



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. 15**

Effective 12:01 a.m. Sunday, August 3, 1980

**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.
A. W. Rees, Jr.	Asst. General Manager - No. Little Rock, Ark.

R. G. Lang	General Superintendent - No. Little Rock, Ark.
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C. D. Barton	Dist. Engr. - No. Little Rock, Ark.
E. A. Jones	Mech. Supt. - No. Little Rock, Ark.

Division	Superintendent	Headquarters
Chicago	K. C. Packard	Yard Center, Ill.
Illinois	W. F. Sutton	Chester, Ill.
Arkansas	M. F. Kelly	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.
J. H. Sheridan	Mech. Supt. - Kansas City, Mo.

Division	Superintendent	Headquarters
Northern	R. L. McCoy	Kansas City, Mo.
Kansas City	R. Turner	Kansas City, Mo.
Terminal		
Kansas	L. J. Wagner	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.
A. L. Shoener	Asst. General Manager - 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
Kingsville	P. L. Tucker	Corpus Christi, Tex.
New Orleans	P. N. Crabtree	Addis, La.
DeQuincy	K. D. Milam	Houston, Tex.

TEXAS DISTRICT

L. H. Miller	General Manager - Dallas, Tex.
B. E. Kerlee	Asst. General Manager - Dallas, Tex.
R. B. Schoultz	Gen. Supt. - Houston, Tex.
G. R. Lilly	Dist. Engr. - Houston, Tex.
J. D. Hope	Mech. Supt. - Houston, Tex.

Division	Superintendent	Headquarters
Palestine	R. M. Chapman	Palestine, Tex.
Red River	R. B. King	Longview, Tex.
Rio Grande	M. L. Hamon	Ft. Worth, Tex.
Dallas-Ft. Worth Terminal	L. L. Carmichael	Ft. Worth, Tex.

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.

INDEX

EASTERN DISTRICT	Page
Chicago Division	2-23
Illinois Division	2-3
St. Louis Terminal Division	2-8
Arkansas Division	9
Little Rock Terminal Division	10-18
Louisiana Division	13
WESTERN DISTRICT	19-23
Northern Division	24-45
Kansas City Terminal Division	24-34
Kansas Division	30
Central Division	35-40
TEXAS DISTRICT	41-45
Red River & Dallas-Ft. Worth Term. Divs.	46-73
Rio Grande	46-54
Palestine Division	55-57
SOUTHERN DISTRICT	58-61
Kingsville Division	62-72
DeQuincy Division	62-64
New Orleans	65-68
MAP	69-72
Special Instructions - System	48-49
Doctors	73-94
Hazardous Material Emergencies	95
	96
SUBDIV.:	
A&S	55
Alexandria	69
Arkansas City	40
Austin	58-59
Avoyelles	70-71
Baird	56
Baytown	65
Beaumont	66-67
Bonham	52
Brownsville	62-63
Brownsville Ind. Leads	63
Burr Oak	34
Calro	7
Cape Girardeau	5
Carondelet	9
Carthage	26-27
Charleston	11
Chester	4-5
Chicago	2-3
Church Point	71
Coffeyville	43
Collinston	23
Concordia	32
Conway Springs	40
Corpus Christi	64
Cotter	16
Council Grove	36
Crete	33
Crowley	68
Crystal City	60
Dallas	46-47
DeSoto	10-11
Dexter	42
Doniphan	13
Ft. Worth	55
Gurdon	18
Hamburg	22
Hardtner	39
Hastings	34
Henderson	54
Hoisington	37
Horace	38
Hosston	53
Hot Springs	15
Hoxie	12-13
Hutchinson	40
Huttig	22
Joppa	7
Kansas City	35
Lake Charles	68
Lake Providence	23
Laredo	60
Lenora	34
Lesperance	9
SUBDIV.:	
Lexington	28
Lincoln	33
Little Rock	14-15
Longview	54
Louisville	33
McPherson	41
Memphis	17
Midland Valley	52
Mission	64
Monroe	20-21
Nashville	18
New Iberia	67
N.O. & L.C.	72
Norman	18
Oklahoma	60
Omaha	31-32
Orange	68
Osawatomie	36
Pana	2
Paris	45
Pea Ridge	10
Pinckneyville	6
Pittsburg	42
River	29
Salina	38
Ste. Genevieve	8
St. Joseph	34
Sedalia	24-25
Sheridan	18
Shreveport	53
Sparta	8
Springfield	28
Stafford	39
Sugarland	65
Thebes	7
Thibodeaux	71
T-NM	55
Topeka	35
Toyah	57
TP-MPT	72
Trinity	61
Tyler	54
Van Buren	45
Wagoner	44
Warren	22
W.M.W. & N.W.	56
Webb City	28
Westville	6
Whitesboro	51
Wichita	41
Wynne	19

2 CHICAGO DIVISION—ILLINOIS DIVISION

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

Maximum Speed	MPH	Business Tracks	MP	Sta. No.
Between Dolton Jct. and Gorham (Except as below)	60	Thornton	21.7	ZA-22
Dolton Jct. to Thornton Jct.	15	Steger	28.8	ZA-29
Thornton Jct. to MP 30-00	40	Crete	30.4	ZA-30
MP 49-00 — MP 51-00	50	Balmo	32.5	ZA-33
MP 146-36 — MP 146-37	35	Goodenow	34.2	ZA-34
MP 153-17 — MP 153-20	20	Beecher	37.6	ZA-38
MP 164-33 — MP 165-00	30	Sollitt	41.0	ZA-41
MP 175-28 — MP 176-22	20	Grant Park	44.7	ZA-45
MP 193-35 — MP 194-23	30	Wichert	57.9	ZA-58
MP 195-01 — MP 195-14	20	Papineau	64.2	ZA-64
MP 202-28 — MP 203-21	35	Martinton	67.7	ZA-68
MP 218-16 — MP 219-02	50	Pittwood	71.5	ZA-72
MP 224-13 — MP 224-20	20	Coaler	79.6	ZA-80
MP 252-00 — MP 251-07	20	Woodland	81.8	ZA-82
MP 264-40 — MP 265-10	30	Bryce	87.5	ZB-88
MP 266-14 — MP 266-29	55	Fountain Creek	96.1	ZB-96
MP 270-14 — MP 270-38	55	Reilly	103.4	ZB-103
MP 275-38 — MP 277-00	30	Dailey	116.5	ZB-117
MP 298-00 — MP 299-10	30	Royal	120.0	ZB-120
MP 299-10 — MP 302-23	55	Tipton	129.1	ZB-129
MP 314-08 — MP 318-00	40	Bongard	140.0	ZB-140
MP 318-00 — MP 324-36	50	West Ridge	148.9	ZB-149
MP 324-36 — MP 335-20	50	Bourbon	159.4	ZB-159
MP 338-00 — Chester Subdiv. Conn.	20	Chippis	173.1	ZB-173
North leg wye Gorham	5	Shelbyville	193.9	ZC-194
Flagging distance 2 miles		Moccasins	212.9	ZC-213
		Loogootee	233.2	ZC-233
		Bakerville	279.3	ZC-282
		B. S. Mine #5	317.5	CD-22
		Murphyshoro	328.8	CD-10

Operation between Chicago and Dolton Jct. over C&WI.

Southward trains originating Yard Center secure clearance.

Yard Limits between Dolton Jct. and Thornton Jct.

ABS — Between Yard Center and Gorham.

CTC — Between southward interlocking signal Watseka and Gorham.

Two main tracks between Yard Center and Woodland Jct. designated Northward and Southward tracks.

Signal Indication with current of traffic, Rules 450-453 Incl. In effect between Yard Center and Southward interlocking signal Watseka.

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

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

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

No. 16 turnouts—Spring switch at South end sidings Tuscola, St. Peter and Kell.

PANA SUBDIV.—ILLINOIS DIVISION

Maximum Speed	MPH	Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Sidings
Findlay Jct.—Pana Jct.	50					
Pana Jct. entering or leaving CR main track	15					
Flagging distance 2 miles						
BUSINESS TRACKS		185.2	FINDLAY JCT		ZB-186	
Sohigro .MP 188.8	ZB-189	205.1	PANA JCT.	⊗ICG, B & O	ZB-205	200 10000
Westervelt MP 191-8	ZB-192			⊗ ⊙ ⊕ ⊗		
MP Stations on CR R.R.			VIA C.R.			
Rosamond MP 171.4	ZB-209		OHLMAN		ZB-213	211 10550
Taylor Springs MP 196.4	ZB-234		NOKOMIS		ZB-218	
Livingston MP 215.0	ZB-253		WITT		ZB-222	
Nameokl. MP 278.7	ZB-279		IRVING		ZB-227	
Granite City .MP 281.1	ZB-282		HILLSBORO	⊗	ZB-232	369 18450
Madison .MP 284	ZB-284		JOAN		ZB-243	292 14600
E. St. Louis .MP 286.7	ZB-288		GARD		ZB-260	211 10550
ABS—Between Findlay Jct. and Pana Jct.		275.1	MITCHELL YARD	⊗ ⊕	ZB-276	
CTC—Between MP 185-27 Findlay Jct. and MP 203-35 Pana Jct.		290.0	ST. LOUIS, MO.	⊗ ⊕ ⊙	MX001	
Yard Limits: MP 203-35 to Pana Jct.						

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

CHICAGO SUBDIVISION

SOUTH Miles	STATIONS	NORTH	Station Numbers	Sidings
				Cars Feet
0.0	CHICAGO (Dearborn)		ZA-0	
3.3	37TH STREET	⊗ ⊕	ZA-3	
16.9	DOLTON JCT.	⊗ ⊕	ZA-17	
18.0	YARD CENTER	⊗ ⊕ ⊙ ⊗	ZA-18	Yd.
20.1	THORNTON JCT	⊗ ⊕ ⊙ ⊗	ZA-20	
27.0	JAY	⊗ ⊕ ⊙ ⊗	ZA-26	
27.8	CHICAGO HEIGHTS	⊗	ZA-27	Yd.
49.7	PENCE	⊗ C.R.	ZA-50	
49.9	MOMENCE	⊗	ZA-50	n 110 5535 s 76 3806
60.1	ST. ANNE	⊗ KBS	ZA-60	
77.5	WATSEKA	⊗ TPW I ⊗ ⊕ ⊗	ZA-77	
82.6	WOODLAND JCT	T ⊕	ZA-83	
94.0	GOODWINE		ZB-92	216 10800
108.0	ELLIS	⊗-2	ZB-108	189 9550
125.9	GLOVER	⊗ OR	ZB-126	170 8547
135.6	BLOCK		ZB-136	221 12185
145.1	VILLA GROVE	⊗ T ⊕ ⊙	ZB-145	239 13173
153.4	TUSCOLA	⊗ ICG, B & O, ⊗ ⊕	ZB-153	197 9894
164.7	ARTHUR	⊗ WV	ZB-165	
169.1	CADWELL		ZB-168	211 10550
176.1	SULLIVAN	⊗ ICG	ZB-176	
185.2	FINDLAY JCT	T ⊕-2	ZB-186	200 10000
199.8	CLARKSBURG		ZC-200	203 10150
204.5	MODE	⊗ N & W	ZC-205	
218.9	ALTAMONT	⊗ B & O	ZC-219	200 10072
224.6	ST. ELMO	⊗ OR	ZC-224	
235.7	ST. PETER		ZC-236	218 10900
242.4	KINMUNDY	⊗ ICG	ZC-242	
252.1	SALEM	⊗ ⊕ ⊙ ⊗	ZC-252	267 14761
254.1	B & O	⊗		
263.3	KELL		ZC-263	194 9718
274.9	MT. VERNON	⊗ SOUL & N.	ZC-276	143 7180
287.2	INA	⊗ ⊕ ⊙ ⊗	ZC-287	166 8336
298.2	BENTON JCT	⊗ ICG ⊕-2	ZC-298	
301.8	BENTON			212 10618
306.1	BN			
307.7	ICG			
314.9	BUSH	⊗-2	CD-24	141 7056
335.5	GRIMSBY		CD-3	117 6112
338.7	GORHAM	T ⊕-2	C-93	Yd.

Between Thornton Jct. and Signal 292 on northward track and between Thornton Jct. and Jay on southward track, trains, engines or employes may be authorized to occupy main track within specified limits on track or tracks designated for time period stated and move in either direction on such track or tracks without train order authority or flag protection, by issuance of "track permit" from control operator at Yard Center. Before issuing permit, control operator must ascertain that operators at Thornton Jct. and Jay have placed signals at "stop" indication, blocked levers and will not line them for movement into the limits during the effective time of the permit; then enter each operators initials on prescribed form with the time. Employee requesting track permit must properly identify himself, repeat the limits granted and receive "OK" before acting upon the permit. Control operator will record this information on prescribed form. The limits must be continuously occupied or main track switch left open. If permit is to be released before time expires, all equipment must be clear of limits and fact reported to control operator and only he may authorize removal of protection provided by operators at Thornton Jct. and Jay before time expires. If not clear by the time permit expires no movement may be made against the current of traffic without train order authority or flag protection. If permit is issued to more than one train, engine or employe in the same limits, each must be notified and all movements must then be made at low speed. All operating rules not modified by these instructions remain in effect.

