M-76	39	2566	Yaggy 535.8 M-54 Nickerson
561.0	0.5 A. T. & S. F.					(between YA Jct. & ST Jct. . . 544.0 M-59 Kanopolis
524.5	12.2 GENESEO		MX-532	59	3841	14.3 M-103
91.2						

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

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

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

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

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

Stations on 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 3 CRI&P-G.

Kanopolis Ind. Lead—

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

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

WICHITA SUBDIV. — CENTRAL DIVISION 41

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings		Maximum Speed MPH
				Cars	Ft.	
						111
						Durand to Iola 20
						Durand to Wichita 40
						Both legs of Wye-Durand 10
						Flagging distance 4,700 ft.
						No. 110 will not require clearance at Wichita when train order signal indicates proceed.
						Yard Limits: MP 387-25 to end of track Iola; MP 451-30 to MP 458-10; MP 479-00 to Wichita.
						Piqua - Humboldt Ind. Lead 10.33 miles. Max. speed 20 MPH.
						Humboldt .HU-10
367.4	IOLA		H-68			
367.8	0.4 A.T. & S.F.					
374.7	6.9 PIQUA		H-76	27	1590	PM
383.6	8.9 DURAND		H-85	93	4902	11 00
386.0	2.4 YATES CENTER		H-87			
394.4	8.4 BATESVILLE		H-96	90	4881	10 10
420.7	26.3 EUREKA		H-122			9 20
438.6	17.9 SUMMIT		H-140	78	4286	8 40
452.7	14.1 WALNUT		H-154	80	4502	7 50
454.5	1.8 ELDORADO		H-155			7 30
454.6	0.1 McPHERSON JCT.		H-155			
445	27.4 WICHITA YD.		H-183	Yd.		6 30
114.6						PM

Business Tracks:	MP	Sta. Nos.	Business Tracks:	MP	Sta. Nos.	Business Tracks:	MP	Sta. Nos.
Athens	378.9	H-80	Rosalia	441.9	H-143	Electric Spur	471.0	H-172
Toronto	399.5	H-101	Towanda	463.6	H-164	Greenwich	474.4	H-175
Neal	407.6	H-109	Benton	469.4	H-170			
Reece	430.5	H-132						

McPHERSON SUBDIV.—CENTRAL DIVISION

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

Business Tracks:	MP	Sta. No.	Business Tracks:	MP	Sta. No.
Oil Hill	456.7	PB-2	Marvel Industries	488.8	PB-34
Bralnerd	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-58

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-26			
		0.1					
343.4		Ⓞ S. L. S. F.....	Ⓞ				
		4.3					
352.8		CORNELL, KAN.....		N-35	2802		
		0.4					
357.6		Ⓞ K. O. 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		Ⓞ COKE DALE Ⓞ M.K.T. Ⓞ	Ⓞ	N-58			
		5.6					
379.6		Ⓞ SHERWIN Ⓞ S.L.S.F.....	G	N-62	21	1320	
		6.5					
386.1		FAULKNER.....		N-68	24	1561	
		6.7					
392.8		CHETOPIA.....	Ⓞ	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 15
MP 392-30 15

Flagging distance 4,700 ft.

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

COFFEYVILLE SUBDIV. — CENTRAL DIVISION 43

Miles	SOUTH ↓	STATIONS	NORTH ↑	Station Numbers	Sidings		
					Cars	Feet	
334.4		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.....		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	135	8200	
		5.4					
467.8		Ⓞ COFFEYVILLE.....	Ⓞ	R 135	Yd	....
		133.4					

ABS — Osawatomie-Coffeyville.

CTC — Osawatomie and south switch siding Roper; Dearing Signal 4623 and Coffeyville Signal 4666.

Fredonia: Reached via AT&SF from Benedict. (See Item 7(a) Special Instructions)

Remote control switches are No. 15, 16 or 20 except both ends siding Lane, and switch from main track to running track Osawatomie.

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.

Osawatomie — Around wye..... 10 MPH

Coffeyville — Read St. to 14th St..... 10 MPH

Maximum Speed (Except as below)	MPH	BUSINESS TRACKS:	Sta. MP No.
MP 334-31 — MP 334-41	30	Greeley	348.1 R-15
MP 340-39 — MP 341-34	40	Birch	361.8 R-29
MP 343-23 — MP 344-01	45	Westphalia	373.6 R-41
MP 348-20 — MP 348-26	45	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	Flagging distance —	2 miles.
MP 427-35 — MP 428-20	45	YARD LIMITS:	
MP 433-27 — MP 435-09	30	MP 466-23 —	Coffeyville.
MP 448-06 — MP 450-10	40		
MP 462-02 — MP 462-09	45		

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	
		16.8					
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.....	Ⓞ	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 No. Tyro 435.1 NL-12 Peru 458.2 NL-30 Rogers 464.6 NL-41 Layton 474.7 NL-51 Taussig 485.0 NL-62 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.....	Ⓞ				
		0.3					
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 20
MP 498-18 20

Flagging distance 3,730 ft.

44 WAGONER SUBDIV. — CENTRAL DIVISION

Miles	SOUTH ↓	STATIONS	NORTH ↑	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		CLEM		L-294	111	6214
622.1		OOLOGAH		L-282	168	8440
610.3		③S.L.-S.F.	Ⓐ			.....
609.7		CLAREMORE	Ⓢ Ⓣ	L-270	102	5739
596.9		INOLA	Ⓢ Ⓣ	L-257	170	9577
581.4		WAGONER ②MKT	Ⓐ Ⓢ Ⓣ	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		③K. C. S.	Ⓐ			.....
525.8		SALLISAW	Ⓢ Ⓣ	L-186	26	1530
519.7		HANSON		L-180	70	4132
513.1		MULDROW		L-173	59	3580
504.7		GREENWOOD OKLA.		L-164	150	9057
498.4		③S. 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	MPH
(Except as below)	50	MP 596-20 — MP 597-04	35
MP 497-22 — MP 499-08	25	City Limits Claremore	30
MP 500-02 — MP 500-14	45	MP 617-18 — MP 618-29	40
MP 507-20 — MP 507-29	45	MP 621-12 — MP 622-07	25
MP 516-03 — MP 516-16	30	City Limits Nowata	30
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		

Flagging distance 2 miles

VAN BUREN SUBDIV. — CENTRAL DIVISION 45

Miles	SOUTH ↓	STATIONS	NORTH ↑	Station Numbers	Sidings	
					Cars	Feet
497.2		VAN BUREN	Ⓜ Ⓟ Ⓡ Ⓢ Ⓣ Ⓥ	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	Ⓢ Ⓣ	L-75	118	6143
417.6		D. & R. CONN.				.....
410.7		WORTHEN		L-68	122	6388
400.0		BLACKVILLE		L-57	89	4628
392.5		MORRILTON		L-50	91	4734
381.3		MENIFEE		L-38	84	4378
373.1		CONWAY	Ⓢ Ⓣ	L-30	186	9682
363.6		MAYFLOWER		L-21	205	10280
343.6		No. LITTLE ROCK	Ⓢ Ⓣ	X-344	Yd	.....
				153.2		

BUSINESS TRACKS:

MP	Sta. No.
Mulberry	479.7 L-140
Co-op Spur	462.9 L-123
Peabody	447.5 L-110
Kemp-Johnson Coal Co.	446.9 L-109
Hoyt	445.8 L-108
Arkoma Coal	443.6 L-105
Dixie Coal	443.0 L-105
International Paper	442.7 L-105
Clarksville Jct. Storage	435.3 L-93
Clarksville	443.7 L-101
Knoxville	425.6 L-91
London	425.4 L-82
AP&L Spur	424.5 L-95
Clarksville Jct. to Clarksville	438.5 L-95
Lamar	440.7 L-97
Lambriek Spur	441.9 L-99
King Switch	441.9 L-99
Atkins	405.8 L-63
Banquet Foods	404.2 L-63
AP&L Spur No. 2	392.3 L-19
Marche	353.3 L-10
Jeffrey	349.5 L-6
Levy	345.7 L-3

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

Scotia — Sou. end siding No. 20 turnout.

Mayflower — both ends siding No. 16 turnouts.

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.

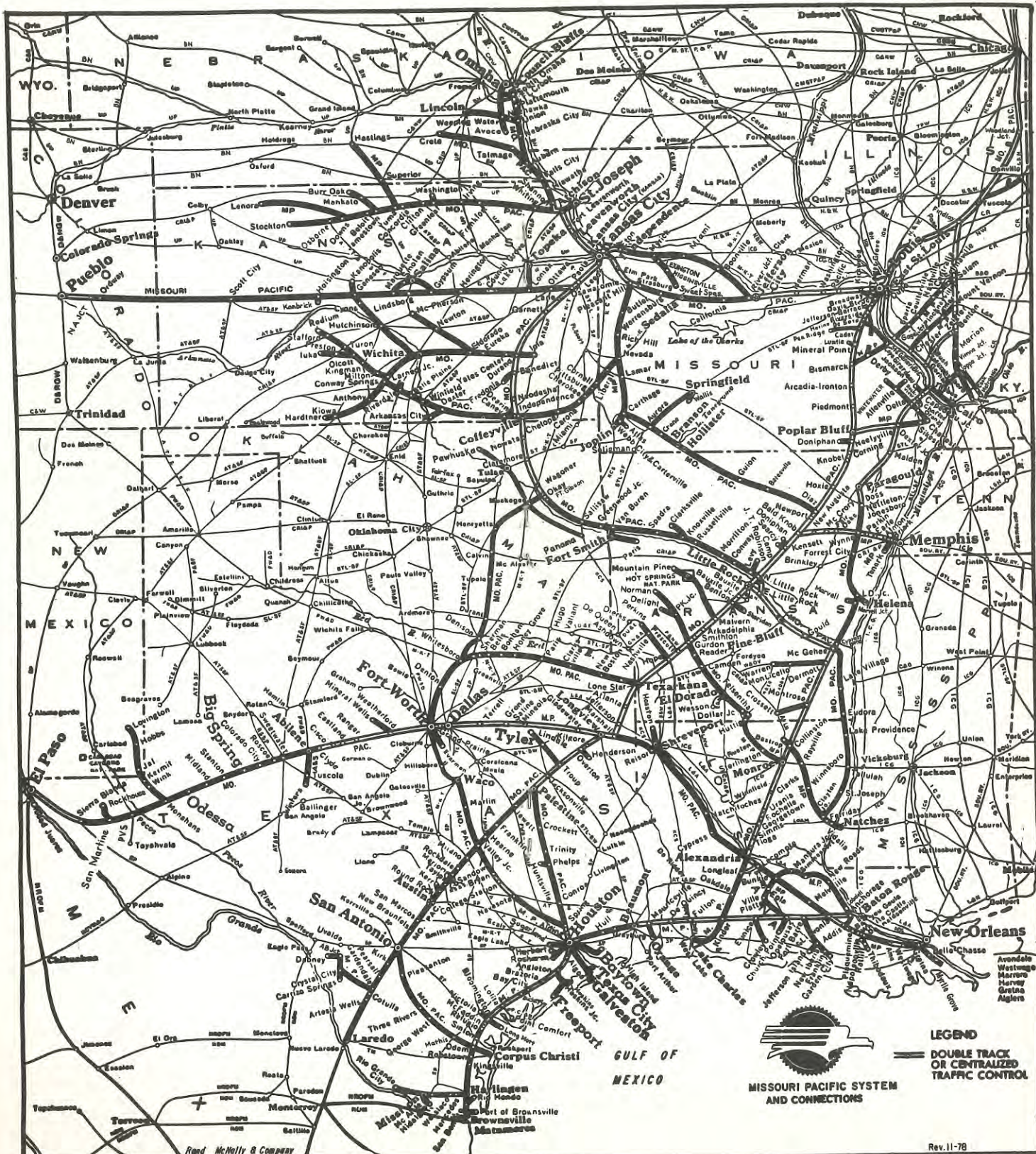
Clarksville Jct. is register station only for trains directed to register by train order.

