



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. 14**

Effective 12:01 a.m. Sunday, November 18, 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.
K. D. HESTES, Asst. 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

W. F. Hillebrandt	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	Gen. Supt. - Houston, Tex.
M. G. Jackson	Asst. to Gen. Mgr. - Houston, Tex.
G. R. Lilly	Dist. Engr. - Houston, Tex.
J. D. Hope	Mech. Supt. - Houston, Tex.

Division	Superintendent	Headquarters
Palestine	E. 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. E. King	Longview, Tex.
Rio Grande		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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Miles	SOUTH STATIONS	NORTH	Station Numbers	Sidings	
				Cars	Feet
0.0	VALLEY JCT. T.R.R.A. @		C-9		
0.2	ST. L. S. W. CONNECTION				
1.5	PARKS				
4.3	NO. DUPO @				
6.0	DUPO @T		C-15		
7.1	SOUTH DUPO @				
9.4	ICG @				
20.6	VAL				
33.6	FULTS		C-42		
47.7	KIDD		C-56		
49.6	FLINTON		C-58	Yd.	
52.1	GAGE JCT.				
55.8	REILY		C-63		
61.1	MENARD JOT				
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 JOT		C-86		
81.4	JACOB		C-90		
84.2	GORHAM @-2 T		C-93		
84.7	ICG @				
84.8	CHAP		C-94		
90.5	HOWARDTON JCT		C-100		
95.0	HALSEY JOT		C-104		
108.0	POTTS		C-117		
115.5	NILE ILL		C-125		
119.7	SIMBCO		C-129		
120.7	CAIRO JCT T @		C-130		
122.9	CAPE DEAU JOT				
192.5	ILLMO MO @ □		C-133		
191.3	MISSOURI JCT		C-179		
190.3	DEXTER JOT		XD-26		
190.3	CHARLESTON JOT		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	MP	Sta. No.
(Except as below)	60	Warnock	15.1	C-24
MP 0-00 — MP 7-01	30	Fountain	17.5	C-26
ICG Crossing — MP 9-18	30	Valmeyer	22.5	C-31
Both Legs wye Chester	10	Prairie Durocher	41.7	C-50
MP 61-00 — MP 76-12	50	Menard	60.5	C-69
North leg wye Gorham	10	Jones Ridge	74.6	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 176-20 — MP 177-10	30	McClure	113.0	C-122
MP 189-10 — Dexter Jct.	25+	Dudley	182.8	XD-17
Missouri Jct. — MP 191-00	35	Bess	179.7	XD-14
		Fisk	178.1	XD-11
		Boeving	170.0	XD-4

Stations on STLWS between Illmo and Paragould.

Name:	SSW Mile Post:
Illmo	3.31
Anzell	5.16
Quarry	9.56
Rockview Jct.	10.50
Frisco Jct.	10.62
SLSF Crossing	10.73
MP Crossing	16.08
Delta	16.13
MP Crossing	16.14
Randles	21.39
Mesler	26.39
Bell City	29.71
Ardeola	32.20
Avert	36.96
Paront	47.08
Missouri Jct.	48.92
Dexter Jct.	50.12
MP Crossing	50.22
Dexter	50.9
Bernie	59.5
NM Jct.	65.2
Malden	67.7
St. Francis	69.9
Piggott	75.6
Greenway	78.8
Rector	85.6
Jay	90.7
Marmaduke	92.9
Blytheville Jct.	103.0
Paragould	103.5

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

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

Southward trains originating Valley Jct. secure clearance.

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

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

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

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

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

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

No. 20 turnouts at StLSW connection and crossover MP 1-35. Remote control switches between MP 6-10 and Poplar Bluff are No. 15, 16, or 20 except: Flinton-North end from yard, Chester-South end siding and Gorham-North end from yard. No 16 turnout on StLSW at North end Dexter Jct.

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

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

Crew member must communicate with train dispatcher before operating time release at ICG Automatic Interlocker Gorham, Ill.

CAPE GIRARDEAU SUBDIV.—ILLINOIS DIVISION

Miles	SOUTH STATIONS	NORTH	Station Numbers	Maximum Speed 30 MPH except: Through cuts between Hendrix and Williams Street, Cape Girardeau 5 MPH.
122.8	CAPEDEAU JCT		C-132	
127.0	MARQUETTE		CF-4	MP 128.6 to End of Track .10 MPH
128.5	RUSH JCT			Yard Limits: MP 128.5 to MP 130.2
128.6	S.L.-S.F.			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	

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 dispatcher 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.....	①②③④	MC-0	.....	.....
1.9	HERCULANEUM.....	①②	MC-2	.....	.....
4.5	CRYSTAL JCT.....	.....	MC-5	.....	.....
5.2	CRYSTAL CITY.....	.....	MC-6	.....	.....
24.0 Miles Via SLSF					
83.0	STE. GENEVIEVE.....	①②③④	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
Bonnie Terre Ind. lead (max. Speed 20 MPH) Breaks out at Derby Jct. Wye Monsanto 5 MPH.
Rivermines. ①. 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
Bonnie Terre ... 31.1 MC-32

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

Name	SLSF MP
Crystal City	40.0
Selma	44.6
Rush Tower	46.8
Brickeys	53.2
Coral	56.6
Duren	61.5
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..... 10 MPH

Business Tracks	MP Sta. No.
Thomure ①SLSF	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 ①②③④	126.1 MB-43

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

SPARTA SUBDIV. — ILLINOIS DIVISION

Miles	STATIONS		Station Nos.	Sidings		NORTH Second Class
	SOUTH	NORTH		Cars	Ft.	
0.0	SALEM.....	①②	MI-1	.....	.....	12 30
11.1	BRANCH JCT.....	③	MI-12	.....	.....	.....
13.5	CENTRALIA.....	④-2	MI-14	.....	.....	.....
14.0	ICG JCT.....	⑤ BN ⑥ G	MI-15	.....	.....	.....
14.5	BIG BEN.....	⑦	MI-16	39	2077	10 01
23.2	HOYLETON.....	⑧	MI-24	.....	.....	9 40
32.6	NASHVILLE.....	⑨ L&N ⑩ Q	MI-34	.....	.....	.....
40.9	OAKDALE.....	⑪	MI-41	.....	.....	.....
48.7	COULTERVILLE.....	⑫ ICG	MI-49	37	1948	8 30
56.6	ICG.....	⑬	MI-57	.....	.....	.....
57.4	SPARTA.....	⑭ ⑮ ⑯ ⑰	MI-58	Yd.	.....	8 01
68.5	PAUTLER.....	⑱	MI-69	55	2855	AM
69.6	EVANSVILLE.....	⑲	MI-70	.....	.....	.....
77.7	GAGE JCT.....	⑳	.....	.....	.....	.....
2.5 Mi. Via Chester Subdiv.						
80.2	FLINTON.....	㉑	MI-80	Yd.	.....	.....
83.0	KELLOGG.....	㉒	MI-82	Yd.	.....	.....

Maximum Speed: MPH
(Except as below) ... 35
MP 0-00 — MP 10-23 ... 25
MP 11-03 — MP 28-00 ... 25
MP 13-25 — MP 14-15 ... 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

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

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

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

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

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

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

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

CARONDELET SUBDIV.—ST. LOUIS TERML. DIV.

Miles	STATIONS		Station Numbers	① Crestwood, MP 13.9 to MP 15.8 Maximum Speed 20 MPH Yard Limits: Entire Subdiv. Green and red flashing light indicators located each side highway crossings MP 15-10 and MP 22-13, unless indicator is green Stop and member of crew flag highway traffic.
	SOUTH	NORTH		
13 0	KIRKWOOD.....	②③④	MX-13	
13.6	S. L. S. F.....	⑤	.....
16.6	GRANT.....	⑥	GH-4	
18.7	ALPHA.....	⑦	GH-6	
23.8	BROADWAY JCT.....	T ⑧	GH-11	
10.7				

LESPERANCE SUBDIV.—ST. LOUIS TERML. DIV.

Miles	STATIONS		Station Nos.	Yard Limits: Entire Subdiv. Two main tracks between Lesperance St. and Nagel St. Maximum Speed.. 20 MPH (except as below) Elevated Track between 8th St., and Rutger St.: Tangent 15 Curves 10 Gratiot St. Through Interlocking 10
	SOUTH	NORTH		
1.1	LESPERANCE ST.....	① ② ③ ④ ⑤	X-3	
6.8	DAVIS JCT.....	⑥	X-8	
5.7				

St. Louis Terminal Div. Business Tracks No.
Maplewood Mo. MX 7
Webster Groves ... ① ... 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.	Miles			Cars	Ft.	22 Psgr.	Daily
Daily						AM	
PM 4 50	0.5	ST. LOUIS.....	MX-1			8 00	
	1.8	GRAND AVE.....					
	2.3	IRON Mtn. Jct.....	X-1				
	3.6	S. L. S. F.....					
	3.7	DAVIS JCT.....	X-8				
	10.6	BARRACKS JCT.....	X-10			6 10	
	6.8	WICKES.....	X-19	93	4842		
	9.5	RIVERSIDE.....	X-27	95	4953		
	35.6	HEMATITE.....	X-36	94	4906		
	42.2	DE SOTO.....	X-42	122	6370		
	51.0	BLACKWELL.....	X-51	84	4404		
	57.0	CADET.....	X-57	89	4630		
	60.9	MINERAL POINT.....	X-61	84	4390		
	75.3	BISMARCK.....	X-75	96	5023		
	91.8	TIP TOP.....	X-92	81	4244		
	107.9	ANNAPOLIS.....	X-108	87	4554		
	117.7	GADS HILL.....	X-120	83	4348		
	127.3	PIEDMONT.....	X-127	126	6570		
	145.4	WILLIAMSVILLE.....	X-146	85	4471		
	164.6	BLACK RIVER JCT.....	X-164				
	8 19	POPLAR BLUFF.....	X-166	Yd.		3 18	
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	STATIONS		Station Nos.
Yard Limits: MP 57-25 to MP 59-00; MP 83-10 to end of track.			SOUTH	NORTH	
Maximum Speed (Except as below).....	30 MPH	57.7	CADET.....	X-57	
MP 57-00 — MP 63-00.....	10 MPH	58.6	New Fountain Farm.....	XA-58	
Flagging distance 6,490 ft.		72.4	INDIAN CREEK.....	XA-72	
		84.1	PEA RIDGE.....	XA-84	
		26.4			

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

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.

MPH		MPH	
Maximum Speed	Psgr. Frt.	Maximum Speed	Psgr. Frt.
(Except as below).....	60 40	MP 148-37 — MP 151-00.....	45 —
Thru Grand Ave. Interlocking....	10 10	MP 151-00 — MP 153-08.....	55 —
Between Grand Ave. and		MP 153-08 — MP 154-08.....	45 —
Iron Mountain Jct.....	45 35	MP 154-08 — MP 164-21.....	55 —
MP 3-25 — MP 3-29.....	15 15	MP 164-21 — MP 165-16.....	40 —
Between Iron Mtn. Jct.		MP 165-16 — MP 165-37.....	20 20
and Davis St.....	25 25		Sta.
Thru turnouts Davis Jct.....	15 15	BUSINESS TRACKS	MP No.
MP 6-33 — MP 8-00.....	15 15	Triangle Spur.....	10.8 X-11
MP 9-21 — MP 12-29.....	55 —	Bussen Spur.....	11.6 X-12
MP 17-16 — MP 21-12.....	50 —	Whitehouse.....	16.0 X-16
MP 21-12 — MP 33-00.....	55 —	Hillcrest.....	17.8 X-17
MP 35-29 — MP 36-00.....	55 —	Sulphur Spring Spur.....	22.9 X-23
MP 41-21 — MP 42-33.....	30 30†	Pevely.....	27.3 X-27
MP 42-33 — MP 45-29.....	55 —	Horine.....	29.5 X-30
MP 52-37 — MP 54-21.....	45 —	Evergreen.....	57.7 X-58
MP 54-21 — MP 70-12.....	55 —	Iron Mountain.....	80.7 X-81
MP 70-12 — MP 71-04.....	45 —	Middlebrook.....	83.1 X-83
MP 71-04 — MP 78-04.....	55 —	Lopez.....	84.1 X-84
MP 98-00 — MP 98-16.....	55 —	Arcadia-Ironton.....	88.6 X-89
MP 100-16 — MP 105-29.....	55 —	Pilot Knob.....	87.8 X-86
MP 105-29 — MP 108-29.....	45 —	Glover.....	97.3 X-99
MP 108-29 — MP 125-16.....	55 —	Chloride.....	100.11X-101
MP 125-16 — MP 126-12.....	45 —	North Des Arc.....	111.8 X-112
MP 126-12 — MP 129-25.....	55 —	Mill Spring.....	134.5 X-135
MP 129-25 — MP 131-00.....	45 —	Wilby.....	155.4 X-155
MP 131-00 — MP 135-04.....	55 —	Leeper.....	133.1 X-133
MP 135-04 — MP 136-29.....	45 —		
MP 136-29 — MP 137-16.....	40 —	Lumtie Industrial Lead: —	
MP 137-16 — MP 146-16.....	55 —	Maximum speed 10 MPH	
MP 146-16 — MP 148-37.....	40 —	(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	STATIONS		Station Numbers	Rule 99 (d) in effect.	
	SOUTH	NORTH		Maximum Speed	MPH
163.2	JACKSON.....	DC-16	Between Jackson and Charleston (Except as below).....	30	
147.5	ALLENVILLE.....	D-72	Jackson to Allenville.....	10	
149.4	DELTA @St.L.S.W.....	D-74	Allenville to Delta.....	20	
157.4	@St.L.-S.F.....		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.....	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.....	XD-46	MP 213-10 — MP 213-24.....	20	
211.0	@S.L.-S.F.....		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.) Flagging distance 3,360 ft.		
195.6	ESSEX.....	XD-30	Max. wt. Jackson to Delta 220,000 lbs., White Water Ind. Ld. breaks out at Allenville.		
191.3	DEXTER JCT @StLSW-G	XD-26	White Water Industrial lead 220,000 lb.		
80.3			BUSINESS TRACKS	MP Sta. No.	
			White Water.....	144.6 D-69	
			Newman Spur.....	160.2 D-85	
			Diehstadt.....	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.

SOUTH FIRST CLASS 21 Psg.		STATIONS	Station Nos.	Siding		NORTH FIRST CLASS 22 Psg.	
Daily	Miles			Cars	Ft.	Daily	
PM 8 24	165.5	POPLAR BLUFF... T S I	X-166	Yd.		AM 3 13	
	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			
	214.4	O'KEAN.....	X-214	160 8338			
	223.6	MURTA JCT..... ⊖	X-223				
s 9 15	224.9	WALNUT RIDGE.....	X-225		s 2 22		
	226.3	HOXIE 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 9 49	261.7	NEWPORT... ⊕ ⊕-2 ⊕ I S	X-262	Yd.	f 1 48		
	263.9	NORTH BRIDGE JCT... T	X-264				
	264.5	SOUTH BRIDGE JCT... T	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				
11 01 PM	343.6	NO. LITTLE ROCK... ⊕ I ⊕ T S I	X-344	Yd.	12 36 AM		
	178.1						

Maximum Speed	MPH	Psg. Frt.	MP 294-02 — MP 294-20.....	70 —
(Except as below).....	75	60	MP 322-08 — MP 323-20.....	65 —
			MP 333-07 — MP 333-19.....	60 —
			MP 339-20 — MP 347-15.....	40 40
			North and South Wye Bald Knob	15 15

BUSINESS TRACKS		MP	Sta. No.
Harviell	.....	173.0	X-173
Delaplaine	.....	207.6	X-208
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—To south end Poplar Bluff yard.

Hoxie—3 switches north end of siding.

Diaz—Cotter Subdiv. conn.

Newport—West main track to south end of yard.

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

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

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

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

DONIPHAN SUBDIV. — ARKANSAS DIVISION

Miles	SOUTH STATIONS		NORTH STATIONS		Station Numbers	Siding		Yard Limits Entire Subdiv.
	▼	▲	▲	▼		Cars	Feet	
180.4	NEELYVILLE.....	T			X-180			Max Speed except as below... 20 MPH MP 195-00 — MP 200-00... 10 Sta. Business Tracks: MP No. Skelly Oil Spur... 197.3 XE-10 Maximum wt. 220,000 lbs.
186.2	NAYLOR.....				XE-6			
191.2	OXLY.....				XE-11			
200.3	DONIPHAN.....				XE-20			
19.7								

LITTLE ROCK TERMINAL DIVISION

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

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

Radio Communication Via Channel 2.

14 LITTLE ROCK SUBDIV. — ARKANSAS DIVISION

SOUTH FIRST CLASS		Miles	STATIONS	Station Nos.	Sidings		NORTH FIRST CLASS	
21 Psg.	Daily				Cars	Ft.	22 Psg.	Daily
PM 11 01		343.6	NO. LITTLE ROCK	X-344	Yd.		12 36	
		345.3	ARK RIVER					
s 11 11		345.6	LITTLE ROCK	X-346			s 12 32	
		346.0	⊗C.R.I. & P.					
		351.7	ENSIGN	X-352				
		358.9	ALEXANDER	X-359				
		364.1	BAUXITE JCT.	X-364	104	5411		
		368.3	SHERIDAN JCT.	X-368				
		368.7	BENTON	X-369				
		370.2	SALINE JCT.	X-370				
		373.3	HASKELL	X-373	215	11187		
		377.3	TRASKWOOD	X-377	118	6181		
		384.6	GIFFORD	X-385	121	6311		
f 11 54		388.7	MALVERN	X-389			f 11 44	
		392.2	ABCO	X-390	177	9238		
		399.6	DONALDSON	X-400	119	6215		
		405.6	WITHERSPOON	X-406	118	6192		
		411.0	ARKADELPHIA	X-411	169	8839		
		422.3	CURTIS JCT.	X-422				
		426.3	GURDON	X-426	Yd.			
		429.3	BEIRNE JCT.	X-429				
		437.6	BOUGHTON	X-438	160	8331		
		442.4	PRESCOTT	X-442	174	9094		
		449.6	EMMET	X-450	124	6564		
		457.7	HOPE	X-458	n201 s110	10477 5769		
		463.0	GUERNSEY	X-463	118	6186		
		470.3	FULTON	X-471	182	9509		
		478.2	HOMAN	X-478	167	8729		
		480.4	CLEAR LAKE JCT.	X-481				
1 27		490.2	TEXARKANA	X-491	Yd.		10 11	
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.

LITTLE ROCK SUBDIV. — ARKANSAS DIVISION 15

MPH		BUSINESS TRACKS	Sta. MP No.
Little Rock Subdiv.	Psg. Frt.		
(Except as below)	75 60	Vogels E. Main	351.0 X-351
MP 339-20 — MP 347-15	40 40	Cash Whlste-East Main	352.3 X-352
MP 347-15 — MP 357-10	60 —	Ark Power & Light-West Main	353.4 X-353
MP 357-10 — MP 357-24	60 55	Midwest Castings-West Main	354.0 X-354
MP 361-03 — MP 363-11	60 50	Mabelvale-West Main	355.0 X-355
MP 363-11 — MP 364-20	70 —	AG W. Main	356.3 X-356
MP 364-30 — MP 366-11	65 —	Ark Power & Light-East Main	356.5 X-356
MP 373-22 — MP 373-25	30 30	Enmar-East Main	356.7 X-357
MP 382-18 — MP 385-21	70 —	Jacuzzi Bros.-West Main	357.2 X-357
MP 385-21 — MP 385-35	60 55	Ark. Cont. Corp.	357.4 X-357
MP 388-05 — MP 389-30	35 35	Bryant-West Main	362.7 X-363
MP 414-04 — MP 414-29	70 —	Perla	386.7 X-387
MP 425-31 — MP 426-35	40 40†	Daleville	410.0 X-410
MP 434-28 — MP 435-34	70 —	Gum Springs	415.5 X-415
MP 441-26 — MP 442-29	50 50†	Belrne	430.1 X-430
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 485-35 — MP 489-01	60 —		
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.