Miles	SOUTH V	STATIONS	NORTH A	Station Numbers	Sidings	
					Cars	Feet
0.0		VALLEY JCT.	⊗T.R.R.A. ⊗	C-9		
0.2		ST. L. S. W. CONNECTION				
1.5		PARKS				
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 JCT.	⊕			
62.9		CHESTER.	⊗ ⊗ T ⊗	C-70	145	7585
65.7		FORD.		C-73	n-125 s-118	6522 6160
70.3		ROCKWOOD JCT.				
73.0		CORA JCT.	∅			
76.3		RADDLE JCT.	∅	C-86		
81.4		JACOB.		C-90		
84.2		GORHAM.	⊗-2 T	C-93	Yd.	
84.7		⊗ ICG	⊗			
84.8		CHAP.		C-94		
90.5		HOWARDTON JCT.	∅	C-100		
95.0		HALSEY JCT.	∅	C-104		
108.0		POTTS.		C-117		
115.5		NILE ILL.		C-125		
119.7		SIMBCO.		C-129		
120.7		CAIRO JCT.	T ⊗	C-130		
122.9		CAPE DEAU JCT.		C-132		
		ILLMO. MO.	⊗ ⊕	C-133		
192.5		MISSOURI JCT.		C-179		
191.3		DEXTER JCT.	2.2 to CHARLESTON Jct	XD-26		
190.3		CHARLESTON JCT.		XD-24		
190.1		DEXTER.	⊗ ⊗-1 ⊗	XD-24	124	6488
178.7		IVES.		XD-13	178	9205
172.1		JUNLAND.		XD-6	181	9560
165.5		POPLAR BLUFF.	⊗-1 ⊗ T § ⊗	X-166	Yd.	

SPECIAL INSTRUCTIONS—CHESTER SUBDIV.

Maximum Speed	MPH	BUSINESS TRACKS	Sta. No.
(Except as below)	60	Warnock	15.1 C-24
MP 0-00 — MP 7-01	30	Fountain	17.5 C-26
ICG Crossing — MP 9-18	30	Valmeyer	22.5 C-31
Both Legs wye Chester	10	Prairie du Rocher	41.7 C-50
MP 61-00 — MP 76-12	50	Menard	60.5 C-69
North leg wye Gorham	5	Cora	71.7 C-80
Chicago Subdiv. Conn.	20	Jones Ridge	74.6 C-83
MP 116-14 — MP 117-21	50	Raddle	77.0 C-86
MP 117-21 — MP 119-10	40	Powder Plant	98.6 C-98
MP 119-10 — MP 119-19	30	Wolf Lake	99.7 C-107
MP 176-20 — MP 177-10	30	Ware	104.0 C-113
MP 189-10 — Dexter Jct.	25†	McClure	113.0 C-122
Missouri Jct. — MP 191-00	35	Dudley	182.8 XD-17
		Bess	179.7 XD-14
		Fisk	176.1 XD-11
		Boeving	170.0 XD-4

Stations on STLSW between Illmo and Paragould.

Name:	SSW Mile Post:	Name:	SSW Mile Post:
Illmo	3.31	Missouri Jct.	48.92
Aneell	5.16	Dexter Jct.	50.12
Quarry	9.56	MP Crossing	50.22
Rockview Jct.	10.50	Dexter	50.9
Frisco Jct.	10.62	Bernie	59.5
SLSF Crossing	10.73	NM Jct.	65.2
MP Crossing	16.08	Malden	67.7
Delta	16.13	St. Francis	69.9
MP Crossing	16.14	Piggott	75.6
Randles	21.39	Greenway	78.8
Mesler	26.39	Rector	85.6
Bell City	29.71	Jay	90.7
Ardeola	32.20	Marmaduke	92.9
Avert	36.96	Blytheville Jct.	103.0
Paront	47.08	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 V	STATIONS	NORTH A	Station Numbers	Maximum Speed 30 MPH except: Through cuts between Hendrix and Williams Street, Cape Girardeau 5 MPH.
122.8		CAPEDEAU JCT.		C-132	
127.0		MARQUETTE.	§	CF-4	MP 128.6 to End of Track . . . 10 MPH
128.5		RUSH JCT.	⊗ ⊕		Yard Limits: MP 128.5 to MP 130.2
128.6		⊗S.L.-S.F.	G		Normal position of switch Rush Jct. is lined for movement to and from SLSF connection.
129.6		⊗S.E. MO. LBR. SL-SF ⊗			Vertical clearance Morgan Oak and Goodhope Streets at Cape Girardeau will not clear cars in excess of Plate "C".
130.2		CAPE GIRARDEAU ⊗ ⊕ ⊗		CF-7	
		7.4			

Absolute block in effect between Rush Jct. and Cape Deau Jct. Block may be occupied only upon verbal authority of train dispatcher followed by his initials. Authority must be repeated including 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.

8 STE. GENEVIEVE SUBDIV. — ILLINOIS DIVISION

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 10 MPH) Breaks out at Derby Jct.
Rivermines . . . 37.6 MC-38
Flat River . . . 37.1 MC-37
Desloge . . . 35.6 MC-35
Dolomite . . . 34.0 MC-34
McDowell Spur . . . 32.3 MC-32
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

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

29.2

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 (Except as below) 20 MPH
MP 110 — MP 126 10 MPH

Business Tracks	MP Sta. No.
Thomure ⓈSLSF	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
Central §	117.0 MB-34
Derby Jct.	118.2 MB-36

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

SPARTA SUBDIV. — ILLINOIS DIVISION

Maximum Speed: MPH
(Except as below) 35
Chicago Subdiv. Conn.
— MP 0-00 10
MP 0-00 — MP 11-03 25
MP 13-25 — MP 28-00 25
MP 54-20 — MP 56-05 10
MP 80-06 — MP 83-00 10

Flagging distance 5,650 ft.

Between Branch Jct. and ICG Jct. operation over ICG. 5 MPH when using 3rd rail between 5th St. and Broadway, communication with ICG via Channel #2.

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.	MP	MI
Selmaville	3.0	MI-4
Hoyleton	23.2	MI-24
Meinert	30.9	MI-31
Oakdale	40.9	MI-41
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
Evansville	69.6	MI-70

Miles	STATIONS	Station Nos.	Sidings	
			Cars	Ft.
0.0	SALEM.....	ZC-252	.....	.....
11.1	BRANCH JCT.....	MI-12	.....	.....
13.5	CENTRALIA.....	MI-14	.....	.....
14.0	ICG JCT.....	MI-15	.....	.....
14.5	BIG BEN.....	MI-16	39	2077
32.6	NASHVILLE.....	MI-34	.....	.....
48.7	COULTERVILLE.....	MI-49	37	1948
56.6	ICG.....	MI-57	.....	.....
57.4	SPARTA.....	MI-56	Yd.	.....
68.5	PAUTLER.....	MI-69	55	2855
77.7	GAGE JCT.....		.....	.....
	2.5 Mi. Via Chester Subdiv			
80.2	FLINTON.....	MI-80	Yd.	.....
83.0	KELLOGG.....	MI-82	Yd.	.....
	83.0			

Operation between Sparta and Salem covered by general order.

ST. LOUIS TERMINAL DIVISION

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.

Radio communications St. Louis Terminal via channel 2.

CARONDELET SUBDIV.—ST. LOUIS TERML. DIV.

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Station Nos.
13.0	KIRKWOOD.....	ⓈⓈⓈ	MX-13	
13.6	S. L. S. F.....	Ⓢ		
16.6	GRANT.....		GH-4	
18.7	ALPHA.....		GH-6	
23.8	BROADWAY JCT.....	TⓈ	GH-11	
	10.7			

Ⓢ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.

LESPERANCE SUBDIV.—ST. LOUIS TERML. DIV.

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Station Nos.
1.1	LESPERANCE ST.....	ⓈⓈⓈ	X-3	
6.8	DAVIS JCT.....	Ⓢ	X-8	
	5.7			

St. Louis Terminal Div. Business Tracks

Maplewood Mo.	Sta. No.	Vertical Clearances:	Desoto Subdiv.—MP 4-20:
Lake Jct.	MX 7	Under Mun. Br. Approach—10th St.:	Southward track . . . 16'3"
Webster Groves	MX 8	Break up Lead . . . 17'6"	Northward track . . . 16'11"
Glendale	MX 10	House Track Lead . . . 17'11"	Equipment must not be routed between Davis St. and Iron Mountain Jct. unless they will clear above heights.
Oakland	MX 11	House 4 and 6 . . . 18'6"	
Maplewood, Ill.	MX 12	House 7 and 8 . . . 19'8"	
E. St. Louis	C-2	House 10 and 11 . . . 19'11"	
Valley Jct.	C-3		
Bixby	C-9	(Piggybacks, loaded tri-levels and Vert-A-Pac cars will not clear.) Crews handling cars make sure will clear bridge approach.	
Big Bend Road	C-17		
Billman	GH-1		
Collopy	GH-2		
Tesson	GH-5		
Alpha	GH-6		
Grasso	GH-7		
Maes	GH-9		
Brentwood	GM-1		
Rock Hill	GM-1		
Matco	GM-2		
Coke Sta.	X-5		
Carondelet	GL-7		

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

10 DE SOTO SUBDIV. — ARKANSAS DIVISION

SOUTH FIRST CLASS		Miles	STATIONS	Station Nos.	Sidings	NORTH FIRST CLASS	
21 Psgr.	22 Psgr.						
Daily	Daily						
PM	AM						
11 20	8 00	0.5	ST. LOUIS.....ⓐⓑⓓⓔ	MX-1			
		1.8	GRAND AVE.....ⓐⓑⓓⓔ				
		2.3	IRON MTN. JCT.....ⓐⓑⓓⓔ	X-1			
		3.6	ⓐS. L. S. F.....ⓐ				
		3.7	DAVIS JCT.....Tⓐ	X-8			
		10.61	BARRACKS JCT.....	X-10			
		6.8/9.5	WICKES.....	X-19	93 4842		
		18.7	RIVERSIDE.....□ⓐ-1 T	X-27	95 4953		
		26.5	HEMATITE.....	X-36	94 4906		
		35.6	DE SOTO.....ⓐ-1 §	X-42	122 6370		
		42.2	BLACKWELL.....	X-51	84 4404		
		51.0	CADET.....ⓐ-1	X-57	89 4630		
		57.0	MINERAL POINT.....	X-61	84 4390		
		60.9	BISMARCK.....ⓐ-1 □Tⓐ	X-75	96 5023		
		75.3	TIP TOP.....ⓐ-1	X-92	81 4244		
		91.8	ANNAPOLIS.....	X-108	87 4554		
		107.9	GADS HILL.....ⓐ-1	X-120	83 4348		
		117.7	PIEDMONT.....	X-127	126 6570		
		127.3	WILLIAMSVILLE.....ⓐ-1	X-146	85 4471		
		145.4	BLACK RIVER JCT.....	X-164			
		164.6	POPLAR BLUFF.....ⓐ-1 □Tⓐ	X 166	Yd.		
249		165.5				3 38	
AM			162.3				AM

Between Grand Ave. and Barracks Jct., two main tracks designated east track and west track — Rules 450-453 inc. 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 18th St. Yardmaster and must not exceed 20 MPH. Trains and engines moving with the current of traffic and delayed must ascertain from 21st St. Yardmaster location of first class trains and clear as instructed. Trains or engines must not enter, foul or re-enter after having cleared main track at hand operated switch without first obtaining authority from 21st St. Yardmaster.

PEA RIDGE SUBDIV. — ARKANSAS DIVISION

Rule 99(d) in effect.		Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.
Yard Limits: MP 57-25 to MP 59-00; MP 83-10 to end of track.					
Maximum Speed	(Except as below).....	57.7	CADET.....ⓐ-1	ⓐ	X-57
MP 57-00 — MP 63-00.....	10 MPH	58.6	New Fountain Farm.ⓐ	ⓐ	XA-58
Flugging 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. 135 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 153-08 — MP 154-08.....	45 —
Between Grand Ave. and Iron Mountain Jct.....	45 35	MP 164-21 — MP 165-16.....	40 —
MP 3-25 — MP 3-29.....	15 15	MP 165-16 — MP 165-37.....	20 20
Between Iron Mtn. Jct. and Davis St.....	25 25		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.....	15 15	Bussen Spur	11.6 X-12
MP 17-16 — MP 21-12.....	55 —	Whitehouse	16.0 X-16
MP 21-12 — MP 33-00.....	50 —	Hillcrest	17.8 X-17
MP 35-29 — MP 38-00.....	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 —	Horline	29.5 X-30
MP 52-37 — MP 54-21.....	45 —	Vineland	47.1 X-47
MP 54-21 — MP 70-12.....	55 —	Tiff	53.9 X-54
MP 70-12 — MP 71-04.....	45 —	Evergreen	57.7 X-58
MP 71-04 — MP 78-04.....	55 —	Iron Mountain	80.7 X-81
MP 98-00 — MP 98-16.....	55 —	Middlebrook	83.1 X-83
MP 100-16 — MP 165-37		Lopez	84.1 X-84
(Except as below).....	55 40	Arcadia-Ironton	88.6 X-89
MP 105-29 — MP 108-29.....	45 —	Pilot Knob	87.0 X-88
MP 125-16 — MP 126-12.....	45 —	Glover	97.8 X-99
MP 129-25 — MP 131-00.....	45 —	Chloride	100.11X-101
MP 135-04 — MP 136-29.....	45 —	North Des Arc.....	111.8 X-112
MP 136-29 — MP 137-16.....	40 —	Leeper	133.1 X-133
MP 146-16 — MP 148-37.....	40 —	Mill Spring	134.5 X-135
		Wilby	135.4 X-135

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.....	20
149.4	DELTA.....	ⓐSt.L.S.W.....	D-74	White Water Ind. Ld.....	10
157.4	ⓐSt.L.-S.F.....	ⓐ		Around wye-Charleston	10
158.1	ORAN.....		D-83	Around curve-Allenville	10
162.0	MORLEY.....		D-87	Between Dexter Jct. and Charleston (Except as below).....	30
178.3	CHARLESTON.....	ⓐT	D-103	MP 211-02 — MP 212-01.....	10
219.5	BERTRAND.....		XD-54	MP 213-10 — MP 213-24.....	20
211.4	SIKESTON.....	ⓐⓑ	XD-46	Between SLSF Crossing and Highway 61 Crossing at Sikeston.....	10
211.0	ⓐS.L.-S.F.....	ⓐ		(Approach, Highway 61 Crossing prepared to stop for highway traffic.)	
205.4	MOREHOUSE.....		XD-40	Flugging distance 3,360 ft.	
195.6	ESSEX.....	ⓐ-1	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.	
				BUSINESS TRACKS	MP Sta. No.
				White Water	144.6 D-69
				Newman Spur	160.2 D-85
				Diehstadt	173.5 D-98
				Hunterville	193.7 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 SLSW Dispatcher before occupying StLSW Siding or lead track to Siding Delta.