TUNNELS:
Conway: MP 375-31 to MP 376-03

PARIS SUBDIV. — CENTRAL DIVISION

Miles	SOUTH ↓	STATIONS	NORTH ↑	Station Numbers	Sidings	
					Cars	Feet
497.2		VAN BUREN	Ⓜ Ⓟ Ⓡ Ⓢ Ⓣ Ⓥ	L-158	Yd	.....
508.0		FT. SMITH	Ⓢ Ⓣ	LD-5		.....
509.3		③S.L.-S.F.	G			.....
509.4		③K. 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		

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



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	SOUTH Miles	STATIONS	NORTH Miles	Station Numbers	Sidings	
					Cars	Feet
MP 128-08— MP 128-12.. 10	120.2	OKAY JCT. ⊖		L-233		
City Limits Muskogee ... 25†	122.5	VERDIGRIS RIVER ... ∅ ⊕				
Muskogee Over MP ⊗ ... 20	128.3	⊗ M-K-T ... ⊕				
Broadway & Okmulgee Sts. Muskogee ... 12	133.8	MUSKOGEE ⊗ MP... ⊕ ⊗ ⊕		MG-3	Yd.	
MP 167-14 to MP 167-20.. 45	145.9	WAINWRIGHT.....		MG-146	143	7766
MP 173-00 to MP 175-00.. 25	158.5	HITCHITA.....		MG-159	62	3420
MP 184-22— MP 185-01.. 40	174.1	HENRYETTA..... ⊕ ⊗ ⊕		MG-174	77	4140
MP 202-00 to MP 217-00.. 40	188.6	TANNER.....		MG-189	85	4543
Except: Calvin—Over CRI&P ⊗ ... 20	202.2	MINA..... ⊕		MG-202	142	7560
MP 231-03 to MP 231-13.. 45	215.3	⊗ C.R.I. & P..... ⊕				
MP 242-16 to MP 246-13.. 40	216.3	CALVIN.....		MG-216	77	4303
MP 256-19 to MP 256-27.. 30	230.0	ALLEN..... ⊕		MG-230	89	5042
MP 267-22 to MP 273-17.. 40	252.5	TUPELO..... ⊕		MG-252	147	7798
MP 291-19 to MP 295-18.. 40	269.5	WAPANUCKA..... ⊕		MG-270		
Thru Conn. KO&G Jct. ... 15	278.0	CAIN.....		MG-279	134	7760
Flagging distance 8,970 ft.	297.6	KO&G JCT. OKLA..... ⊕ RAY-DENISON, TEX. MKT ⊕		MG-298		
		198.3				
		Yard Limits: Muskogee: MP 126-00 — MP 134-25 Henryetta: MP 171-27 — MP 175-08 KO&G Jct.: MP 298-05 — KO&G Jct.				

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

MKT STATIONS

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

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

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

Operation over Verdigris River MP 122.5 joint-MKT.

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

Hot Box and Dragging Equipment Detectors — *MP 169-25; *MP 199-04; *MP 236-25 and *MP 271-18.

WHITESBORO SUBDIV. — RED RIVER DIVISION 51

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

ABS — Whitesboro Jct. to Tower 55.

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

Trains originating secure clearance Centennial Yard or Tower 55.

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

Northward MKT trains secure clearance Tower 55.

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

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

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

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

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

52 MIDLAND VALLEY SUBDIV. — RED RIVER DIV.

Miles	STATIONS		Station Numbers	Siding Capacity in Cars	Rule 99 (d) in effect.
	WEST	EAST			
20.8	PANAMA		MV 21		Yard limits: MP 92-32 to MP 101-04; MP 146-04 to MP 154-23; MP 198-17 to Pawhuska.
29.3	⊗FS & VB	⊙			
40.9	KEOTA		MV 41		Maximum Speed: MPH
55.2	STIGLER		MV 55	39	Panama to MP 95-02..... 30
67.5	PORUM		MV 67		MP 95-02 — MP 96-00.... 20
77.2	WARNER		MV 77		MP 96-00 — MP 98-00.... 12
95.8	SHOPTON	T ⊙	MV 96	Yd.	MP 98-00 — MP 100-00.... 25
100.1	MUSKOGEE	⊙MP ⊕	MV 97		MP 100-00 — MP 142-00... 30
117.3	HASKELL	⊙TG	MV 117	14	MP 142-20 — MP 148-06... 25
134.0	BIXBY		MV 134		MP 148-06 — MP 151-04... 20
141.5	JENKS		MV 142	9	MP 151-04 — MP 151-33... 10
148.1	TULSA	⊙T ⊕	MV 152	Yd.	MP 151-33 — MP 154-23... 20
152.3	⊙SS RY	⊙			MP 154-23 — Pawhuska... 25
187.2	BARNSDALL		MV 187		(Except as below)
200.6	PAWHUSKA	⊕	MV 201	Yd.	MP 169-14 — MP 169-20... 10
179.8					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 17 (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	STATIONS		Sta. No.	Sidings		Rule 99 (d) in effect only: Between Texarkana and Paris; Between Sherman and Whitesboro Jct.
	WEST	EAST		Cars	Ft.	
0.0	TEXARKANA	⊙ ⊕ ⊕ ⊕	TP-0	Yd.		Maximum Speed 30 (except as below)
0.6	⊙ K. O. S.	⊙ ⊕ ⊕ ⊕				
14.8	HOOKS		TA15	75	4051	MP 0-0 — MP 4-20..... 20
34.2	DE KALB		TA34	57	4059	Over Church St., Paris..... 10
61.0	CLARKSVILLE	⊕ ⊕ ⊕	TA61	85	4979	ATSF-SP ⊕ 10
91.0	PARIS	⊕ ⊕ ⊕ ⊕	TA91	Yd.		MP 100-06 — MP 151-04... 25
91.7	⊙AT&SF-S.P.	⊙				MP 153-08 — MP 156-11... 20
128.1	BONHAM	⊕ ⊕ ⊕ ⊕	TA128	Yd.		Flagging distance 4,320 ft.
141.6	⊙MKT	⊕	TA142			BUSINESS TRACKS
154.5	⊙S.P.	⊕ ⊕ ⊕ ⊕				Nash 5.1 TA-5
154.6	SHERMAN	⊕ ⊕ ⊕ ⊕	TA155	Yd.		Proetz Lbr. Co. 6.0 TA-6
173.1	WHITESBORO JCT.	⊕ ⊕	TA173	Yd.		Anglo-American ..Paper 6.6 TA-7
						Lone Star Ord. Plant 15.7 TA-12
						Red River Army Depot 17.3 TA-17
						New Boston 22.0 TA-22
						Annona 52.5 TA-53
						Mulberry Lbr. 59.4 TA-58
						Detroit 74.2 TA-74
						Blossom 81.2 TA-81
						Honey Grove 112.0 TA-112
						Windom 117.3 TA-117
						Savoy 139.2 TA-139
						FP&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	STATIONS		Station Numbers	Sidings		Rule 99 (d) in effect.
	WEST	EAST		Cars	Feet	
192.1	ALEXANDRIA	⊕ ⊕ ⊕ ⊕	TB-195	Yd.		Yard Limits: MP 192.0 - MP 196.5, MP 310.6 - MP 317.9, MP 347.5 - MP 351.1.
195.7	TEXMO JCT.	⊕ ⊕	TB-196			
203.7	RAPIDES		TB-204	64	4105	Maximum Speed: MPH
225.2	FERN		TB-225	76	4124	(except as below)..... 50
235.8	CYPRESS		TB-236	87	5094	MP 190.4—MP 195.8. 40
246.0	CANE		TB-246	63	4066	MP 235.8—MP 236.2. 40
247.5	NATCHITOCHES	⊕-1 ⊕	TB-247			MP 245.8—MP 247.8 25†
265.7	LAKE END		TB-265	50	2935	MP 310.9—MP 320.3. 40
286.0	WESTDALE		TB-286	87	4777	MP 348.6—MP 350.6. 20
308.6	LUCAS		TB-308	90	4805	MP 350.7—MP 351.4. 30
311.7	⊙K.O.S.	⊕				Flagging distance 2 miles
313.9	⊙S. P.	⊕				Business Tracks MP Sta. Nos.
315.0	OUT OFF JCT.	⊕	TB-315	Yd.		England AFB..... 199.8 TB199
315.6	HOLLYWOOD JCT.	⊕	TB-316	Yd.		Boyce 208.7 TB209
1.5	HOLLYWOOD YD.	⊕-1 ⊕	TS-326			Rodemacher 211.9 TB212
322.3	LAKE HAYES, LA.		TB-321	70	4116	Soybean Spur 243.0 TB243
332.5	WASKOM, TEX.		TB-331	91	5289	Plywood Spur 251.0 TB251
343.1	SCOTTSVILLE		TB-342	72	4028	Powhatan 258.8 TB258
351.4	MARSHALL	⊕-1 T ⊕ ⊕	TP-67	142	7551	Gahagan 276.1 TB275
156.9						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	STATIONS		Sta. Nos.	Rule 99 (d) in effect.
	SOUTH	NORTH		
34.1	HOSSTON		TT-28	Maximum Speed 20
29.4	GILLIAM		TT-23	Yard Limits: MP 3-15 to Hollywood Jct.
4.8	SHREVEPORT		TS-326	Flagging distance 1,770 ft.
3.7	⊕ ICG	⊕		Business Tracks MP Sta. No.
1.5	HOLLYWOOD YD.	⊕ T ⊕ ⊕-1 ⊕	TS-316	Belcher 18.1 TT-18
0.0	HOLLYWOOD JCT.		TB-316	Sentell 10.3 TT-10
34.1				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.

54 LONGVIEW SUBDIV. — RED RIVER DIVISION

MPH		STATIONS		Station Numbers	Sidings	
Maximum Speed (Except as below) MP	MP	SOUTH	NORTH		Cars	Feet
City limits—						
Palestine	30					
0-0	0-16					
18-33	19-07					
21-15	22-07					
26-10	28-30					
30-02	31-15					
44-30	45-30					
50-09	50-24					
52-10	53-00					
56-07	56-20					
59-18	60-19					
68-00	71-00					
73-05	73-25					
78-07	80-10					
80-10	81-03					
Flagging distance 2 miles						
Business Tracks	MP	Sta. Nos.				
Alcoa Spur	7.4	AX-73				
Cherokee Sales	24.6	AX-56				
App	52.7	AX-29				
Kinsloe	74.0	AX-7				
Bodie	78.0	AX-4				
No. 15 or No. 16 turnouts north end freight route Palestine, both ends Wells Creek, south end Overton, north ends Troup and Tecula.						
Hot Box and Dragging Equipment Detectors: MP 25-12 and MP 53-01.						

ABS — CTC between Palestine and Longview.

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

Originating trains secure clearance Palestine and Longview.

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

TYLER SUBDIV.—RED RIVER DIVISION

Yard Limits; Entire Subdiv.		STATIONS		Station Nos.
Maximum Speed (Except as below) MP	MP	SOUTH	NORTH	
MP 26-00 to MP 32-07.10 MPH				
		32.7	LINDALE	CX-33
		26.3	SWAN	CX-27
		19.0	TYLER	CX-19
		13.9	ELBERTA	CX-14
		8.6	WHITEHOUSE	CX-9
		0.0	TROUP	AX-36
		32.7		

Business Tracks MP No. Sta. Nos.
 General Electric Co. 13.5 CX-13
 Theford 30.1 CX-30

Max. Wt.
 Troup-Swan 263,000 lbs.
 Swan-Lindale 220,000 lbs.