Crew member must communicate with train dispatcher or control operator Locust St. before operating time release at CRIP automatic interlockings at MP 346.0 and MP 373.3.

HOT SPRINGS SUBDIV. — ARKANSAS DIVISION

Miles	STATIONS		Station Numbers	Maximum Speed 20 MPH Flagging distance 4,840 ft. Operation between Hot Springs Jct. and Malvern over CRI&P Ry. Trackage between Mountain Pine and Hot Springs Jct. Yard Limits. BUSINESS TRACKS MP No. Mountain Pine Spur Track .410.2 XH-90 Item 9, Special Instructions applies Hot Springs 7:00 pm - 7:00 am.
	South	North		
412.1	MOUNTAIN PINE	⊙	XH-90	
	12.9			
399.1	HOT SPRINGS	⊙ ⊙ T ⊙	XH-77	
	3.3			
395.6	HOT SPRINGS JCT.	⊙		
	19.2			
.....	MALVERN	⊙-1 ⊙	X-389	
	35.4			

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

Radio Communication Via Channel 2.

Miles	SOUTH STATIONS NORTH	Station Numbers	Sidings		MPH Maximum Speed 50 (except as below) MP 298-08 MP 299-03..... 40 MP 331-29 — MP 334-25..... 40 North and South wye Bald Knob 15 20 MPH between Briark and Kentucky St. Southward trains secure clearance Kentucky Street.
			Cars	Feet	
380.7	MEMPHIS(Sargent Yd.)	XG-93	Yd.	.....
380.6	KC JCT @SOU.. G.....	.....	.....	.....
378.2	TEXAS ST @IOG... @	.....	.....	.....
378.1	KENTUCKY ST @ □ @	.....	.....	.....
375.8	BRIDGE JCT. @S.L.S.F.	XG-88	.....	.....
375.2	BRIARK.....	XG-87	.....	.....
370.0	PRESLEY JCT @S.L.S.F.	XG-82	.....	.....
368.0	GAVIN.....	XG-80	82	4274	
361.5	CRAWFORDSVILLE....	XG-74	190	9882	
352.1	EARLE.....	XG-64	43	2266	
337.5	LEVESQUE.....	XG-50	53	2778	
332.4	WYNNE..... @MP @	C-304	171	8935	
318.8	FAIR OAKS... @ STLSW	XG-31	162	8472	
309.3	McCRORY.....	XG-21	68	3584	
300.0	NEW AUGUSTA.....	XG-12	124	6474	
298.5	WHITE RIVER..... @ @	.....	.....	.....
292.8	RIO VISTA.....	XG-6	68	3579	
287.9	BALD KNOB... □ @-2 T	X-288	.....	.....
92.8					

Movement of trains and engines between Sargent Yard and Kentucky St. must be made at low speed and only on authority of yardmaster Sargent yard, 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... ⑦		X-368
BUSINESS TRACKS		368.6	② C.R.I. & P.....	G	
TRACK		390.2	SHERIDAN.....		XH-24
Bannister Spur .....379			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					
MP 472-00 — MP 472-02 10					
Flagging Distance 2,760 ft.					
Yard Limits — Gurdon to MP 429-10.		426.3	GURDON..... ⑦ ⑧ -1T ⑤		X-426
Business Tracks MP. Sta. No.		441.0	OKOLONA.....		XL-15
Summit .....433.1 XL-7		446.5	DELIGHT JCT.....		XL-20
Rosboro .....469.8 XL-43		454.0	GRAYSONIA.....		XL-28
Birds Mill .....478.9 XL-52		465.3	AMITY.....		XL-39
Delight Industrial Lead:		473.5	GLENWOOD.....		XL-47
Delight Jct.—Delight		480.7	CADDO GAP.....		XL-54
Max. speed 20 MPH		485.9	NORMAN.....		XL-60
Antoine .....447.9 EF-1			59.6		
Delight .....452.1 EF-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					
MP 483.2 — MP 483.3 10					
Flagging Distance 5,070 ft.					
Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 465-00; Nashville, MP 481-05 to Perkins, end of subdivision.		457.7	HOPE..... ⑧ -1 ① ⑦ T		X-458
Business Tracks:		483.1	NASHVILLE ② GN & A.....	① ③ ⑤ ⑦	XJ-26
North Hope — XJ-4.		493.1	PERKINS.....	⑦	XJ-36
			35.3		

GURDON SUBDIV.—ARKANSAS DIVISION

Maximum Speed MPH (Except as below) 40 <th>Miles</th> <th>SOUTH STATIONS</th> <th>NORTH STATIONS</th> <th>Station Numbers</th> <th colspan="2">Sidings</th>		Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Sidings	
MP 456-06 — MP 456-25.30		426.3	GURDON..... ⑧ ⑦ -1T ⑤		X426	Yd.	
MP 458-26 — MP 460-27.20		452.4	LESTER.....		E-26	65	3412
MP 487-05 — MP 492-25.25		459.8	CAMDEN..... ⑧ ① ③ ⑦		E-33		
Monsanto Lead 10 MPH		460.8	② St. L S.W.....	④			
Flagging Distance 6,500 ft.		463.1	CULLENDALE.....	⑦	E-37		
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.		474.5	LOUANN.....		E-48	121	6321
BUSINESS TRACKS MP. Sta. No.		478.8	SMACKOVER.....		E-52		
Barringer .....431.5 E-5		484.5	NORPELET.....		E-58		
Reader .....437.6 E-11		487.5	MONSANTO.....		E-61	61	3222
Chidester .....444.7 E-18		492.2	EL DORADO..... ⑧ ② ⑦ T ⑤		E-66	Yd.	
Kraft .....461.3 E-35			65.9				

COLLINSTON SUBDIV. — LOUISIANA DIVISION 19

Miles	SOUTH STATIONS		NORTH STATIONS		Station Numbers	Sidings		Rule 99 (d) in effect.
	Y	A	Y	A		Cars	Feet	
								Maximum Speed: MPH (Except as below) . 25
								MP 637-08 (#10 Turnout) ... 10
								MP 641-26 — MP 643-14 10
								Vidalia ind. lead 20 MPH except 10 MPH over Highway 65.
560.4					C-505			Bastrop Ind. Lead (Except as below) ... 30
								MP 553-09 — MP 553-26 10
567.5					E-141			All tracks Natchez ... 10
								Flagging distance 3,360 ft.
577.9					E-151	45	2371	Yard Limits:
								MP 560-00 — MP 561-25;
589.6					E-163			MP 637-05 — Ferriday
600.3					E-174	49	2550	BUSINESS TRACKS MP. Sta. No.
								Bastrop ② ... 553.6 E-127
614.4					E-188			Archibald ... 586.8 E-160
623.5					E-197			Baskin ... 593.5 E-167
635.9								Franklin
								Homes ... 597.5 E-171
637.2					E-211			Chase ... 605.5 E-179
								Gilbert ... 609.5 E-183
642.7					E-216	Yd.		Peck ... 618.2 E-192
								Clayton ... 636.0 E-210
								Concordia Jct. 643.4 E-217
								Vidalia ② T 651.6 E-226
								Natchez ② ③ 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

Miles	SOUTH STATIONS		NORTH STATIONS		Station Numbers	Sidings		Rule 99 (d) in effect.
	Y	A	Y	A		Cars	Feet	
								Maximum Speed. . 25 MPH
								Flagging distance 3,360 ft.
408.1					C-432	Yd.		BUSINESS TRACKS MP. Sta. No.
								Tripe ... 412.1 K-106
424.1					K-118			Chicot ... 440.0 K-135
431.3					K-126	49	2574	Shelburn ... 463.1 K-158
								H & W
446.8					K-141	51	2654	Warehouse 463.8 K-158
								Hollybrook ... 474.4 K-169
457.7					K-152			Transylvania 478.5 K-173
470.1					K-165	49	2597	Talla Bena T. 490.9 K-186
								Somerset ... 516.0 K-212
487.4					K-182			Goldman ... 544.4 K-240
498.4					K-194	39	2051	Azucena ... 549.4 K-245
511.5					K-207			YARD LIMITS:
								McGehee—MP 410-05.
523.3					K-219	50	2607	Talla Bena Ind. Lead
								2.3 miles—Maximum
533.7					K-229			speed 20 MPH
546.1					K-242			
557.2					E-211			

20 HUTTIG SUBDIV. — LOUISIANA DIVISION

Maximum Speed MPH (Except as below) . 25	Miles	STATIONS		Station Numbers
		SOUTH ▼	NORTH ▲	
MP 524-21 —				
MP 524-29 20				
MP 553-21 10				
MP 566-00—Huttig Jct. 10				
Flagging distance 3,590 ft.				
Note—Trains and engines must stop and proceed only after a member of crew has protected crossing at 19th St. MP 566-00, Loop Road MP 564-09 and DeSaird St. MP 568-10.				
Business Tracks MP No.	Sta. No.			
LaPile 518.1 E-92				
Upco 547.6 F-22				
Spencer 548.7 F-24				
Lamkin 561.5 F-37				
	492.2	EL DORADO	⊠ ⊙ ⊕ T § ⊕	E-66
	506.8	URBANA		E-80
	512.8	STRONG		E-86
	523.1	DOLLAR JCT.		E-97
	527.2	HUTTIG, ARK.	⊙ §	F-3
	530.3	LITROE, LA		F-6
	542.8	HAILE		F-18
	553.7	OUACHITA RIVER	⊙ ⊕	
	554.0	STERLINGTON	⊙	F-30
	568.1	⊙ A. & L. M.	⊙	
	568.6	HUTTIG JCT.	⊙	
		MONROE	⊠ T ⊙ ⊕ § ⊕	C-525
	77.2			

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

Yard Limits: MP 491-05 to MP 495-29; MP 526-05 to MP 528-00; MP 552-15 to MP 556-20; MP 566-00 to Monroe Subdiv.

HAMBURG SUBDIV.—LOUISIANA DIVISION

Rule 99 (d) in effect.		Miles	STATIONS		Station Numbers
Yard Limits: MP 473-10 to End of Track, Crossett.			SOUTH ▼	NORTH ▲	
Maximum Speed 20 MPH.		443.4	MONTROSE		C-456
Flagging distance 2,180 ft.		451.5	SNYDER		CM-27
Business Tracks MP No.		456.1	MIST		CM-32
	Hussey 457.0 CM-33	462.8	HAMBURG		CM-39
	Blackie 458.2 CM-34	474.3	CROSSETT	⊙	CM-50
		30.9			

WARREN SUBDIV.—LOUISIANA DIVISION

Rule 99 (d) in effect.		Miles	STATIONS		Station Numbers
Yard Limits: MP 442-00 to MP 447-10; MP 460-10 to End of Track.			SOUTH ▼	NORTH ▲	
Maximum Speed 30 MPH					
Flagging distance 4,140 ft.					
Note—Trains and engines move over crossing, MP 445-22 when protected by crew member.					
Business Tracks MP No.		422.6	DERMOTT		C-439
	Baxter 426.5 KC-10	445.3	MONTICELLO ⊙ A.D. & N . ⊙ ⊕		KC-29
	Cominto 434.0 KC-17	461.4	WARREN	⊕	KC-45
	Killin 442.5 KC-28	38.7			
	Wilmar 454.0 KC-37				

WYNNE SUBDIV.—LOUISIANA DIVISION 21

Miles	STATIONS		Station Numbers	Siding		Maximum Speed MPH MP 235-10 MP 408-10 (Except as below) . . . 30
	SOUTH ▼	NORTH ▲		Cars	Feet	
219.9	PARAGOULD	⊙	C-243	139	7262	MP 296-09 . . 20
221.6	PARAGOULD JCT.					MP 357 —
235.3	JONESBORO JCT.					MP 369 20
238.0	JONESBORO ⊙ S.L.-S.F.	⊙	C-262	160	8358	Flagging distance 2,590 ft.
256.7	HARRISBURG		C-280	105	5506	Yard Limits:
280.3	WYNNE ⊙ MP § G	⊠ ⊙ ⊕ T § ⊕	C-304	Yd.		Paragould to MP 221-20
290.9	CALDWELL		C-314	105	5503	Wynne MP 277-23 to MP 282-02
295.7	FOREST CITY ⊙ CRIP	⊙ ⊕	C-319	28	1456	MP 292-15 to MP 297-00
296.4	DEX SIDING		C-320	41	2145	MP 311-00 to MP 315-00
313.1	MARIANNA	⊕ T	C-337	112	5589	MP 324-05 to MP 330-15
325.5	LEXA	⊙	C-349			MP 396 to Jct. with Monroe Subdiv.
326.5	HELENA JCT.	T ⊕ ⊕				
347.1	ELAINE		C-371	58	3019	
368.8	SNOW LAKE		C-392	97	5068	White River lift bridge is normally open. To close bridge, employee must ascertain no barge under or approaching, then operate Push Button in Release Box in accordance with instructions posted therein.
377.8	WHITE RIVER	⊙ ⊕				
381.1	MEDINA		C-405	79	4123	
382.0	ARKANSAS RIVER	⊙				
387.0	WATSON		C-411	88	4586	
408.1	McGEHEE	⊠ ⊙ ⊕ T § ⊕	C-432	Yd.		
188.2						

BUSINESS TRACKS	MP	Sta. No.	BUSINESS TRACKS	MP	Sta. No.	BUSINESS TRACKS	MP	Sta. No.
Greenfield	251.6	C-275	Oneida	335.3	C-359	Crumrod Spur	361.7	C-386
Barbon	260.7	C-284	Lakeview	339.9	C-363	Ferguson	362.2	C-386
Whitehall	262.4	C-286	Wabash	341.1	C-365	Deerfield	366.0	C-390
Cherry Valley	267.8	C-291	Ratio	352.9	C-377	Mozart	375.1	C-399
Vannale	274.3	C-298	Catron	355.2	C-379	Vestal Spur	377.4	C-401
Colt	286.3	C-310	Mellwood	356.6	C-380	Rohwer	396.4	C-420
Yaletowne	293.3	C-317	Lundell	358.6	C-382	Cypress Bend	399.7	C-423
Barton	329.2	CK-12	Mosby Spur	359.3	C-383	McArthur	402.5	C-426
LaGrange	321.2	C-345						

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

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

Trains must secure clearance Wynne.

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

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

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

Stations:	MP	Sta. No.
Wycamp	329.6	CJ- 8
Helena	338.6	CJ-12

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

Trains and engines operating between Little Rock and Rock St. Jct. and between N. Little Rock and Rock St. Jct. will be governed by instructions of Crest Yard Master or control operator at Locust St.

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 480-28 — MP 481-07.. 25†

MP 498-27 — MP 504-10.. 20

MP 528-03 — MP 531-20.. 30

MP 571-27 — MP 575-10.. 40

MP 582-11 — MP 585-25.. 40

MP 596-14 — Texmo Jct. 30

BUSINESS TRACKS	MP	Sta. No.
Granite Mt.....	350.3	K-5
Sweet Home.....	351.7	K-6
Wrightsville.....	357.2	K-12
Redfield.....	368.9	K-23
White Bluff ①.....	370.5	K-25
Fairfield.....	394.7	K-49
Moscow.....	402.5	K-57
Varner.....	415.0	K-70
Tillar.....	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
Clarks.....	537.4	C-561
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	SOUTH ▼	STATION	NORTH ▲	Station Numbers	Sidings	
					Cars	Feet
345.6		LITTLE ROCK.....		X-346		
		1.2				
346.4		ROCK ST. JCT.....				
343.6		NO. LITTLE ROCK.....	① ② T § ③	X-344		
		0.8				
344.5		④ C. R. I. & P.....	⑤			
		0.5				
345.0		ARKANSAS RIVER.....	⑥ ⑦			
		0.1				
346.4		ROCK ST. JCT.....				
		0.4				
346.9		⑧ C. R. I. & P.....	⑨			
		2.2				
349.1		EAST LITTLE ROCK.....	⑩ R.I.P.A. ⑪	K-4		
		4.9				
354.1		HIGGINS.....		K-9	175	9150
		10.4				
364.5		HENSLEY.....	⑫	K-19	167	8700
		17.2				
381.8		BALDWIN.....		K-36	146	7603
		6.6				
388.4		PINE BLUFF.....	⑬ St.L.S.W. ⑭ ⑮ ⑯	K-43	220	11385
		21.2				
409.6		GRADY.....		K-64	194	10138
		10.5				
420.2		GOULD.....	⑰	K-75	59	3108
		7.6				
427.9		DUMAS.....		K-82	79	4147
		3.1				
431.0		PICKENS.....		K-86	187	9731
		16.2				
447.2		McGEHEE.....	⑱ ⑲ T § ⑳	C-432	Yd.	
		7.5				
415.6		DERMOTT.....		C-439	115	5996
		6.3				
422.0		HUDSPETH.....		C-446	170	8873
		10.1				
432.1		MONTROSE.....		C-456	110	5729
		4.2				
436.4		PORTLAND.....	㉑	C-460	84	4368
		3.7				
440.1		SUNSHINE.....		C-464	175	9139
		9.1				
449.3		WILMOT, ARK.....		C-473		
		11.4				
460.8		BONITA, LA.....		C-484	181	9445
		12.7				
473.5		MER ROUGE.....		C-497	102	5323
		7.4				
481.0		COLLINSTON.....	㉒ T	C-505	180	9360
		10.7				
491.8		SWARTZ.....		C-515	176	9181
		9.2				
501.0		HUTTIG JCT.....				
		0.1				
501.1		⑳ ICG.....	㉓ ㉔ ㉕			
		1.8				
502.9		MONROE.....	㉖ T § ㉗ ㉘	C-525	Yd.	
		13.7				
516.6		BOSCO.....		C-540	181	9433
		11.6				
528.2		OUACHITA RIVER.....	㉙ ㉚			
		2.2				
530.5		COLUMBIA.....		C-554		
		4.5				
535.1		GRAYSON.....	㉛	C-558	176	9200
		13.6				
548.7		OLLA.....		C-572	152	7952
		4.1				
552.8		URANIA.....		C-576	109	5696
		10.1				
556.5		TULLOS.....		C-580	56	2946
		3.7				
561.6		GEORGETOWN.....	㉜ LOAM ㉝ ㉞	C-585	153	8003
		5.0				
576.9		ANTONIA.....		C-601	184	9584
		15.3				
592.6		TIOGA.....	㉟ KCS ㊱	C-616	154	8029
		14.2				
595.1		㊲ KCS.....	㊳			
		2.5				
596.5		RED RIVER.....	㊴			
		1.4				
596.6		RED RIVER JCT.....		C-620		
		0.1				
597.8		TEXMO JCT.....	㊵ ㊶	TB-196		
		1.1				
601.5		ALEXANDRIA.....	㊷ ㊸ ㊹	C-625	Yd.	
		3.7				
		294.0				

Operation between Texmo Jct. and Alexandria on Shreveport Subdiv.

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.

Yard Limits: MP 345-39 (Little Rock) to MP 346-01; MP 343-29 (N. Little Rock) to MP 346-01.

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.