Operation over subdiv. governed by general order.

12 HOXIE SUBDIV. — ARKANSAS DIVISION

SOUTH FIRST CLASS		Miles	STATIONS	Station Nos.	Sidings	NORTH FIRST CLASS	
21 Psgr.	Cars					Ft.	22 Psgr.
Daily							Daily
AM 2 52		165.5	POPLAR BLUFF... T S ⊕	X-166	Yd.		AM 3 35
		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 3 43		224.9	WALNUT RIDGE.....	X-225		s 2 42	
		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..... T	X-259			
s 4 19		261.7	NEWPORT... ⊕ ⊕-2 ⊕ T S	X-262	Yd.	s 2 08	
		263.9	NORTH BRIDGE JCT.....	X-264			
		264.1	WHITE RIVER... ⊕ ⊕				
		264.5	SOUTH BRIDGE JCT.....	X-265			
		269.7	JEFFY..... 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 ⊕ T	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			
		343.6	NO. LITTLE ROCK... ⊕ T S ⊕	X-344	Yd.		
5 41 AM		345.6	L. ROCK AMTK. STA.....	X-346		12 52 AM	
		180.1					

HOXIE SUBDIV. — ARKANSAS DIVISION 13

MAXIMUM SPEED (Except as below)	MPH Psgr. Frt.	BUSINESS TRACKS	MP	Sta. No.
75	60	Harviell	173.0	X-173
MP 172-04 — MP 172-37	70	Delaplaine	207.6	X-208
MP 179-08 — MP 179-12	65	Minturn	232.4	X-232
MP 184-37 — MP 185-04	70	Olyphant	269.8	X-270
MP 191-21 — MP 192-33	50	Judsonia	292.6	X-293
MP 192-33 — MP 193-12	70	Higginson	299.7	X-300
MP 224-12 — MP 227-29	50	McKae	308.2	X-308
MP 258-00 — MP 263-37	50	Ward	317.6	X-318
MP 263-37 — MP 264-21	35	Cabot	323.0	X-323
MP 264-21 — MP 265-00	70	Valentine	336.1	X-336
MP 266-21 — MP 266-33	70			
MP 288-04 — MP 288-21	40			
MP 292-03 — MP 292-25	60			
MP 292-25 — MP 293-04	55			
MP 294-02 — MP 294-20	70			
MP 296-03 — MP 296-22	65			
MP 307-35 — MP 308-29	65			
MP 312-07 — MP 313-05	65			
MP 317-07 — MP 317-36	65			
MP 319-30 — MP 320-25	65			
MP 322-15 — MP 323-20	60			
MP 333-07 — MP 333-19	60			
MP 339-15 — MP 339-20	65			
MP 339-20 — MP 347-15	40			
North and South Wye Bald Knob	15			

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, all main track crossovers 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 or Little Rock Amtrak Station, 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.

Arkansas division jurisdiction includes DK&S Industrial Lead 5.5 miles between Kensett, Doniphan and Searcy. Maximum speed 25 MPH except 10 MPH on curves. Uniform code of operating rules apply.

DONIPHAN SUBDIV. — ARKANSAS DIVISION

Miles	STATIONS		Station Numbers	Sidings		Yard Limits Entire Subdiv.
	SOUTH	NORTH		Cars	Feet	
180.4	NEELYVILLE	T	X-180			Max Speed except as below... 20 MPH MP 195-00 — MP 200-00... 10 Sta. Business Tracks: MP No. Skelly Oil Spur... 197.3 XE-16 Maximum wt. 220,000 lbs.
186.2	NAYLOR		XE-6			
191.2	OAXLY		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 Cars Ft.	NORTH FIRST CLASS	
21 Psg.	22 Psg.						
Daily	Daily						
AM		343.6	NO. LITTLE ROCK	X-344	Yd.		AM
		345.3	ARK RIVER				
s 5 46		345.6	L. ROCK AMTK Sta.	X-346			s 12 52
		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		
s 6 31		388.7	MALVERN	X-389			s 11 44
		392.2	ABCO	X-390	177 9238		
		399.6	DONALDSON	X-400	119 6215		
		405.6	WITHERSPOON	X-406	118 6198		
		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 n201 10477		
		457.7	HOPE	X-458	s110 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			
8 12		490.2	TEXARKANA	X-491	Yd.		10 05
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 MP 462-00.

No superiority of trains and Rule 93 in effect between Sig 4900 Texarkana and StLSW crossing at MP 0.5.

Radio communication at Texarkana via Channel 2.

LITTLE ROCK SUBDIV. — ARKANSAS DIVISION 15

Maximum Speed (Except as below)	MPH		Psg. Frt.	BUSINESS TRACKS	MP	Sta. No.
	75	60				
MP 339-20 — MP 347-15	40	40		Vogels E. Main	351.0	X-351
MP 347-15 — MP 357-10	60	—		Cash Whistle-East Main	352.3	X-352
MP 357-10 — MP 357-24	60	55		Ark Power & Light-West Main	353.4	X-353
MP 361-03 — MP 361-11	60	50		Midwest Castings-West Main	354.0	X-354
MP 363-11 — MP 364-20	70	—		Mabelvale-West Main	355.0	X-355
MP 364-30 — MP 366-11	65	—		AG W. Main	356.3	X-356
MP 382-18 — MP 385-21	70	—		Ark Power & Light-East Main	356.5	X-356
MP 385-21 — MP 385-35	60	55		Enmar-East Main	356.7	X-357
MP 388-05 — MP 389-19	35	35		Jacuzzi Bros.-West Main	357.2	X-357
MP 414-04 — MP 414-29	70	—		Ark. Cont. Corp.	357.4	X-357
MP 425-31 — MP 426-35	40	40+		Bryant-West Main	362.7	X-363
MP 434-28 — MP 435-34	65	—		Perla	386.7	X-387
MP 441-26 — MP 442-29	50	50+		Daleville	410.0	X-410
MP 457-12 — MP 458-09	30	30		Gum Springs	415.5	X-415
MP 470-20 — MP 471-09	70	—		Beirne	430.1	X-430
MP 471-16 — MP 471-21	40	40				
MP 480-15 — MP 480-18	50	50				
MP 483-07 — MP 483-21	65	—				
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, all main track crossovers 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.

HOT SPRINGS SUBDIV.—ARKANSAS DIVISION

Miles	STATIONS		Station Numbers	Sidings Feet	Maximum Speed (except as below)	MPH
	SOUTH ↓	NORTH ↑				
412.1	MOUNTAIN PINE	⊙	XH-90		MP Junction to MP 44-00	
		12.9			(except as below)	25
399.1	HOT SPRINGS	⊙ ⊗ T ⊗	XH-77	Yd.	MP 53-05 to MP 53-00	20
		3.3			MP 47-05 to MP 46-00	20
395.6	MP JCT.	⊙			MP 44-06 to MP 44-03	20
55.1	LAKE CATHERINE		XH-72		MP 44-00 to Malvern (except as below)	35
		3.8			MP 42-06 to MP 42.04	20
51.3	JONES MILL	⊙ ⊗	XH-64	1331	Butterfield Industrial Lead:	
		6.8			Butterfield-Haskell 12.6 miles	
44.5	BUTTERFIELD	⊙ ⊗	XH-59	Yd.	(Maximum Speed 20 MPH)	
		4.5			Item 9, Special Instructions applies Hot Springs 7:00 p.m. - 7:00 a.m.	
40.0	MALVERN	T ⊙ ⊗ ⊗ -1	X-389	Yd.	Business Tracks	MP No.
		5.0			Mountain Pine	
		36.7			Spur Track	410.2 XH-90
					Lake Catherine	
					Norris Dispenser	50.7 XH-71
					Union Carbide	49.0 XH-70
					General Cable	48.1 XH-68
					National Lead	40.0 XH-60
					Cuffman Lumber Company	2.1 XH-55

Yard Limits: Mountain Pine - MP Jct.; MP 44-20 to MP 43-09; MP 41-00 to MP 1-03; MP 03-20 to Malvern

A heavy descending grade southward begins at a point about 7600 feet north of switch at Butterfield on National Lead Co. Spur. When descending this grade, if retainer valves are not turned up on cars at top of hill and an "over" brake pipe reduction or brake pipe leakage causes brakes to set sufficiently to stop the train, engineer will not attempt to release brakes until sufficient number of retainer valves have been turned up to insure that train will not move until brake system is fully re-charged. Trains must not leave National Lead Co. Mine or Magnet Cove Co. Mine unless at least 85 per cent of air brakes in their train are in operation.

Miles	SOUTH STATIONS NORTH	Station Numbers	Sidings	
			Cars	Feet
381.5	COTTER.....	WR-125	Yd.	.....
357.4	NORFORK.....	WR-102	100	5950
339.5	CRESWELL.....	WR-83	48	2539
329.6	MOUNT OLIVE.....	WR-73	158	7913
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
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 6:01 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 259-13	35
MP 263-28 — MP 264-07	30
MP 275-00 — MP 277-21	40
MP 277-21 — MP 279-15	35
MP 279-15 — MP 284-00	40
MP 284-00 — MP 285-10	30
MP 285-10 — MP 286-00	20
MP 286-00 — MP 286-15	10
MP 286-15 — MP 288-03	30
MP 305-20 — MP 306-21	25
MP 318-23 — MP 319-18	25
MP 359-03 — MP 360-11	25
MP 374-09 — MP 376-02	35

Flagging distance 9,600 ft.

Radio Communication Via Channel 2.

BUSINESS TRACKS	MP	Sta. No.
ZZ Siding	259.5	WR-1
Independence	267.7	WR-12
Newark	270.3	WR-14
Arkansas Eastman	273.6	WR-16
Sulphur Rock	276.3	WR-20
Moorefield	281.4	WR-25
Pfeiffer Spur	283.6	WR-27
Cushman Spur	288.1	WR-31
Sylamore	325.0	WR-68
Calico Rock	341.4	WR-85

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

Miles	SOUTH STATIONS NORTH	Station Numbers	Sidings		MPH
			Cars	Feet	
380.7	MEMPHIS(Sargent Yd.)	XG-93	Yd.	.....	Maximum Speed 50 (except as below)
380.6	KC JCT	.....	.....	.....	MP 298-08
378.2	TEXAS ST	.....	.....	.....	MP 299-03
378.1	KENTUCKY ST	.....	.....	.....	MP 331-29
375.8	BRIDGE JCT.	.....	.....	.....	MP 334-25
375.2	BRIARK	.....	.....	.....	North and South wye Bald Knob 15
370.0	PRESLEY JCT.	.....	.....	.....	20 MPH between Briark and Kentucky St.
368 0	GAVIN	.....	82	4274	Southward trains secure clearance Kentucky Street.
361.5	CRAWFORDSVILLE	.....	190	9882	Business Tracks MP No.
352.1	EARLE	.....	43	2266	Patterson ... 307.3 XG-19
337.5	LEVESQUE	.....	53	2778	Hamlin ... 324.7 XG-37
332.4	WYNNE	.....	171	8935	Parkin ... 346.9 XG-59
318.8	FAIR OAKS	.....	162	8472	Smitdale ... 348.9 XG-60
309.3	MCCORORY	.....	68	3584	W. Memphis Ind. Ld. ... 370.0 XG-85
300.0	NEW AUGUSTA	.....	124	6474	Tenark Ind. Lead: Maximum Speed ... 10 MPH CRIP Jct. to Tenark
298.5	WHITE RIVER	.....	.....	.....	ABS-CTC Briark to CRIP Jct. via CRIP RR.
292.8	RIO VISTA	.....	68	3579	CRIP Jct. ... 355.6
287.9	BALD KNOB	.....	.....	.....	Tenark ... 354.5 CH-42
92.8					

Movement of trains and engines between Sargent Yard and Kentucky St. must be made at low speed and only on authority of yardmaster Sargent yard, or operator Kentucky St.

ABS — CTC between Bald Knob and Kentucky Street.

Two main tracks between Briark and Kentucky St.

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 V STATIONS	NORTH ▲	Station Numbers
Maximum Speed 20 MPH							
Flagging Distance 3,100 ft.				368.3	SHERIDAN JCT... ④		X-368
BUSINESS				368.6	0.3 ④C.R.I. & P..... G		
TRACK				390.2	21.6 SHERIDAN.....		XH-24
Bannister Spur	MP	Sta. No.			21.5		
		XH-34					

NORMAN SUBDIV. — ARKANSAS DIVISION

Rule 99 (d) in effect.				Miles	SOUTH V STATIONS	NORTH ▲	Station Numbers
Maximum Speed 20 (except as below)							
MP 457-20 — MP 457-25..... 10							
MP 472-00 — MP 472-02..... 10							
Flagging Distance 2,760 ft.							
Yard Limits — Gardon to MP 430-00.				426.3	GURDON..... ④ ⑤ ⑥ -1T\$ ④		X-426
Business Tracks							
Summit	MP	Sta. No.		441.0	OKOLONA.....		XL-15
Rosboro	XL-7	433.1		446.5	DELIGHT JCT.....		XL-20
Birds Mill	XL-43	469.8		454.0	GRAYSONIA.....		XL-28
Delight Industrial Lead:				465.3	AMITY.....		XL-39
Delight Jct.—Delight				473.5	GLENWOOD.....		XL-47
Max. speed 20 MPH				480.7	CADDO GAP.....		XL-54
Antoine	EF-1	447.9		485.9	NORMAN.....		XL-60
Delight	EF-6	452.1		59.6			
Operation on this subdivision gov- erned by general order.							