HENDERSON SUBDIV.—RED RIVER DIVISION

Yard Limits; Entire Subdiv.		STATIONS		Station Numbers
Maximum Speed .. 10 MPH		SOUTH	NORTH	
		0.0	OVERTON	AX-22
		16.0	HENDERSON	BX-16
		16.0		

Business Tracks MP No. Sta. Nos.
 Humble Oil Rack 2.7 BX-4
 Int. Paper Co. 13.3 BX-13
 Henderson Clay 13.6 BX-14
 Woodcarve 14.0 BX-14

FT. WORTH SUBDIV. — RIO GRANDE DIVISION 55

Miles	STATIONS		Station Numbers	Sidings		Maximum Speed (except as below) MPH
	SOUTH	NORTH		Cars	Feet	
						MP 0-00—MP 0-11...35
						MP 47-17—MP 48-10...25
						MP 78-00—MP 78-18...15
						MP 97-00 (SP Crossing) 30
						MP 138-00—MP 139-29 25
						MP 163-05—MP 163-10 30
						Over St.LSW @.....20
						Tower 55—Waco Jct...50
						On wye tracks
						Tower 55.....10
						Creosote Plant Lead
						Navasota.....15
						Flagging distance 8,970 ft.
						Yard Limits:
						MP 0-00 to MP 3-00
						MP 43-23 to Nava Jct.
						Bryan Jct. to MP 82-00
						MP 99-03 to MP 102-10
						MP 136-00 to
						MP 141-00
						MP 160-25 to Waco Jct.
						MP Sta. No.
						Business Tracks:
						Wardlaw (Waco) BV-173
						Gifford Hill... 88.0 BV-88
						Nipak..... 81.7 BV-82
						Brazos..... 80.5 BV-81
						Indpark..... 80.3 BV-79
						College Sta. 73.6 BV-74
						Pinehurst... 17.0 BV-17
						Parker Bros. 3.0 BV-3
						Hou. Shell... 1.3 BV-1
						Trains secure clearance
						Settegast Yard or Belt Jct.
						and Centennial Yard, or
						Tower 55.
						MKT Waco-Ft. Worth
						Station: MKT.MP.
						Tower 55.....757.1
						Burleson.....771.2
						Egan.....777.6
						Alvarado.....784.0
						Grandview.....793.2
						Itasca.....801.3
						Hillsboro @.....811.9
						Winslow.....818.0
						Abbott.....821.5
						West.....827.4
						Elm Mott.....836.4
						Greer.....838.8
						Caphead.....841.9
						Waco Jct.....842.1

Hot Box and Dragging Equipment Detector
 *MP 19-10, *MP 85-12, *MP 107-24 and
 *MP 159-00.

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

A. & S. SUBDIV.—RIO GRANDE DIVISION

Miles	STATIONS		Station Numbers	Maximum Speed — 20 MPH
	SOUTH	NORTH		
0.0	ABILENE		TJ-000	Max. Wt. 220,000 Lbs.
16.7	AT & SF		TJ-17	
17.2	TUSCOLA		TJ-28	
27.4	BRADSHAW		TJ-38	
38.2	WINTERS			

Yard Limits: Entire Subdiv.

T.-N. M. SUBDIV.—RIO GRANDE DIVISION

Miles	STATIONS		Station Numbers	Rule 99 (d) in effect Maximum Speed (Except as below) MPH
	SOUTH	NORTH		
105.5	LOVINGTON		TM-105	MP 65-02 — MP 66-00... 15 MP 83.0 — MP 91.0... 10
84.4	HOBBS		TM-84	
65.0	EUNICE		TM-66	
42.3	JAL, N. M.		TM-42	Flagging distance 4,320 ft.
23.6	KERMIT, TEX		TM-24	
0.0	MONAHANS		TM-000	

Business Tracks:
 Combust.....52.6 TM-53
 United Carbon.....55.9 TM-56
 Continental Carbon.....70.8 TM-70
 Warren.....78.0 TM-78
 Climax.....80.1 TM-80
 Southern Union Oil.....100.0 TM-100
 Lea County Oil.....101.0 TM-101

Maximum Speed Except as below)		MPH	All yard tracks between MP 248.1 and West end Centennial Yard. Do not exceed 20 MPH.		Station Numbers	Sidings	
MP	MP	60	WEST	EAST		Cars	Feet
258-00	259-03	55	CENTENNIAL YD. T § @ Ⓢ		TP-250	Yd.	.....
260-26	262-05	55					
264-14	264-24	55	Miles				
266-14	266-25	55	251.1	IONA 9.2	TP-260	147	7794
276-03	276-29	50	260.3	EARLS 12.8	TP-273	145	7983
277-22	281-30	55	273.1	WEATHERFORD 4.2	TP-277	151	8327
285-15	285-20	55	277.3	PREBLE 9.8	TP-287	124	6788
294-17	295-19	40	287.1	BENNETT 7.0	TP-294	132	7194
298-14	298-21	55	294.1	BRAZOS 7.0	TP-301	130	6961
326-05	326-25	45	301.1	SANTO 6.5	TP-308	.....	.....
329-28	337-03	40	307.6	JUDD 5.9	TP-313	128	6972
340-14	341-10	45	313.5	GORDON 5.0	TP-319	.....	.....
343-05	345-18	45	318.5	STRAWN 8.3	TP-326	124	6959
360-11	363-24	45	338.7	TIFFIN 11.9	TP-338	127	6809
372-05	372-13	55	340.8	RANGER 2.1	TP-341	.....	.....
378-19	378-26	50	351.5	EASTLAND 10.7	TP-351	122	6914
383-06	384-23	45	360.7	CISCO 9.2	TP-361	181	9803
386-20	389-18	45	367.9	DOZHAN 7.2	TP-368	127	6920
405-11	406-04	45	381.7	JAYELL 13.8	TP-381	130	6772
406-04	409-07	30	385.8	BAIRD 4.1	TP-386	.....	.....
446-30	448-14	35	392.8	CLYDE 7.0	TP-392	133	7405
448-14	450-26	50	404.5	HOLDER 11.7	TP-405	170	8779
476-15	477-10	55	406.6	ABILENE 2.1	TP-407	Yd.	.....
507-20	509-00	50	409.9	BAGDAD 3.3	TP-409	111	6008
509-00	510-00	20	415.0	TYE 5.1	TP-414	101	5520
510-00	517-00	50	423.9	MERKEL 8.9	TP-423	147	7775
Flagging distance 2 miles			429.7	TRENT 5.8	TP-429	83	4718
Business Tracks			437.0	ESKOTA 7.3	TP-438	138	7481
Bomber			441.0	TEOIFIC 4.0	TP-441	.....	.....
Beckman			447.8	SWEETWATER 6.8	TP-448	228	11673
Const. Co.			456.4	ROSCOE 8.6	TP-456	137	7451
Benbrook			466.4	LORAIN 10.0	TP-467	134	7451
Aledo			475.8	COLORADO CITY 9.4	TP-476	.....	.....
Johnson			478.1	DOMA 2.3	TP-479	153	8266
Mines			491.1	IATAN 13.0	TP-492	138	7474
Olden			503.7	COAHOMA 12.6	TP-503	142	7401
Putnam			508.5	ZILER 4.8	TP-509	81	4352
Bandag			513.4	BIG SPRING 4.9	TP-513	Yd.	.....
Air Base Spur			262.3				
Pyramid			.....			
Reef Field			.....			
Sand Springs			.....			
ABS — Centennial Yd. to Big Spring. CTC between Centennial Yd. and west end siding Clyde.			.....			
Yard Limits: MP 403-15 to MP 410-20; MP 444-10 to MP 449-24; MP 507-27 to MP 517-00.			.....			
Conditional Yard Limits: MP 454-00 to MP 458-00—11:01 am to 11:01 pm.			.....			
Extra trains originating Centennial Yd. secure clearance.			.....			

Hot Box and Dragging Equipment Detectors located *MP 282-30, MP 317-02, MP 347-09, *MP 377-00, MP 418-00, MP 453-00, MP 485-14.
 No. 16 Turnouts: Old E. Main—West end Centennial Yd.; Big Spring—E. end old main; all sidings except; Ranger, Baird, Trent, Colorado City and Ziler; E. end Roscoe, Loraine; W. end Holder, Eskota, Dome and Iatan.

W.M.W.&N.W. SUBDIV.—RIO GRANDE DIV.

Maximum Speed	Miles	WEST STATIONS	EAST STATIONS	Station Numbers
10 MPH	0.0	WEATHERFORD	TK-000	
	18.1	WOLTERS	TK-18	
Yard Limits: Entire Subdiv.	22.0	MINERAL WELLS	TK-22	
	22.0			

Maximum Speed (Except as listed below)		MPH	All yard tracks between MP 248.1 and West end Centennial Yard. Do not exceed 20 MPH.		Station Numbers	Sidings	
MP	MP	60	WEST	EAST		Cars	Feet
507-20	517-00	50	BIG SPRING		TP-513	Yd.	.....
533-26	535-00	50					
551-19	556-15	25*	Miles				
570-10	573-27	45	513.4	MORITA 10.5	TP-524	142	7560
587-03	587-17	55	523.9	STANTON 9.5	TP-534	135	7492
608-00	611-00	35	533.3	DIX 5.3	TP-539	.....	.....
646-25	647-04	45	539.2	CHUB 10.0	TP-549	130	6944
692-26	693-00	55	549.2	MIDLAND 4.2	TP-553	.....	.....
735-08	735-19	50	553.3	BOUNCE 5.8	TP-559	81	4335
741-10	744-00	45	559.0	PEGASUS 4.9	TP-564	157	8312
Flagging distance 2 miles			563.8	SOLO 4.9	TP-569	72	4261
*Until eng. occupies last crossing.			568.7	ODESSA 1.6	TP-570	Yd.	.....
Business Tracks			570.3	ARCADE 8.6	TP-579	148	7862
Baden			578.9	DOURO 5.1	TP-584	77	4303
Tex.			584.1	METZ 9.6	TP-594	152	7899
Harvey			593.7	MONAHANS 15.7	TP-609	133	7465
Ind.			609.4	WICKETT 6.2	TP-615	102	5392
Foundation			615.6	PYOTE 8.6	TP-624	88	4898
Warfield			624.2	PECOS 22.4	TP-647	81	4539
Sid Rich-ardson			646.6	TOYAH 19.5	TP-666	176	9551
Badger			666.1	GOZAR 10.6	TP-676	78	4220
Racks			676.7	SAN MARTINE 9.6	TP-687	75	4184
590.3			686.3	LEVINSON 4.9	TP-691	74	4130
591.8			691.2	KENT 7.6	TP-698	78	4348
591.8			698.8	BORACHO 10.0	TP-709	164	8522
613.6			708.8	WILD HORSE 18.3	TP-727	75	4216
617.5			727.1	VAN HORN 7.9	TP-735	61	3579
640.0			735.0	ALLAMORE 11.5	TP-746	76	4223
640.0			746.5	EAGLE FLAT 7.4	TP-754	76	4232
640.0			753.9	ARISPE 9.7	TP-764	74	4129
640.0			763.6	SIERRA BLANCA 4.9	TP-768	.....	.....
640.0			768.5	EL PASO 28.4	TP-860	Yd.	.....
640.0			858.4				
640.0			343.5				

Hot Box and Dragging Equipment Detectors — MP 544-00, *MP 582-00, MP 613-20, *MP 644-15 and MP 708-10.

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 683-20; 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.