WEST		STATIONS	Station Numbers	Sidings		EAST	
First Class	Miles			Cars	Feet	First Class	Daily
31						30	
Pm	2 00	0.5	ST. LOUIS	MX-1			3 30
		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	2 27	13.4	KIRKWOOD	MX-13			2 48
		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	CHAMOIS	MX-100			
		116.7	BONNOT JCT.	MX-116			
		117.3	OSAGE JCT.	MX-117			
		124.3	MOREAU	MX-124			
s	4 13	125.3	JEFFERSON CITY	MX-125			1 02
		4 17	RIVER JCT.	MX-128			12 53
		4 30	CENTERTOWN	MX-140	71	4082	12 40
		4 35	McGIRK	MX-144	73	4304	12 35
		4 40	CALIFORNIA	MX-150	62	4017	12 30
		4 55	DOW	MX-166	150	9240	12 15
		5 05	OTTERVILLE	MX-175	40	2542	12 05
		5 10	SMITHTON	MX-181	56	3758	12 01
		187.7	⊙MKT				
s	5 22	188.9	SEDALIA	MX-188	38	1937	s11 53
		5 31	DRESDEN	MX-195	96	5043	11 44
		5 36	LAMONTE	MX-200	48	2890	11 39
		5 43	KNOBNOSTER	MX-208	110	6167	11 32
f	5 55	218.4	WARRENSBURG	MX-218	39	2740	f11 22
		6 02	CENTERVIEW	MX-224	150	9508	11 13
		6 10	HOLDEN	MX-232	51	3398	11 05
		6 14	KINGSVILLE	MX-237	44	2867	11 01
		6 20	STRASBURG	MX-242	73	4293	10 55
		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			
7 30	PM	283.0	KANSAS CITY(Un.Sta.)	MX-282			10 05

SPECIAL INSTRUCTIONS

Maximum Speed	MPH	Maximum Speed	MPH
(Except as below)	Psg. Frt.	(Except as below)	Psg. Frt.
Thru Grand Ave. Interlocking	75 60	MP 227-18 — MP 227-31	65 —
Between Grand Ave. and Iron Mountain Jct.	10 10	MP 231-25 — MP 232-32	65 —
MP 3-25 — MP 13-13	50 40	MP 232-32 — MP 233-07	55 —
MP 13-13 — MP 13-25	30 30	MP 248-18 — MP 249-14	45 45
MP 13-25 — MP 13-37	50 50	MP 256-15 — MP 257-08	65 —
MP 13-37 — MP 15-14	65 50	MP 257-08 — MP 259-28	60 45
MP 15-14 — MP 15-24	65 —	MP 259-28 — MP 260-07	35 35†
MP 17-03 — MP 21-00	70 70	MP 260-07 — MP 261-22	65 —
MP 21-00 — MP 21-25	60 55	MP 264-11 — MP 264-13	25 25
MP 21-25 — MP 23-11	70 —	MP 264-13 — MP 265-28	60 40
MP 23-11 — MP 27-04	60 —	MP 265-28 — MP 265-32	40 40
MP 27-04 — MP 28-28	60 55	MP 270-36 — MP 276-28	35 35
MP 30-21 — MP 31-12	65 55		
MP 31-12 — 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)			
MP 115-27 — MP 116-34	55 —		
MP 116-34 — MP 117-12	50 60		
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)			
MP 126-29 — MP 128-18	55 55		
MP 128-18 — MP 129-28	55 50		
MP 129-28 — MP 132-15	60 60		
MP 132-15 — MP 132-28	55 50		
MP 132-28 — MP 136-18	60 60		
MP 136-18 — MP 139-00	55 45		
MP 139-00 — MP 143-32	60 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 166-38 — 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	55 —		
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		
MP 218-28 — MP 221-14	55 50		
MP 221-14 — MP 222-14	60 —		

Following No.16 and No. 20 turnouts: East end siding Centerville; both ends siding Dow and hand throw crossover West Labadie.

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 — 7:01 am to 11:01 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	34.3	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	67.3	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
Montserratt	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.

26 SEDALIA SUBDIV. — NORTHERN DIVISION

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.

CARTHAGE SUBDIV. — NORTHERN DIVISION

Mile SOUTH ▼	STATIONS	NORTH ▲	Station Numbers	Sidings	
				Cars	Feet
249.2	PLEASANT HILL.. @-1	Ⓢ	MX-249	161	9862
249.1	0.6 ⓈC.R.I.&P.....	Ⓢ			
253.7	4.6 ORE.....	Ⓢ	P-5	78	4258
258.8	5.1 HARRISONVILLE.T @SLSF	Ⓢ	P-10	35	2264
265.4	6.6 LONE TREE.....	Ⓢ	P-16	73	4039
277.6	12.2 ADRIAN.....	Ⓢ	P-29	81	4751
287.1	9.5 BUTLER.....	@-1	P-38	79	4623
298.9	11.3 RICH HILL.....	Ⓢ	P-50	115	6523
302.4	3.5 PANAMA.....	Ⓢ	P-54	76	5066
307.4	5.0 HORTON.....	Ⓢ	P-58	44	2363
317.4	10.0 NEVADA..... @-1	Ⓢ	P-69 P-71	Yd.	.....
319.3	1.9 NASSAU JOT.....	T			
330.8	11.5 SHELDON.....	Ⓢ	P-82	74	4368
342.2	11.4 LAMAR..... @SLSF	Ⓢ	P-93	81	4699
353.5	11.3 JASPER.....	Ⓢ	P-105	74	4434
364.1	10.6 CARTHAGE @SLSF.	Ⓢ	P-115	.....	.....
527.6	20.8 STOTT'S CITY.....	Ⓢ			
506.8	17.2 @S. L. S. F.....	Ⓢ	WR-250	91	4956
489.6	0.5 AURORA.....	Ⓢ	WR-232	56	3178
489.1	11.3 CRANE.....	Ⓢ			
477.8	17.1 REEDS SPRING.....	Ⓢ	WR-204	36	2308
460.7	9.8 GRETNA.....	Ⓢ	WR-194	125	6658
450.9	3.6 BRANSON.....	Ⓢ	WR-191	45	2609
447.3	1.6 HOLLISTER, MO.....	Ⓢ	WR-189	36	2166
432.7	13.0 CRICKET, ARK.....	Ⓢ	WR-176	33	2029
415.5	17.2 BERGMAN.....	Ⓢ	WR-159	135	7594
392.3	23.2 YELLVILLE.....	Ⓢ	WR-136	53	2891
381.5	10.8 COTTER.....	Ⓢ	WR-125	72	3829
261.7					

CARTHAGE SUBDIV. — NORTHERN DIVISION 27

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 250-00; 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:

Archie	MP	Sta.
Passaic	MP	P-34
	271.7	P-23
	282.8	P-34

BUSINESS TRACKS:

Milo	MP	No.
Irwin	324.0	P-75
Carytown	335.7	P-86
Empire Spur	358.3	P-109
La Russell	512.2	WR-258
Hoberg	513.1	WR-256
Galena	499.0	WR-242
Pyatt	468.0	WR-211
Flippin	403.0	WR-146
	386.5	WR-180

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 527-00 — MP 527-30	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 At Springfield, stop and protect crossing at Walnut, Jefferson, Boonville, Camp- bell and Main Streets.	Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers
	488.2	AURORA	⊙ ⊙ ⊙ ⊙	WR-232
	511.1	VIA SLSF 29.9 MILES		
		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
Republie	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 Flagging distance 4,200 ft.	
219.9	CONCORDIA		LA-30		
231.9	HIGGINSVILLE		LA-42	Business Tracks: MP Sta. No.	
244.3	LEXINGTON	⊙	LA-55	Turner Berry Spur 210.4	LA-21
246.2	MYRIOK	⊙ ⊙ ⊙ ⊙	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 (Except as below) 20 MP 364-23—MP 366-09 15 MP 381-03—MP 381-15 15
	SOUTH STATIONS	NORTH			
	364.1	CARTHAGE . . . . .				⊙ ⊙ ⊙ ⊙	P-115
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
Miles	WEST STATIONS			EAST
125.3	JEFFERSON CITY	⊙ ⊙ ⊙ ⊙	MX-125 Yd.
127.9	RIVER JOT		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 12305
186.9	BLACKWATER		G-58 109 5810
195.0	NAPTON		G-66 151 7813
202.1	MIAMI	T	G-73 124 6426
215.2	MALTA BEND	⊙	G-86 169 9219
230.6	HODGE		G-101 179 9473
247.6	MYRIOK	⊙ ⊙ ⊙	G-118 216 11345
258.0	NAPOLEON		G-129
265.1	BUCKNER		G-136
268.6	LAKE CITY		G-139 119 6686
274.2	RIPLEY JCT		G-144
276.2	ETON JOT	⊙	G-145
283.8	OONGO		G-153
284.5	ROCK CREEK JCT	⊙ ⊙	MX-276
285.9	SOUTHWEST JOT ⊙ KCS ⊙		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."

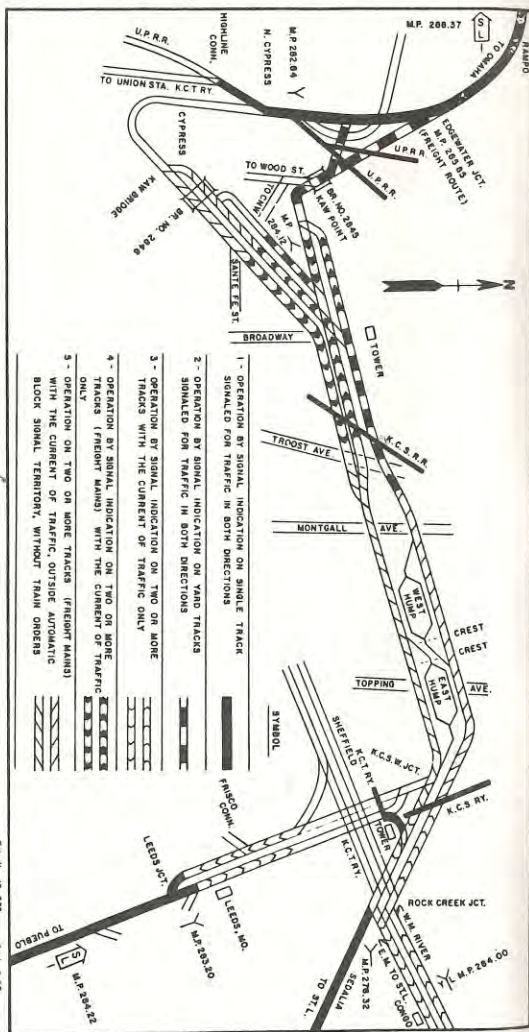
Marshall — 1st 5 streets east of depot and English and Lyon Streets west of depot — protect crossings and do not drop or kick cars over crossings. Employees are prohibited from walking, standing or performing any service for M.F.A. on the north side of their track.

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 163-16	45	Business Tracks	MP No.
MP 171-00 — MP 175-00	45	Reiz 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 229-28	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 ml. Miami - Marshall)	

Flagging distance 2 miles

Operating Instructions (including Map.)



Remote control switches are No. 15, 13 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, Ka. 220,000 lbs.
- ⊗ ATSF.....
- ⊙ Santa Fe St.

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

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

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

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

Maximum Speed:	MPH
Omaha Subdiv.	
Neff Yard to MP 287-20 (except as below).....	25
Over Montgall Ave.....	10
MP 282-00 — MP 284-20.....	10
MP 283-12 to UP Conn. Kaw Bridge Yard via State Line Yard.....	10
River Subdiv.	
Neff Yard to Congo (except as below).....	25
Thru interlocking Rock Creek.....	10
Sedalia Subdiv.	
Neff Yard to MP 276-28.....	25
Kansas City Subdiv.	
Neff Yard to MP 284-22 (except as below).....	40
Neff Yard — MP 280-11.....	25
In Kansas City, Kansas be governed by Item 9 of Special Instructions.	
Leeds — Chevrolet property, protect all crossings.	

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

Miles	SOUTH STATIONS		Station Numbers	NORTH	
	↓	↑		↓	↑
487.2	OMAHA (Grace St.)	⊗	0-205	Yd.	....
	1.1	⊗			
482.4	CASS ST.	⊗			
	via U.P.—9.3 Miles.....				
473.1	GILMORE JCT.	⊗	0-191		
	6.0				
467.1	LA PLATTE	⊗	0-185	59	3587
	1.6				
465.5	⊗BN	⊗			
	0.3				
465.2	⊗BN	⊗			
	10.4				
454.8	MURRAY	⊗	0-172	69	3703
	7.4				
447.4	UNION	⊗	0-165	83	4656
	9.7				
437.7	MONTANA	⊗	0-155	62	3609
	1.7				
436.9	NEBRASKA CITY	⊗	0-153		
	7.3	⊗BN			
428.7	PAUL	⊗	0-146	68	3637
	5.2				
423.5	JULIAN	⊗	0-141	61	3286
	7.1				
416.4	CRETE JCT.	⊗	0-134		
	2.3				
414.1	AUBURN	⊗	0-132	117	6215
	12.9				
401.2	STELLA	⊗	0-119	64	3593
	6.4				
394.8	VERDON	⊗	0-112	114	6407
	5.3				
389.5	STRAUSSVILLE	⊗	0-107	69	3708
	5.2				
384.3	FALLS CITY NEB	⊗	0-102	Yd.	....
	5.2	⊗			
379.1	RESERVE. KAN.	⊗	0-97		
	8.8				
370.3	HIAWATHA	⊗	0-88	80	4684
	0.6				
369.7	⊗UP	⊗			
	11.5				
358.2	WILLIS	⊗	0-76	118	6453
	6.5				
351.7	EVEREST	⊗	0-69		
	5.0				
346.7	HURON	⊗	0-64	115	6279
	5.4				
341.3	LANCASTER	⊗	0-59		
	3.2				
338.1	SHANNON	⊗	0-56	120	6387
	5.8				
332.3	NORKAN JCT.	⊗	0-49		
	1.6				
330.7	ATCHISON	⊗	0-48	Yd.	....
	10.7				
320.0	OAK MILLS	⊗	0-38	144	7561
	5.8				
314.2	WADE	⊗	0-32	97	5145
	4.6				
309.6	LEAVENWORTH	⊗	0-27	77	4646
	0.4	⊗BN			
309.2	CNW CONN.	⊗			
	3.6				
305.6	COCHRANE	⊗	0-23	108	5786
	6.8				
298.8	WOLCOTT	⊗	0-16	145	8593
	6.1				
292.7	NEARMAN	⊗	0-10	121	6276
	5.2				
287.5	EDGEWATER JCT.	⊗			
	2.7				
284.8	⊗UP	⊗			
	0.1				
284.7	⊗UP	⊗			
	0.2				
284.5	KAW PT., KAN.	⊗			
	1.5				
283.0	⊗MP	⊗			
	1.0				
282.0	⊗KCS	⊗			
	2.0				
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 418-20; MP 434-28 to MP 437-21; 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 (excepts as below) 20 Over Montgall Ave. 10 MP 282-00 — MP 284-14. 12 (between Kaw Point and Minnesota Ave.) 10 Between MP 287-20 and Omaha (Except as below) 50 MP 291-05 — MP 291-25. 35 MP 309-22 — MP 309-38. 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 448-17. 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 Flapping 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 0-128 Clarke 420.1 0-138 Cometa 440.2 0-158 Wyo- ming 441.7 0-159 Mynard 458.9 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 Jct. MP 473.1 and Cass St., MP 482.4.

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

Do not leave cars 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

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings	
				Cars	Feet
330.7	ATCHISON 1.6		0-48	Yd.	
332.3	NORKAN JCT. 15.6		0-49		
347.9	EFFINGHAM 7.3		S-17		
355.2	MUSCOTAH 6.2		S-25		
361.4	WHITING 5.9		S-31		
367.3	NETAWAKA 12.5		S-37	65	4678
379.8	GOFF 5.9		S-49		
385.7	CORNING 7.2		S-55	73	4134
392.9	CENTRALIA 7.5		S-62		
400.4	VERMILLION 8.4		S-70		
408.8	FRANKFORT 4.9		S-78	36	2574
413.7	TUTTLE 9.1		S-83	98	5265
425.6	BLUE RAPIDS 4.9		S-95		
430.5	WATERVILLE 7.2		S-100		
437.7	BARNES 5.9		S-107		
443.6	GREENLEAF 7.0		S-113	53	3133
450.6	LINN 4.8		S-120		
455.4	PALMER 9.0		S-125		
464.4	OLIFTON 1.6		S-134	50	3731
466.0	ORIP & P 5.0		G		
471.0	CLYDE 14.1		S-141		
485.1	AT & SF & BN 0.3		S-155	Yd.	
485.4	CONCORDIA 4.8		S-159		
490.2	HASTINGS JCT. 0.1		S-160	38	2219
490.3	YUMA 6.0		S-166		
496.3	BURR OAK JCT. 0.1		S-166	20	1436
496.4	JAMESTOWN 6.4		S-172		
502.8	SCOTTSVILLE 11.6		S-184	22	1663
514.4	BELOIT 9.7		S-194	36	1968
524.1	GLEN 9.2		S-203	32	1754
533.3	CAWKER 5.3		S-208	Yd.	
538.6	DOWNS 9.9		SF-10		
548.5	OSBORNE 13.6		SF-23		
562.1	ALTON 8.3		SF-32		
570.4	WOODSTON 10.0		SF-42	Yd.	
580.4	STOCKTON				

246.9

LOUISVILLE SUBDIV. — NORTHERN DIVISION 33

WEST Miles	STATIONS	EAST Miles	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 4.8		OD-35		
454.0	LOWLINE JCT. 1.1		OD-40		
455.1	WEEPING WATER 0.9		OD-41	Yd.	
456.0	OMAHA JCT. 3.9		OD-42		
459.9	MANLEY 5.7		OD-46	18	1243
465.6	LOUISVILLE 0.3		OD-52	33	1804
465.9	BN 1.3				
467.2	C. R. I. & P. 4.4				
471.6	SPRINGFIELD 7.9		OD-58	18	1376
479.5	U. P. 6.1				
485.6	C. & N. W. 3.5				
489.1	LOUISVILLE JCT. 4.7		O-199		
	OMAHA 7.0		O-205	Yd.	
38.9					

Maximum Speed 30 MPH (Except as below)

MP 449-02 — MP 450-18 10

MP 450-18 — MP 456-12 25

MP 466-00 — MP 466-10 10

Omaha 25 (Except as below)

All grade crossings 15

Commercial and 30th St. 10

Flagging distance 6,200 ft.

Max. Wt.: Avoca to Weeping Water 220,000 lbs.

LINCOLN SUBDIV. — NORTHERN DIVISION

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings	
				Cars	Feet
Rule 99 (d) in effect.					
Maximum Speed 30 MPH (Except as below)					
447.4	UNION 12.0		O-165		
459.4	LOWLINE JCT. 1.0		OD-40		
460.4	WEEPING WATER 1.0		OD-41		
461.4	OMAHA JCT. 10.1		OD-42		
471.5	ELMWOOD 22.7		OF-24		
494.2	C. R. I. & P. 0.6				
494.8	C. & N. W. JCT. 0.3				
495.1	LINCOLN		OF-48	Yd.	
47.7					

Business Tracks: MP No. Vilets 404.0 S-74
Ames 473.8 S-143
Rice 479.8 S-149
Gilbert 509.5 S-179
Solemon 519.3 S-189
Rapids 519.3 S-189
Glen Elder 525.6 S-195
Cawker City 532.9 S-202
Bloomington 553.7 SF-15

Washington Industrial Lead
Max. Wt. 220,000 lbs.
Cloutman 449.0 SC 5
Washington 450.5 SC 7

CTC — ABS — Norkan Jct. to Atchison.

Yard Limits: MP 332-33 to MP 338-00; MP 442-16 to MP 444-25; MP 484-00 to MP 496-25; MP 514-00 to MP 515-00; MP 537-30 to MP 539-18; MP 578-20 to end of track Stockton.