NASHVILLE SUBDIV.—ARKANSAS DIVISION

Rule 99 (d) in effect.				Miles	SOUTH V STATIONS	NORTH ▲	Station Numbers
Maximum Speed 30 (except as below)							
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; Nash- ville, MP 481-05 to Perkins, end of subdivision.				457.7	HOPE..... ④ -1 ④ ⑤ T		X-458
Business Tracks:				483.1	NASHVILLE ④ XN & A..... ④ ⑤ ⑥		XJ-26
North Hope — XJ-4.				493.1	PERKINS..... ④		XJ-36
Operation on this subdivision gov- erned by general order.					35.3		

GURDON SUBDIV.—ARKANSAS DIVISION

Maximum Speed 40 (Except as below)				Miles	SOUTH V STATIONS	NORTH ▲	Station Numbers	Sidings Cars Ft.
MP 456-06 — MP 456-25.30								
MP 458-26 — MP 460-27.20				426.3	GURDON..... ④ ⑤ -1T\$ ④		X426	Yd.
MP 487-05 — MP 492-25.25				452.4	LESTER.....		E-26	65 3412
Monsanto Lead 10 MPH				459.8	CAMDEN..... ④ ⑤ ⑥ ⑦		E-33	
Flagging Distance 6,500 ft.				460.8	④St. L.S.W..... ④			
Yard Limits—Gurdon: Little Rock Subdiv. Conn. to MP 431-00; MP 457-17 to MP 463-20; El Dorado; MP 487-05 to MP 495-29.				463.1	CULLENDALE..... ④		E-37	
BUSINESS				474.5	LOUANN.....		E-48	121 6321
TRACKS				487.5	MONSANTO..... ④		E-61	61 3222
Barringer	E-5	431.5		492.2	EL DORADO..... ④ ⑤ ⑥ T\$ ④		E-66	Yd.
Reader	E-11	437.6		65.9				
Chidester	E-18	444.7						
Kraft	E-35	461.3						
Smackover	E-52	478.8						
Norphlet	E-58	484.5						

WYNNE SUBDIV. — LOUISIANA DIVISION 19

Miles	SOUTH V STATIONS	NORTH ▲	Station Numbers	Siding		Maximum Speed MPH MP 235-10 MP 408-10 (Except as below) ... 30 MP 295-23 — MP 296-09 ... 20 MP 357 — MP 369 ... 20 Flagging distance 3,590 ft. Yard Limits: Paragould to MP 221-20 Wynne MP 277-23 to MP 282-02 MP 292-15 to MP 297-00 MP 311-00 to MP 315-00 MP 324-05 to MP 330-15 MP 396 to Jct. with Monroe Subdiv.
				Cars	Feet	
219.9	PARAGOULD..... ④		C-243	139	7262	
221.6	PARAGOULD JCT.....					
235.3	JONESBORO JCT.....					
238.0	JONESBORO ④S.L.-S.F..... ④		C-262	160	8358	
256.7	HARRISBURG.....		C-280	105	5506	
280.3	WYNNE ④MP\$G..... ④ ⑤ ⑥ T ④		C-304	Yd.		
290.9	CALDWELL.....		C-314	105	5503	
295.7	FORREST CITY ④CRIP... ④ ⑤		C-319	28	1456	
296.4	DEX SIDING.....		C-320	41	2145	
313.1	MARIANNA..... ④ T		C-337	112	5589	
325.5	LEXA..... ④		C-349			
326.5	HELENA JCT..... T ④ ⑤					
347.1	ELAINE.....		C-371	58	3019	
368.8	SNOW LAKE.....		C-392	97	5068	
377.8	WHITE RIVER..... ④ ⑤					
381.1	MEDINA..... ④		C-405	79	4123	
382.0	ARKANSAS RIVER..... ④					
387.0	WATSON.....		C-411	88	4586	
408.1	McGEHEE..... ④ ⑤ ⑥ T\$ ④		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
Vanndale	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
LaGrange	321.2	C-345	Mosby Spur	359.3	C-383	McArthur	402.5	C-426
Barton	329.2	CK-12						

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-3
Helena.....	338.6	CJ-12

22 HUTTIG SUBDIV. — LOUISIANA DIVISION

Maximum Speed MPH (Except as below) . 25	Miles	STATIONS		Station Numbers
		SOUTH V	NORTH A	
MP 524-21 —				
MP 524-29				
MP 553-21				
MP 566-00—Huttig Jct. 10				
Flagging distance 3,590 ft.				
<p>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.</p>				
Business Tracks MP	Sta. No.			
LaPile	518.1 E-92			
Upco	547.6 F-22			
Spencer	548.7 F-24			
Lamkin	561.5 F-37			
492.2	EL DORADO.....	⊠ ⊙ ⊕ T ⊙	⊙	E-66
506.8	URBANA.....			E-80
512.8	STRONG.....			E-86
523.1	DOLLAR JCT.....			E-97
527.2	HUTTIG, ARK.....	⊙ ⊕		F-3
530.3	LITROE, LA.....			F-6
542.8	HAILE.....			F-18
553.7	OUACHITA RIVER.....	⊙ ⊕		
554.0	STERLINGTON.....	⊙		F-30
568.1	⊙ A. & L. M.....	⊙		
568.6	HUTTIG JCT.....	⊙		
	MONROE.....	⊠ ⊕ ⊙ ⊕ ⊙		C-525
	77.2			

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

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

Operation on this subdivision governed by general order.

HAMBURG SUBDIV.—LOUISIANA DIVISION

Yard limits entire subdiv. Maximum Speed 20 MPH. Flagging distance 2,180 ft.	Miles	STATIONS		Station Numbers
		SOUTH V	NORTH A	
Business Tracks MP	Sta. No.			
Snyder	451.5 CM-27			
Mist	456.1 CM-32			
Hussey	457.0 CM-33			
Blackle	458.2 CM-34			
443.4	MONTROSE.....			C-456
462.8	HAMBURG.....			CM-39
474.3	CROSSETT.....	⊙		CM-50
	30.9			

WARREN SUBDIV.—LOUISIANA DIVISION

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

Operation on this subdivision governed by general order.

COLLINSTON SUBDIV.—LOUISIANA DIVISION 23

Miles	STATIONS		Station Numbers	Sidings		Rule 99 (d) in effect.
	SOUTH V	NORTH A		Cars	Feet	
<p>BASTROP IND. LEAD 6.8 MILES (COLLINSTON-BASTROP) VIDALIA IND. LEAD 8.8 MILES (FERRIDAY-VIDALIA)</p>						
560.4	COLLINSTON.....	⊕ T ⊕	C-505			Maximum Speed: MPH (Except as below) . 25 MP 637-08 (#10 Turnout) ... 10 MP 641-26 — MP 643-14 10 Vidalia ind. lead 20 MPH except 10 MPH over Highway 65. Bastrop Ind. Lead (Except as below) ... 30 MP 553-09 — MP 553-26 10 All tracks Natchez ... 10 Flagging distance 3,360 ft.
567.5	OAK RIDGE.....		E-141			
577.9	RAYVILLE ⊙ICG.....	G	E-151	45	2371	
589.6	MANGHAM.....		E-163			Yard Limits: MP 560-00 — MP 561-25; MP 637-05 — Ferriday
600.3	WINNSBORO.....		E-174	49	2550	BUSINESS TRACKS MP Sta. No. Bastrop ⊕ 553.6 E-127 Archibald 586.8 E-160 Baskin 593.5 E-167 Franklin Homes 597.5 E-171 Chase 605.5 E-179 Gilbert 609.5 E-183 Peck 618.2 E-192 Clayton 636.0 E-210 Concordia Jct. 643.4 E-217 Vidalia ⊕ T 651.6 E-226 Natchez ⊕ ⊙ E-227
614.4	WISNER.....		E-188			
623.5	SIOLLY ISLAND.....		E-197			
635.9	TENSAS RIVER.....	⊕				
637.2	CLAYTON JCT.....	⊙	E-211			
642.7	FERRIDAY.....	⊠ ⊕	E-216	Yd.		
	82.0					

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.
Operation on this subdivision governed by general order.

LAKE PROVIDENCE SUBDIV.—LOUISIANA DIVISION

Miles	STATIONS		Station Numbers	Sidings		Rule 99 (d) in effect.
	SOUTH V	NORTH A		Cars	Feet	
<p>Maximum Speed . 25 MPH Flagging distance 3,360 ft.</p>						
408.1	M-GEHEE.....	⊠ ⊕ ⊙ ⊕ ⊙	C-432	Yd.		BUSINESS TRACKS MP Sta. No. Trippe 412.1 K-106 Chicot 440.0 K-135 Shelburn 463.1 K-158 H & W Warehouse .463.8 K-158 Hollybrook .474.4 K-169 Transylvania .478.5 K-173 Talla Bena T.490.9 K-186 Somerset 516.0 K-212 Goldman 544.4 K-240 Azucena 549.4 K-245
424.1	MACON LAKE.....		K-118			
431.3	LAKE VILLAGE.....	T	K-126	49	2574	
446.8	EUDORA, ARK.....		K-141	51	2654	
457.7	MILLIKIN, LA.....		K-152			
470.1	LAKE PROVIDENCE.....		K-165	49	2597	
487.4	SONDHEIMER.....		K-182			
498.4	TALLULAH ⊙ ICG.....	⊕	K-194	39	2051	
511.5	QUIMBY.....		K-207			
523.3	NEWELLTON.....		K-219	50	2607	YARD LIMITS: McGehee—MP 410-05.
533.7	ST. JOSEPH.....		K-229			
546.1	WATERPROOF.....		K-242			
557.2	CLAYTON JCT.....	⊙	E-211			Talla Bena Ind. Lead 2.2 miles—Maximum speed 20 MPH
	149.1					

Operation on this subdivision governed by general order.

WEST		Miles	STATIONS	Station Numbers	Sidings		EAST	
First Class					Cars	Feet	First Class	
CSP-Frt.	Psg.						Psg.	Daily
69	31						30	
Daily	Daily						Daily	
	PM	0.5	ST. LOUIS	MX-1			PM	3 30
	2 00	1.3	23rd STREET					
		1.5	OHIO AVE.					
		2.3	GRAND AVE.					
		3.6	IRON MTN. JCT.	X-1				
		6.8	MAPLEWOOD	MX-7			2 56	
		10.8	WEBSTER	MX-11				
	PM	13.2	KIRK	MX-12				
	3 01	13.4	KIRKWOOD	MX-13			s 2 48	
		17.7	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				
	5 30	125.3	JEFFERSON CITY	MX-125			s 1 02	
	PM	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-156	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 18	188.9	SEDALIA	MX-188	38 1937		s 11 53	
	5 31	195.7	DRESDEN	MX-195	96 5043		11 44	
	5 36	200.9	LAMONTE	MX-200	48 2890		11 39	
	5 43	208.1	KNOBOSTER	MX-208	110 6167		11 32	
	s 5 55	218.4	WARRENSBURG	MX-218	39 2740		s 11 22	
	6 02	224.4	CENTERVIEW	MX-224	150 9508		11 13	
	6 10	232.8	HOLDEN	MX-232	51 3398		11 05	
	6 14	237.5	KINGSVILLE	MX-237	44 2867		11 01	
	6 20	243.0	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	283.0	KANSAS CITY (Un.Sta.)	MX-282			10 05	
	PM						AM	

SPECIAL INSTRUCTIONS

Maximum Speed	MPH	Maximum Speed	MPH
(Except as below)	Psg. Frt.	MP	Psg. Frt.
Thru Grand Ave. Interlocking	75 60	MP 227-18	65
Between Grand Ave. and Iron Mountain Jct.	10 10	MP 231-25	65
MP 3-25 — MP 13-13	45 35	MP 232-32	65
MP 13-13 — MP 13-25	50 40	MP 233-07	55
MP 13-25 — MP 13-37	45 35	MP 248-18	45 45
MP 13-37 — MP 15-14	30 30	MP 256-15	65
MP 15-14 — MP 15-24	50 50	MP 257-08	60 45
MP 15-24 — MP 21-00	65 50	MP 259-28	35 35†
MP 21-00 — MP 21-25	70	MP 260-07	65
MP 21-25 — MP 23-11	60	MP 260-07	65
MP 23-11 — MP 27-04	60	MP 264-11	25 25†
MP 27-04 — MP 28-28	60 55	MP 265-28	60 40†
MP 30-21 — MP 31-12	65 55	MP 265-28	40 40
MP 32-25 — MP 33-31	70	MP 270-36	35 35
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 100-33 — 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 50		
MP 117-12 — MP 118-25	60		
MP 118-25 — MP 121-20	70		
MP 123-25 — MP 124-24	65		
MP 124-24 — MP 126-29	45 45		
(Except as below)			
MP 126-29 — MP 128-18	55		
MP 128-18 — MP 129-28	55 50		
MP 129-28 — MP 132-15	60		
MP 132-15 — MP 132-28	55 50		
MP 132-28 — MP 136-18	60		
MP 136-18 — MP 139-00	55 45		
MP 139-00 — MP 143-32	60		
MP 146-04 — MP 147-20	60		
MP 147-20 — MP 148-37	65		
MP 150-04 — MP 151-07	50 50		
MP 151-07 — MP 151-21	65		
MP 153-21 — MP 155-35	60		
MP 156-30 — MP 162-04	65		
MP 162-04 — MP 163-00	50 50		
MP 166-38 — 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	65 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 Centerview; 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(1) must be sounded for Rock Hill Road MP 10-18 and MP 10-19.

Independence-Pkley 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 125-00

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

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

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

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

Business Tracks:	MP	Sta. No.
Lake Jct.	8.0	MX 8
Webster Groves	10.0	MX 10
Barretts	16.5	MX 16
Jedburg	23.9	MX 24
Valley Park	18.9	MX 18
Eureka	27.9	MX 29
Pacific @-2	34.8	MX 36
Gray Summit	39.9	MX 40
West Labadie	43.7	MX 44
Washington @-2	51.7	MX 54
Midwest Joist	56.8	MX 56
New Haven @-2	67.3	MX 67
Berger	75.1	MX 74
Hermann @-2	81.0	MX 80
Gasconade @2	88.5	MX 88
Morrison	92.9	MX 92
Bonnot's Mill	113.1	MX 112
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., Stras-
 burg to Rock Creek Jct.