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	CLINT	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	ALFALFA	822.8	TP-854
TORNILLO	794.2	TP-826	TOWER 47		
			SP CONN	827.5	

SOUTH				NORTH			
First Class				First Class			
21				22			
Daily	Miles	STATIONS	Station Nos.	Sidings	Cars	Feet	Daily
	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	71	3552		
	77.1	FRANKLIN	AX-158	169	8488		
	89.6	HEARNE	AX-171	108	5427		
	93.9	VALLEY JCT.	AX-175	96	4816		
	99.6	GAUSE	AX-181	120	6010		
	110.0	MILANO	AX-191	122	6101		
	119.1	ROCKDALE	AX-201				
	123.4	MARJORIE	AX-205	155	7787		
	132.2	THORNDALE	AX-214	69	3464		
	138.4	THRALL	AX-220	153	7670		
	144.7	M-K-T					
PM							PM
12 40	144.8	TAYLOR	AX-226	Yd.		12 20	
12 50	153.4	HUTTO	AX-235	61	3088	11 51	
12 57	161.6	ROUND ROCK	AX-243	129	6460	11 44	
1 03	166.0	McNEIL	AX-247	91	4564	11 38	
1 11	173.8	SNEED	AX-253	157	7880	11 30	
s 1 22	179.1	AUSTIN	AX-262	48	2700	s 11 21	
	179.6	COLORADO BRIDGE	AX-263				
1 35	187.3	BERGSTROM	AX-268	144	7211	11 06	
1 47	194.2	BUDA	AX-276			10 54	
1 53	201.0	KYLE	AX-282	141	7050	10 48	
2 00	208.7	CENTEX	AX-288	141	7050	10 41	
2 01	208.8	M-K-T JOT	AX-290			10 40	
s 2 06	209.7	SAN MARCOS	AX-291			s 10 37	
2 19	221.5	GOODWIN	AX-302	190	9545	10 22	
	227.3	NEW BRAUNFELS	AX-308				
	227.4	M-K-T					
2 28	227.8	LANDAS PARK	AX-309	47	2382	10 13	
2 35	234.5	CORBYN YD.	AX-316	Yd.		10 06	
2 42	241.0	BRACKEN	AX-322	159	7995	9 59	
2 54	254.0	ADAMS	AX-335	73	3684	9 47	
s 3 07	259.1	SAN ANTONIO	AX-340			s 9 39	
	259.8	S. P. No. 1					
	260.4	S. P. No. 2					
3 24	264.3	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
(Except as shown below) 50

MP 0-0 — MP 1-00	20
City Limits Palestine	30†
MP 13-00 — MP 14-00	30
City Limits Oakwood	45†
MP 21-03 — MP 21-11	45
MP 60-00 — MP 61-00	30
MP 61-28 — MP 62-07	45
MP 64-06 — MP 64-18	45
MP 65-16 — MP 65-22	45
City Limits Franklin	45†
City Limits Hearne	25†
MP 93-11 — MP 93-12	30
MP 94-20 — MP 94-26	45
MP 109-27 — Over ATSF	
Crossing	40
City Limits Rockdale	45†
RS&S Yard	10
City Limits Thorndale	45†
City Limits Taylor	25†
MP 144-10 — MP 144-32	15

Flagging distance 2 miles

Maximum Speed	MPH	Psg. Frt.
(Except as below)		
MP 144-32 — MP 145-28	25	25
MP 145-28 — MP 146-24	40	40
MP 146-24 — MP 147-20	60	—
MP 160-00 — MP 161-24	60	—
MP 166-32 — MP 171-00	60	—
MP 171-00 — MP 179-04	35	35
MP 179-04 — MP 180-08	15	15
MP 180-08 — MP 186-01	35	35
MP 190-24 — MP 191-32	60	—
MP 191-32 — MP 195-00	65	—
MP 201-28 — MP 203-04	55	—
MP 205 12 — MP 207-08	55	—
MP 207-08 — MP 211-04	30	30
MP 219-32 — MP 220-00	60	—
MP 225-32 — MP 228-08	20	20†
MP 228-08 — MP 229-12	60	—
MP 229-12 — MP 231-36	65	—
MP 231-36 — MP 232-04	60	—
MP 232-04 — MP 234-24	65	—
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

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

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.

Miles	SOUTH STATIONS	NORTH STATIONS	Sta. Nos.	Sidings		
				Cars	Feet	
3.1	SOSAN.....	AX345	Yd.			
	17.2					
20.3	LEHR.....	CC20	51	2570		MAXIMUM SPEED
	14.0					
34.3	PLEASANTON.....	CC34	166	8307		MPH
	20.9					(Except as shown
55.2	CAMPBELLTON.....	CC55	158	7898		below 49
	22.1					
77.3	THREE RIVERS.....	CC77	42	2110		MP 34-01 —
	10.8					MP 34-04 30†
88.1	GEORGE WEST.....	CC88	157	7850		MP 113-03 —
	24.9					MP 113-04 30†
113.0	MATHIS.....	CC113	17	880		MP 145-16 —
	11.7					MP 149-00 15
124.7	HUBERT.....	CC124	63	3176		Flagging
	7.5					distance 8,970 ft.
132.2	ODEM.....	B-155	Yd.			
	9.0					
141.2	VIOLA.....	CC141				
	4.4					
145.6	M. P. JCT.....					
	0.3					
145.9	©C. C. T. A.....					
	3.1					
149.0	CORPUS CHRISTI.....	CC150	Yd.			
	149.0					

BUSINESS TRACKS:

	MP	Sta. No.
Phoenix	5.0	CC-5
R. J. Reynolds Food Inc.	6.1	CC-6
San Jose	6.7	CC-7
Cassin	12.6	CC-13
Espey Sand Pit	23.1	CC-23
Leming	26.6	CC-27
Coughran	38.8	CC-39

BUSINESS TRACKS:

	MP	Sta. No.
McCoy	46.3	CC-46
San Miguel Power Plant	53.0	CC-53
Whitsett	63.3	CC-63
Sunniland	68.0	CC-68
Goliad Corp.	82.3	CC-82
Atlantic Ref.	87.4	CC-87
Heldenfels	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. Trains and engines operating between Viola and Corpus Christi be governed by instructions of yardmaster or operator on duty at Corpus Christi.

MISSION SUBDIV.—KINGSVILLE DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings		Maximum Speed MPH (Except as below).....
				Cars	Feet	
0.0	HARLINGEN..	②-2	B-25	Yd.		30
	8.3					MP 32-09 —
8.3	LA FERIA.....		BR-8	68	3441	MP 36-26..... 15
	5.6					MP 42-00 —
13.9	MERCEDES.....		BR-14	109	5465	MP 73-03..... 20
	4.9					Hidalgo-Mission Ind.
18.8	WESLACO.....	④T	BR-19	52	2641	Lead..... 15
	4.0					(except over
22.8	DONNA.....		BR-23	65	3264	Bridge 2.8
	4.1					10 MPH)
26.9	ALAMO.....		BR-27			Flagging
	2.4					distance
29.3	SAN JUAN.....		BR-29	70	3538	3,590 ft.
	1.7					Hidalgo-Mission
31.0	PHARR.....		BR-31	61	3078	Industrial Lead
	3.2					—10.7 miles
34.2	McALEN.....		BR-34			Max. wt.
	0.3					220,000 lbs.
34.5	©S. P.....	④				Business Sta.
	5.5					Tracks MP No.
40.0	MISSION.....	④T	BR-40	Yd.		Hi-
	40.0					dalgo 0.0 BY-48
						Ma-
						dero.. 7.4 BY-58

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

Business Tracks:

	MP	Sta. No.
C.P.L. Spur	1.3	BR-1
Kipfer	1.9	BR-2
Adams Gardens	6.2	BR-6
Weslaco Salvage		
Spur	20.6	BR-21
Gross-Wearden	21.7	BR-22
Val Verde	24.8	BR-25
Hauser	32.5	BR-32
McCull	33.0	BR-33
Peace Thornton		
Lbr. Co.	36.9	BR-37
Sharyland	37.6	BR-37
Dowell		
Chemical Co.	38.0	BR-38

Rio Grande City Industrial Lead: (Mission to Rio Grande City — 33.3 miles)

Max. Speed	20 MPH
Max. Wt.	240,000 lbs.

Business Tracks:

	MP	Sta. No.
Bates	44.5	BR-44
LaJoya	50.9	BR-50
Spaulding	56.0	BR-56
La Casita	66.0	BR-66
Kelsay	68.0	BR-68

BROWNSVILLE SUBDIVISION

Monsanto Industrial Lead—
Max. Speed 15 MPH;

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

Freeport Industrial Lead:
(Between Angleton and Freeport 15.4 miles)

Maximum Speed MPH
MP 0.0 — MP 13.0 25
MP 13.0 — MP 14.0 10

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 No.

Ross	7.3	BH-10
Clute	9.5	BH-8
Hoskins Jct.	11.4	BH-6
Freeport	15.4	BH-0

Business Tracks MP No. Sta. No.

Green Lake	10.3	BK-10
North Seadrift	12.5	BK-12
Long Mott	14.0	BK-14

Phillips Refinery Spur—
Max. Speed 10 MPH;

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.

Celanese Industrial Lead—MP 277-00
Max. Speed 10 MPH.

Business Tracks M.P. No. Sta. No.

Fresnal	6.6	BS-6
Rio Hondo	9.0	BS-9

© MP 5.5 SP ©

Victoria Industrial Lead:
(Between Bloomington and Victoria 12.5 miles)

Brownsville Port Line:
Max. Speed 15 MPH except Highway Crossing MP 6-9.6 MPH

Maximum Speed MPH
MP 0-0-Victoria 30

Brownsville Belt Line:
Max. Speed 12 MPH except Street Crossing MP 0-03 to MP 0-16 5 MPH
© MP 1-16 SF ©

64 BROWNSVILLE SUBDIV.—KINGSVILLE DIVISION

SOUTH
▼

All siding switches Algoa to Inari inclusive are No. 15 or 16 turnouts.