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

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

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings	
				Cars	Feet
Max. Wt.: 220,000 lbs. Brock to Crete					
Maximum Speed 30 MPH					
Flagging distance 4,320 ft.					
416.4	CRETE JCT. 11.5		O-134		
427.9	TALMAGE 38.7		OD-14		
466.6	BN 19.5				
486.1	CRETE		OE-58	Yd.	
69.7					

Business Tracks: MP Nos
Brock 423.2 OD-9
Tangeman 431.9 OE-3
Cook 437.8 OE-9
Nissen Spur 440.1 OE-12
Burr 445.6 OE-17
Douglas 451.4 OE-23
Panama 458.5 OE-30
Hickman 465.6 OE-37
Kramer 480.3 OE-52

Rule 99 (d) in effect.

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

34 HASTINGS SUBDIV. — NORTHERN DIVISION

Miles	WEST STATIONS	EAST	Station Numbers	Rule 99 (d) in effect.
490.2	HASTINGS JCT. 2.1	⊙T	S-159	Maximum Speed 30 MPH Flagging distance 4,000 ft.
492.3	⊗AT&SF 11.8	G		BUSINESS TRACKS MP Sta. Nos.
504.1	⊗ORI&P 0.7	Ⓐ		Norway 497.8 SD-8 Abdal 538.4 SD-48 Mt. Clare 546.4 SD-56 Lawrence 555.5 SD-65 Pauline 567.1 SD-77 Muriel 573.1 SD 83
504.8	SCANDIA 9.0		SD-15	Yard Limit: MP 490-15 to 491-11; MP 577-28 to end of track.
513.8	REPUBLIC, KAN. 14.7		SD-24	Hastings: Stop and protect Burlington St. crossing.
528.5	⊗ATSF 1.1	Ⓢ		
529.6	SUPERIOR, NEB. 0.5		SD-39	
530.1	⊗BN 25.2	G		
555.3	⊗BN 25.0	Ⓢ		
580.3	HASTINGS 90.1	⊙	SD-89	

BURR OAK SUBDIV. — NORTHERN DIVISION

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

LENORA SUBDIV. — NORTHERN DIVISION

Miles	WEST STATIONS	EAST	Station Numbers	Rule 99 (d) in effect.
538.6	DOWNNS 9.1	⊙ⓈT⊙Ⓢ	S-208	Maximum Speed 30 MPH Flagging distance 4,140 ft.
547.7	PORTIS 10.1		S-217	Yard Limits: Downs MP 538-28 — MP 539-16. Lenora MP 622-10 — Lenora.
557.8	GAYLORD 5.2		S-227	
563.0	CEDAR 9.6		S-233	BUSINESS TRACKS: MP Sta. Nos.
572.6	KIRWIN 10.5		S-242	Harlan 552.9 S-222 Claudell 567.8 S-237 Speed 589.8 S-259 Densmore 608.3 S-278
583.1	GLADE 15.4		S-253	
598.5	LOGAN 14.4		S-268	
612.9	EDMOND 10.4		S-282	
623.3	LENORA 84.7	⊙	S-293	

ST. JOSEPH SUBDIV. — NORTHERN DIVISION

Miles	WEST STATIONS	EAST	Station Numbers	Operation from Atchison to Winthrop over MP-BN Joint Bridge; BN tracks between Winthrop and St. Joseph.
330.7	ATCHISON, KAN. 0.1	Ⓢ⊙TⓈ	0-48	At St. Joseph — Stop and protect following crossings: Illinois Ave. Messanie Sylvania Charles St. Fourth St. Second and Cedar Highway 759 at Artesian Ice Plant.
330.8	DRAWBRIDGE (Mo. River) 0.3	Ⓢ		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.
331.1	WINTHROP, MO. 3.5			
334.6	ARMOUR 2.4			
337.0	⊗ORI&P 3.7	Ⓐ		
340.7	HALLS 7.1			
347.8	FRENCH 1.4			
349.9	ST. JOSEPH 18.5	Ⓢ⊙TⓈ	OA-21	

KANSAS CITY SUBDIV. — KANSAS DIVISION 35

Miles	WEST STATIONS	EAST	Station Numbers	Sidings
279.0	NEFF YARD. 0.8	Ⓢ⊙TⓈ	MX-283	
278.2	SOUTHWEST JCT. 0.4	Ⓢ	MX-277	
278.6	⊗ICG 0.5	Ⓢ		
279.1	⊗K.C.T. 0.1	Ⓢ		
279.2	K.C.T. CONN. 1.2			
280.4	CENTROPOLIS 3.0		MX-288	
283.4	LEEDS JCT. 6.2	⊙Ⓢ	MX-291	
290.0	DODSON 7.1	Ⓢ	MX-298	E88 4431 w171 8567
297.1	MARTIN CITY, Mo. 2.7		MX-305	
299.8	KENNETH, KAN. 11.1		MX-308	134 7215
310.9	BUCYRUS 6.2		MX-319	139 7451
317.2	WAGSTAFF 8.7	⊙	MX-326	135 7289
326.2	PAOLA 0.6		MX-334	
326.8	⊗S.L.S.F. 0.1	Ⓐ		
326.9	⊗M.K.T. 1.6	Ⓐ		
328.5	BROWN 5.9	Ⓢ⊙Ⓢ	MX-336	203 10803
334.4	OSAWATOMIE 0.5	Ⓢ⊙Ⓢ	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
(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 34 — MP 334-16
(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 55
MP 332-35 — MP 335-00 40
Flagging distance 2 miles
Business Tracks: (MX-) MP Sta. 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
Stilwell 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	WEST STATIONS	EAST	Station Numbers	Sidings
334.4	OSAWATOMIE 8.9	TⓈⓈⓈⓈ	MX-341	Yd.
343.3	RANTOUL 10.8		MX-351	126 6972
354.1	OTTAWA 0.3	⊙	MX-362	135 7535
354.4	⊗A.T. & S.F. 2.7	Ⓐ		
357.1	⊗A.T. & S.F. 11.6	Ⓐ		
368.7	LOMAX 8.1		MX-376	83 4661
376.8	FLINT 1.8		MX-385	124 6732
378.6	LYNDON 7.6		MX-386	
386.2	⊗A.T. & S.F. 0.2	Ⓐ		
386.4	OSAGE CITY 15.5	⊙	MX-394	116 6468
401.9	ADMIRE 10.3		MX-410	117 6517
412.2	LAKE 13.4		MX-420	117 6128
425.6	COUNCIL GROVE 91.2	ⓈⓈ	MX-432	Yd.

Maximum Speed: MPH
(Except as below) 55
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 (W) (T) (S) (C)		MX-432	Yd.	
425.8	0.2 PETE		MX-433		
436.3	10.5 WILSEY		MX-444	117	6524
445.6	9.3 PRAIRIE		MX-454	171	8922
451.0	5.4 HERINGTON		MX-459	85	4642
451.5	0.5 C.R.I.P.		MX-467	85	4637
458.6	7.1 HOPE		MX-467	85	4637
459.2	0.6 A. T. & S. F.		MX-476	111	6092
468.0	8.8 ELMO		MX-476	111	6092
476.1	8.1 CODY		MX-485	121	6443
478.0	1.9 GYPSUM		MX-487		
478.3	0.3 SALINA JCT		MX-488		
491.2	12.9 BRIDGEPORT		MX-499	124	6577
495.9	4.7 U. P.				
496.2	0.3 LINDSBORG		MX-504		
505.6	9.4 MARQUETTE		MX-513	117	6497
518.2	12.6 CRAWFORD		MX-526	82	4461
524.5	6.3 GENESEO		MX-532	208	12262
529.7	5.2 S. L. S. F.				
537.6	7.9 BUSHTON		MX-545	80	4677
545.2	7.6 CLAFLIN		MX-553	127	6872
558.8	13.6 HOISINGTON		MX-567	Yd.	
133.3					

BUSINESS TRACKS:		
MP	Sta. No.	
Delavan	443.9	MX-452
Dillon	462.9	MX-471
Carlton	470.9	MX-479
Frederick	530.4	MX-538
Procco	535.4	MX-535
Redwing	552.8	MX-561

Flagging distance 2 miles

ABS — Council Grove-Hoisington.

CTC Council Grove — Pete.

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

Remote control switches No. 20 turnouts except No. 10 at west end No. 1 track Council Grove.

No. 20 turnouts east end Hope.

No. 20 turnouts both ends of Prairie, Elmo and Cody.

Conditional Yard Limits: MP 524 - MP 527 — 12:01 am to 8:01 am; MP 506-07 - MP 505 - 15 — 7:01 am to 4:01 pm; MP 476-33 - MP 479-20 — 7:01 am to 4:01 pm.

TOPEKA SUBDIV.—KANSAS DIVISION

Miles	WEST STATIONS	EAST STATIONS	Station Numbers	Sidings	
				Cars	Feet
Rule 99 (d) in effect.					
Yard Limits: MP 400-15 to end of track Topeka					
368.3	LOMAX		MX-376		
406.5	38.2 A. T. & S. F.				
407.6	1.1 TOPEKA		T-130		
39.3					

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

HOISINGTON SUBDIV. — KANSAS DIVISION 37

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

MPH	
Maximum Speed	55
(Except as Below)	
MP 588-36 — MP 589-11	50
City Limits LaCrosse	45
MP 681-29 — MP 682-34	40
Hot Box and Dragging Equipment Detectors located MP 595-21, *MP 625-27, *MP 679-16 and *MP 705-25.	
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 Dannels	649.4	MX-657
Manning	671.4	MX-679
Coronado	704.1	MX-712
Whitelaw	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, Hoisington are No. 15, or No. 20.
Time applies at the station for trains operating through Horace.

SALINA SUBDIV.—KANSAS DIVISION

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

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

ABS — Horace to Pueblo. CTC — Between NA Jct. and Pueblo Jct. Operation between NA Jct. and Pueblo Jct. over joint MP-ATSF Track controlled by ATSF dispr. at La Junta. Uniform Code of Operating Rules apply except as modified by ATSF Rules shown under Item 7 (a) of Special Instruction. No. 16 turnouts both ends sidings Baxter and Avondale. ATSF mileage and mile post numbers used between NA Jct. and Pueblo Jct.

Time applies at the station for trains operating through Horace.

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

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

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

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

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

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

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

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

Flagging distance 4,000 ft.

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

STAFFORD SUBDIV.—KANSAS DIVISION

Miles	WEST	STATIONS	EAST	Station Numbers	Sidings	
					Cars	Feet
558.7		CONWAY SPRINGS	ⓂⓈ ⓂⓈ	NL-135	Yd.	
567.1		MILTON		NL-144		
572.2	Ⓜ	A. T. & S. F.	G			
592.3		KINGMAN		NL-169		
593.1	Ⓜ	A. T. & S. F.	G			
593.9	Ⓜ	A. T. & S. F.	Ⓜ			
598.4		BROWNS SPUR		NL-175		
605.8		PENALOSA		NL-183		
610.0		OLCOTT	T	NL-187		
619.9		PRESTON	Ⓜ	NC-10	10	500
620.1	Ⓜ	C. R. I. & P.	G			
630.0		IUKA	ⓂⓈ	NC-20		
614.5		TURON		NL-191		
615.0	Ⓜ	C. R. I. & P.	Ⓜ			
628.6		STAFFORD	□	NL-205		
629.6	Ⓜ	A. T. & S. F.	Ⓜ			
639.3		HUDSON		NL-216		
648.3		SEWARD		NL-225		
653.7		RADIUM		NL-230		
						95.0

Rule 99(d) in effect.

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

Maximum Speed — MPH
(Except as below) . . . 30
Between Olcott and Iuka . . . 20
Preston, Through Turnout at end of siding. 15
Flagging distance 4,000 ft.

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

42 PITTSBURG SUBDIV. — CENTRAL DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
319.3		NEVADA	ⓈT	P-71		
		13.9				
333.2		BRONAUH.		N-16		
		10.1				
343.3		LIBERAL, MO.		N-26		
		0.1				
343.4		Ⓢ S. L. S. F.	Ⓐ			
		9.4				
352.8		CORNELL, KAN.		N-35	2802	
		4.8				
357.6		Ⓢ K. C. S.	G			
		0.4				
358.0		PITTSBURG	Ⓢ Ⓢ Ⓢ	N-41	Yd.	
		0.5				
358.5		Ⓢ S. L. S. F.	Ⓢ			
		4.3				
362.8		FLEMING		N-46	35	1991
		2.8				
365.6		Ⓢ S. L. S. F.	Ⓢ			
		0.2				
365.8		CHEROKEE		N-48	10	834
		1.0				
366.8		Ⓢ S. L. S. F.	G			
		7.2				
374.0		COKE DALE	Ⓢ M.K.T.	N-58		
		5.6				
379.6		SHERWIN	Ⓢ S.L.S.F.	N-62	21	1320
		6.5				
386.1		FAULKNER		N-68	24	1561
		6.7				
392.8		CHECTOPA	Ⓢ	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.	Ⓢ M.K.T.			
		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

DEXTER SUBDIVISION — 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.	Ⓢ			
		70.6				

Rule 99 (d) in effect.

Yard Limits: Dearing to MP 431-00; MP 497-03 to MP 499-05.

Operation over AT&SF at Caney Item 17(a) Special Instructions.

 Maximum Speed: MPH
 Between Dearing & Cedarvale .. 30
 Between Cedarvale and Dexter Jct. .. 20

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

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

COFFEYVILLE SUBDIV. — CENTRAL DIVISION 43

Miles	SOUTH ↓	STATIONS	NORTH ↑	Station Numbers	Sidings	
					Cars	Feet
334.4		OSAWATOMIE		Ⓢ-2 ⓈT Ⓢ	MX-34	1 Yd
		0.5				
334.9		Ⓢ M. P.				
		7.9				
342.8		LANE			R-9	126 6688
		10.6				
353.4		HECLA			R-20	135 7578
		4.0				
357.4		Ⓢ A. T. & S. F.		Ⓐ		
		0.2				
357.6		GARNETT		Ⓢ	R-24	
		14.1				
371.7		DIXON			R-39	171 9203
		12.7				
384.4		LE ROY		Ⓢ	R-51	
		6.6				
391.0		VERNON			R-59	175 9283
		7.5				
398.5		DURAND		Ⓢ-2 T Ⓢ	H-85	179 8986
		16.6				
415.1		ROPER			R-82	170 8541
		2.5				
417.6		BENEDIOT	Ⓢ A. T. & S. F.	Ⓐ	R-85	
		9.6				
427.2		ALTOONA		Ⓢ	R-94	
		7.6				
434.8		NEODESHA		Ⓢ Ⓢ	R 102	165 8515
		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	155 8345
		13.3				
462.4		DEARING			R 130	135 8200
		5.4				
467.8		COFFEYVILLE		Ⓢ-2 T Ⓢ Ⓢ Ⓢ	R 135	Yd
		133.4				

ABS-CTC — Osawatomi to MP 466-23 at Coffeyville.

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 Osawatomi.

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

 Osawatomi — Around wye .. 10 MPH
 Coffeyville — Read St. to 14th St. .. 10 MPH

Maximum Speed	MPH	BUSINESS TRACKS:	MP	Sta. No.
(Except as below) ..	50	Greeley	348.1	R-15
MP 334-31 — MP 334-41 ..	30	Birch	361.8	R-29
MP 340-39 — MP 341-34 ..	40	Westphalia	373.6	R-41
MP 343-23 — MP 344-01 ..	45	New Strawn		
MP 348-20 — MP 348-26 ..	45	Spur	375.6	R-43
MP 356-40 — MP 357-37 ..	25	Aliceville	377.4	R-44
MP 371-27 — MP 372-26 ..	45	Buffalo	411.2	R-78
MP 383-34 — MP 385-00 ..	30	Blake	453.3	R-120
City Limits Altoona ..	40	Fredonia	426.5	RC12
MP 418-01 — MP 418-11 ..	45	Flagging distance —	2 miles.	
MP 423-00 — MP 423-11 ..	45	YARD LIMITS:		
MP 427-35 — MP 428-20 ..	45	MP 466-23 —	Coffeyville.	
MP 433-27 — MP 435-09 ..	30			
MP 448-06 — MP 450-10 ..	40			
MP 462-02 — MP 462-09 ..	45			

44 WAGONER SUBDIV. — CENTRAL DIVISION

Miles	SOUTH ▼	STATIONS	NORTH ▲	Station Numbers	Sidings	
					Cars	Feet
662.8		COFFEYVILLE, KAN.	☐ ⊙ ⊙ T ⊕	R 135	Yd	....
		2.3				
660.5		⊙ M-K-T	⊙			
		9.5				
651.0		LENAPAH, OKLA		L-311	140	7743
		10.9				
640.1		NOWATA	⊙ ⊕	L-300	76	4881
		5.7				
634.4		CLEM		L-294	111	6214
		12.3				
622.1		OOLOGAH		L-282	168	8440
		11.8				
610.3		⊙ S.L.-S.F.	⊙			
		0.6				
609.7		CLAREMORE	⊙	L-270	102	5739
		12.8				
596.9		INOLA	⊙	L-257	170	9577
		15.5				
581.4		WAGONER ⊙ MKT	⊙ ⊕ ⊙	L-242		
		1.8				
579.6		COOKSON		L-239	175	9415
		4.1				
575.5		OKAY JCT.	⊙	L-233		
		18.0				
557.5		BRAGGS	⊙	L-218	160	8814
		16.7				
540.8		UPSON		L-201	123	6533
		3.4				
537.4		VIAN	⊙	L-197		
		10.7				
526.7		⊙ K. C. S.	⊙			
		0.9				
525.8		SALLISAW	⊙ ⊕	L-186	26	1530
		6.1				
519.7		HANSON		L-180	70	4132
		6.6				
513.1		MULDROW		L-173	59	3580
		8.4				
504.7		GREENWOOD OKLA.		L-164	150	9057
		6.3				
498.4		⊙ S. L.-S. F.	⊙			
		1.2				
497.2		VAN BUREN, ARK.	☐ ⊙ T ⊕ ⊕	L-158	Yd	....
		165.6				

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

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

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

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

Maximum Speed	MPH	MPH
(Except as below)	50	
MP 497-22 — MP 499-08	25	MP 596-20 — MP 597-04
MP 500-02 — MP 500-14	45	City Limits Claremore
MP 502-09 — MP 503-32	40	MP 617-18 — MP 618-29
MP 507-20 — MP 507-29	45	MP 621-12 — MP 622-07
MP 516-03 — MP 516-16	30	City Limits Nowata
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	

BUSINESS TRACKS	MP	Sta. No.
Delaware	645.5	L-306
Talala	627.8	L-288
Public Service	621.5	L-281
Neodesha	588.6	L-249
OG&E Spur	568.7	L-229
Fort Gibson	567.9	L-228
Gore	546.5	L-206

Flagging distance 2 miles

VAN BUREN SUBDIV. — CENTRAL DIVISION 45

Miles	SOUTH ▼	STATIONS	NORTH ▲	Station Numbers	Sidings	
					Cars	Feet
497.2		VAN BUREN.	☐ ⊙ ⊙ T ⊕	L-158	Yd	....
		7.8				
489.4		ALMA		L-149	72	3810
		19.4				
470.0		POPING		L-130	118	6178
		5.2				
464.8		OZARK	⊙	L-125	74	3859
		8.3				
456.5		ALIX		L-117	115	6014
		13.1				
443.0		SPADRA		L-105	144	7517
		7.4				
435.6		CLARKSVILLE JCT.		L-93		
		8.1				
427.5		SCOTIA	⊙ ⊕ ⊙	L-85	162	8437
		9.8				
417.7		RUSSELLVILLE ⊕ T		L-75	118	6143
		0.1				
417.6		D. & R. CONN.				
		6.9				
410.7		WORTHEN		L-68	122	6388
		10.7				
400.0		BLACKVILLE		L-57	89	4628
		7.5				
392.5		MORRILTON		L-50	124	6750
		11.2				
381.3		MENIFEE		L-38	84	4378
		8.2				
373.1		CONWAY. ⊙ ⊕ ⊕ ⊕		L-30	186	9682
		9.5				
363.6		MAYFLOWER		L-21	205	10280
		20.0				
343.6		No. LITTLE ROCK. X-344			Yd	....
		153.2				

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

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

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.