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

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

Signal indication with current of traffic be-
 tween Grand Ave. and Maplewood; Rules
 450-453 in effect signaled for movement
 with current of traffic only. Authority of
 train dispatcher not required to enter
 main track. Movements against current of
 traffic will be made only on authority of
 Yardmaster at 21st Street and must not
 exceed 20 MPH. Trains and engines
 moving with the current of traffic and
 delayed must ascertain from 21st St.
 Yardmaster location of overdue first
 class trains and clear as instructed.

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

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

Dragging equipment units are located on
 signal 883 and 884. Block signal nor-
 mally shows approach or advance ap-
 proach. If bottom unit displays flashing
 red train must stop and inspect entire
 train. After inspection completed operate
 push button in detector box.

Dragging equipment units are located at
 Bonnot Jct. and Osage Jct. Units nor-
 mally dark. When units display flashing
 red train must stop and inspect entire
 train. After inspection completed operate
 push button in detector box.

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

CARTHAGE SUBDIV. — NORTHERN DIVISION

CARTHAGE SUBDIV. — NORTHERN DIVISION 27

Nevada is register station for originating and terminating
 trains only.

Train order signal Pleasant Hill governs to Sedalia and Car-
 thage Subdiv. trains.

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

Aurora is register station for originating and terminating
 trains only.

YARD LIMITS:
 Jct. Sedalia Subdiv. to MP 250-00; MP 315-
 12 to MP 320-00; Carthage — MP 361-00 to
 524-20; MP 477-05 to 479-20 and MP 383-20
 to 379-25.

Conditional yard limits MP 490-00 to MP
 488-00 6:30 am to 6:30 pm.

BUSINESS TRACKS:	MP	Sta. No.
Archle	271.7	P-23
Passaic	282.8	P-34

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

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 op-
 erators 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 467-26 — MP 467-15	30
(Except as below)	49	MP 460-04 — MP 459-20	30
MP 258-14 — MP 259-30	40	MP 454-15 — MP 454-10	35
MP 264-20 — MP 274-30	40	MP 448-10 — MP 446-17	30
Rich Hill City Limits	25	MP 436-24 — MP 432-15	30
MP 317-20 — MP 317-28	15	MP 432-15 — MP 431-23	10
MP 364-01 — MP 364-03	15	MP 431-31 — MP 429-13	30
MP 527-30 — MP 468-14		MP 422-25 — MP 422-18	35
(Except as below)	49	MP 420-22 — MP 420-12	30
MP 527-00 — MP 527-30	15	MP 409-33 — MP 381-25	
MP 511-24 — MP 511-19	40	(Except as below)	49
Aurora City Limits	20	MP 404-27 — MP 399-03	40
MP 483-07 — MP 481-18	40	MP 399-03 — MP 393-21	45
MP 481-18 — MP 477-25	45	MP 393-21 — MP 393-02	40
MP 471-05 — MP 470-21	40	MP 385-25 — MP 381-25	40
MP 468-14 — MP 409-33			
(Except as below)	40		

Flagging distance 2 miles

SOUTH Mile	STATIONS	NORTH Mile	Station Numbers	Sidings	
				Cars	Feet
249.2	PLEASANT HILL... @-1 ⊕ ⊙ ⊙ T		MX-249	181	9862
249.1	0.6 ⊗ C.R.I. & P. A				
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		P-16	73	4039
277.6	12.2 ADRIAN P-29		P-29	81	4751
287.1	19.5 BUTLER @-1		P-38	79	4623
298.9	11.8 RICH HILL P-50		P-50	115	6523
302.4	3.5 PANAMA P-54		P-54	76	5066
307.4	5.0 HORTON P-58		P-58	44	2363
317.4	10.0 NEVADA ⊕-1 ⊙ ⊙ ⊕		P-69 P-71	Yd.	
319.3	1.9 NASSAU JCT T				
330.8	11.5 SHELDON P-82		P-82	74	4368
342.2	11.4 LAMAR ⊗ SLSF A		P-93	81	4699
353.5	11.3 JASPER P-105		P-105	74	4434
364.1	10.6 CARTHAGE ⊗ SLSF. A ⊕ ⊙ ⊕ ⊙		P-115		
527.6	20.8 STOTTS CITY WR-250		WR-250	91	4956
506.8	17.2 S. L. S. F. A				
489.6	0.5 AURORA ⊙ ⊕ ⊙ ⊕		WR-232	56	3178
489.1	11.3 CRANE ⊙ ⊕ T		WR-221	Yd.	
477.8	17.1 REEDS SPRING WR-204		WR-204	36	2308
460.7	9.8 GRETNA WR-194		WR-194	125	6658
450.9	3.6 BRANSON ⊙ ⊕		WR-191	45	2609
447.3	1.6 HOLLISTER, MO WR-189		WR-189	36	2166
432.7	13.0 ORICKET, ARK WR-176		WR-176	33	2029
415.5	17.2 BERGMAN WR-159		WR-159	135	7594
392.3	23.2 YELLVILLE WR-136		WR-136	53	2891
381.5	10.8 COTTER ⊙ ⊕ ⊙ ⊕		WR-125	72	3829
261.7					

28 SPRINGFIELD SUBDIV.—NORTHERN DIVISION

All tracks at Springfield are yard tracks. Springfield over Highway, College, Kansas and Walnut Sts. 10 MPH	Miles	SOUTH STATIONS ↓	NORTH STATIONS ↑	Station Numbers
	488.2	AURORA.....	⊙ ⊙ ⊙ ⊙ ⊙	WR-232
	VIA SLSF 29.9 MILES			
At Springfield, stop and protect crossing at Walnut, Jefferson, Boonville, Campbell and Main Streets.	511.1	SPRINGFIELD... ⊙ SLSF ⊙	⊙ ⊙ ⊙	PD-34
29.9				

Operation via SLSF between Springfield and Aurora. See Item 17(b) Special Instructions. Crew secure clearance at Springfield and Aurora before occupying SLSF tracks. When SLSF operator at Aurora not on duty clearance not required but permission must be secured from SLSF Train Dispatcher before occupying SLSF tracks at Aurora.

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

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

SLSF Stations:	Mile Post
Marionville	264
Logan	262
Billings	257
Republic	252
Brookline	247
Nichols	242

LEXINGTON SUBDIV.—NORTHERN DIVISION

Miles	WEST STATIONS ↓	EAST STATIONS ↑	Station Numbers	Rule 99 (d) in effect. Max. Wt. 220,000 lbs.	MPH
211.6	SWEET SPRINGS.....	⊙	LA-22	Maximum Speed	25
219.9	CONCORDIA.....		LA-30	Flagging distance 4,200 ft.	
231.9	HIGGINSVILLE.....		LA-42	Business Tracks: MP Sta. No.	
244.3	LEXINGTON.....	⊙	LA-55	Turner Berry Spur.....	210.4 LA-21
246.2	MYRICK.....	⊙ ⊙ ⊙ ⊙ ⊙	G-118	Emma	215.8 LA-26
				Page City	235.6 LA-46
				Lexington Electric Light Spur	245.2 LA-56
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 STATIONS ↑			
	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
				Flagging distance 1 mile	

RIVER SUBDIV.—NORTHERN DIVISION 29

WEST First Class	ABS — Between Jefferson City and Rock Creek Jct. CTC — Between Jefferson City and River Jct.; Eton Jct. and Congo.		Station Numbers	Sidings
69				
CSP-FRT	STATIONS EAST ↑		Cars	Feet
Daily	Miles			
5 30 PM	125.3	JEFFERSON CITY... ⊙ ⊙ ⊙ ⊙ ⊙	MX-125	Yd.
5 40	127.9	RIVER JCT.....	MX-128	.....
6 01	143.8	SANDY HOOK..... ⊙-1	G-15	179 9353
6 17	156.7	WOOLDRIDGE..... ⊙	G-27	170 8873
6 38	170.8	BOONVILLE..... ⊙-1T	G-41	117 6450
6 54	178.4	LAMINE.....	G-50	250 12905
7 10	186.9	BLAOKWATER.....	G-58	109 5810
7 24	195.0	NAPTON.....	G-66	151 7813
7 37	202.1	MIAMI..... T	G-73	124 6426
7 55	215.2	MALTA BEND..... ⊙-1	G-86	169 9219
8 19	230.6	HODGE.....	G-101	179 9473
8 43	247.6	MYRIOK..... ⊙ ⊙ ⊙ ⊙ ⊙	G-118	216 11345
	258.0	NAPOLEON.....	G-129	.....
	265.1	BUOKNER.....	G-136	.....
9 12	268.6	LAKE CITY.....	G-139	188 9430
9 20	274.2	RIPLEY JCT.....	G-144	.....
	276.2	ETON JOT..... ⊙-1	G-145	.....
	283.8	OONGO.....	G-153	.....
	284.5	ROCK CREEK JOT..... ⊙ ⊙	MX-276	.....
9 44	285.9	SOUTHWEST JOT ⊙ KCS ⊙	MX-277	.....
PM	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 East End Lake City 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. Southwest Jct. wye ⊙ KCS G.

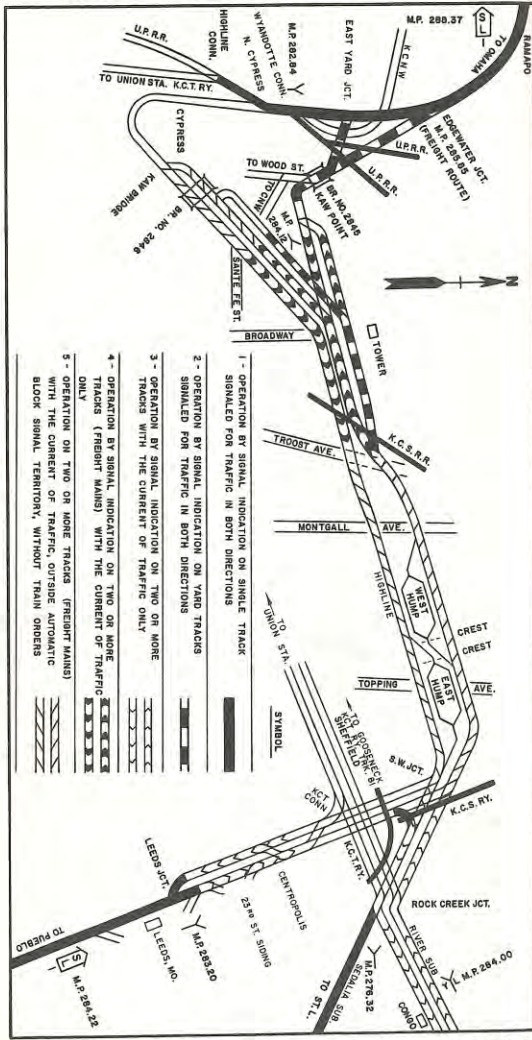
Crossover located MP 247 Pole 10½ is designated as "No. 1 crossover Myrick," crossover at MP 247-31 designated as "No. 2 crossover Myrick."

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 169-00 — MP 175-00.....	45	Renz Spur	133.0 G-8
MP 175-21 — MP 177-05.....	35	Lupus	151.1 G-22
MP 183-00 — MP 194-21.....	40	Overton	161.0 G-32
MP 197-03 — MP 207-29.....	45	Nelson	189.6 G-60
MP 218-11 — MP 219-00.....	40	Stanhope	209.5 G-80
MP 220-23 — MP 229-28.....	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	262.0 G-133
On AT&SF RY. (Except as below)	50	Midas	270.4 G-141
Eton Crossover & Mo Pac Conn.....	30	Blue Valley	282.1 G-134
MP 437.5 — MP 437.8.....	40	Marshall	⊙ ⊙ 1204.1 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, 18 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.

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. ATSF.
 Omaha: Stop and protect crossing at 13th and California St., 15th and Webster St., 16th through 22nd Sts. on Alley Lead.

SOUTH STATIONS NORTH

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

Trains originating Neff Yard, Omaha and Atchison secure clearance.
 Between MP 329 Pole 20 and MP 332 Pole 2 all trains and engines must move at low speed and may move in either direction without flag protection. Within these limits trains and engines may enter main track at hand operated switch without authority of control operator and without waiting 5 minutes as required by Rule 104 (15).

Yard Limits: Neff Yd. — Kaw Point; Hiawatha: MP 369-15—MP 371-00; Falls City: MP 383-00—MP 386-10; MP 413-06 to MP 416-20; MP 434-28 to MP 437-21; 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., Tenant Line Rules.

Maximum Speed MPH
 Between Neff Yard and MP 287-20 (except as below) 20
 Over Montgall Ave. 10
 MP 282-00 — MP 284-20 10
 (between Kaw Point and Minnesota Ave.) 10
 Between MP 287-20 and Omaha (Except as below) 50
 MP 291-05 — MP 291-25 35
 MP 309-22 — MP 309-36 30
 MP 322-19 — MP 322-36 35
 MP 329-19 — MP 332-08 20
 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 (Except as below) 25
 All grade crossings 15
 Commercial and 30th St. 10
 Cass St. (UP Conn.) and Webster St. 5
 Flagger distance 2 miles

Business Tracks:	MP	Sta. No.
Ramapo	288.0	0-6
Alfa	305.6	0-23
Ft. Leavenworth	310.7	0-30
Padonia	375.3	0-93
Howe	408.4	0-126
Clarke	420.1	0-138
Cometa	440.2	0-158
Wyoming	441.7	0-159
Mynard	458.9	0-176
Plattsmouth	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 actuated 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 Pote 26.

At Hiawatha on Old Mill Spur do not operate engines over pit and look out for open pit.