NORTH
▲

VIA AT&SF

Miles	STATIONS	Station Nos.	Sidings	
			Cars	Feet
377.0	SETTEGAST YD. ⁵ ⓂⓉⓈ	B-379	Yd.	.....
368.1	8.9			
20.3	NEW SOUTH YD. ⁰ ⓂⓉⓈ	B-368	Yd.	.....
19.4	0.9			
	SP JCT. ⁵ ⓂⓉⓈ			
14.0	5.4	n126	7690	
	MYKAWA	s150	9350	
10.0	4.0			
	PEARLAND ⁵ ⓂⓉⓈ	108	5400	
4.1	5.9			
	HASTINGS	256	12800	
0.0	4.1			
28.6	ALVIN ⁵ ⓂⓉⓈ		Yd.	.....
24.4	4.2			
343.2	ALGOA	B-343		.....
342.8	0.4			
	BROWNIE ⁹ ⓂⓉⓈ	B-342	192	9636
333.4	9.4			
	LIVERPOOL ¹³ ⓂⓉⓈ	B-333	110	5494
320.0	13.4			
	ANGLETON ¹⁴ ⓂⓉⓈ	B-321	Yd.	.....
305.5	14.5			
	S. BERNARD R ⁴ ⓂⓉⓈ	B-306		.....
300.8	4.7			
	SWEENEY ⁹ ⓂⓉⓈ	B-301	102	5095
291.7	9.1			
	ALLENHURST	B-292	108	5394
284.1	7.6			
	Ⓜ.A.T. & S.F. ⁰ⓂⓉⓈ			.....
283.8	0.3			
	BAY CITY ⁸ ⓂⓉⓈ	B-284	102	5121
275.2	8.6			
	BUCKEYE	B-275	141	7800
264.9	10.3			
	Ⓜ.S.P. ⁰ⓂⓉⓈ			.....
264.6	0.3			
	BLESSING	B-265	105	5241
249.7	14.9			
	LAWARD	B-250	105	5257
244.9	4.8			
	LOLITA (PON Conn)	B-245		.....
240.1	4.8			
	VANDERBILT ¹⁰ ⓂⓉⓈ	B-240	Yd.	.....
229.5	10.6			
	KERRAN	B-230	111	5547
224.3	5.2			
	PLACEDO ⁵ ⓂⓉⓈ	B-224		.....
219.3	5.0			
	BLOOMINGTON ³ ⓂⓉⓈ	B-219	127	6375
216.0	3.3			
	BARGE CANAL ¹⁰ⓂⓉⓈ			.....
205.7	10.3			
	INARI	B-205	150	7521
193.4	12.3			
	GRETA	B-193	145	7252
186.0	7.4			
	REFUGIO ⁶ ⓂⓉⓈ	B-186		.....
180.0	6.0			
	WOODSBORO	B-180	128	6392
162.1	17.9			
	SINTON	B-162	44	2224
162.0	0.1			
	SINTON JCT ⁷ ⓂⓉⓈ	B-162		.....
154.5	7.5			
	ODEM ¹³ ⓂⓉⓈ	B-155	73	3656
141.4	13.1			
	ROBSTOWN ¹⁶ ⓂⓉⓈ	B-141	115	5773
124.9	18.5			
	BISHOP ⁶ ⓂⓉⓈ	B-125		.....
118.4	6.5			
	KINGSVILLE ²¹ ⓂⓉⓈ	B-119	Yd.	.....
97.6	21.0			
	SARITA	B-98	85	4249
77.0	20.6			
	ARMSTRONG ⁹ ⓂⓉⓈ	B-77	107	5364
67.6	9.4			
	NORIAS ²¹ ⓂⓉⓈ	B-68	82	4098
46.4	21.2			
	RAYMONDVILLE ¹⁹ ⓂⓉⓈ	B-46	104	5228
26.8	19.6			
	Ⓜ.S.P. ¹ⓂⓉⓈ			.....
25.6	1.2			
	HARLINGEN ⁶ ⓂⓉⓈ	B-25	Yd.	.....
19.0	6.6			
	SAN BENITO ¹⁸ ⓂⓉⓈ	B-19		.....
0.7	18.3			
	BROWNSVILLE ¹ ⓂⓉⓈ	B-0	Yd.	.....
	377.0			

BROWNSVILLE SUBDIV.—KINGSVILLE DIVISION 65

SPECIAL INSTRUCTIONS

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

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

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

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

Southward trains secure clearance Settegast 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 Settegast Yard will register in and out on the HB&T Railway Co. Register.

Crews operating Angleton to Palestine must secure clearance at Angleton.

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

Maximum Speed:	MPH	BUSINESS TRACKS:	MP Sta. Nos.
Brownsville-Harlingen		Phillips Petroleum	337.8 B-338
(Except as below)	35	Monsanto Storage	
MP 1.0—MP 3.0	25	(2 tracks)	335.9 B-336
MP 3.0—MP 3.1	15†	Chocolate Bayou Spur	335.6 B-336
MP 3.1—MP 18.0	25	Danbury	327.3 B-327
MP 18.0—MP 22.1	20†	Brazoria Clemens	308.6 B-309
MP 24.8—MP 25.6	15	Pan American	
Harlingen—MP 118.9	40	Petroleum Spur	298.5 B-299
MP 118.9—MP 204-10	49	Abercrombie	297.1 B-297
(Except as below)		Bay-Tex Fertilizer	290.5 B-290
MP 154.7—MP 155.1	20	Celanese Storage	
MP 161-17—MP 162-07	15†	(2 tracks)	277.3 B-277
MP 131-10—MP 132-19	30†	Elmaton	269.6 B-270
MP 184-15—MP 187-02	25	McFaddin	209.4 B-209
MP 204-10—Algoa	56	Refco Corp.	190.4 B-190
(Except as below)		Cranell	173.6 B-174
MP 282-22—MP 285-15	30†	Calallen	148.1 B-148
MP 305-14—MP 305-17	35	Corpus Christi	
MP 308-06—MP 309-17	25	Filtration Plant	147.3 B-147
MP 318-19—MP 320-08	20	Lon Hill	146.7 B-147
MP 342-28—MP 343-09	25	Driscoll	132.1 B-132
Algoa—Settegast Yard	45	Chemcel	122.8 B-123
(Except as below)		Ricardo	112.0 B-112
Wye track Algoa	25	Riviera	103.1 B-103
Around two curves on AT&SF		Turcotte	82.8 B-83
Alvin	20	Yturria	52.4 B-52
MP 0-0 to MP 0.5 west of		Lyford	41.4 B-41
Alvin	20	Sebastian	36.9 B-37
Over SP crossing MP 19.4	40	Russelltown	14.1 B-14
		Olmite	9.0 B-9
Flagging distance 2 miles			

Yard Limits:
 MP 0.0 to MP 3.0;
 MP 23.5 to MP 23.2;
 MP 116.0 to MP 125.9;
 MP 152.6 to MP 154.8.

66 SUGARLAND SUBDIV.—DeQUINCY DIVISION

Miles	STATIONS		Station Nos.
	SOUTH V	NORTH A	
.....	SETTEGAST Yd. T	.....	B-379
	Via HBT 17.2 Miles		
8.5	MYRTLE	AE-8	
9.4	ALMEDA	AE-11	
18.8	ARCOLA A.T. & S.F. @	AE-19	
21.1	HAWDON	AE-21	
25.1	A. T. & S. F. @ V	.....
33.1	END OF TRACK .....	.....
	33.1		

Maximum Speed	MPH
Between Belt Jct. and MP 20-01	20
MP 20-01 — and End of track	15
Rosharon Industrial Lead	10
Flagger distance 1 mile	

Yard Limits—Entire Subdiv.

Business Tracks	MP	Sta. No.
Pierce Junction	7.9	AE-7
Klein Industrial	9.2	AE-9
Houston Chemical Co.	9.6	AE-9
AB Chance	10.1	AE-10
Imperial Salt Co.	13.1	AE-13
Witco Co.	13.1	AE-13
Heatran	13.7	AE-14
Fresno	16.0	AE-16
DeWalt	29.7	AG-27
Herbert	32.9	AG-29

Rosharon Industrial Lead:
(Hawdon—
Rosharon 8.6 miles)
Max. Wt. 220,000 lbs.

Business Tracks	MP	Sta. No.
Juliff	23.0	AG-23
Rosharon	29.7	AE-30

Sugarland @ § AG 33
Pryor AG 35
Operation via HB&T—SP.

LAKE CHARLES SUBDIV.—DeQUINCY DIVISION 67

Miles	STATIONS		Station No.	Sidings		Maximum Speed MPH (Except as below)
	SOUTH V	NORTH A		Cars	Feet	
601.6	ALEXANDRIA ... @-2 T § V	.....	C-625	Yd.	.....	MP 602-10 — MP 602-20 — 35
610.6	WOODWORTH .....	.....	C-634	59	2997	MP 604-11 — MP 604-20 — 45
615.7	BRINGHURST .....	.....	C-640	115	5764	MP 623-24 — MP 624-11 — 35†
623.6	GLENMORA .....	.....	C-647	67	3464	City limits Oakdale — 25†
635.6	OAKDALE .....	.....	C-659	125	6747	On AT&SF Tracks — Oakdale — 5
636.0	A. T. & S. F. @	.....	.....	.....	.....	MP 661-07 — MP 690-02 — 30
650.3	OBERLIN .....	.....	C-674	.....	.....	MP 690-02 — MP 690-03 — 20
654.1	ELDER .....	.....	C-679	97	4850	MP 690-03 — MP 693-07 — 40
660.6	KINDER. @ T @ M. P. @ V G @	.....	B-544	Yd.	.....	MP 693-07 — End of Track 10
680.0	IOWA JCT. @ S. P. @	.....	C-704	.....	.....	Lake Charles: Wharves & Apron Docks 5
690.2	S. P. @	.....	.....	.....	.....	Flagger distance 2 miles
694.2	LAKE CHARLES. ... @ V § @	.....	C-720	Yd.	.....
	95.0					

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Forest Hill	618.1	C-642	Fontenot	664.2	C-688	American		
Long Leaf	621.2	C-645	Fenton	669.4	C-694	Cyanamid	680.5	C-703
McNary	622.6	C-646	Woodlawn	675.0	C-700	Harbor	690.0	C-713
Bedcaw	647.0	C-670						

ABS — Between Alexandria and Kinder.
Gate governing movement over railroad crossing Kinder must not be operated without authority of train dispatcher.
Yard Limits: MP 599-00 to MP 603-25; MP 634-00 to MP 638-10; MP 658-24 to MP 662-01; 688-18 to Lake Charles.
Manchester @ SP @
Lake Charles Goss Port lead @ SP @
@ KCS @
No. 15, 16 or 20 turnouts both ends of sidings: Woodworth, Bringhurst and Glenmora.
Engines must not go beyond clearance point on New Planer Track H.D.E. Inc at Oakdale.
Harbor ind. lead — Lake Charles to Harbor 12.4 miles — max. speed tangent track 25 MPH; curved track 15 MPH.

BAYTOWN SUBDIV.—DeQUINCY DIVISION

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

YARD LIMITS ENTIRE SUBDIV.

Maximum Speed	MPH
(Except as shown below)	20
San Jacinto Ordinance	10
Arco Industrial Lead	10
U. S. Steel Industrial Lead	15
MP 19-29 — MP 20-24	
San Jacinto River Bridge	15
Reverse Curves on Sinclair	
Lead	10
Flagger distance 1 mile	

Lift bridge over Cedar Bayou Bridge No. 3—U. S. Steel lead protected by signals. When signals indicate Stop be governed by instructions in release box.

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

BUSINESS TRACKS: MP	Sta. No.
Diamond Alkali	
Spur	14.5 BG-14
Ordinance Spur	15.0 BG-15
Houston Tank Car	16.3 BG-16
Arco Ind. Lead	17.5 BG-17
Mantu	19.8 BG-19
Coady	27.0 BG-27

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

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

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

CROWLEY SUBDIV.—DeQUINCY DIVISION

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

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

ORANGE SUBDIV.—DeQUINCY DIVISION

Miles	STATIONS		Station Nos.	Maximum Speed MPH (Except as below)
	SOUTH V	NORTH A		
477.7	MAURICEVILLE ... @ KCS @ T	.....	B-477	MP 489-06 — MP 490-15 10
482.9	PEVETO .....	.....	BE-482	Doc Brown: Dupont Industrial Lead 10
486.9	S. P. .... @	.....	.....	Dupont Industrial Lead East Conn. 10
488.0	DOC BROWN .....	.....	BE-488	Firestone Ind. Lead 10
490.5	ORANGE .....	.....	BE-490	ORANGE: Weaver Ind. Lead 5 County Dock Ind. Lead 5
	12.9			

Yard Limits Entire Subdiv.
BUSINESS TRACKS: MP No.
Baneroft 485.0 BE-485
Kilowatt 486.5 BE-486