Conditional Yard Limits: 370-06 - 375-20 — 5:01 pm to 12:01 am.

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.	☐ ⊙ ⊙ T ⊕	L-158	Yd	....
		1.5				
508.0		FT. SMITH.	⊙ ⊕ ⊕	LD-5		
		1.3				
509.3		⊙ S.L.S.F.	G			
		0.1				
509.4		⊙ K. C. S.	⊙			
		3.4				
512.8		SO. FT. SMITH.		LD-10		
		6.6				
519.4		FORT CHAFFEE		LD-17		
		15.9				
535.3		CHARLESTON		LD-33		
		0.7				
536.0		THESSING		LD-34	35	1500
		17.1				
553.1		PARIS		LD-51		
		46.6				

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

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

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

WEST		DALLAS SUBDIVISION				EAST	
First Class		STATIONS	Station Numbers	Sidings		First Class	
21				Cars	Feet	22	
Psg.						Psg.	
Daily	Miles					Daily	
AM	1 42	0.0	TEXARKANA ARK. T ⊙ ⊙ ⊙ ⊙ ⊙ ⊙	TP-0	Yd.	PM	9 56
		0.5	⊗ St. L.S.W.				
		1.3	0.8 NATIONAL TEX.	TP-2	89 4903		
			1.1 ⊗ K.O.S.				
		7.9	5.5 SULPHUR	TP-8	174 9157		
		14.8	6.9 SPRINGDALE	TP-15	89 4914		
		20.4	5.6 QUEEN CITY	TP-21	140 7449		
		23.6	3.2 ATLANTA	TP-24	77 4756		
		31.2	7.6 BIVINS	TP-31	142 7426		
		37.5	6.3 KILDARE	TP-37	94 5022		
		43.5	6.0 PAYNE	TP-44	146 7761		
		50.7	7.2 JEFFERSON ⊗ L.&A. ⊗	TP-51	158 9513		
		58.7	8.0 WOODLAWN	TP-58	136 7395		
f 2 49		66.3	7.6 MARSHALL ⊙ ⊙ ⊙ ⊙ ⊙ ⊙	TP-67	159 8243	f 8 49	
		70.5	4.2 QUINCY	TP-70	86 4748		
		75.3	4.8 KEOKUK	TP-75	138 7484		
		82.9	7.6 LANSING	TP-83	195 10485		
f 3 13		89.6	4.2 LONGVIEW ⊙ ⊙ ⊙ ⊙ ⊙ ⊙	TP-90	Yd.	f 8 25	
		93.8	11.0 GREGGTON	TP-94	132 7364		
		104.8	9.0 GLADEWATER	TP-103	136 7255		
		113.8	10.4 BIG SANDY ⊙ St.L.S.W.	TP-113	131 7277		
		124.2	5.8 FADA	TP-124	135 7507		
		130.0	6.1 HOARD	TP-130	88 4967		
		136.1	6.1 MINEOLA ⊙ ⊙ ⊙ ⊙	TP-138	245 13970		
		142.2	6.1 SILVER LAKE	TP-143	83 4730		
		150.0	7.8 GRAND SALINE	TP-149	141 7512		
		158.8	8.8 EDGEWOOD	TP-160	142 7559		
		167.4	8.6 WILLS POINT	TP-167	135 7728		
		175.9	8.5 ELMO	TP-176	137 7454		
		181.9	6.0 TERRELL	TP-183	79 4406		
		187.0	5.1 LAWRENCE	TP-187	132 7466		
		199.1	12.1 MARITH	TP-199	139 7403		
		207.0	7.9 SCOTTDALE	TP-207	85 4686		
		209.1	2.1 MP JCT. ⊙ ⊙ ⊙ ⊙ ⊙ ⊙	TP-210	142 7388		
			5.1 TOWER 19				
s 7 00		214.8	2.1 DALLAS ⊙ ⊙ ⊙ ⊙	TP-215		s 5 40	
		7 01	0.2 TERMINAL JCT. ⊙	TP-216		5 33	
		216.1	1.3 BROWDER ⊙ ⊙ ⊙ ⊙	TP-218	82 4362		
		226.4	10.3 GRAND PRAIRIE	TP-227	85 4570		
		229.0	2.6 BOP	TP-230	Yd.		
		232.7	3.7 ARLINGTON	TP-233	71 4178		
8 10		245.4	12.7 TOWER 55 ⊙ ⊙ ⊙ ⊙ ⊙ ⊙	TP-245		4 40	
PM		251.1	5.7 CENTENNIAL YD. ⊙ ⊙ ⊙ ⊙ ⊙ ⊙	TP-250		PM	

251.1

Maximum Speed		MPH	Maximum Speed		MPH
(Except as below)		Psg. Frt.			Psg. Frt.
MP 0-15	MP 1-00	75 60	MP 214-24	MP 221-25	20 20
⊗ SSW (MP 0-15)	MP 2-33	15 15	MP 224-15	MP 226-29	50 50
MP 5-14	MP 6-11	20 20	MP 225-29	MP 228-32	30 30
MP 11-04	MP 13-04	50 50	MP 226-25	MP 233-15	50 50
MP 15-11	MP 18-11	65 —	MP 228-32	MP 238-15	40 40
MP 20-32	MP 21-24	70 —	MP 235-15	MP 238-25	70 —
MP 23-22	MP 23-33	70 —	MP 238-28	MP 239-06	55 40
MP 30-27	MP 31-04	20 20†	MP 239-06	MP 245-18	40 40
MP 36-12	MP 38-00	50 50	MP 245-18	MP 245-40	15 15
MP 42-07	MP 42-25	70 —	In siding Marshall:		
MP 45-00	MP 45-18	70 —	MP 66-15 — MP 66-23		
MP 47-14	MP 48-20	60 —	Through sidings and turnouts		
MP 47-25	MP 48-15	60 —	East Yard Ft. Worth		
MP 50-08	MP 50-14	60 —	15 15		
MP 50-14	MP 51-17	30 30	Flagging distance 2 miles		
MP 51-17	MP 54-00	65 —	Business Tracks		
MP 56-11	MP 56-25	65 —	MP No.		
MP 59-00	MP 65-18	65 —	Hoot		
MP 65-16	MP 67-06	30 30	South Texarkana		
MP 67-06	MP 68-33	65 —	Heat Research		
MP 80-07	MP 80-19	65 —	Pumps		
MP 80-19	MP 81-16	60 —	Hawkins		
MP 81-16	MP 85-00	65 —	Debbie		
MP 86-06	MP 95-06	40 40	Amoco		
MP 100-21	MP 104-30	40 40†	Forney		
MP 112-33	MP 112-34	25 25	Mesquite		
MP 112-34	MP 113-11	65 —	Dalworth Paint		
MP 126-14	MP 126-25	70 —	Skyline		
MP 131-14	MP 132-07	65 —	Harrys		
MP 136-00	MP 136-12	40 40†	Eagle Ford		
MP 139-29	MP 141-07	70 —	Cloudy		
MP 148-07	MP 148-36	60 —	June Pit		
MP 148-36	MP 149-19	40 40	Mt. Creek		
MP 156-00	MP 157-00	35 35	Great Southwest		
MP 166-09	MP 167-01	35 35†	Handley		
MP 182-06	MP 183-09	40 40	Jamestown		
MP 183-26	MP 184-18	60 —	Fort Worth		
MP 192-07	MP 193-00	70 —	245.8 BV272		
MP 193-07	MP 194-10	45 40			
MP 194-10	MP 196-14	65 —			
MP 196-14	MP 205-15	70 —			
MP 201-10	MP 203-00	45 45			
MP 205-15	MP 209-29	20 20			
MP 209-29	MP 214-24	10 10			

No Superiority of trains and Rule 93 in effect between Sig. 4900 at Texarkana and StLSW crossing.

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

No. 16 turnouts at MP Jct. and all sidings except Terrell. MW Crossover, Mineola located at MP 136-25.

Hot Box and Dragging Equipment Detectors: *MP 29-15, MP 54-24, MP 80-05, MP 108-05, *MP 162-11, and *MP 190-18.

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

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

Do not exceed 5 MPH on Morton Salt Co. tracks, Grand Saline. Dallas-Ft. Worth Terminal Division jurisdiction MP Jct.-Centennial Yard inclusive.

No. 461 secure clearance at Terminal Jct.

Great Southwest-South Industrial Lead—Max. Speed. 20 MPH In East Dallas Yd. ⊗ ATSF ⊙ 10 MPH.

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

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

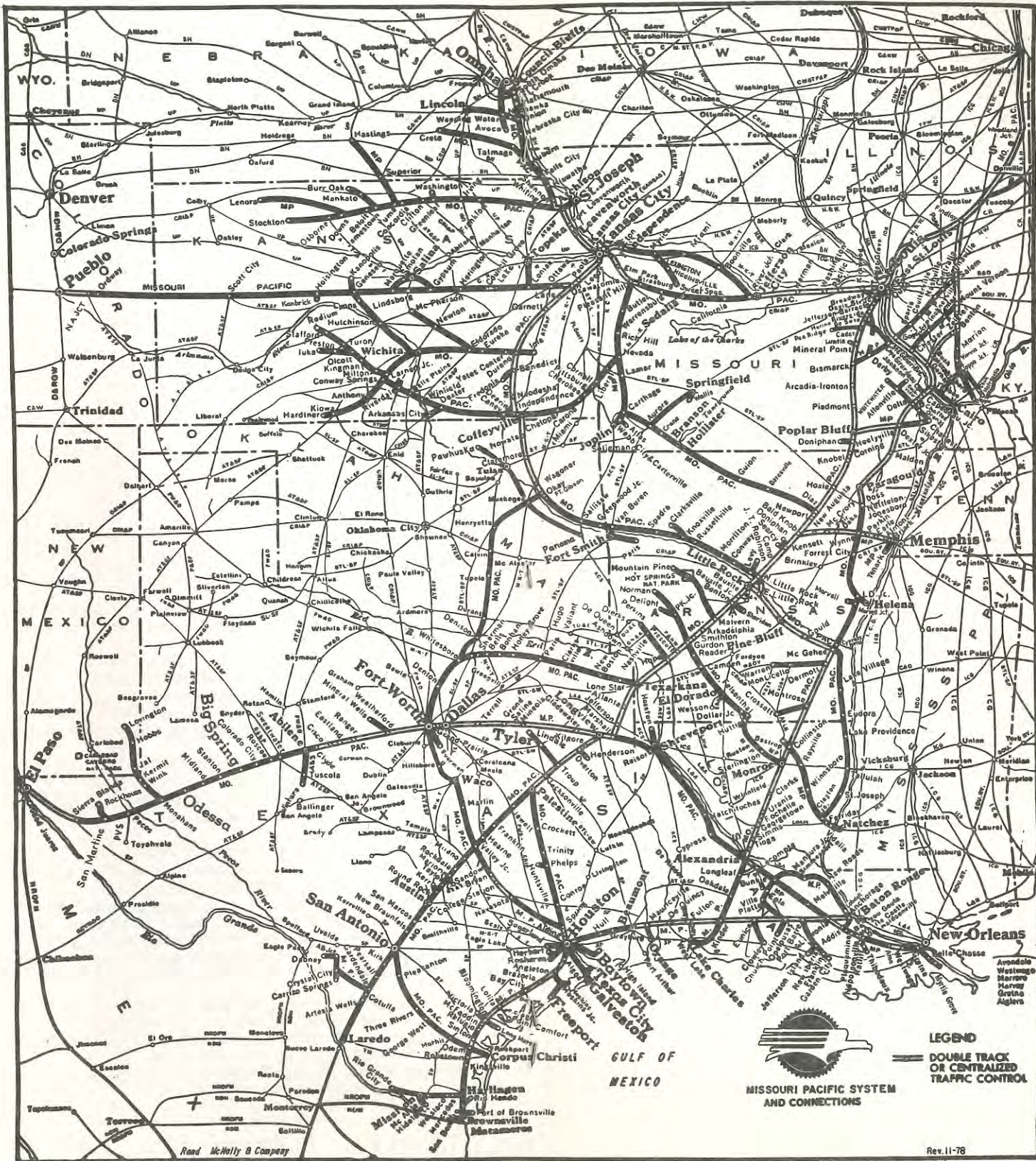
Two main tracks between Terminal Jct. and MP 248-01 Centennial Yard. Yard Limits: MP 244-02 — MP 248-01.

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

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

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

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



LEGEND
 DOUBLE TRACK OR CENTRALIZED TRAFFIC CONTROL



MISSOURI PACIFIC SYSTEM AND CONNECTIONS

50 OKLAHOMA SUBDIV. — RED RIVER DIVISION

Maximum Speed between Okay Jct. and KO&G Jct. (Except as below) ... 49	Miles	STATIONS	Station Numbers	Sidings	
				Cars	Feet
MP 128-08— MP 128-12... 10					
City Limits Muskogee ... 25†	120.2	OKAY JCT. ... ⊖	L-233		
Muskogee Over MP ⊗ ... 20	122.5	VERDIGRIS RIVER ... ∅ ⊕			
Broadway & Okmulgee Sts. Muskogee ... 12	128.3	⊗ M-K-T ... ⊕			
MP 167-14 to MP 167-20... 45	133.8	MUSKOGEE ⊗ MP... ⊕ ⊗ ⊕	MG-3	Yd.	
MP 173-03 to MP 173-00... 25	145.9	WAINWRIGHT... 12.1	MG-146	143	7766
MP 173-03 to MP 175-00... 25	158.5	HITCHITA... 12.6	MG-159	62	3420
MP 184-22— MP 185-01... 40	174.1	HENRYETTA... ⊕ T ⊕ ⊕	MG-174	77	4140
MP 202-00 to MP 217-00... 40	188.6	TANNER... 14.5	MG-189	85	4543
Except: Calvin—Over CRI&P ⊗ ... 20	202.2	MINA... 13.6	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... 1.0	MG-216	77	4303
MP 256-19 to MP 256-27... 30	230.0	ALLEN... 13.7	MG-230	89	5042
MP 267-22 to MP 273-17... 40	252.5	TUPELO... 22.5	MG-252	147	7798
MP 291-19 to MP 295-18... 40	269.5	WAPANUCKA... 17.0	MG-270		
Thru Conn. KO&G Jct. ... 15	278.0	CAIN... 8.5	MG-279	134	7760
Flapping distance 8,970 ft.	297.6	KO&G JCT, OKLA... 19.6	MG-298		
		RAY-DENISON, TEX Via MKT ⊕	MK-662	Yd.	
		198.3			
Yard Limits: Muskogee: MP 126-00 — MP 134-25 Henryetta: MP 171-27 — MP 175-08 KO&G Jct.: MP 296-05 — KO&G Jct.					

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	Miles	STATIONS	Station Numbers	Sidings	
				Cars	Feet
MP 173-10 —					
MP 173-20... 35					
MP 191-15 —					
MP 192-04... 40	173.1	RAY-DENISON TEX... ⊕ ⊗	MK-622	Yd.	
MP 203-10 —		20.9			
MP 203-20... 45	179.5	WHITESBORO JCT... ⊕ ⊗		Yd.	
MP 207-33 —		6.4			
MP 210-04... 20	191.5	COLLINSVILLE... 12.0	TA-179	65	4143
MP 221-20 —		17.6			
MP 222-05... 30	209.1	PILOT POINT... 12.0	TA-191	139	7874
MP 237-05 —		16.3			
MP 243-30... 30	225.4	DENTON... ⊕ ⊗ ⊕ ⊕	TA-209	123	7208
MP 243-30 —		10.1			
Tower 55... 15	235.5	ROANOKE... 16.3	TA-225	144	7967
Through Interlocking... 15		2.6			
On wye tracks Tower 55... 10	238.1	WATAUGA... 10.1	TA-235	44	2654
Flapping distance 2 miles	240.0	⊗ S.T.L.S.W... ⊕ ⊕			
Yard Limits: Whitesboro Jct.: MP 171-26 —		1.9			
MP 174-13	244.5	HODGE... 4.5	TA-240	98	5332
Denton: MP 208-00 —		4.5			
MP 212-25		2.6			
Tower 55: MP 237-00 —		92.3			
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		
Keller	230.2	TA-230	Perrin Field	.668.9
			Pottsboro	.669.6
			Sadler	.681.9
			Whitesboro	.685.7

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

52 MIDLAND VALLEY SUBDIV. — RED RIVER DIV.

Miles	WEST STATIONS	EAST	Station Numbers	Sidings Capacity in Cars
20.8	PANAMA		MV 21	
29.3	⊗FS & VB	⊙		
40.9	KEOTA		MV 41	
55.2	STIGLEE		MV 55	39
67.5	PORUM		MV 67	
77.2	WARNER		MV 77	
95.8	SHOPTON	⊙T⊙	MV 96	Yd.
100.1	MUSKOGEE	⊙MP⊙	MV 97	
117.3	HASKELL	⊙T⊙	MV 117	14
134.0	BIXBY		MV 134	
141.5	JENKS		MV 142	9
148.1	TULSA	⊙T⊙	MV 152	Yd.
152.3	⊙SS RY	⊙		
187.2	BARNSDALL		MV 187	
166.4				

Rule 99 (d) in effect.

Yard limits: MP 92-32 to MP 101-04; MP 146-04 to MP 154-23.

Maximum Speed: MPH

Panama to MP 95-02	30
MP 95-02 — MP 96-00	20
MP 96-00 — MP 98-00	12
MP 98-00 — MP 100-00	25
MP 100-00 — MP 142-00	30
MP 142-20 — MP 148-06	25
MP 148-06 — MP 151-04	20
MP 151-04 — MP 151-33	10
MP 151-33 — MP 154-23	20
MP 154-23 — MP 185-00	25
(Except as below)	
MP 169-14 — MP 169-20	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

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	WEST STATIONS	EAST	Sta. No.	Cars	Ft.
0.0	TEXARKANA	⊙⊙⊙	TP-0	Yd.	
0.6	⊗K. O. S.	⊙⊙⊙			
14.8	HOOKS		TA15	75	4051
34.2	DE KALB		TA34	57	4059
61.0	CLARKSVILLE	⊙⊙⊙	TA61	85	4979
91.0	PARIS	⊙⊙⊙	TA91	Yd.	
91.7	⊙AT&SF-S.P.	⊙			
128.1	BONHAM	⊙⊙⊙	TA128	Yd.	
141.6	⊙MKT	⊙	TA142		
154.5	⊙S.P.	⊙⊙⊙			
154.6	⊙SHERMAN	⊙⊙⊙	TA155	Yd.	
173.1	WHITESBORO JCT.	⊙⊙	TA173	Yd.	
173.1					

Rule 99(d) in effect only:
Between Texarkana and Paris;
Between Sherman and Whitesboro Jct.

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

BUSINESS TRACKS

	MP	Sta. No.
Nash	5.1	TA-5
Proetz Lbr. Co.	6.0	TA-6
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
Sawoy	139.2	TA-139
TP&L	140.0	TA-140
Whitesboro	173.1	TA-173

Yard Limits: MP 0-00 to MP 2-09, MP 59-00 to MP 63-00, MP 88-07 to MP 93-00, MP 126-00 to MP 132-06, MP 152-06 to MP 156-03, MP 171-26 to MP 174-13.

MKT Crossing Sherman may be left lined as last used. Within Red River Army Depot—Stop and protect Texas St. and 1st St. South.