CONCORDIA SUBDIV. — NORTHERN DIVISION

WEST Miles ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
				Cars	Feet
330.7	ATCHISON	⊠ ⊙ T § ⊕	O-48	Yd.	
	1.6				
332.3	NORKAN JCT.	⊙	O-49		
	15.6				
347.9	EFFINGHAM		S-17		
	7.3				
355.2	MUSCOTAH		S-25		
	6.2				
361.4	WHITING		S-31		
	5.9				
367.3	NETAWAKA		S-37	65	4678
	12.5				
379.8	GOFF		S-49		
	5.9				
385.7	CORNING		S-55	73	4134
	7.2				
392.9	CENTRALIA		S-62		
	7.5				
400.4	VERMILLION		S-70		
	8.4				
408.8	FRANKFORT	⊙ UP ⊕	S-78	36	2574
	4.9				
413.7	TUTTLE		S-83	98	5265
	9.1				
425.6	BLUE RAPIDS		S-95		
	4.9				
430.5	WATERVILLE	⊙	S-100		
	7.2				
437.7	BARNES		S-107		
	5.9				
443.6	GREENLEAF	⊙	S-113	53	3133
	7.0				
450.6	LINN		S-120		
	4.8				
455.4	PALMER		S-125		
	9.0				
464.4	CLIFTON		S-134	50	3731
	1.6				
466.0	⊙ ORI & P	⊙			
	5.0				
471.0	CLYDE		S-141		
	14.1				
485.1	⊙ AT & SF ⊙ BN	⊙			
	0.3				
485.4	CONCORDIA	⊙ ⊠ ⊙ ⊕ ⊕	S-155	Yd.	
	4.8				
490.2	HASTINGS JCT.	T	S-159		
	0.1				
490.3	YUMA		S-160	38	2219
	6.0				
496.3	BURR OAK JCT.		S-166		
	0.1				
496.4	JAMESTOWN		S-166	20	1436
	6.4				
502.8	SCOTTSVILLE		S-172		
	11.6				
514.4	BELOIT	⊙ UP ⊕ ⊙	S-184	22	1663
	9.7				
524.1	GLEN		S-194	36	1968
	9.2				
533.3	CAWKER		S-203	32	1754
	5.3				
538.6	DOWNES	⊙ ⊠ T ⊕ ⊕	S-208	Yd.	
	9.9				
548.5	OSBORNE		SF-10		
	13.6				
562.1	ALTON		SF-23		
	8.3				
570.4	WOODSTON		SF-32		
	10.0				
580.4	STOCKTON	⊙ T	SF-42	Yd.	
	246.9				

LOUISVILLE SUBDIV. — NORTHERN DIVISION 33

Rule 99 (d) in effect.	WEST Miles ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
Yard Limits: MP 460-10 to End of Track Avoca; MP 482-25 to Omaha.	449.2	AVOCA	⊙	OD-35		
		4.8				
	454.0	LOWLINE JCT.	⊙	OD-40		
		1.1				
Maximum Speed 25 MPH (Except as below)	455.1	WEeping WATER	⊕	OD-41	Yd.	
		0.9				
MP 449-02 —	456.0	OMAHA JCT.	⊙ ⊠ ⊙ ⊕	OD-42		
MP 450-18 10		3.9				
MP 466-00 —	459.9	MANLEY	⊙	OD-46	18	1243
MP 466-10 10		5.7				
	465.6	LOUISVILLE		OD-52	33	1804
		0.3				
	465.9	⊙ BN	⊕			
Omaha: All grade crossings . . . 15		1.3				
Commercial and 30th St. 10	467.2	⊙ C. R. I. & P.	⊕			
Flagging distance 6,200 ft.	471.6	SPRINGFIELD		OD-58	18	1376
Max. Wt.: Avoca to Weeping Water 220,000 lbs.		7.9				
	479.5	⊙ U. P.	⊕			
		6.1				
	485.6	⊙ C. & N. W.	⊕			
		3.5				
	489.1	LOUISVILLE JCT.	⊙	O-199		
		4.7				
		OMAHA	⊙ ⊠ ⊙ ⊕	O-205	Yd.	
		38.9				

LINCOLN SUBDIV. — NORTHERN DIVISION

Rule 99 (d) in effect.	WEST Miles ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
Maximum Speed 25 MPH (Except as below)	447.4	UNION	⊙ T ⊕	O-165		
Between 33rd Street and C&NW Jct. 10		12.0				
14th Street and end of track 10	459.4	LOWLINE JCT.	⊙	OD-40		
Weeping Water, First street east of depot . . 10		1.0				
Flagging distance 4,140 ft.	460.4	WEeping WATER	⊕	OD-41		
		1.0				
	461.4	OMAHA JCT.	⊙ ⊠ ⊙ ⊕	OD-42		
		10.1				
	471.5	ELMWOOD		OF-24		
		22.7				
Business Tracks: MP Nos. Nehawka 451.7 OF-4 Wabash 467.6 OF-20 Eagle 479.1 OF-32 Walton 486.5 OF-39	494.2	⊙ C. R. I. & P.	G			
		0.6				
	494.8	C. & N. W. JCT.				
		0.3				
	495.1	LINCOLN	⊙ ⊠ ⊙ ⊕ ⊕	OF-48	Yd.	
		47.7				

Yard Limits: Union: MP 447-25 — MP 449-00; Weeping Water: MP 459-00 — 464-30; Lincoln: MP 489-00 — Lincoln. At BN ⊙ 11th and UP Conn-Lincoln, which is protected by gates and pipe connected derails, trains, engines or cars must not be left standing between opposing gates unless coupled to other equipment that extends beyond one of the gates.

CRETE SUBDIV. — NORTHERN DIVISION

Max. Wt.: 220,000 lbs. Brock to Crete	WEST Miles ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
Maximum Speed 25 MPH	416.4	CRETE JCT.		O-134		
Flagging distance 4,320 ft.		11.5				
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	427.9	TALMAGE		OD-14		
		38.7				
	466.6	⊙ BN	G			
		19.5				
	486.1	CRETE	⊕	OE-58	Yd.	
		69.7				

Rule 99 (d) in effect.

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

34 HASTINGS SUBDIV.—NORTHERN DIVISION

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

BURR OAK SUBDIV.—NORTHERN DIVISION

Miles	STATIONS		Station Numbers	At Mankato—Stop and protect crossing—U.S. Highway 36. Flagging distance 4,510 ft. Rule 99 (d) in effect. Maximum Speed .....25 MPH Yard Limits: MP 496-11 to MP 497-02.
	WEST ▼	EAST ▲		
496.4	JAMESTOWN.....	Ⓞ	S-166	Business Tracks: MP Sta. Nos.
529.7	BURR OAK.....		SE-34	Randall .....506.7 SE-11
33.3				Jewell .....512.9 SE-17
33.3				Mankato .....521.5 SE-26

LENORA SUBDIV.—NORTHERN DIVISION

Miles	STATIONS		Station Numbers	Rule 99 (d) in effect. Maximum Speed .....25 MPH Flagging distance 4,140 ft.
	WEST ▼	EAST ▲		
538.6	DOWNNS.....	ⓄTⓄ	S-208	Yard Limits:
547.7	PORTIS.....		S-217	Downs MP 538-28 — MP 539-16.
557.8	GAYLORD.....		S-227	Lenora MP 622-10 — Lenora.
563.0	CEDAR.....		S-233	BUSINESS TRACKS: MP Sta. Nos.
572.6	KIRWIN.....		S-242	Harlan .....552.9 S-222
583.1	GLADE.....		S-253	Claudell .....567.8 S-237
598.5	LOGAN.....		S-268	Speed .....589.8 S-259
612.9	EDMOND.....		S-282	Densmore .....608.3 S-278
623.3	LENORA.....	Ⓞ	S-293	
84.7				

ST. JOSEPH SUBDIV.—NORTHERN DIVISION

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

KANSAS CITY SUBDIV.—KANSAS DIVISION 35

WEST		STATIONS		Station Numbers	Siding
First Class		EAST ▲			
69 CSP-Frt. Daily	71 FFT-Frt. Daily	Miles		Cars	Feet
PM	PM	279.0	NEFF YARD. ⓄTⓄ	MX-283	
9 44	4 00	278.2	SOUTHWEST JCT. T	MX-277	
		278.6	ⓄICG.....		
		279.1	ⓄK.C.T.....		
		279.2	K.C.T. CONN.....		
		280.4	CENTROPOLIS.....	MX-288	
10 25	4 15	283.4	LEEDS JCT.....	MX-291	
		290.0	DODSON.....	MX-298	E88 4431 W171 8567
		297.1	MARTIN CITY, Mo.	MX-305	
		299.8	KENNETH, KAN.....	MX-308	134 7215
		310.9	BUOYRUS.....	MX-319	139 7451
		317.2	WAGSTAFF.....	MX-326	135 7289
		326.2	PAOLA.....	MX-334	
		326.8	ⓄS.L.S.F.....		
		326.9	ⓄM.K.T.....		
		328.5	BROWN.....	MX-336	203 10803
11 50	5 35	334.4	OSAWATOMIE TⓄ	MX-341	Yd.
PM	PM	334.9	MP.....		
		56.7			

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

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 MPB
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

Osawatomie — Around wye 10 MPH
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

TOPEKA SUBDIV.—KANSAS DIVISION

Miles	STATIONS		Station Numbers	Rule 99 (d) in effect. Yard Limits: MP 400-15 to end of track Topeka
	WEST ▼	EAST ▲		
368.3	LOMAX.....		MX-376	MPH MAXIMUM SPEED 25 Flagging distance 3,500 ft.
406.5	ⓄA. T & S. F.....	Ⓞ		BUSINESS TRACKS: MP Sta. Nos.
407.6	TOPEKA.....	ⓄTⓄ	T-130	Michigan .....374.4 T- 97 Overbrook .....381.6 T-104 Pauline .....401.1 T-124
39.3				

36 OSAWATOMIE SUBDIV. — KANSAS DIVISION

WEST First Class		ABS — Osawatome — Council Grove. CTC — Lake — Council Grove. Hot box and dragging equipment detector located at *MP 364-31 and *MP 390-33.		Station Numbers	EAST A	
69 CSP-Frt. Daily	71 FFT-Frt. Daily	Miles	STATIONS		Cars	Feet
PM	PM					
11 50	5 35	334.4	OSAWATOMIE.....	MX-341	Yd.	
12 05	5 45	343.3	RANTOUL.....	MX-351	126	6972
12 22	6 01	354.1	OTTAWA.....	MX-362	135	7535
		354.4	⊗A.T. & S.F.....			
		357.1	⊗A.T. & S.F.....			
12 45	6 20	368.7	LOMAX.....	MX-376	83	4661
12 56	6 30	376.8	FLINT.....	MX-385	124	6732
		378.6	LYNDON.....	MX-386		
		386.2	⊗A.T. & S.F.....			
1 12	6 45	386.4	OSAGE CITY.....	MX-394	116	6468
1 33	7 05	401.9	ADMIRE.....	MX-410	117	6517
1 56	7 17	412.2	LAKE.....	MX-420	117	6128
2 20	7 30	425.6	COUNCIL GROVE.....	MX-432	Yd.	
AM	PM		91.2			

Business Tracks	MP	Sta. No.	Maximum Speed:	MPH
Richter	360.5	MX-368	(Except as below)	55
Vassar	375.3	MX-383	MP 332-35 — MP 335-00	40
Miller	395.3	MX-403	MP 338-34 — MP 339-29	45
Allen	405.8	MX-414	MP 353-37 — MP 354-32	20
Bushong	411.0	MX-418	MP 357-05 — MP 357-13	50
Flagging distance 2 miles				
Osawatome — Around wye			MP 385-00 — MP 387-03	40†
No. 71 Maximum Speed			MP 400-15 — MP 400-27	50
			MP 425-26 — MP 428-26	25
Remote control switches are No. 15, 16 or 20, except No. 10 at Osawatome; Coffeyville Subdiv. main track to running track and Osawatome Subdiv. main track to running track and to yard lead at west end. At Council Grove No. 10 at west end No. 1 track.				

COUNCIL GROVE SUBDIV. — KANSAS DIVISION

WEST First Class		ABS — Council Grove-Hoisington. CTC Council Grove — Pete. Hoisington — Rule 425 in effect between remote control switches located at both ends of yard.		Station Numbers	EAST A	
69 CSP-Frt. Daily	71 FFT-Frt. Daily	Miles	STATIONS		Cars	Feet
AM	PM					
2 20	7 30	425.6	COUNCIL GROVE.....	MX-432	Yd.	
2 25	7 35	425.8	PETE.....	MX-433		
2 40	7 50	436.3	WILSEY.....	MX-444	117	6524
2 53	8 01	445.6	PRAIRIE.....	MX-454	171	8922
3 02	8 09	451.0	HERINGTON.....	MX-459	85	4642
		451.5	⊗C.R.I.P.....			
3 15	8 18	458.6	HOPE.....	MX-467	85	4637
		459.2	⊗A.T. & S.F.....			
3 28	8 28	468.0	ELMO.....	MX-476	111	6092
3 40	8 38	476.1	CODY.....	MX-485	121	6443
		478.0	GYPSPUM.....	MX-487		
		478.3	SALINA JCT.....	MX-488		
4 10	8 55	491.2	BRIDGEPORT.....	MX-499	124	6577
		495.9	⊗U.P.....			
4 19	9 02	496.2	LINDSBORG.....	MX-504		
4 32	9 13	505.6	MARQUETTE.....	MX-513	117	6497
4 48	9 26	518.2	CRAWFORD.....	MX-526	82	4461
4 58	9 34	524.5	GENESEO.....	MX-532	206	12262
		529.7	⊗S.L.S.F.....			
5 14	9 49	537.6	BUSHTON.....	MX-545	80	4677
5 25	10 01	545.2	CLAFLIN.....	MX-553	127	6872
5 48	10 15	558.8	HOISINGTON.....	MX-567	Yd.	
AM	PM		133.3			

TIMETABLE NO. 15

COUNCIL GROVE SUBDIV. — KANSAS DIVISION 37

Maximum Speed	MPH	BUSINESS TRACKS:	MP	Sta. No.
(Except as Below)	55			
MP 425-26 — MP 426-26	25	Delavan	443.9	MX-452
MP 430-22 — MP 430-34	50	Dillon	462.9	MX-471
MP 432-18 — MP 434-42	45	Carlton	470.9	MX-479
City Limits Herington	30	Frederick	530.4	MX-538
MP 495-32 — MP 496-37	40	Proco	535.4	MX-539
Over street crossings Geneseo	40	Redwing	552.8	MX-561
MP 544-35 — MP 545-35	30†			
No. 71 Maximum Speed 60 MPH.				
Hot Box and Dragging Equipment Detector located at *MP 440-08 and *MP 533-00.				
		Flagging distance 2 miles		

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.
Yard Limits: MP 557-00 to MP 559-36.
Conditional Yard Limits: MP 524 - MP 527 — 10:01 pm 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.