68 BEAUMONT SUBDIV. — DeQUINCY DIVISION

	STATIONS		Station Nos.	Sidings	
	WEST ↓	EAST ↑		Cars	Feet
ABS—Settegast Jct. to Anchorage Yd.	Miles				
CTC—Settegast Jct. to Dyersdale and Elizabeth to MP 641.2.	641.5	ANCHORAGE JCT... ⊗T	B-644	Yd.	.....
Trains secure clearance - DeQuincy.	631.5	ERWINVILLE.....	B-631	.....	.....
Trains originating Settegast Yard secure clearance.	621.1	LIVONIA ⊗MP..... ⊙⊗	B-622	.....	.....
Crews arriving and departing Settegast Yard will register in and out on the HB&T Railway Co. Register.	610.4	ATCHAFALAYA Riv. ⊙⊗			
Two main tracks between Langham Road and KCS Ry. drawbridge Beaumont.	597.6	KROTZ SPRINGS.....	B-610	82	4114
Beaumont—Operation on SP R.R. between Langham Rd. and 11th St. crossover—MP rules, timetable and Special Instructions apply.	590.7	PORT BARRE..... ⊗T	B-597	104	5221
Yard Limits: MP 378-00 to 381-06, MP 452-00 to West Switch Elizabeth.	590.2	OPELOUSAS..... ⊗	B-590	.....	.....
Maximum Speed MPH (Except as shown below) 50	590.1	⊗SP..... ⊙			
MP 378-00—MP 383-18 45	584.2	⊗MP..... ⊙			
MP 453-19—GCL Jct. 20†	570.3	LAWTELL.....	B-584	.....	3700
MP 507-11—MP 508-25 20	570.3	EUNIOE..... □ ⊗T	B-570	111	6550
MP 543-27—MP 544-23 20†	559.5	BASILE.....	B-559	82	4116
City Limits Elton..... 35†	544.5	KINDER ⊗M.P. ⊙ ⊗T ⊙	B-544	Yd.	.....
City Limits Basile..... 30†	532.3	REAVES.....	B-532	77	3848
MP 568-24—MP 571-12 20†	515.3	GORDON.....	B-515	110	5616
City Limits Opelousas..... 20†	508.4	⊗K. C. S..... ⊙			
MP 597-10—MP 598-02 30†	508.0	DEQUINCY, LA..... ⊙ ⊗	B-508	167	8386
MP 610-15—MP 611-00 35	507.3	C.S. JUNCTION.....	B-507	.....	.....
Between MP 641.2 and Anchoage Jct. 20	504.0	HELME.....	B-504	96	4820
Flagging distance 2 miles	499.2	LUCAS.....	B-499	95	4784
Business Tracks: MP No. McDearnon (Big River Ind.) 630.8 B-630	492.3	STARKS.....	B-492	150	7511
Livonia..... 622.5 B-622	487.0	RULIFF.....	B-487	92	4646
Little..... 617.2 B-617	477.4	MAURICEVILLE, TEX.....	B-477	197	9863
East Krotz Springs..... 611.2 B-611	467.2	VIDOR.....	B-467	260	13018
Hazelwood..... 600.1 B-600	462.8	SP JCT.....			
Tyrone..... 565.1 B-565	461.8	DRAWBRIDGE..... ⊙ ⊗			
Unatex..... 563.8 B-563	461.6	⊗. SP. ATSF..... ⊙			
Elton..... 553.8 B-553	460.8	GOL JCT.....			
LeBlanc..... 538.5 B-538	460.3	⊗SP-KCS..... ⊙			
Bel..... 530.0 B-530	459.1	BEAUMONT. ⊙ ⊗-2T ⊙ ⊗	B-461	Yd.	.....
Fulton..... 523.2 B-523	455.1	ELIZABETH.....	B-455	155	7768
Gekop..... 510.0 B-510	441.3	GRAYBURG.....	B-441	110	5541
Hardin..... 422.4 B-422	427.2	HULL..... ⊙-2	B-427	138	6942
Sandune..... 418.6 B-418	409.0	MARTHA.....	B-409	93	4664
Int. Chem. Co. 418.5 B-418	398.8	HUFFMAN..... ⊙-2	B-398	141	7068
Kenefick..... 413.9 B-413	385.0	DYERSDALE.....	B-385	108	5440
No. 15, 16 or 20 turnouts east wye switch—Settegast Jct.; both ends siding Dyersdale; West Crossover and East Crossover—Beaumont; DeQuincy lead and CS Jct.—KCS conn.; west siding switch Kinder; west wye switch Anchorage.	381.6	SETTEGAST JOT.....	B-382	.....	.....
In Anchorage yd. ⊙MP—G.	379.3	SETTEGAST Yd. ⊙ ⊗T ⊙	B-379	Yd.	.....
		268.8			

Operation over KCS Ry. between GCL Jct. and CS Jct. Be governed by Uniform Code of Operating Rules and Special Instructions Items 17(c).

BEAUMONT SUBDIV. — DeQUINCY DIVISION 69

KCS Mile Post (Cont'd.)		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	STATIONS		Station Nos.	Rule 99 (d) in effect between Port Barre and New Iberia.	
	SOUTH ↓	NORTH ↑		Business Tracks	MP Sta. No.
0.0	PORT BARRE..... ⊙T ⊙ ⊗		B-597	Lever	30.3 BB-31
11.2	ARNAUDVILLE.....		BB-12	Gondron	37.3 BB-38
17.5	CECELIA.....		BB-18	Cajun Sugar Mill	43.4 BB-43
25.5	PARKS.....		BB-26	Bryant	45.9 BB-46
30.3	ISLE LABBE.....		BB-31	Olivier	52.3 BB-53
39.4	LOREAUVILLE.....		BB-40	Lifenite	54.4 BB-56
41.0	TECHE BAYOU..... ⊙ ⊗			Loisel	56.5 BB-58
46.4	NEW IBERIA..... ⊙ ⊗T ⊙		BB-48	Jefferson Island	56.3 BC-57
46.8	⊗S. P. (WEST TOWER) ⊙			Oaklawn	73.8 BB-75
47.7	S. P. Conn.....			Franklin	79.3 BB-80
	VIA S. P.				
75.6					

Yard Limits: MP 0-0 to MP 2-15; MP 10-00 to MP 47-21.
 The normal position of drawbridge on Oaklawn, Franklin Ind. lead stands open for river traffic and will be closed only when trains are ready to cross.
 Maximum Speed 25 MPH.
 except MP 41.3—MP 42.0.. 10 MPH
 Jefferson Island Industrial Lead, 25 MPH.
 Except MP 48-01—MP 48-07—10 MPH and MP 57-22—End of track 10 MPH.
 ⊙ SP ⊗—Jefferson Island—Ind. lead.
 Flagging distance 2,500 ft.
 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.

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
736.2	Starks	Lemonville	748.1
740.6	Ruliff	Korr	764.9
760.2	MP Crossing		

70 ALEXANDRIA SUBDIV.—NEW ORLEANS DIVISION

Miles	STATIONS		St. No.	Siding		Maximum Speed MPH	
	SOUTH	NORTH		Crs	Feet	(except as below)	MPH
192.1	ALEXANDRIA	⑥-2 T ① ② ③	C-625	Yd	MP 195.8—MP 192.0	40†	
190.4	WILLOW GLEN	1.7	TB190		MP 192.0—MP 190.4	20	
177.0	MEEKER	13.4	TR177	209 10453	MP 179.2—MP 178.4	45	
171.1	CHENEYVILLE	5.9	TB170		MP 170.9—MP 170.3	35	
170.2	SOUPAC JCT.	0.9	TB169		MP 163.3—MP 162.5	20	
163.1	BUNKIE	7.1	TB163	205 10249	MP 128.8—MP 128.1	45	
152.0	MORROWS	11.1	TB153	101 5089	MP 118.9—MP 117.6	40	
138.5	PALMETTO	13.5	TB139	239 11970	MP 109.9—MP 108.9	35	
129.5	MELVILLE	9.0	TB129		MP 95.1—MP 94.9	35	
119.1	FORDOUCHE	10.3	TB118	84 4230	MP 91.4—MP 88.7	20	
114.1	LIVONIA	5.0	TB114	223 11165	MP 86.7—MP 84.0	20	
109.3	MARINGOUIN	4.8	TB109		MP 75.5—MP 75.0	20	
101.8	GROSSE TETE	7.5	TB102	232 11647	MP 64.0—MP 66.0	20†	
95.0	MORLEY	6.8	TB95		Flagging distance 2 miles		
90.1	ADDIS	4.9	TB90	382 19342	Yard limits: MP 196.5 to MP 192.0; MP 164.3 to MP 161.6; MP 87.4 to MP 81.3; MP 30.7 to MP 20.8 and MP 13.8 to MP 0.0.		
85.4	PLAQUEMINE	4.6	TB85		Conditional yard limits: MP 70.0 to MP 63.6 8:30 AM to 8:30 PM; MP 62.9 to MP 60.0 8:30 AM to 8:30 PM.		
84.2	DOVER	1.2	TB82	145 7291	Business Tracks: MP No. Chambers ... 184.0 TB-185 MFC Spur ... 182.8 TB-183 LeCompte ... 178.5 TB-179 Red Barn Chem. Co. ... 169.8 TB-170 LeMoyen ... 148.7 TB-149 Rosa ... 145.1 TB-146 McKneely ... 120.9 TB-121 Marrineaux Spur ... 114.0 TB-114 Sid Richardson ... 89.3 TB-89 St. Delphine ... 89.0 TB-89 Firestone ... 88.9 TB-88 Dow ... 88.8 TB-88 Allemania ... 81.3 TB-83 Georgia Pacific ... 81.3 TB-81 Hercules ... 81.3 TB-81 Catherine ... 76.5 TB-77 Soniat ... 76.0 TB-76 Cora-Texas ... 74.5 TB-74 Triad ... 62.3 TB-63 Melamine Chem. ... 62.3 TB-63 Central Farmers ... 62.5 TB-63 Gulf ... 61.0 TB-61 Co-op Refinery ... 53.5 TB-54 Caire Spur ... 54.0 TB-54 Armant ... 45.7 TB-46 Columbia ... 35.3 TB-36 Edgard ... 35.3 TB-35 Waterford Spur ... 30.0 TB-30 Argus Chemical Co. ... 28.1 TB-28 Hahnville ... 25.0 TB-26 Dufresne ... 23.3 TB-23 Monsanto ... 21.4 TB-21 Ama ... 19.3 TB-19 Farmers Export ... 19.2 TB-19 Service Foundry ... 14.0 TB-14		
75.8	WHITE CASTLE	8.4	TB75	121 6048	Hot Box Detectors located at MP 168.06, MP 134.04; MP 108.07, MP 71-10 and MP 44-02.		
67.8	MC CALL	8.0	TB68	136 6806			
64.7	DONALDSONVILLE	3.1	TB65	209 10457			
53.1	ST. JAMES	11.6	TB52	108 6409			
46.3	VACHERIE	6.8	TB46				
40.0	JOHNSON	6.3	TB40	226 11336			
30.1	KILLONA	9.9	TB31				
28.5	TAFT	1.6	TB28				
22.1	LULING	6.4	TB22				
20.8	AMA JCT.	1.3					
19.3	FARMERS	1.5					
17.1	SELLERS	2.2					
16.5	CYANAMID	0.6	TB16				
13.9	WILLS	2.6					
11.4	AVONDALE	2.5					
10.2	W. BRIDGE JCT.	1.2					
	NEW ORLEANS	15.2	C-817	Yd			
		①-2 ② ③ ④ ⑤					

ABS Alexandria to MP 13.8.
 CTC between Alexandria and Willow Glen; Livonia and MP 87-5; south end siding Donaldsonville and north end siding McCall; Ama Jct. and MP 13.8.
 Two main tracks designated East and West tracks between Ama Jct. and Avondale. No. 15, 16 or 20 turnouts located both ends sidings Meeker, Palmetto, Livonia, Grosse Tete, Addis, Donaldsonville, Johnson, Ama Jct. and North End Drill Track Avondale.
 Engines may occupy main track between switching limit signs Willow Glen, MP 190.5 and MP 189.9 upon signal indication after authority has been obtained from train dispatcher.
 Such authority may be obtained through the operator at Alexandria.
 Engines will not go beyond 250 ft. from point of switch in Soniat business track.
 Engines will not go beyond Celotex runaround track in Armant business track.
 Engines will not go beyond 300 ft. from point of switch in Dufresne business track.
 Drill Track Switch—MP 13.9 designated arriving and leaving switch for Avondale Yard.
 Operation between MP 17.0 and New Orleans on TP-MPT Terminal Subdiv.