SHREVEPORT SUBDIV.—RED RIVER DIVISION 53

Miles	WEST STATIONS	EAST	Station Numbers	Sidings
				Cars Feet
192.1	ALEXANDRIA	⊙⊙⊙	TB-195	Yd.
195.7	TEXMO JCT.	⊙⊙	TB-196	
203.7	RAPIDES		TB-204	64 4105
225.2	FERN		TB-225	76 4124
235.8	CYPRESS		TB-236	87 5094
246.0	CANE		TB-246	63 4066
247.5	NATCHITOCHES	⊙-1	TB-247	
265.7	LAKE END		TB-265	50 2935
286.0	WESTDALE		TB-286	87 4777
308.6	LUCAS		TB-308	90 4805
311.7	⊗K.O.S.	⊙		
313.9	⊙S. P.	⊙		
315.0	CUT OFF JCT.	⊙	TB-315	Yd.
315.6	HOLLYWOOD JCT.	⊙	TB-316	Yd.
1.5	HOLLYWOOD YD.	⊙-1	TS-326	
322.3	LAKE HAYES, LA.		TB-321	70 4116
332.5	WASKOM, TEX.		TB-331	91 5289
343.1	SCOTTSVILLE		TB-342	72 4028
351.4	MARSHALL	⊙-1 T⊙⊙	TP-67	142 7551
156.9				

Yard Limits:
MP 192.0 - MP 196.5,
MP 310.6 - MP 317.9,
MP 347.5 - MP 351.1.

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

Flagging distance 2 miles

Business Tracks	MP	Sta. Nos.
England AFB	199.8	TB199
Boyce	208.7	TB209
Rodemacher	211.9	TB212
Soybean Spur	243.0	TB243
Plywood Spur	251.0	TB251
Powhatan	258.8	TB258
Gahagan	276.1	TB275
Grand Bayou	280.1	TB280
Caspiana	286.6	TB286
Gayles	302.4	TB302
Olin	303.9	TB304
Reisor	313.0	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.

Hot Box and Dragging Equipment Detector *MP 337-01 and *MP 292-00.

HOSSTON SUBDIV.—RED RIVER DIVISION

Miles	SOUTH STATIONS	NORTH	Sta. Nos.	Rule 99 (d) in effect.
34.1	HOSSTON		TT-28	Maximum Speed 20
29.4	GILLIAM		TT-23	Yard Limits: MP 3-15 to Hollywood Jct.
4.8	SHREVEPORT		TS-326	Flagging distance 1,770 ft.
3.7	⊙ICG	⊙		
1.5	HOLLYWOOD YD.	⊙T⊙⊙-1	TS-316	
0.0	HOLLYWOOD JCT.		TB-316	Business Tracks MP No. Belcher 18.1 TT-18 Sentell 10.3 TT-10 Good Roads Spur 4.8 TT-3
34.1				

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

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

54 LONGVIEW SUBDIV. — RED RIVER DIVISION

MPH		SOUTH STATIONS		NORTH STATIONS		Station Numbers	Sidings	
Maximum Speed (Except as below) MP	MP	Miles		Miles			Cars	Feet
City limits—	30							
Palestine	20							
0-0	19-07							
19-33	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						
ATP	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.		Miles	SOUTH STATIONS		NORTH STATIONS		Station Nos.
Maximum Speed (Except as below) MP	MP						
MP 26-00 to MP 32-07.10 MPH		32.7	LINDALE				CX-33
Stop and protect Fleishel St. unless oscillating red light is operating.		26.3	SWAN				CX-27
		19.0	TYLER	St. LSW			CX-19
		13.9	ELBERTA				CX-14
		8.6	WHITEHOUSE				CX-9
		0.0	TROUP				AX-36
BUSINESS TRACKS							
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.		Miles	SOUTH STATIONS		NORTH STATIONS		Station Numbers
Maximum Speed .. 20 MPH							
BUSINESS TRACKS							
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	SOUTH STATIONS		NORTH STATIONS		Station Numbers	Sidings		Maximum Speed (except as below) MPH
						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 161-05—MP 165.08 20
								Tower 55—Waco Jct...50
								On wye tracks
								Tower 55
								Creosote Plant Lead
								Navasota
								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.
								When train order authority
								to operate as an extra
								train is to be delivered to
								northward train at Spring
								the absolute signal at north
								end of Spring must not
								be displayed at proceed for
								northward movement until
								such train order authority
								has been issued and com-
								pleted. Train or engine re-
								ceiving proceed indication
								for northward movement at
								north end of Spring may
								proceed on main track and
								pick up train order.

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	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Maximum Speed — 20 MPH
0.0	ABILENE		TJ-000	Max. Wt. 220,000 Lbs.
16.7	AT & SF		TJ-17	
17.2	TUSCOLA		TJ-23	
27.4	BRADSHAW		TJ-38	
38.2	WINTERS		TJ-38	

T.-N. M. SUBDIV.—RIO GRANDE DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Rule 99 (d) in effect
	YARD LIMITS: MONAHANS TO MP 1-04			Maximum Speed (Except as below) MPH
105.5	LOVINGTON		TM-105	MP 65-02 — MP 66-00 .. 15
84.4	HOBBS		TM-84	MP 83.0 — MP 91.0 .. 10
65.0	EUNICE		TM-66	Flagging distance 4,320 ft.
42.3	JAL. N. M.		TM-42	Business Tracks:
23.6	KERMIT, TEX.		TM-24	Combust
0.0	MONAHANS		TM-000	United Carbon
				Continental Carbon
				Warren
				Climax
				Southern Union Oil
				Lea County Oil

56 BAIRD SUBDIV. — RIO GRANDE DIVISION

TOYAH SUBDIV. — RIO GRANDE DIVISION 57

Maximum Speed Except as below MP	Speed below MP	MPH	STATIONS		Station Numbers	Sidings	
			WEST	EAST		Cars	Feet
258-00	259-03	55	All yard tracks between MP 248.1 and West end Centennial Yard. Do not exceed 20 MPH.				
260-26	262-05	55					
264-14	264-24	55					
266-14	266-25	55					
276-03	276-29	50					
277-22	281-30	50					
285-15	285-20	55					
294-17	295-19	40					
298-14	298-21	55					
326-05	326-25	45					
329-28	337-03	40					
340-14	341-10	45					
343-05	345-18	45					
360-11	363-24	45					
372-05	372-13	55					
378-19	378-26	55					
383-06	384-23	50					
386-20	388-18	45					
405-11	406-04	45					
406-04	409-07	30					
446-30	448-14	35					
448-14	450-26	50					
476-15	477-10	55					
507-20	509-09	50					
509-00	510-00	20					
510-00	517-00	50					
Flagging distance 2 miles							
Business Tracks	MP	Sta. Nos.					
Bomber	252	TP-252					
Beckman							
Const. Co.	253	TP-253					
Benbrook	254	TP-255					
Aledo	263	TP-264					
Johnson							
Mines	324	TP-324					
Olden	347	TP-347					
Putnam	373	TP-374					
Bandag	401	TP-401					
Air Base Spur	413	TP-413					
Pyramid	445	TP-445					
Reef Field	504	TP-504					
Sand Springs	504	TP-504					
ABS — Centennial Yd. to Big Spring, CTC between Centennial Yd. and west end siding Clyde.							
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.							
508.5							
513.4							
262.3							

Hot Box and Dragging Equipment Detectors located *MP 282-30, MP 317-02, MP 347-09, *MP 377-00, MP 416-00, MP 453-00, MP 485-14.
No. 16 Turnouts: Old E. Main—West end Centennial Yd.; Big Spring—E. end old main; all sidings except: Ranger, Baird, Tye, Trent, Colorado City and Ziler; E. end Roscoe, Lorraine; W. end Holder, Eskota, Dome and Iatan.

W.M.W.&N.W. SUBDIV.—RIO GRANDE DIV.

Maximum Speed	MPH	STATIONS		Station Numbers
		WEST	EAST	
0.0	10	WEATHERFORD		TK-000
18.1		WOLTERS		TK-18
22.0		MINERAL WELLS		TK-22
22.0				

Maximum Speed (Except as listed below) MP	MP	MPH	STATIONS		Station Numbers	Sidings		EAST	Maximum Speed (Except as listed below) MP	MP	MPH
			WEST	EAST		Cars	Feet				
507-20	517-00	50									
533-26	535-00	50									
551-19	556-15	25*									
570-10	573-27	45									
587-03	587-17	55									
608-00	611-00	35									
646-25	647-04	45									
692-26	693-00	55									
735-08	735-19	50									
741-10	744-00	45									
Flagging distance 2 miles											
*Until eng. occupies last crossing.											
Business Tracks	MP	Sta. Nos.									
Baden	540.1	TP-540									
Tex-Harvey	541.0	TP-541									
Foundation	557.6	TP-558									
Warfield	562.7	TP-563									
Sid Richardson	583.0	TP-583									
Badger	590.3	TP-590									
Ranks	591.8	TP-591									
Texas Elec.	613.6	TP-614									
Monsanto	617.5	TP-618									
Barstow	640.0	TP-640									
Millwhite	729.0	TP-729									
Crusher	744.2	TP-744									
Talc.	757.0	TP-757									
Rockhouse Industrial Lead — San Martine to Rockhouse (Elcor Mine) 27.2 Miles.											
Maximum Speed 20 MPH. Rockhouse Lead											
Business Tracks: Sta. No. Cam .MP 697.7 TE-11 Ort .MP 706.7 TE-21 Rockhouse .MP 713.5 TE-27											
No. 16 switch at west end siding Arcade, Pegasus and Boracho and east end of sidings Morita, Stanton, Monahans, and Metz.											
513.4											
513.4											
343.5											

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

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

Yard Limits: MP 507-27 to MP 517-00; MP 567-33 to MP 576-17; MP 607-28 to MP 611-02; MP 664-25 to MP 668-20; SP connection, Sierra Blanca, to MP 767-00.

Conditional Yard Limits: MP 551-00 to MP 557-00 12:01 PM to 12:01 AM.

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	827.5	
SP CONN					

SOUTH First Class				NORTH 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					AM
12 40	144.8	TAYLOR	AX-226	Yd.	11 50
12 50	153.4	HUTTO	AX-235	61 3088	11 04
12 57	161.6	ROUND ROCK	AX-243	129 6460	10 54
1 03	166.0	McNEIL	AX-247	91 4564	10 44
1 11	173.8	SNEED	AX-253	157 7880	10 34
s 1 20	179.1	AUSTIN	AX-262	48 2700	s 10 24
	179.6	COLORADO BRIDGE	AX-263		
1 33	187.3	BERGSTROM	AX-268	144 7211	10 10
1 43	194.2	BUDA	AX-276		10 00
1 49	201.0	KYLE	AX-282	141 7050	9 54
1 56	208.7	CENTEX	AX-288	141 7050	9 47
1 57	208.8	M-K-T JCT	AX-290		9 46
s 2 00	209.7	SAN MARCOS	AX-291		s 9 43
2 14	221.5	GOODWIN	AX-302	190 9545	9 30
	227.3	NEW BRAUNFELS	AX-308		
	227.4	M-K-T			
2 24	227.8	LANDAS PARK	AX-309	47 2382	9 20
2 31	234.5	CORBYN YD	AX-316	Yd.	9 13
2 38	241.0	BRAOKEN	AX-322	159 7995	9 06
2 50	254.0	ADAMS	AX-335	73 3684	8 54
s 3 04	259.1	SAN ANTONIO	AX-340		s 8 45
	259.8	S. P. No. 1			
	260.4	S. P. No. 2			
3 17	264.3	SOSAN	AX-345	Yd.	8 29
PM		264.3			AM

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.

Outbound conductor who will board No. 22 or No. 21 at San Antonio will enter required information as to departure from Sosan on train register at Sosan except the time. The time of departure will be entered on train register by the operator at Sosan upon verbal advice from conductor that train has departed Sosan.

Northward train restricted at Goodwin or southward train restricted at Centex for a train may advance on main track to train order signal MKT Jct. upon verbal instructions of operator at MKT Jct. as provided by Rule 221(a).

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 6:01 PM to 6:01 AM; MP 225-10 to MP 238-00 7:01 AM to 5:01 PM.

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

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

Maximum Speed	MPH	Maximum Speed	MPH
(Except as shown below)	50	(Except as shown below)	70 50
MP 0-0 — MP 1-00	20	MP 144-32 — MP 145-28	25 25
City Limits Palestine	30†	MP 145-28 — MP 146-24	40 40
MP 13-00 — MP 14-00	30	MP 146-24 — MP 147-20	60 —
City Limits Oakwood	45†	MP 160-00 — MP 161-24	60 —
MP 21-03 — MP 21-11	45	MP 166-32 — MP 171-00	60 35
MP 60-00 — MP 61-00	30	MP 171-00 — MP 179-04	35 35
MP 61-28 — MP 62-07	45	MP 179-04 — MP 180-08	15 15
MP 64-06 — MP 64-18	45	MP 180-08 — MP 186-01	35 35
MP 65-16 — MP 65-22	45	MP 190-24 — MP 191-32	60 —
City Limits Franklin	45†	MP 191-32 — MP 195-00	65 —
City Limits Hearne	25†	MP 201-28 — MP 203-04	55 —
MP 93-11 — MP 93-12	30	MP 205 12 — MP 207-08	55 —
MP 94-20 — MP 94-26	45	MP 207-08 — MP 211-04	30 30
MP 109-27 — Over ATSF		MP 219-32 — MP 230-00	60 —
Crossing	40	MP 225-32 — MP 228-08	20 20†
MP 113-00 — MP 114-00	35	MP 228-08 — MP 229-12	60 —
City Limits Rockdale	45†	MP 229-12 — MP 231-36	65 —
RS&S Yard	10	MP 229-12 — MP 232-04	60 —
City Limits Thorndale	45†	MP 231-36 — MP 234-24	65 —
City Limits Taylor	25†	MP 232-04 — MP 234-24	65 —
MP 144-10 — MP 144-32	15	MP 240-08 — MP 240-20	60 —
Flagger distance 2 miles		MP 242-24 — MP 244-08	60 —
		MP 244-08 — MP 249-12	60 —
		MP 247-12 — MP 256-04	45 45
		MP 252-04 — MP 257-12	40 40†
		MP 256-04 — MP 258-16	30 30
		MP 257-12 — MP 259-32	20 20†
		MP 258-16 — MP 259-32	20 20†
		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 (Conn. Georgetown R.R.-Kerr DX002)	161.6	AX-243	Ogden	236.7	AX-318
			Wetmore	247.7	AX-329
			Longhorn	249.2	AX-330
			Green Light		
			Spur	250.0	AX-331
IBM	169.0	AX-251	North Loop	251.5	AX-333
Charles	170.4	AX-252	Towne Spur	251.8	AX-333
Hooper	171.1	AX-254	Cementville	253-6	AX-334
Stripling Blake	171.9	AX-253			

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.

SOUTH						NORTH	
FIRST CLASS						FIRST CLASS	
21						22	
Daily	Miles	STATIONS		Sta. Nos.	Sidings	Daily	
					Cars	Feet	
PM							AM
3 17	264.3	SOSAN	⊠ ⊙ T ⊙ ⊕	AX345	Yd.		8 29
		2.2					
3 22	266.5	HEAFER		AX348			8 19
		15.6					
3 39	282.1	LYTLE		AX363			8 02
		9.4					
3 50	291.5	DEVINE	⊙	AX373	37 1879		7 51
		21.5					
4 13	313.0	PEARSALL	⊙	AX394	41 2093		7 28
		8.9					
4 21	321.9	DERBY		AX403			7 20
		7.2					
4 29	329.1	DILLEY		AX410			7 12
		10.4					
4 40	339.5	GARDENDALE	⊙ T ⊕	AX422	39 1949		7 01
		6.3					
4 47	345.8	COTULLA		AX427	92 4616		6 54
		21.8					
5 10	367.6	ATLEE		AX449	63 3191		6 32
		6.5					
5 17	374.1	ENCINAL	⊙	AX455	48 2422		6 25
		11.2					
5 28	385.3	CALLAGHAN		AX467	46 2303		6 14
		23.0					
5 52	409.3	NYE		AX490			5 50
		3.7					
	412.0	⊙ Tex-Mex	⊙				
		0.2					
6 50	412.2	LAREDO	⊠ T ⊕ ⊙ ⊕	AX494	Yd.		5 40
PM		147.9					AM

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

Yard Limits: MP 255-10 to MP 267-00; MP 337-20 to MP 341-19; MP 406-02 to end of Track Laredo.

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

Maximum Speed	MPH	Business	Sta.
(Except as below)	Psg. Frt.	Tracks	MP No.
59	49	Natalia	287.1 AX-368
MP 264-20 — MP 264-28	15 15	Armour	
MP 264-28 — MP 267-00	35 35	Chemical	310.1 AX-390
MP 281-12 — MP 282-20	30 30†	Medina Electric	310.5 AX-391
MP 290-28 — MP 291-36	40 40†	Burns Stock	
MP 300-16 — MP 303-04	55 —	Pens	331.0 AX-412
MP 338-20 — MP 340-00	45 45	Artesia Wells	356.9 AX-438
MP 345-00 — MP 346-20	40 40†		
MP 345-00 — MP 346-00	40 40†		
MP 408-20 — MP 410-12	30 30		
MP 410-12 — MP 412-08	15 15		

Flagging distance 9,600 ft.

CRYSTAL CITY SUBDIV.—PALESTINE DIVISION

Rule 99 (d) in effect.	Miles	SOUTH STATIONS	NORTH	Sta. Nos.	Sidings
					Cars Feet
Carrizo Springs — Ind. Lead 12.2 miles Crystal City — Carrizo Springs (FX-156) Max Speed 30 MPH Max. Wt. 240,000 lbs.	190.8	DABNEY		HX18	
	187.3	BLEWETT ⊙ URA ⊙		HX14	
	145.8	CRYSTAL CITY ⊙ ⊠ ⊙ T ⊕		FX146	Yd.
	143.4	RIVER		FX143	Yd.
Yard Limits: MP 105-00 to MP 107-00; MP 141-00 to MP 148-00.	134.5	BRUNDAGE		FX134	86 4324
	127.1	BIG WELLS		FX127	
	118.3	COUNTY LINE		FX118	41 2068
Maximum Speed Crystal City — Gardendale 30 MPH; Crystal City — Dabney 20 MPH except 15 MPH MP 172-28 to MP 173-02; Wye tracks Crystal City 15 MPH.	105.0	GARDENDALE	⊙ T ⊕	AX422	
Flagging distance 5,920 ft.		85.8			

Maximum Speed MPH (Except as shown below)		SOUTH	NORTH	Station Nos.	Sidings
MP	MPH	STATIONS	STATIONS		Cars Feet
MP 0-0 to MP 1-18	30	PALESTINE	⊙ T ⊕	AX-81	Yd.
MP 1-18 — MP 5-04	40	1.0	WEST JCT	A-81	
MP 9-05 — MP 9-15	45	12.2	ELKHART	A-94	99 5012
MP 11-28 — MP 12-12	45†	12.3	GRAPELAND	A-106	59 2960
MP 14-12 — MP 14-19	45	13.0	CROCKETT	A-119	175 10535
MP 15-19 — MP 15-23	45	13.7	LOVELADY	A-133	65 3292
MP 17-08 — MP 17-22	45	13.6	TRINITY	A-146	165 10200
MP 23-26 — MP 24-31	30	6.9	RIVERSIDE	A-153	62 3138
MP 25-08 — MP 26-23	45	12.3	PHELPS	A-165	117 5880
MP 36-21 — MP 38-17	40†	11.7	NEW WAVERLY	A-177	83 4175
MP 42-29 — MP 43-09	45	8.0	WILLIS	A-185	83 4188
MP 63-21 — MP 65-15	40†	8.0	CONROE	A-193	142 7100
MP 82-19 — MP 82-26	45	8.9	TAMINA	A-202	68 3426
MP 109-25	30†	7.1	SPRING	A-209	130 6507
MP 113-10	30†	10.1	ALDINE	A-219	167 8387
City Limits Houston: MP 142-00 — Belt Jct.	40	8.0	BELT JCT	A-227	
Belt Jct.	40	1.7	GULF COAST JCT.	B-379	Yd.
Gulf Coast Jct.	40	2.7	SETTEGAT YD.		
Settegast Yd.	20	150.1			
Flagging distance 2 miles					
Business Tracks	MP No.				
Salmon	18.3 A-100				
Nuclear	23.1 A-104				
Southland	32.8 A-114				
Texas Power & Light Co.	33.2 A-114				
Cut	43.3 A-125				
Davy	52.5 A-134				
Dodge	79.6 A-161				
Huntsville Ind. Lead:					
7-0 mi. Phelps to Huntsville AD-7.	Max. Speed 20 MPH. Bus Tracks: Townley MP 3 St. No. AD-4.				
La. Pacific	93.2 A-175				
Camp Strake	114.0 A-195				
Tin Barn	117.9 A-197				
Bison	117.4 A-198				
Westfield	131.3 A-213				
Jetero & Drillico	136.3 A-218				
Texas Crushed Stone	138.9 A-220				
Frohlick	140.2 A-221				
Hardy	142.3 A-224				
Houston, Tex.	B-372				

Hot Box and Drugging Equipment Detectors located at MP 33-11; MP 67-12; MP 97-16; MP 132-00. When train order authority to operate as an extra train is to be delivered to northward train at Spring the absolute signal at north end of Spring must not be displayed at proceed for northward movement until such train order authority has been issued and completed. Train or engine receiving proceed indication for northward movement at north end of Spring may proceed on main track and pick up train orders.