HOISINGTON SUBDIV. — KANSAS DIVISION

WEST First Class		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.		Station Numbers	EAST A	
69 CSP-Frt. Daily	71 FFT-Frt. Daily	Miles	STATIONS		Cars	Feet
AM	PM					
5 48	10 15	558.8	HOISINGTON.....	MX-567	Yd.	
6 10	10 30	568.9	OLMITZ.....	MX-577	125	8643
6 19	10 38	575.6	OTIS.....	MX-583	64	4043
6 29	10 48	584.1	BISON.....	MX-592	113	6289
6 40	10 58	590.3	LA CROSSE.....	MX-598	68	3942
6 59	11 16	605.3	McCRACKEN.....	MX-613	137	7625
7 12	11 28	616.0	BROWNELL.....	MX-624	73	4058
7 20	11 36	622.1	OSGOOD.....	MX-630	115	6136
7 28	11 43	627.3	RANSOM.....	MX-635	71	3945
7 37	11 51	633.8	ARNOLD.....	MX-642	44	2591
7 46	11 59	640.3	UTICA.....	MX-648	117	6499
8 07	12 15	655.6	SHIELDS.....	MX-663	117	6374
8 20	12 29	665.0	HEALY.....	MX-673		
8 28	12 36	670.2	RANCH.....	MX-678	118	6281
		681.7	⊗A.T. & S.F.....			
8 46	12 51	682.5	SCOTT CITY.....	MX-690	67	3850
		682.8	⊗A.T. & S.F.....			
8 58	1 02	692.1	MODOC.....	MX-700	120	6379
		699.2	MARIENTHAL.....	MX-707		
9 18	1 20	707.1	LEOTI.....	MX-715	70	4038
9 31	1 31	717.1	SELKIRK.....	MX-725	116	6159
9 46	1 44	729.0	TRIBUNE.....	MX-737	44	2591
10 05	1 50	730.8	HORACE.....	MX-739	Yd.	
AM	AM		171.8			

Maximum Speed	MPH	BUSINESS TRACKS:	MP	Sta. No.
(Except as Below)	55	Kanbrick (Hoisington)	561.4	GD-9
MP 588-36 — MP 589-11	50	Boyd	562.9	MX-571
City Limits LaCrosse	45	Hargrave	598.0	MX-606
MP 681-29 — MP 682-34	40	Pen Dennis	649.4	MX-657
Hot Box and Dragging Equipment Detectors located MP 595-21, *MP 625-27, *MP 679-16 and *MP 705-23.		Manning	671.4	MX-679
		Coronado	704.1	MX-712
		Whitelaw	724.6	MX-732
Flagging distance 2 miles		Kanbrick Ind. Lead:		
No. 71 Maximum Speed 60 MPH.		Max Wt. MP 560-09 to end of track — 220,000 lbs.		
		Time applies at the station for trains operating through Horace.		
		Yard Limits: MP 557-00 to MP 559-36.		

TIMETABLE NO. 15

WEST First Class		Miles	STATIONS	MOUNTAIN STANDARD TIME EAST ▲	Station Numbers	Sidings	
69 CSP-Frt. Daily	71 FFT-Frt. Daily					Cars	Feet
AM	AM						
10 05	12 50	730.8	HORACE.....	ⓂⓈ	MX-739	Yd.	
10 25	1 05	740.5	WALKINGHOOD, KAN.		MX-748	175	8750
10 34	1 13	746.6	TOWNER, COLO.		MX-754		
10 43	1 20	752.5	STUART.....		MX-760	118	6039
10 52	1 28	758.1	SHERIDAN LAKE.....	Ⓜ	MX-766	72	3834
11 09	1 43	771.8	CHIVINGTON.....		MX-780	117	6251
11 27	1 59	785.8	EADS.....	ⓂⓈ	MX-794	118	6435
11 56	2 25	807.7	HASWELL.....	Ⓜ	MX-816	122	6597
12 25	2 50	830.5	HEATH.....		MX-838	124	6462
12 39	3 02	841.2	SUGAR CITY.....	T	MX-849		
12 47	3 08	846.4	ORDWAY.....	Ⓜ	MX-854	138	7304
1 07	3 26	863.1	PULTNEY.....		MX-871	118	6140
1 15	3 34	869.4	NA JCT.....	Ⓜ	MX-876		
		591.8	AVONDALE.....	ⓂⓈ	MX-889	155	8153
		603.6	DEVINE.....		MX-895		
		609.6	BAXTER.....		MX-897	150	7500
		611.8	PUEBLO JCT.....	Ⓜ	MX-903		
		617.8	PUEBLO.....	ⓂⓈ	MX-905	Yd.	
5 30	9 15	897.1					
PM	AM					165.8	

Maximum Speed: MPH
 (Except as below) 55
 City Limits Eads..... 40
 City Limits Ordway..... 40
 NA Jct.—Pueblo Jct..... 60
 (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
 (Industrial Lead West of Fountain
 River Bridge, Pueblo, Colo. — Old
 Main Line.)

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 17 (a) of Special Instructions. 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.

SALINA SUBDIV. — KANSAS DIVISION

WEST		Miles	STATIONS	EAST ▲	Station Numbers	Sidings	
MPH						Cars	Feet
Maximum Speed	20	479.1	SALINA JCT.....	Ⓜ	MX-488		
(Except as below)		494.8	Ⓜ C. R. I. & P.....	Ⓜ			
Ohio Street Salina.....	10	494.8	Ⓜ U. P.....	Ⓜ			
Yard Limits Entire Sub- division		494.9	SALINA.....	ⓂⓈ	GK-16	Yd.	
BUSINESS TRACKS: MP Sta. No.		495.3	SALINA UNION DEPOT.....	ⓂⓈ			
Kipp.....	484.7	499.1	TRIGO.....		GK-21	39	2184
Smolan.....	504.5	511.3	FALUN.....		GK-32	25	1652
Phillips.....	506.5	521.0	MARQUETTE.....	ⓂⓈ	MX-513		
Mackie.....	516.5						
						41.6	

WEST		Miles	STATIONS	EAST ▲	Station Numbers	Sidings	
MPH						Cars	Feet
Rule 99 (d) in effect between Conway Springs and Hardtner only.		485.9	HARDTNER JCT.....	ⓂⓈ	M-001		
Yard Limits: Hardtner Jct. to MP 514-21.		487.9	Ⓜ A. T. & S. F.....	Ⓜ			
Maximum Speed: MPH (Except as Below) ... 30		488.8	Ⓜ A. T. & S. F.....	Ⓜ			
MP 512-09 —		494.3	FRONTIER.....		H-196	118	6428
MP 569-24 25		496.6	BAYNEVILLE.....		H-197	21	1307
MP 569-24 —		501.4	CLEARWATER.....		H-202	14	1199
MP 573-19 20		506.9	MILLERTON.....		H-208	18	1394
Flagging distance 4,000 ft.		512.9	CONWAY SPRINGS.....	ⓂⓈ	NL-135	Yd.	
Business Tracks: MP Sta. No.		524.3	ARGONIA.....		H-225		
Murray Gill 493.3 H-194		524.5	Ⓜ A. T. & S. F.....	Ⓜ			
CG&F Elevator 493.8 H-195		531.2	FREEMONT.....		H-232	32	2250
Clearwater Co-op 500.4 H-201		541.6	ANTHONY.....		H-243		
Waterworks Spur 543.9 H-245		541.9	Ⓜ A. T. & S. F.....	Ⓜ			
Shook 548.2 H-250		542.0	Ⓜ A. T. & S. F.....	Ⓜ			
Ruella 552.0 H-253		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	

STAFFORD SUBDIV. — KANSAS DIVISION

WEST		Miles	STATIONS	EAST ▲	Station Numbers	Sidings	
MPH						Cars	Feet
Max. Wt. 220,000 lbs. between Olcott and Iuka, except on authority of Superintendent.		558.7	CONWAY SPRINGS.....	ⓂⓈ	NL-135	Yd.	
Rule 99(d) in effect.		567.1	MILTON.....		NL-144		
Yard Limits: Conway Springs to MP 559-30. MP 610-01 to End of Track Iuka.		572.2	Ⓜ A. T. & S. F.....	Ⓜ			
Maximum Speed MPH (Except as below) ... 30		592.3	KINGMAN.....		NL-169		
Between Olcott and Iuka ... 20		593.1	Ⓜ A. T. & S. F.....	Ⓜ			
Preston, Through Turnout at end of siding. 15		593.9	Ⓜ A. T. & S. F.....	Ⓜ			
Flagging distance 4,000 ft.		598.4	BROWNS SPUR.....		NL-175		
Business Tracks: MP Sta. No.		605.8	PENALOSA.....		NL-183		
Norwich 571.4 NL-148		610.0	OLCOTT.....	T	NL-187		
Belmont 580.4 NL-157		619.9	PRESTON.....	Ⓜ	NC-10	10	500
Alameda 585.3 NL-162		620.1	Ⓜ C. R. I. & P.....	Ⓜ			
Neola 620.9 NL-198		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	

40 HUTCHINSON SUBDIV. — KANSAS DIVISION

WEST Miles	STATIONS	EAST ▲	Station		Sidings		Maximum Speed	MPH
			Numbers		Cars	Feet		
482.0	WICHITA YD.	⊠ ⊙ ⊕ ⊗ ⊚ ⊛	H-183	Yd.			Between Wichita and Geneseo (Except as below) ... 30	
482.4	⊗ S. L. S. F.	⊙					MP 485-02	
482.6	⊗ C. R. I. & P.	⊙					MP 485-07 . 20	
483.0	⊗ W. T. A.	⊙					MP 530-19 —	
483.0	⊗ A. T. & S. F.	⊙					MP 533-25 . 20	
485.9	HARDTNER JCT.	⊙ ⊕	M-1				MP 559-06	
495.0	MAIZE		M-10	23	1532		MP 561-01 . 20	
499.1	COLWICH		M-14	21	1546		Flagging distance 3,730 ft.	
509.9	MT. HOPE		M-25	54	3059		BUSINESS Sta. TRUCKS: MP Nos.	
516.9	HAVEN		M-32	48	2918		Wichita Sand .490.5 M-5 Superior Sand .490.9 M-6 Berwet .496.0 M-11 Lock- Joint .497.7 M-13 KGE Co. .498.3 M-14 Andale .504.2 M-19 Small Spur .511.1 M-26 Elmer .526.0 M-41 Yaggy .535.8 M-54 Nickerson (between YA Jct. & ST Jct. .544.0 M-59 Kanopolis 14.3 M-103	
522.4	YODER		M-37	15	1140			
531.5	⊗ A. T. & S. F.	⊙		40	2222			
531.6	⊗ A. T. & S. F.	⊙						
532.0	⊗ C. R. I. & P.	⊙						
532.6	HUTCHINSON	⊙ ⊕ ⊚ ⊛	M-48	Yd.				
533.5	⊗ A. T. & S. F.	⊙						
537.5	YA JCT.	⊙						
	Via A.T. & S.F. 13.09 Mi.							
550.1	ST JCT.							
559.2	⊗ S. L. S. F.	⊙					Stations on AT&SF Ry. between YA Jct. and ST Jct.: Name ATSF MP YA Jct. .222.7 Yaggy .223.2 Nickerson 228.6 ST Jct. .235.6	
560.5	LYONS	⊙ ⊕ ⊚ ⊛	M-76	39	2566			
561.0	⊗ A. T. & S. F.	⊙						
524.5	GENESEO	⊙ ⊕ ⊚ ⊛	MX-532	59	3841			
	91.2							

Rule 99(d) in effect between Hardtner Jct. and Lyons only.
Yard Limits: Wichita to MP 487-23; MP 530-19 to MP 537-13; MP 558-04 to MP 562-27; MP 570-31 to Geneseo.
Operations via AT&SF Ry. between YA Jct. and ST Jct. (See Item 17(a) Special Instructions.)

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

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

Hutchinson: In yard ⊙ CRI&P-G.

Kanopolis Ind. Lead—

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

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

CONWAY SPRINGS SUBDIV. — KANSAS DIVISION

WEST Miles	STATIONS	EAST ▲	Station		Sidings		Rule 99 (d) in effect.	MPH
			Numbers		Cars	Feet		
498.1	DEXTER JCT.	⊙					Yard Limits: MP 497-03 to MP 499-05; MP 515-00 to MP 521-00; MP 537-09 to MP 558-00.	
517.2	WINFIELD	⊙ ⊕	NL-94					
	28.8 Mi. Via AT&SF							
537.9	BELLE PLAINE		NL-115				Maximum Speed MPH Between Dexter Jct. and Winfield ... 20	
544.5	⊗ C. R. I. & P.	⊙					Between Belle Plaine & Conway Springs 25	
558.7	CONWAY SPRINGS	⊙ ⊕ ⊚ ⊛	NL-135	Yd.			Flagging distance 4,510 ft.	
	68.7							
	Business Sta. Tracks: No. Riverdale 544.4 NL-121 Anson ... 552.2 NL-129							

Operation over AT&SF Belle Plaine to Winfield Item 17(a) Special Instructions.

ARKANSAS CITY SUBDIV. — KANSAS DIVISION

WEST Miles	STATIONS	EAST ▲	Station		Sidings		Rule 99 (d) in effect.	MPH
			Numbers		Cars	Feet		
498.1	DEXTER JCT.	⊙					Yard Limits: Dexter Jct. to MP 498-33; MP 518 to Arkansas City.	
513.5	SILVERDALE		NB-15	29	1682		Maximum Speed MPH (Except as below) ... 30	
522.5	⊗ A.T. & S.F.	⊙					MP 498-06 —	
522.9	ARKANSAS CITY . . .	⊙ ⊕ ⊚ ⊛	NB-25	Yd.			MP 498-18 20	
	24.8							
	Flagging distance 3,730 ft.							