NOLC SUBDIV.—NEW ORLEANS DIVISION 71

Miles	STATIONS		Station Nos.	Maximum Speed: MPH	
	SOUTH	NORTH		(Except as below)	MPH
1.0	GOULDSBORO	①	C-815	MP 2.5—MP 2.7	10*
	② S. P.	③	Y-1	Marie Dr. Gretna	10*
9.2	BELLE CHASSE	7.2	Y-10	MP 15.6—MP 17.0	10
		29.0		MP 20.5—MP 22.0	10
38.2	END OF TRACK			MP 23.6—MP 24.3	10
				MP 32.5—MP 32.8	10
		38.2			

Yard limits entire subdiv.
 Business Tracks: MP Sta. No.
 McDonoughville Y-2
 Chevron Chem. 12.0 Y-12
 Alliance 21.4 Y-21
 Myrtle Grove 22.2 Y-26
 Lift Bridge over Algiers Canal
 MP 6-15. ④ ⑤

*After eng. occupies last crossing maximum speed may be resumed.
 Crews must communicate with each other to avoid meeting between stations.

TP-MP TERMINAL SUBDIV.—NEW ORLEANS DIV.

Miles	STATIONS		Station Nos.	Maximum Speed MPH	
	WEST	EAST		(MP Tracks)	MPH
0.0	NEW ORLEANS	① ② ③ T	C-817	Except:	
10.2	W. BRIDGE JCT.	④		City Limits Gretna	6
1.5	GOULDSBORO	T	C-815	City Limits Westwego	6
10.2	W. BRIDGE JCT.	④		Operation W. Bridge Jct.—New Orleans via New Orleans Public Belt R.R.	
11.4	AVONDALE	⑤ ⑥ ⑦ ⑧	C-806	Yard Limits: MP 0-0 to MP 13.8	
		17.0		Lift Bridge over Harvey Canal MP 4.2 ④ ⑤	

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

Business Tracks	Sta. No.
Westwego	④ C-809
Shrewsbury	④ C-811
Marrero	C-812
Harvey	C-813
Gretna	C-814

72 AVOYELLES SUBDIV. — NEW ORLEANS DIVISION

MPH	SOUTH Miles	STATIONS	NORTH Miles	Station Nos.	Sidings Cars Feet
Maximum Speed (Except as below) 40	94.7	BUNKIE.....	0	TB-163	.....
MP 94-23 15	92.3	EVERGREEN.....	2.4	TV-42	.....
MP 92-27 15	85.8	COTTONPORT.....	6.5	TV-38	17 862
MP 82-10 25	713.5	MANSURA JCT.....	6.3	TW-3	.....
L&A MP 713.5 15	720.4	HAMBURG.....	6.9	TV-30	82 4103
MP 728.1 30	727.7	HYDE.....	7.3	TV-23	76 3832
MP 735.9 30	728.1	SIMMESPORT.....	0.4	TV-22	.....
Over Atchafalaya River Bridge (MP 729.2) 5	733.2	KELLER.....	5.1	TV-17	250 12937
City Limits Morganza 25+	735.9	LETTSWORTH.....	2.7	TD-58	40 2002
City Limits New Roads 25+	742.6	BATCHELOR.....	6.7	TD-51	83 4163
All L&A Tracks other than main tracks, through turnouts and crossovers 10	750.9	MORGANZA.....	8.3	TD-42	24 1234
Between West Jct. and East Jct. 20	760.9	NEW ROADS.....	10.0	TD-33	75 3768
Between East Jct. and M.P. Jct. 15	768.3	GLYNN.....	7.4	TD-25	33 1655
MP 11-26 15	779.9	LOBDELL.....	11.6	TD-13	154 7741
MP 11-25 15	780.7	LOBDELL JCT.....	0.8	TD-12	.....
Flagging distance 5,100 ft. Business Sta. Tracks MP No.	781.2	⊗MP.....	0.3	.....	.....
Moreau- ville 717.3	781.5	WEST JCT.....	0.6	TD-11	.....
Legonier 730.1	784.8	EAST JCT.....	3.3	.....	.....
Innis 739.4 TD-54	785.5	M. P. JCT.....	0.6	.....	.....
La Cour 745.0 TD-48	648.0	NO. BATON ROUGE.....	1.0	B-647 Yd.	.....
La Barre 754.3 TD-39	12.8	LOBDELL JCT.....	1.0	.....	.....
Dawson 755.4 TD-40	10.4	⊗ M. P. JCT.....	2.4	.....	.....
Morrison 755.5 TD-38	7.8	PORT ALLEN.....	2.2	TD-8	.....
Bead 757.6 TD-36	6.5	CANAL.....	1.3	TD-6	.....
Major 759.5 TD-34	0.0	ADDIS.....	6.5	TB-90	Yd.
Bertha 761.1	94.7				
Glanton 761.4					
Cajun Elec. Power 726.6 TD-32					
La. Elec. Coop 766.4 TD-26					
Smith- field 774.4 TD-19					
Avoyelles Parish Coop 2.0 TD-2					
Baton Rouge 649.0 B-649					
Baton Rouge Port 7.4 B-649					

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

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

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

Train movements between Bunkie and Addis will be handled by L&A Train Dispatcher. Be governed by MP Timetable, Uniform Code of Operating Rules and Special Instructions Item 17(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		Wt. 274,000 to 315,000 lbs.
	274,000 lbs.	25 MPH	
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 fuses protects movement on the ground at the crossing. A lighted red fuse must be left displayed during the time the crossing is obstructed.

CHURCH POINT SUBDIV.—NEW ORLEANS DIV.

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings	
				Cars	Feet
0.0	BUNKIE.....	⊗-2 ⊕ T ⊕ ⊕	TB-163	.....	.....
3.6	EOLA ⊗ S. P.....	⊗	TL-4	.....	.....
8.8	ST. LANDRY.....		TL-9	9	470
20.0	VILLE PLATTE.....		TL-20	38	1927
26.7	LEDOUX.....		TL-27	12	705
36.0	OPELOUSAS ⊗ M.P.....	⊗	TX-23	12	611
43.5	LEWISBURG.....		TX-32	10	517
47.9	CHURCH POINT.....		TX-36	15	752
				47.9	

THIBODAUX SUBDIV. — NEW ORLEANS DIVISION

Miles	WEST STATIONS	EAST STATIONS	Station Nos.	Yard Limits: Entire Subdiv.	
				Maximum Speed	MPH
0.0	McCALL.....		TB-68	(Except as below)	20
1.4	PALO ALTO.....		TH-3	MP 0-0 — MP 0-07	15
9.4	PAINCOURTVILLE.....		TH-11	MP 12-13 — MP 13-11	15+
12.5	MUNSON.....		TH-14	Business Tracks	Sta. No.
13.1	NAPOLEONVILLE.....		TH-15	Lula	5.0 TH-7
31.0	THIBODAUX.....		TG-29	Wanda Pet. Co.	7.5 TH-8
				Westfield	8.9 TH-9
				Albermarle	18.8 TG-18
				Laurel Grove	24.4 TG-24
				Elmer	28.6 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, 1400-1408, 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 precured 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 or TPX 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 air dump cars 4028-4069; 55400-55402; 55600-55606; 75300-75302; 76900-76907
 MPX welded rail cars 6500-6568; 6600-6636; 6650-6685; 6701-6726
 MPX tie cars 8002-8078; 8100-8124
 MPX flat cars 15000-15018; 50000-50017
 TPX flat cars 15026-15032
 MPX gondolas 27001-27066
 MPX box cars 30000-30014
 MPX hopper cars 60000, 02, 03, 05, 09, 10, 12
 MPX sand cars 70002-25; 70027-54
 CEIX sand cars 70093-70099
 MPX-TPX wheel cars 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. QUALIFICATIONS OF ENGINEERS

For freight service, an engineer must have made a road trip over the subdivision as engineer or fireman during the preceding twelve months. Not having had such service, he may qualify by making a round trip over said subdivision as a student to familiarize himself with changed conditions. An engineer who qualifies under these provisions but has not made road trip as engineer during the preceding 150 days, will make the fact known to his conductor and before starting the trip, the two of them will thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 days period. Qualifications for engineers in this paragraph will also apply to engineers handling passenger trains.

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.

ITEM 10 (CONTINUED)

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 SL-1	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 SW15 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.

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

D. Shoving or Back-Up Movements:

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

GP Units 134-643, 1645-1849, 1856-1881, 1900-1944; SW Units 1100-1299, 1400-1408, 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.

ITEM 10 (CONTINUED)

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-28, GP-35, 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.

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.

Blue signal protection is not required at derailment operations. 26 (A) When workmen are on under or between rolling equipment on a main track:

- (1) A blue signal must be displayed at each end of the rolling equipment. (Attached to the equipment or displayed on the track ahead and behind the equipment)
- (2) If the rolling equipment includes an engine a blue signal must be attached to the engine at a location where it is readily visible to the engineer.

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

- (1) Each manually operated 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.
- (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 and carshop repair tracks, a speed of five (5) miles per hour must not be exceeded, and derail may be placed at least 50 feet from rolling equipment.

ITEM 13 (CONTINUED)

- (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.

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

When workmen are on under or between rolling equipment in a car shop or repair track area:

- (1) A blue signal must be displayed at each switch providing access to the area.
- (2) Each switch providing access to the area must be lined away from movement to the area and locked with an effective locking device.
- (3) If operated by an authorized employee under the direction of the person in charge of the workmen, a car mover may be used to reposition rolling equipment within this area after workmen on the affected track have been notified of the movement.

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

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

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

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

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

- (1) The date and time he received notification of work to be performed;
- (2) The name and craft of the employee in charge who provided the notification;
- (3) The number or other designation of the track involved;

ITEM 13 (CONTINUED)

- (4) The date and time he notified the employee in charge that protection has been provided; and
- (5) 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 (B).

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

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

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

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

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

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

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

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

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

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

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

(9) **RULES 99, 99(a), 99(b), 99(j), 99(k) AND NOTE TO RULES 99(j) AND 99(k)**: When a train is moving on a main track at less than one-half the maximum speed for that territory,

ITEM 13 (CONTINUED)

flag protection against following trains on the same track must be provided by a crew member dropping off single lighted fuseses at intervals that do not exceed the burning time of the fusee.

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

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

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

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

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

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

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

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

- (a) In ABS territory, when rear of train is protected by at least two block signals, except will not apply:
 1. To single unit light engine.
 2. To work extras.
 3. To any unit of equipment which will not actuate the 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.

ITEM 13 (CONTINUED)

(10) **RULE 103 (a) (5):** All loaded tank cars placarded EX-PLOSIVES 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) **POSITIVE TRAIN INFORMATION LINE-UPS:** In timetable and train order territory, complete and definite information will be issued by Train Dispatcher, showing the limits, time in effect, date and all train movements which will occur. This positive information will be designated by the symbol "PX" numbered consecutively each day beginning at midnight.

Such "PX" information will be transmitted by the Train Dispatcher and must be repeated by the person receiving it and "OK" received.

Train Dispatcher must assure himself that the information is positive, issuing train orders when required to make it positive.

In an emergency, should it become necessary to operate a train not included in "PX Line-up", Train dispatcher will issue train order in following form:

"Extra _____ South (or No. _____) run at restricted speed _____ to _____ (Limits of "PX") until _____ M (Time "PX" expires) sounding whistle signal per last paragraph Rule 14(L) expecting to find track cars."