ABS — Between West Jct. and Settegast Yard.

CTC — Between Palestine and Signal 12, and between Spring and Belt Jct.

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

Operation on HB&T between MP 144-00 and Settegast Yard.

Yard Limits: MP 0-0 to MP 2-00; MP 145.8 to MP 150.1.

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

No. 15, 16 or 20 turnouts:

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

Miles	STATIONS		Station Nos.	Sidings	
	SOUTH	NORTH		Cars	Feet
377.0		SETTEGAST YD... 8.9	B-379	Yd.	.....
368.1		NEW SOUTH YD... 20.3	B-368	Yd.	.....
19.4		SP JCT... 5.4			
14.0		MYKAWA... 4.0	n126 s150	7690 9350	
10.0		PEARLAND... 5.9	108	5400	
4.1		HASTINGS... 4.1	256	12800	
0.0		ALVIN... 28.6		Yd.	.....
24.4		ALGOA... 343.2	B-343		
342.8		BROWNIE... 9.4	B-342	192	9636
333.4		LIVERPOOL... 13.4	B-333	110	5494
320.0		ANGLETON... 14.5	B-321	Yd.	.....
305.5		S. BERNARD R... 4.7	B-306		
300.8		SWEENEY... 9.1	B-301	102	5095
291.7		ALLENHURST... 7.6	B-292	108	5394
284.1		A.T. & S.F... 0.3			
283.8		BAY CITY... 8.6	B-284	102	5121
275.2		BUCKEYE... 10.3	B-275	141	7800
264.9		S. P... 0.3			
264.6		BLESSING... 14.9	B-265	105	5241
249.7		LAWARD... 4.8	B-250	105	5257
244.9		LOLITA (PCN Conn) 4.8	B-245		
240.1		VANDERBILT... 10.6	B-240	Yd.	.....
229.5		KERRAN... 5.2	B-230	111	5547
224.3		PLACEDO S.P... 5.0	B-224		
219.3		BLOOMINGTON... 3.3	B-219	127	6375
216.0		BARGE CANAL... 10.3			
205.7		INARI... 12.3	B-205	150	7521
193.4		GRETA... 7.4	B-193	145	7252
186.0		REFUGIO... 6.0	B-186		
180.0		WOODSBORO... 17.9	B-180	128	6392
162.1		SINTON... 0.1	B-162	44	2224
162.0		SINTON JCT SP... 7.5	B-162		
154.5		ODEM... 13.1	B-155	73	3656
141.4		ROBSTOWN TM... 16.5	B-141	115	5773
124.9		BISHOP... 6.5	B-125		
118.4		KINGSVILLE... 21.0	B-119	Yd.	.....
97.6		SARITA... 20.6	B-98	85	4249
77.0		ARMSTRONG... 9.4	B-77	107	5364
67.6		NORIAS... 21.2	B-68	82	4098
46.4		RAYMONDVILLE... 19.6	B-46	104	5228
26.8		S.P... 1.2			
25.6		HARLINGEN... 6.6	B-25	Yd.	.....
19.0		SAN BENITO... 18.3	B-19		
0.7		BROWNSVILLE... 377.0	B-0	Yd.	.....

TIMETABLE NO. 14

BROWNSVILLE SUBDIV.—KINGSVILLE DIVISION 63

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

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

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

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

Southward trains secure clearance Settegest Yard or Belt Jct. and ATSF clearance card at New South Yard.

Northward trains must secure ATSF clearance at Alvin.

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

AT&SF timetable not required between New South Yard and Algoa.

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

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

Crews operating Angleton to Palestine must secure clearance at Angleton.

Trains must receive clearance at Harlingen except Mission Subdiv. trains.

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

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

Business Tracks MP No. Sta.
Ross 7.3 BH-10
Clute 9.5 BH-8
Hoskins Jct. 11.4 BH-6
Freeport 15.4 BH-0

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.

Phillips Refinery Spur—
Max. Speed 10 MPH;

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

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

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 0-08 to MP 0-16 5 MPH
⊗ MP 1-16 SP ⊗

Business Tracks MP No. Sta.
Dernal 4.2 BM-4
Big Three Gas 4.3 BM-4
Tennessee Gas 4.5 BM-4

TIMETABLE NO. 14

64 CORPUS CHRISTI SUBDIV.—KINGSVILLE DIV.

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

Business Tracks:	MP No.	Sta. No.	Business Tracks:	MP No.	Sta. No.
Phoenix	5.0	CC-5	McCoy	46.3	CC-46
R. J. Reynolds Food Inc.	6.1	CC-6	San Miguel Power Plant	53.0	CC-53
San Jose	6.7	CC-7	Whitsett	63.3	CC-63
Cassin	12.6	CC-13	Sunniland	68.0	CC-68
Espey Sand Pit	23.1	CC-23	Goliad Corp.	82.3	CC-82
Leming	26.6	CC-27	Atlantic Ref.	87.4	CC-87
Coughran	38.8	CC-39	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	Station Nos.	Sidings		Feet	Maximum Speed MPH
				Cars	Feet		
0.0	HARLINGEN	ⓂⓉⓃⓈ	B-25	Yd.	.....		MP 32-09 — 30
8.3	LA FERIA		BR-8	68	3441		MP 36-26 — 15
13.9	MERCEDES		BR-14	109	5465		MP 42-00 — 20
18.8	WESLACO	ⓂⓉⓃⓈ	BR-19	52	2641		Hidalgo-Mission Ind. Lead 15
22.8	DONNA		BR-23	65	3264		(except over Bridge 2.8 10 MPH)
26.9	ALAMO		BR-27	.....	.....		Flagging distance 3,590 ft.
29.3	SAN JUAN		BR-29	70	3538		Hidalgo-Mission Industrial Lead —10.7 miles
31.0	PHARR		BR-31	61	3078		Max. wt. 220,000 lbs.
34.2	McALLEN		BR-34	.....	.....		Business Sta. Tracks MP No.
34.5	ⓂⓉⓃⓈ		.....	.....	.....		Hi-dalgo 0.0 BY-48
40.0	MISSION	ⓂⓉⓃⓈ	BR-40	Yd.	.....		Madero . 7.4 BY-56
40.0							

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

Business Tracks:	MP No.	Sta. No.	Business Tracks:	MP No.	Sta. No.
C.P.L. Spur	1.3	BR-1	Rio Grande City Industrial Lead: (Mission to Rio Grande City — 33.3 miles)		
Kipfer	1.9	BR-2			
Adams Gardens	6.2	BR-6	Max. Speed 20 MPH		
Wesiaco Salvage			Max. Wt. 240,000 lbs.		
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			

SUGARLAND SUBDIV.—DeQUINCY DIVISION 65

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

Yard Limits—Entire Subdiv.

Business Tracks	MP No.	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:

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

Maximum Speed MPH

Between Belt Jct. and MP 20-01	20
MP 20-01 — and End of track	15
Rosharon Industrial Lead	10

Flagging distance 1 mile

Sugarland ⓂⓉⓃⓈ

AG 33
AG-35

Operation via HB&T—SP.

BAYTOWN SUBDIV.—DeQUINCY DIVISION

Miles	WEST STATIONS	EAST	Station No.
33.4	BAYTOWN	ⓂⓉⓃⓈ	BG-33
30.7	ⓂⓉⓃⓈ	ⓂⓉⓃⓈ	
28.5	DURHAM YARD	ⓂⓉⓃⓈ	BG-28
22.5	HIGHLANDS		BG-22
18.0	CHANNEL VIEW		BG-18
9.5	MARKET ST.	ⓂⓉⓃⓈ	BG-9
3.8	SETTEGAST YD	ⓂⓉⓃⓈ	B-379

YARD LIMITS ENTIRE SUBDIV.

Business Tracks	MP No.	Sta. No.
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	

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

Business Tracks:	MP No.	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 Settegest Yard will register in and out on the HB&T Railway Co. Register.

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

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

Miles	WEST V	STATIONS	EAST A	Station Nos.	Sidings	
					Cars	Feet
641.5		ANCHORAGE JCT. ... T		B-644	Yd.	.....
631.5		ERWINVILLE.....		B-631	.....	.....
621.1		LIVONIA ⊗MP..... A ⊗		B-622	.....	.....
.....		ATCHAFALAYA Riv. ⊗		.....	.....	.....
610.4		KROTZ SPRINGS.....		B-610	82	4114
597.6		PORT BARRE..... T		B-597	104	5221
590.7		OPELOUSAS.....		B-590	.....	.....
590.2		⊗SP..... A		.....	.....	.....
590.1		⊗MP..... A		.....	.....	.....
584.2		LAWTELL.....		B-584	.....	3700
570.3		EUNICE..... □ T		B-570	111	6550
569.5		BASILE.....		B-559	82	4116
544.5		KINDER ⊗M.P. ⊗ T		B-544	Yd.	.....
532.3		REAVES.....		B-532	77	3848
515.3		GORDON.....		B-515	110	5616
508.4		⊗K. C. S..... A		.....	.....	.....
508.0		DEQUINCY, LA. ... □ T		B-508	167	8386
507.3		C.S. JUNCTION.....		B-507	.....	.....
504.0		HELME.....		B-504	96	4820
499.2		LUCAS.....		B-499	95	4784
492.3		STARKS.....		B-492	150	7511
487.0		RULIFF.....		B-487	92	4646
477.4		MAURICEVILLE, TEX. ... ⊗MP □		B-477	197	9863
467.2		VIDOR.....		B-467	260	13018
462.8		SP JCT.....		.....	.....	.....
461.8		DRAWBRIDGE..... ⊗		.....	.....	.....
461.6		⊗ SP-ATSF..... ⊗		.....	.....	.....
460.8		GOL JCT.....		.....	.....	.....
460.3		⊗SP-KCS..... ⊗		.....	.....	.....
459.1		BEAUMONT. ... ⊗-2T ⊗		B-461	Yd.	.....
455.1		ELIZABETH.....		B-455	155	7768
441.3		GRAYBURG.....		B-441	110	5541
427.2		HULL..... ⊗-2		B-427	138	6942
409.0		MARTHA.....		B-409	93	4664
398.8		HUFFMAN..... ⊗-2		B-398	141	7068
385.0		DYERSDALE.....		B-385	108	5440
381.6		SETTEGAST JCT.....		B-382	.....	.....
379.3		SETTEGAST Yd. ... □ T ⊗		B-379	Yd.	.....
268.8						

In Anchorage yd. ⊗MP—G.

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

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

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

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

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	SOUTH V	STATIONS	NORTH A	Station Nos.	Rule 99 (d) in effect between Port Barre and New Iberia.	
					Business Tracks	MP Sta. No.
0.0		PORT BARRE ... T ⊗		B-597	Lever	30.3 BB-81
					Gondron	37.3 BB-38
11.2		ARNAUDVILLE.....		BB-12	Cajun Sugar Mill	43.4 BB-43
					Bryant	45.9 BB-46
17.5		CECELIA.....		BB-18	Olivier	52.3 BB-53
					Lifenite	54.4 BB-56
25.5		PARKS.....		BB-26	Loisel	56.5 BB-58
					Jefferson Island	56.3 BC-57
30.3		ISLE LABBE.....		BB-31	Oaklawn	73.3 BB-75
					Franklin	79.3 BB-80
39.4		LOREAUVILLE.....		BB-40		
41.0		TECHE BAYOU ... ⊗		.....	Yard Limits: MP 0-0 to MP 2-15; MP 40-00 to MP 47-21.	
46.4		NEW IBERIA ... □ T ⊗		BB-48	The normal position of drawbridge on Oaklawn. Franklin Ind. lead stands open for river traffic and will be closed only when trains are ready to cross.	
46.8		⊗S. P. (WEST TOWER) ⊗		.....	Maximum Speed 25 MPH. except MP 41.3 — MP 42.0.. 10 MPH	
47.7		S. P. Conn.....		.....	Jefferson Island Industrial Lead, 25 MPH. Except MP 48-01 — MP 48-07 — 10 MPH and MP 57-22 — End of track 10 MPH.	
		VIA S. P.			⊗ SP ⊗ — Jefferson Island — Ind. lead.	
		75.6			Flagger 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.	

68 LAKE CHARLES SUBDIV.—DeQUINCY DIVISION

Miles	SOUTH STATIONS NORTH	Station No.	Sidings		Maximum Speed MPH (Except as below)
			Cars	Feet	
601.6	ALEXANDRIA... @-2 T S	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 ATSF 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 Lake Charles: Wharves & Apron Docks 5
680.0	IOWA JCT. ... S.P. @	C-704			Flagging distance 2 miles
690.2	S. P. ...				
694.2	LAKE CHARLES... V S	C-720	Yd.		
95.0					

Business Tracks	MP No.	Sta. No.	Business Tracks	MP No.	Sta. No.	Business Tracks	MP No.	Sta. No.
Forest Hill	618.1	C-642	Fontenot	664.2	C-688	American	680.5	C-703
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
Bodcaw	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.

CROWLEY SUBDIV.—DeQUINCY DIVISION

Miles	SOUTH STATIONS NORTH	Station Nos.	Maximum Speed MPH (Except as below)	
			MP	MP
570.3	EUNICE... T S	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	SOUTH STATIONS NORTH	Station Nos.	Maximum Speed MPH (Except as below)	
			MP	MP
477.7	MAURICEVILLE... T S	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... T	BE-488	Firestone Ind. Lead	10
490.5	ORANGE... S	BE-490	ORANGE: Weaver Ind. Lead	5
12.9				

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

ALEXANDRIA SUBDIV.—NEW ORLEANS DIVISION 69

Miles	SOUTH STATIONS NORTH	Station No.	Sidings	Maximum Speed MPH (except as below)	
				Cr.	Feet
192.1	ALEXANDRIA... @-2 T S	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	TB177	209 10453	MP 179.2—MP 178.4	45
171.1	CHENEYVILLE... 0.9	TB170		MP 170.9—MP 170.3	35
170.2	SOUPAC JCT... 7.1	TB169		MP 163.3—MP 162.5	20
163.1	BUNKIE... @-2 T S	TB163	205 10249	MP 128.8—MP 128.1	45
152.0	MORROWS... 13.5	TB153	101 5089	MP 118.9—MP 117.6	40
138.5	PALMETTO... 9.0	TB139	239 11970	MP 109.9—MP 108.9	35
129.5	MELVILLE... @-2 @ S	TB129		MP 95.1—MP 94.9	35
119.1	FORDOCHE... 10.3	TB118	84 4230	MP 91.4—MP 88.7	20
114.1	LIVONIA... @ M P @ S	TB114	223 11165	MP 86.7—MP 84.0	20
109.3	MARINGOIN... @-2	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... @ S @	TB95		Flagging distance 2 miles	
90.1	ADDIS... @-2 T S	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 68.6 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 Allemanla 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 Calre Spur 54.0 TB-54 Co-op Refinery .53.5 TB-54 Armant 45.7 TB-46 Columbia 35.8 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 45-06.	
67.8	MC CALL... 3.0	TB68	136 6806		
64.7	DONALDSONVILLE... 11.6 @-2 T S	TB65	209 10457		
53.1	ST. JAMES... 6.8	TB52	108 6409		
46.3	VACHERIE... 6.3	TB46			
40.0	JOHNSON... 9.9	TB40	226 11336		
30.1	KILLONA... 1.6	TB31			
28.5	TAFT... 6.4	TB28			
22.1	LULING... 1.3	TB22			
20.8	AMA JCT... 1.5				
19.3	FARMERS... 2.2				
17.1	SELLERS... 0.6				
16.5	CYANAMID... @ SP @	TB16			
13.9	WILLS... 2.6				
11.4	AVONDALE... @ @ S		Yd.		
10.2	W. BRIDGE JCT... 15.2		Yd.		
	NEW ORLEANS... @-2 T S	C-817	Yd.		
192.1					

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.

70 AVOYELLES SUBDIV. — NEW ORLEANS DIVISION

MPH	SOUTH		NORTH		Station Nos.	Sidings Cars	Feet
	Miles	STATIONS	STATIONS	STATIONS			
Maximum Speed (Except as below) 40	94.7	BUNKIE	② T ④ ② ④	②	TB-163		
MP 94-23— 15	92.3	EVERGREEN			TV-42		
MP 92-27— 15							
MP 82-27— 25	85.8	COTTONPORT		④	TV-38	17	862
MP 82-10— 25							
MP 82-10— 15	713.5	MANSURA JCT.		④	TW-3		
L&A MP 713.5 15							
MP 728.1— 30	720.4	HAMBURG			TV-30	82	4103
MP 735.9— 30							
Over Atchafalaya River Bridge (MP 729.2) 5	727.7	HYDE		④	TV-23	76	3832
City Limits— Morganza 25†	728.1	SIMMESPORT		④ ②	TV-22		
City Limits— New Roads 25†	733.2	KELLER			TV-17	250	12937
All L&A Tracks other than main tracks, through turnouts and crossovers 10	735.9	LETTSWORTH			TD-58	40	2002
Between West Jct. and East Jct. 20	742.6	BATCHELOR			TD-51	83	4163
Between East Jct. and M.P. Jct. 15	750.9	MORGANZA			TD-42	24	1234
MP 11-26— 15	760.9	NEW ROADS			TD-33	75	3768
MP 11-25— 15	768.3	GLYNN			TD-25	33	1655
Flagging distance 5,100 ft. Business Tracks MP No. Moreauville 717.3	779.9	LOBDELL		④	TD-13	154	7741
Legonier 730.1	780.7	LOBDELL JCT.		④	TD-12		
Innis 739.4 TD-54	781.2	② MP		②			
La Cour 745.0 TD-48	781.5	WEST JCT.			TD-11		
La Barre 754.3 TD-39	784.8	EAST JCT.		②			
Dawson 755.4 TD-40	785.5	M. P. JCT.					
Morrison 755.5 TD-38	648.0	NO. BATON ROUGE			B-647	Yd.	
Beaud 757.6 TD-36	12.8	LOBDELL JCT.		④			
Major 759.5 TD-34	10.4	② M. P.		②			
Bertha 761.1	7.8	PORT ALLEN		④	TD-8		
Glanton 761.4	6.5	CANAL		④ ② ④ ② ④	TD-6		
Cajun Elec. Power 726.6 TD-32	0.0	ADDIS		②-2 ② ④ ② ④	TB-90	Yd.	
La. Elec. Coop 766.4 TD-26	94.7						

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

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

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

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

Train movements between Bunkie and Addis will be handled by L&A Train Dispatcher. Be governed by MP Timetable, Uniform Code of Operating Rules and Special Instructions Item 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 ② 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 71

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

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

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

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

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

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

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

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

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

CHURCH POINT SUBDIV.—NEW ORLEANS DIV.

Rule 99 (d) in effect.

Yard Limits MP 1 to Bunkie.

Miles	SOUTH		NORTH		Station Nos.	Sidings	
	STATIONS	STATIONS	STATIONS	STATIONS		Cars	Feet
Maximum Speed (Except as below) 30 MPH							
MP 11-25—MP 11-29.. 25							
MP 12-12—MP 12-17.. 25							
MP 19-11—MP 20-18.. 15†							
MP 35-00—MP 35-20.. 15							
MP 35-20—MP 36-26.. 20†							
MP 36-26—MP 47-03.. 25							
MP 47-03—							
End of track 10							
Flagging distance 3,260 ft.							
Business Tracks MP Nos.							
Cleco 9.5 TL-10							
Tate Cove 15.4 TL-16							
Lithco 21.5 TL-21							
Swift Co. 41.1 TX-30							
Canal Refinery							
Spur 46.0 TX-35							
					47.9		

THIBODAU SUBDIV.—NEW ORLEANS DIVISION

Miles	WEST		EAST		Station Nos.	Yard Limits: Entire Subdiv.	
	STATIONS	STATIONS	STATIONS	STATIONS		MPH	MPH
0.0	McCALL				TB-68	Maximum Speed (Except as below)	20
						MP 0-0—MP 0-07	15
1.4	PALO ALTO				TH-3	MP 12-13—MP 13-11	15†
						Business Tracks	Sta. MP No.
9.4	PAINCOURTVILLE				TH-11	Lula	5.0 TH-7
						Wanda Pet. Co.	7.5 TH-8
12.5	MUNSON				TH-14	Westfield	8.9 TH-9
						Albermarle	18.3 TG-18
13.1	NAPOLEONVILLE				TH-15	Laurel Grove	24.4 TG-24
						Elmer	28.6 TG-26
31.0	THIBODAU				TG-29	Cane Machy.	29.6 TG-28
					31.0		

72 NOLC SUBDIV. — NEW ORLEANS DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Maximum Speed: MPH
				(Except as below) 20
				Service Roads - Each side - Westbank Expressway
1.0	GOULDSBORO.....	□	C-815	MP 2.5 — MP 2.7 10*
	1.0		Y-1	Marie Dr. Gretna MP 3..... 10*
	⊗ S. P.....	G		MP 15.6 — MP 17.0 10
	7.2			MP 20.5 — MP 22.0 10
9.2	BELLE CHASSE.....		Y-10	MP 23.6 — MP 24.3 10
	29.0			MP 32.5 — MP 32.8 10
38.2	END OF TRACK.....			
	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. ⊗⊗

*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	WEST STATIONS	EAST STATIONS	Station Nos.	Maximum Speed: MPH
				(MP Tracks) 20
0.0	NEW ORLEANS... ⊗ ⊙ ~ 2 ⊕ T		C-817	Except:
10.2	10.2			City Limits Gretna 6
	W. BRIDGE JCT..... ⊗			City Limits Westwego 6
1.5	GOULDSBORO..... T		C-815	
10.2	1.2			Operation W. Bridge Jct.—New Orleans via New Orleans Public Belt R.R.
11.4	AVONDALE..... ⊕ ⊗ ⊙ ⊕		C-806	
	17.0			Yard Limits: MP 0-0 to MP 13.8
				Lift Bridge over Harvey Canal MP 4.2 ⊗⊗

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	⊗ C-809
Shrewsbury	⊗ C-811
Marrero	C-812
Harvey	C-813
Gretna	C-814

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, 8000-8006, 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 precurred 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; 55603-55605; 75300-75302
- 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 Speed is:	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 4 axle scale test and scale monitor cars.....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, cond. must inform engr. of restricted equipment, specifying maximum speed restricted equipment to be handled, and notify dispr.

ITEM 3-G. SHIPMENTS REQUIRING CLOSE ATTENTION:

Unless otherwise directed by Superintendent, shipments of excessive height, width, weight or value or other unusual shipments requiring close attention must be positioned in trains as close to engine as 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	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
	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 8000-8006 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-7, GP-9, GE-18, 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 "T".
- (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 26 (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.

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.

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.

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 104 (c): Provisions of Rule 104 (c) will apply at remotely controlled, dual operated switches located within interlocking limits when train or engine is proceeding from a stop indication

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

(13) 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.

(14) 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."

(15) 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.

(16) **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.

(17) **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.

(18) **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.

(19) **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 hour 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.

(20) **TRAIN ORDERS:**

- a. Train order Form S-C may be modified by adding for example: "Extra _____ north originates (or terminates) at _____."
- b. Train order Form Y Example 4 may be combined with train order Form G, and worded "_____ protecting to the rear as prescribed by Rule 99."
- c. Train order Form Y Example 3 may be combined with Form V Example 2.
- d. Printed Form "X" Example (1) train order showing multiple location may be used. These orders must be re-issued each day. The individual locations may be annulled thus:
(Example) "Line No. 6 of order No. 544 is annulled".

ITEM 13 (CONTINUED)

- e. The following is supplementary to Form X Train Orders examples (1) (3) and (4) and may be used only on subdivisions where intermediate pole markers are not used. (Example)

"Reduce speed to

15 MPH over restricted track (or approach restricted track), (or stop before passing 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.

(21) **OCCUPY LEAD UNIT:** Head breakman 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	45-06	Coffeyville	438-08	Monroe	398-10
Alexandria	71-10	Council Grove	440-08	Monroe	421-20
Alexandria	108-07	Council Grove	533-00	Monroe	438-05
Alexandria	134-04	Dallas	29-15	Monroe	469-08
Alexandria	168-06	Dallas	54-24	Monroe	537-13
Austin	119-24	Dallas	80-05	Monroe	569-18
Baird	282-30	Dallas	108-05	Oklahoma	169-25
Baird	317-02	Dallas	182-11	Oklahoma	199-04
Baird	347-09	Dallas	190-18	Oklahoma	236-25
Baird	377-00	Ft. Worth	19-10	Oklahoma	271-18
Baird	416-00	Ft. Worth	85-12	Osawatomie	364-31
Baird	453-00	Ft. Worth	107-24	Osawatomie	390-33
Baird	485-14	Ft. Worth	159-00	River	180-33
Beaumont	444-18	Holsington	595-21	River	223-18
Beaumont	529-32	Holsington	625-27	Sedalia	28-24
Beaumont	563-22	Holsington	679-16	Sedalia	62-18
Beaumont	596-02	Holsington	706-23	Sedalia	96-33
Chester	28-02	Horace	792-05	Sedalia	120-11
Chester	57-20	Horace	851-00	Sedalia	152-31
Chester	92-28	Hoxie	188-22	Sedalia	184-11
Chester	111-25	Hoxie	220-09	Sedalia	230-09
Chester	152-17	Hoxie	265-09	Sedalia	255-28
Chicago	46-45	Hoxie	283-14	Shreveport	292-00
Chicago	73-30	Hoxie	312-10	Shreveport	337-01
Chicago	98-11	Kansas City	314-04	Toyah	544-00
Chicago	122-24	Little Rock	373-35	Toyah	582-00
Chicago	139-39	Little Rock	403-03	Toyah	613-20
Chicago	160-31	Little Rock	431-37	Toyah	644-15
Chicago	179-22	Little Rock	462-00	Toyah	706-10
Chicago	212-32	Longview	26-12	Trinity	28-11
Chicago	237-29	Longview	53-01	Trinity	67-12
Chicago	267-05	Memphis	292-00	Trinity	97-16
Chicago	293-20	Memphis	324-25	Trinity	132-00
Chicago	321-00	Memphis	348-15	Whitesboro	194-08
		Monroe	373-06	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

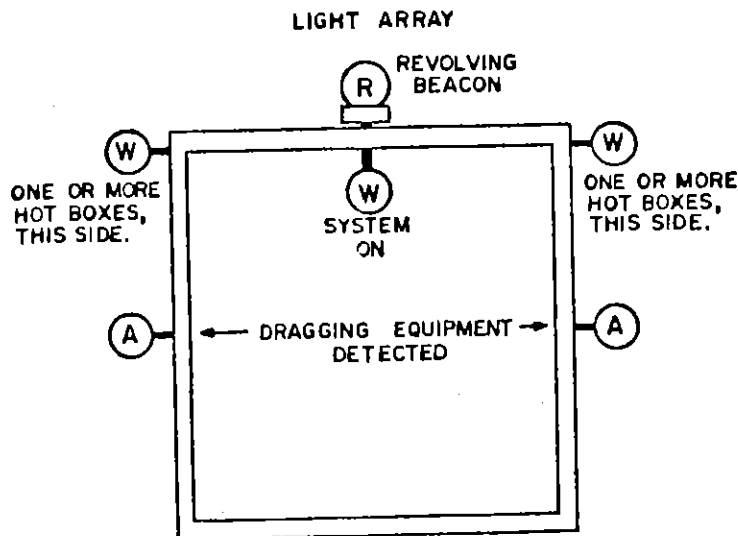
ITEM 16. (CONTINUED)

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.)

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

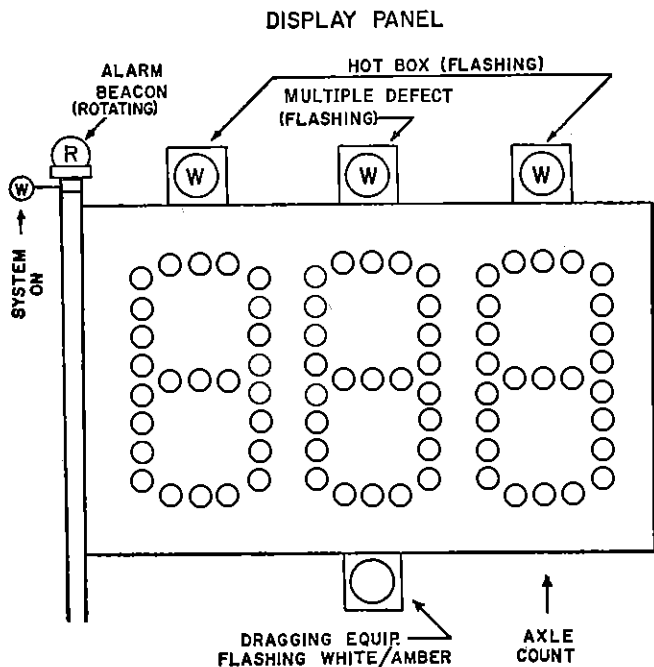


When illuminated, array lights indicate the following:

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

ITEM 16. (CONTINUED)

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



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

- (a) Revolving Red Beacon—Revolving red beacon situated on top of display panel mast is actuated by hot journal or dragging equipment. Information as to the type and location of defect is displayed on the digital display panel. If red beacon is illuminated and no information is displayed on panel, make on ground inspection of entire train for hot journal or dragging equipment.
- (b) System On—white light must be illuminated during passage entire train. See paragraph 16.1(g).
- (c) White indication lights above panel.
 Right Side: Flashing white light indicates one hot journal has been detected on right side of train.
 Left Side: Flashing white indicates one hot journal has been detected on left side of train.
 Center: Multiple defect indicator—White flashing light indicates more than one defect detected. This light will operate whenever a second defect is detected, whether it be a second hot journal, or dragging equipment, or any combination of defects.
- (d) White or Amber indicator light below panel—Flashing white or amber light indicates that dragging equipment has been detected.
- (e) Number on display panel indicates the number of axles from the first defect detected, up to and including the rear axle of caboose. If hot journal is not located on axle indicated, or dragging equipment is not located near axle indicated, inspect entire car and two cars on each side of car indicated by axle count.
- (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 Alga.
8. Temple (ATSF MP 218.2) and MKT connection (MP 217.5) two main tracks. North track is to right as viewed by No. 21. ABS-CTC in effect. Maximum authorized speed 20 MPH except 10 MPH through turnouts and on MKT connection.
9. At Caney, Kansas, AT&SF main track between MoPac crossing (AT&SF Mile Post 21.5) and Oklahoma-Kansas State Line (AT&SF Mile Post 22.9) will be used jointly by Mo. Pac. and AT&SF trains and engines. AT&SF main track between points designated is automatic block territory. Switch indicators

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 Flashing Yellow Diverging Approach
Proceed through diverging route; prescribed speed through turnout. Approach next signal prepared to stop; if exceeding medium speed, immediately reduce to that speed.
- (3) Flashing Red or Red over Yellow—Restricting—Proceed at restricted speed.
- (4) Restricted Speed: A speed that will permit stopping 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 turnouts and crossovers.
- (6) Train order Form "G" example 3. If "F" is a train order station train must secure clearance before leaving "F" unless otherwise provided.
- (7) Track protection by Train Order: (example)
"STOP ORDER IN EFFECT ____ (date or dates)* ____
____ M until ____ M BETWEEN MP ____ and MP ____."
*Date will be indicated: Example— one day, use day of month, as May 10; two days, May 10 and 11; more than two days, May 10 through 15 inclusive.

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

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 351. (In effect between St. Genevieve and Crystal City only)

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

ITEM 17(c) USE OF KCS TRACKS BETWEEN GCL JCT. AND CS JCT. (KCS SEVENTH SUBDIVISION), AND L&A TRACKS BETWEEN MANSURA JCT. AND LOBDELL JCT. (L&A BATON ROUGE SUBDIVISION) AND BETWEEN EAST JCT. AND WEST JCT.; BE GOVERNED BY UNIFORM CODE OF OPERATING RULES AND MP SYSTEM TIMETABLE AND SPECIAL INSTRUCTIONS EXCEPT AS MODIFIED BELOW:

- (1) Rule 10(g): Temporary Speed Restriction and Resume speed signs will not be used.
Rule 10(h): Green Resume speed signs not used.
- (2) Rule 20(a): When the number of other than the leading

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

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

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

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

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

- (9) Rule 285 - modify: Yellow or Yellow over Red
or
Yellow over Red over Red.
Name: Approach.
Indication: Proceed, immediately reducing to 30 MPH or slower if necessary, prepared to stop before leading wheels pass the next signal.

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.

Tennis, track, lounging, sneakers, high heel footwear and footwear without heels, 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.

27(a). Employee must use uncoupler lever to open knuckles, when practicable. When necessary to use hand to open knuckle on standing equipment employee if practicable, must keep both feet from between rails and must check to ascertain that knuckle pin is in place before placing hand on knuckle.

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 2800, 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

MISSOURI PACIFIC ACTION PLAN IN TRANSPORTATION EMERGENCIES INVOLVING HAZARDOUS MATERIAL

WHENEVER AN INCIDENT OCCURS INVOLVING HAZARDOUS MATERIAL, IT MUST BE ASSUMED IT COULD CAUSE A SERIOUS ACTUAL OR POTENTIAL HAZARD FOR ALL PERSONS AND PROPERTY INVOLVED. IMMEDIATE NOTIFICATION OF KEY PERSONNEL IS ESSENTIAL TO LIMIT THE HAZARD POTENTIAL AND TO ALLOW PROPER ACTION TO BE TAKEN AS RAPIDLY AS POSSIBLE.

ACTION TO BE TAKEN BY TRAIN AND ENGINE CREWS

WHEN DERAILMENT OR INCIDENT OCCURS INVOLVING HAZARDOUS MATERIAL:

- EXCEPT TO RESCUE INJURED PERSONS, KEEP EVERYONE (INCLUDING EMPLOYEES) AT SAFE DISTANCE (MINIMUM OF 2,000 FEET OR ABOUT 35 CARS) FROM THE CAR(S) INVOLVED.
- THE CONDUCTOR OR OTHER CREW MEMBER IF CONDUCTOR IS NOT AVAILABLE, WILL IMMEDIATELY CONTACT THE DISPATCHER (YARDMASTER IN TERMINAL AREA) BY RADIO OR TELEPHONE, GIVING THE FOLLOWING INFORMATION:
 - TRAIN OR JOB ID, LOCATION OF THE CAR OR TRAIN (MILE POST, TRACK, ETC.).
 - LOCATION OF DERAILED CAR(S) IN TRAIN (BETWEEN CAR NUMBER AND CAR NUMBER). IF HAZARDOUS MATERIALS ARE INVOLVED, ADVISE OF THESE CARS FIRST AND WHETHER ANY ARE LEAKING OR ON FIRE, OR A FIRE OR OPEN FLAME IS NEARBY.
- IF A CAR PLACARDED "POISON GAS" IS INVOLVED, TAKE STEPS TO EVACUATE THE AREA ACCORDING TO THE EMERGENCY RESPONSE INSTRUCTIONS ON THE TRAIN LIST.
- IF A CAR PLACARDED "FLAMMABLE GAS" IS ON FIRE, OR HAS FLAMES IMPINGING ON IT, EVACUATE ALL PERSONS WITHIN 2,000 FEET OF THE CAR AND UPON ARRIVAL OF FIRE FORCES, INFORM THEM OF THIS SITUATION.
- IF CARS PLACARDED "FLAMMABLE" OR "FLAMMABLE GAS" ARE INVOLVED AND IF THERE ARE NO FLAMES NEARBY, TAKE ACTION TO EXTINGUISH OR REMOVE ALL SOURCES OF IGNITION IN THE AREA.
- IF CONDITIONS PERMIT AND IN LINE WITH THE HAZARDOUS MATERIALS EMERGENCY RESPONSE INFORMATION AS SHOWN ON THE TRAIN LIST, ALL CARS THAT ARE MOVABLE AND NOT BURNING SHOULD BE PULLED A SAFE DISTANCE AWAY FROM THE SCENE OF THE ACCIDENT.
- REMAIN AT A SAFE DISTANCE NEAR THE SCENE, IN CLOSE CONTACT WITH THE DISPATCHER, AND BE READILY AVAILABLE TO MEET EMERGENCY RESPONSE FORCES. UPON THEIR ARRIVAL, FURNISH THEM WITH A COPY OF THE TRAIN LIST MAKE THE WAYBILLS AVAILABLE, AND ADVISE THEM OF ANY CIRCUMSTANCE INVOLVING THE CARS CONTAINING HAZARDOUS MATERIAL.

EXPLANATION OF CHARACTERS

- ⊖ Automatic Interlocking.
- ⊖ Radio Base Station.
- ①—1—Call in System Dispatcher 1.
- ②—2—Call in System Dispatcher 2.
- ⊖—Drawside Radio Station.
- ⊖—Draw Bridge.
- ⊖—Gate—Normal position against conflicting route.
- ⊖—Gate—Normal position against this Sub-div.
- ⊖—Manual Interlocking.
- ⊖—Stop Sign.
- ⊖—Turntable or Wye.
- ⊖—Railroad Crossing at Grade.
- ⊖—Yard Limits.
- ⊖—Conditional Yard Limits.
- ⊖—50 MPH Equilateral Turnout.
- ⊖—50 MPH Precurved Turnout.
- ⊖—Track Scale.
- n—Northward.
- s—Southward.
- ⊖—Train Order Office.
- ⊖—Crossover between main tracks—Dual Control Switches.
- ⊖—General order book and standard clock.
- ⊖—General Order Book
- s—Regular stop.
- ⊖—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.