(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

ITEM 13 (CONTINUED)

engine. Both conductor and engineer will show correct designation of the train, date and location on outside of envelope and will sign below this information.

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

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

(16) **RULE 344: Automatic Interlocking.** In absence of favorable signal indication and 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:

- Train order Form S-C may be modified by adding for example: "Extra _____ north originates (or terminates) at _____."
- 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."
- Train order Form Y Example 3 may be combined with Form V Example 2.
- 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. This will apply to other crew members riding head end.

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.

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	321-00	Memphis	348-15
Alexandria	71-10	Coffeyville	438-08	Monroe	373-06
Alexandria	108-07	Council Grove	440-08	Monroe	398-10
Alexandria	134-04	Council Grove	533-00	Monroe	421-20
Alexandria	168-06	Dallas	29-15	Monroe	438-05
Austin	118-24	Dallas	54-24	Monroe	469-08
Baird	282-30	Dallas	80-05	Monroe	537-13
Baird	317-02	Dallas	108-05	Monroe	569-18
Baird	347-09	Dallas	162-11	Oklahoma	169-25
Baird	377-00	Dallas	190-18	Oklahoma	199-04
Baird	416-00	Ft. Worth	18-10	Oklahoma	236-25
Baird	453-00	Ft. Worth	86-12	Oklahoma	271-18
Baird	485-14	Ft. Worth	107-24	Oswatomele	364-31
Beaumont	444-18	Ft. Worth	159-00	Oswatomele	390-83
Beaumont	529-32	Hoisington	595-21	River	180-33
Beaumont	563-22	Hoisington	625-27	River	223-18
Beaumont	596-02	Hoisington	879-16	Sedalia	28-24
Chester	28-03	Hoisington	705-23	Sedalia	62-18
Chester	57-20	Horace	792-05	Sedalia	95-33
Chester	92-28	Horace	851-00	Sedalia	152-31
Chester	111-26	Hoxie	188-22	Sedalia	184-11
Chester	182-17	Hoxie	220-09	Sedalia	230-09
Chicago	46-46	Hoxie	256-09	Sedalia	255-28
Chicago	73-30	Hoxie	283-14	Toyah	544-00
Chicago	98-11	Hoxie	312-10	Toyah	582-00
Chicago	122-24	Kansas City	314-04	Toyah	613-20
Chicago	139-39	Little Rock	373-35	Toyah	644-15
Chicago	160-31	Little Rock	403-03	Toyah	706-10
Chicago	179-22	Little Rock	431-37	Trinity	38-11
Chicago	212-32	Little Rock	462-00	Trinity	87-12
Chicago	237-29	Longview	26-12	Trinity	97-16
Chicago	267-05	Longview	53-01	Trinity	132-00
Chicago	293-20	Memphis	292-00	Whitesboro	194-03
		Memphis	324-26	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.
 - Disposition of car. (If set out, state where. If inspection shows that it was not necessary to set out car even

ITEM 16. (CONTINUED)

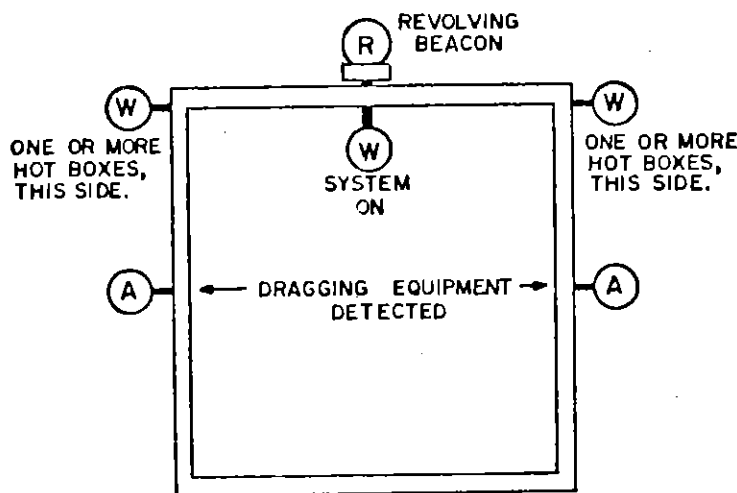
though journal was warm enough to actuate the detector, advise what corrective action was taken to permit movement of car. Indicate roller bearing or friction bearing.)

- (f) Connecting crews, if any, must be notified by incoming crew of failure to locate hot bearing if indication is received from any detector and car is not set out.
- (g) Each detector is equipped with a steady burning white light to indicate "System On", located as shown in the following sketches. This light must be illuminated during the passage of the entire train. If not illuminated when passed by engine and caboose, train must be given on ground inspection and dispatcher notified.

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

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

LIGHT ARRAY



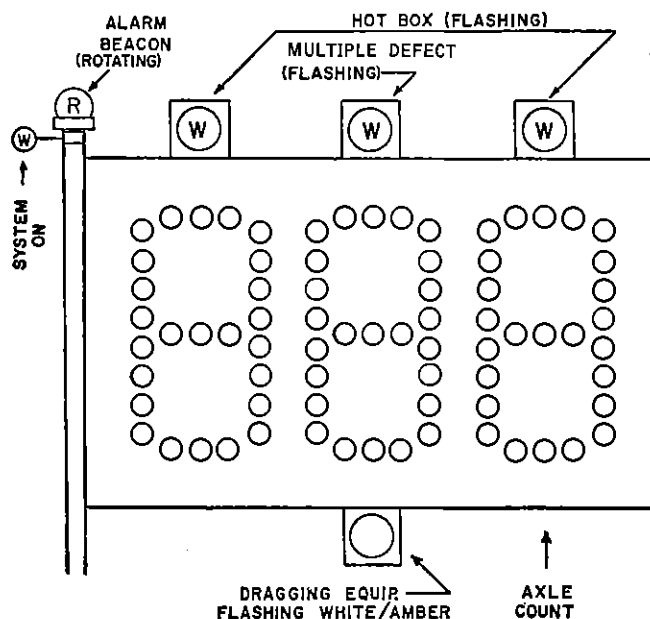
When illuminated, array lights indicate the following:

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

ITEM 16. (CONTINUED)

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

DISPLAY PANEL



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

- (a) Revolving Red Beacon — Revolving red beacon situated on top of display panel mast is actuated by hot journal or dragging equipment. Information as to the type and location of defect is displayed on the digital display panel. If red beacon is illuminated and no information is displayed on panel, make on ground inspection of entire train for hot journal or dragging equipment.
- (b) System On-white light must be illuminated during passage entire train. See paragraph 16.1(g).
- (c) White indication lights above panel.
Right Side: Flashing white light indicates one hot journal has been detected on right side of train.
Left Side: Flashing white indicates one hot journal has been detected on left side of train.
Center: Multiple defect indicator — White flashing light indicates more than one defect detected. This light will operate whenever a second defect is detected, whether it be a second hot journal, or dragging equipment, or any combination of defects.
- (d) White or Amber indicator light below panel — Flashing white or amber light indicates that dragging equipment has been detected.
- (e) Number on display panel indicates the number of axles from the first defect detected, up to and including the rear axle of caboose. If hot journal is not located on axle indicated, or dragging equipment is not located near axle indicated, inspect entire car and two cars on each side of car indicated by axle count.
- (f) The revolving red beacon, display panel indicators, and numeral display are normally dark. When actuated by any

ITEM 16. (CONTINUED)

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.

ITEM 17. OPERATIONS 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 17(a). USE OF A. T. & S. F. TRACKS BETWEEN: (UNIFORM CODE OF OPERATING RULES APPLY EXCEPT AS MODIFIED BELOW.)

1. Tecfic 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

ITEM 17(a) (CONTINUED)

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.
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 restricted 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

ITEM 17(a) CONTINUED

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

(Be governed by SLSF Timetable)

1. Crystal City and St. Genevieve.
2. Springfield and Aurora.
3. Van Buren and Ft. Smith.
4. Cherokee Yard and TP Interlocker, Tulsa. (SLSF Terminal Division Timetable governs.)
5. 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

ITEM 17(b) (CONTINUED)

through limits of such order by one of the following methods:

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

If train unable to proceed as authorized by (a), (b) or (c), train must then:

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

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

- (8) Rule 285 (Approach), Indication: Proceed, immediately reducing to 30 MPH, or slower if necessary, prepared to stop before reaching next signal.
- (9) Addition to Rule 326:
If a block signal fails to display its most restrictive indication when a block is occupied or when a switch connected with block signal system is changed from its normal position, it must be regarded as displaying a Stop indication. A member of the crew must be left at signal and he must stop all trains moving in the direction governed by that signal and inform them of false proceed indication. Flagman must remain there until relieved by an employee of the Signal Department or by instructions of the Chief Dispatcher.
- (10) Addition to Rule 35L. (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 17(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 SUB-
DIVISION) 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

ITEM 17(c) (CONTINUED)

unit is used to identify the engine of a train, signals per Rule 20(a) will be displayed on the identifying unit.

- (3) S-89(a) — add: Subject to slower restrictions, trains must not exceed 25 MPH when meeting or passing other trains on adjacent tracks.
- (4) Rule 99(i) — add: When flagman of preceding train is riding engine of following train, following train must proceed at restricted speed while flagman is on engine, regardless of any specific flagging instructions.
- (5) Rule 103 — add: Trains and engines will not follow a preceding movement over a public crossing closer than 5 minutes unless such crossing is protected by a flagman or crossing gate.
- (6) Rule 104(c): Second paragraph will not apply.
- (7) Rule 217. Delivery Orders: Last paragraph does not apply. (Restricting orders must not be sent for delivery.)
- (8) Track Work Protection Order: (KCS Form "U")

Pre-printed multiple location: (Example)

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

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

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

(Form contains 8 lines for up to 8 locations)

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

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

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

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

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

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

- (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. |

ITEM 17(c) (CONTINUED)

- (10) Rule 330: Exception to requirement for low speed in CTC territory does not apply.
- (11) Road engines backing or controlled from rear unit must not exceed 30 MPH.
- (12) SD 40 and U 30 units must not be coupled to cars with gross weight in excess of 263,000 lbs.
- (13) Cars less than 40 feet in length (including scale test cars) must not be coupled next to Hydrocushion 60, high cubical box, auto loader racks, piggybacks, large tanks, or any car 50 feet in length or longer. Cars 85 feet or longer must not be placed nearer than the 6th car from an engine or remote unit.
- (14) Maximum weight limitations: Cars with gross weight in excess of 263,000 lbs. up to 274,000 lbs. restricted to 5 MPH less than maximum authorized speed. Cars in excess of 274,000 up to 315,000 lbs. are restricted to 30 MPH except tank cars 35 MPH.

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

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

Aspect:Indication:

White light on equipment house illuminated:

System on.

Left OR right yellow light flashing:

Hot journal detected on side indicated.

Left OR right AND center yellow light flashing:

More than one hot box detected both on side indicated.

Three yellow lights flashing:

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

Left AND right yellow light flashing AND red light illuminated:

Dragging equipment detected.

Three yellow lights flashing AND red light illuminated:

Dragging equipment AND one or more hot boxes detected.

MP Special Instructions will apply with respect to each condition indicated in addition to following: Journal or adapter found noticeably hotter than others, car must be set out.

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

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

ITEM 18. UNIFORM CODE OF SAFETY RULES

Rule 2: Employees must wear shoes that afford maximum support and protection to their feet while performing repair work between, upon, in or under engines, freight or passenger cars; while performing repair work on or about tracks or structures; and while on duty in train, engine or yard service.

Canvass shoes, lounging shoes, high heel footwear with or without platform, are unsuitable. High top footwear gives added support to the ankles while low heels afford firmer footing and afford maximum support and protection for your feet and ankles.

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

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