TIMETABLE NO. 15

WICHITA SUBDIV. — CENTRAL DIVISION 41

WEST Miles	STATIONS	EAST ▲	Station		Maximum Speed	MPH
			Numbers	Sidings		
			Cars	Ft.		
367.4	IOLA		H-68			
367.8	⊗ A.T. & S.F.	⊙				
374.7	PIQUA		H-76	27	1590	
383.6	DURAND	⊙ ⊕ ⊚ ⊛	H-85	93	4902	
386.0	YATES CENTER	⊙	H-87			
394.4	BATESVILLE		H-96	90	4881	
420.7	EUREKA		H-122			
438.6	SUMMIT		H-140	78	4286	
452.7	WALNUT		H-154	80	4502	
454.5	ELDORADO ⊙ ⊕ ⊚ ⊛	⊙	H-155			
454.6	McPHERSON JCT. . . .	⊙ ⊕ ⊚ ⊛	H-155			
482.0	WICHITA YD.	⊙ ⊕ ⊚ ⊛	H-183	Yd.		
	114.6					

Business Tracks: MP Nos. Athens 378.9 H-80 Toronto 389.5 H-101 Neal 407.6 H-109 Reece 430.5 H-132

Business Tracks: MP Nos. Rosalia ⊙ 441.9 H-143 Towanda 463.6 H-164 Benton 469.4 H-170

Business Tracks: MP Nos. Electric Spur 471.0 H-172 Greenwich 474.4 H-175

McPHERSON SUBDIV.—CENTRAL DIVISION

WEST Miles	STATIONS	EAST ▲	Station		Rule 99 (d) in effect.	MPH
			Numbers	Sidings		
			Cars	Ft.		
454.6	McPHERSON JCT. ⊙ ⊕	⊙	H-155			
467.1	POTWIN		PB-13			
474.5	WHITEWATER		PB-20	17	1117	
474.7	⊗ C.R.I. & P.	⊙				
486.8	NEWTON	⊙	PB-32	15	1006	
487.0	⊗ A.T. & S.F.	⊙				
495.1	HESSTON		PB-41	30	1992	
501.6	MOUNDRIDGE		PB-47	20	1488	
514.9	⊗ C.R.I. & P.	⊙				
516.2	McPHERSON	⊙	PB-62	Yd.		
	61.6					

Rule 99 (d) in effect between McPherson Jct. and Newton only.

Maximum Speed 30 (Except as below)
City Limits Potwin . . 25

MP 486-11 —
MP 488-03 15

Flagging distance 3,860 ft.
Yard Limits: McPherson Jct. to MP 457-13, MP 487-02 to MP 487-22, MP 494-01 to MP 496-01 and MP 515-30 to MP 516-10.

Newton; Stop and protect East Eighth St.—U.S. 50.

Business Tracks: MP No. Oil Hill 456.7 PB-2 Brainerd 471.6 PB-17 McLains 481.4 PB-27

Business Tracks: MP No. Marvel Industries 488.8 PB-34 Zimmerdale 491.7 PB-37 Cent.-Kan. Hatchery 500.9 PB-46 Elyria 509.3 PB-56

TIMETABLE NO. 15

42 PITTSBURG SUBDIV. — CENTRAL DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings		
					Cars	Feet	
319.3		NASSAU JCT.....	ⓈT	P-71			
		13.9					
333.2		BRONAUGH.....		N-16			
		10.1					
343.3		LIBERAL, MO.....		N-26			
		0.1					
343.4		Ⓢ S. L. S. F.....	Ⓐ				
		9.4					
352.8		CORNELL, KAN.....		N-35	2802		
		4.8					
357.6		Ⓢ K. C. S.....	G				
		0.4					
358.0		PITTSBURG.....	ⓈTⓈ	N-41	Yd.		
		0.5					
358.5		Ⓢ S. L. S. F.....	Ⓒ				
		4.3					
362.8		FLEMING.....		N-46	35	1991	
		2.8					
365.6		Ⓢ S. L. S. F.....	Ⓢ				
		0.2					
365.8		CHEROKEE.....		N-48	10	834	
		1.0					
366.8		Ⓢ S. L. S. F.....	G				
		7.2					
374.0		COKEDALE.....		N-58			
		5.6					
379.6		SHERWIN Ⓢ S. L. S. F.....	G	N-62	21	1320	
		6.7					
386.1		FAULKNER.....		N-68	24	1561	
		6.7					
392.8		CHETOPA.....	Ⓢ	N-75			
		0.4					
393.2		Ⓢ M. K. T.....	G				
		14.9					
408.1		EDNA.....		N-91			
		5.1					
413.2		VALEDA.....		N-96	14	930	
		9.8					
423.0		Ⓢ A. T. & S. F. Ⓢ MKT.....	Ⓢ				
		0.3					
423.3		COFFEYVILLE.....	ⓈTⓈ	R-135	Yd.		
		104.0					

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.....	□ⓈTⓈ	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
Tausig . . . 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		HEOLA.....		R-20	135	7578	
		4.0					
357.4		Ⓢ A. T. & S. F.....	Ⓐ				
		0.2					
357.6		GARNETT.....	Ⓢ	R-24			
		14.1					
371.7		DIXON.....		R-39	171	9203	
		12.7					
384.4		LE ROY.....	Ⓢ	R-51			
		6.6					
391.0		VERNON.....		R-59	175	9283	
		7.5					
398.5		DURAND.....	Ⓢ-2 TⓈ	H-85	179	8986	
		16.6					
415.1		ROPER.....		R-82	170	8541	
		2.5					
417.6		BENEDICT Ⓢ A. T. & S. F.....	Ⓐ	R-85			
		9.6					
427.2		ALTOONA.....	Ⓢ	R-94			
		7.6					
434.8		NEODESHA.....	ⓈTⓈ	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.....	□ⓈTⓈ	R 116	155	8345	
		13.3					
462.4		DEARING.....		R 130	135	8200	
		5.4					
467.8		COFFEYVILLE.....	Ⓢ-2 TⓈ ⓈTⓈ	R 135	Yd.		
		133.4					

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

Fredonia: Reached via ATSF from Benedict. (See Item 17(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 Detectors located at *MP 438-08 and *MP 366-21.

Trains originating Osawatomi, Coffeyville and Durand must secure clearance.

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
MP 418-01 — MP 418-11	45	Fredonia	426.5	RC12
MP 423-00 — MP 423-11	45	Flagging distance —	2 miles.	
MP 427-35 — MP 428-20	45	YARD LIMITS:		
MP 433-27 — MP 435-09	30	MP 466-23 —	Coffeyville.	
MP 448-06 — MP 450-10	40			
MP 462-02 — MP 462-09	45			

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

44 WAGONER SUBDIV. — CENTRAL DIVISION

SOUTH		NORTH		Station Numbers	Sidings	
Miles	STATIONS				Cars	Feet
662.8	COFFEYVILLE, KAN.	☐	Ⓢ	R 135	Yd	.....
660.5	②M-K-T		Ⓐ			
651.0	LENAPAH, OKLA			L-311	140	7743
640.1	NOWATA		Ⓢ	L-300	76	4681
634.4	CLEM			L-294	175	9460
622.1	OOLOGAH		Ⓢ	L-282	168	8440
610.3	③S.L.-S.F.		Ⓐ			
607.3	PRATT			L-267	142	7566
596.9	INOLA		Ⓢ	L-257	170	9577
581.4	WAGONER ②MKT		Ⓐ	L-242		
579.6	COOKSON			L-239	175	9415
575.5	OKAY JCT.		Ⓢ	L-233		
557.5	BRAGGS		Ⓢ	L-218	160	8814
540.8	UPSON		Ⓢ	L-201	123	6533
537.4	VIAN		Ⓢ	L-197		
526.7	②K. O. S.		Ⓐ			
525.8	SALLISAW		Ⓢ	L-186	26	1530
519.7	HANSON			L-180	70	4132
513.1	MULDROW			L-173	59	3580
504.7	GREENWOOD OKLA.			L-164	150	9057
498.4	③S. L.-S. F.		Ⓐ			
497.2	VAN BUREN, ARK.	☐	Ⓢ	L-158	Yd	.....
165.6						

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

ABS — Coffeyville to Van Buren. CTC — MP 660-20 to OG&E Spur.

Yard Limits: MP 495-20 to MP 499-00; MP 660-20 to Coffeyville.

Remote control switches are No. 15, 16 or 20 except Public Service and OG&E Spur.

No. 20 turnout north end Braggs.

Maximum Speed	MPH	MPH
(Except as below)	50	
MP 497-22 — MP 499-08	25	
MP 500-02 — MP 500-14	45	
MP 502-09 — MP 503-32	40	
MP 507-20 — MP 507-29	45	
MP 516-03 — MP 516-16	30	
City Limits Sallisaw	35	
MP 534-22 — MP 535-04	40	
MP 536-01 — MP 536-07	40	
MP 544-04 — MP 544-16	45	
MP 556-04 — MP 556-10	45	
MP 559-18 — MP 560-01	45	
MP 560-23 — MP 560-27	40	
MP 564-01 — MP 564-13	40	
On OG&E Spur	10	
City Limits Ft. Gibson	40	
City Limits Wagoner	25	
MP 592-00 — MP 594-00	35	
MP 596-20 — MP 597-04	35	
City Limits Claremore	30	
MP 617-18 — MP 618-29	40	
MP 621-12 — MP 622-07	45	
City Limits Nowata	30	
Over ②MKT — MP 660.5	20	
Coffeyville; Read St. to 14th St.	10	
BUSINESS TRACKS	MP	Sta. No.
Delaware	645.5	L-306
Talala	627.8	L-288
Public Service	621.5	L-281
Claremore	609.7	L-270
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

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

BUSINESS TRACKS:

MP	Sta. No.
Mulberry	479.7 L-140
Co-op Spur	462.9 L-123
Peabody	447.5 L-110
Kemp-Johnson Coal Co.	446.9 L-109
Hoyt	445.8 L-108
Arkoma Coal	443.6 L-105
Dixie Coal	443.0 L-105
International Paper	442.7 L-103
Clarksville Jct. Storage	435.3 L-93
Clarksville	443.7 L-101
Knoxville	433.6 L-91
London	425.4 L-82
AP&L Spur	424.5 L-95
Clarksville Jct. to Clarksville	
Lamar	438.5 L-95
Lambrick Spur	440.7 L-97
King Switch	441.9 L-99
Aticks	405.8 L-63
Banquet Foods	404.2 L-63
AP&L Spur No. 2	362.3 L-19
Marche	353.3 L-10
Jeffrey	349.5 L-6
Levy	345.7 L-3

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

Scotia — Sou. end siding No. 20 turnout.

Mayflower — both ends siding No. 16 turnouts.

ABS — Van Buren-No. Little Rock Clarksville Jct. to Clarksville Industry Lead - Max. Speed 20 MPH. Yard Limits: MP 495-20 to MP 499-00; MP 415-00 to MP 419-30; MP 343-00 to MP 346-20; Clarksville Jct. MP 435-20 to end of track Clarksville.

Conditional Yard Limits: MP 370-06 - MP 375-20 — 5:01 pm to 3:01 am.

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

Hot Box and Dragging Equipment Detectors located *MP 368-26 and *463-20.

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

PARIS SUBDIV. — CENTRAL DIVISION

SOUTH		NORTH		Station Numbers	Sidings	
Miles	STATIONS				Cars	Feet
497.2	VAN BUREN	☐	Ⓢ	L-158	Yd	.....
508.0	FT. SMITH	Ⓢ	Ⓢ	LD-5		
509.3	③S.L.S.F.		G			
509.4	②K. O. S.		Ⓢ			
512.8	SO. FT. SMITH			LD-10		
519.4	FORT CHAFFEE			LD-17		
535.3	CHARLESTON			LD-33		
536.0	THESSING			LD-34	35	1500
553.1	PARIS			LD-51		
46.6						

Operation over SLSF R.R. between Van Buren and Ft. Smith. See Item 17(b) Special Instructions.

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

WEST		DALLAS SUBDIVISION		EAST	
First Class		Station Number	Sidings	First Class	
21				22	
Psg.				Psg.	
Daily	Miles		Cars Feet	Daily	
AM 8 27	0.0	TEXARKANA ARK.....	TP-0	Yd.	PM 9 50
	0.5	St. L.S.W.....			
	1.8	NATIONAL JCT. TEX.....			
	3.2	K.O.S.....			
	7.9	SULPHUR.....	TP-8	174 9157	
	14.8	SPRINGDALE.....	TP-15	89 4914	
	20.4	QUEEN CITY.....	TP-21	140 7449	
	23.6	ATLANTA.....	TP-24	77 4756	
	31.2	BIVINS.....	TP-31	142 7425	
	37.5	KILDARE.....	TP-37	94 5022	
	43.5	PAYNE.....	TP-44	146 7761	
	50.7	JEFFERSON.....	TP-51	158 9513	
	58.7	WOODLAWN.....	TP-58	136 7395	
s 9 46	66.3	MARSHALL.....	TP-67	159 8243	s 8 41
	70.5	QUINCY.....	TP-70	86 4748	
	75.3	KEOKUK.....	TP-75	138 7484	
	82.9	LANSING.....	TP-83	195 10485	
s 10 18	89.6	LONGVIEW.....	TP-90	Yd.	s 8 15
	93.8	GREGGTON.....	TP-94	132 7364	
	104.8	GLADEWATER.....	TP-103	136 7255	
	113.8	BIG SANDY.....	TP-113	131 7277	
	124.2	FADA.....	TP-124	135 7507	
	130.0	HOARD.....	TP-130	88 4967	
	136.1	MINEOLA.....	TP-138	245 13970	
	142.2	SILVER LAKE.....	TP-143	83 4730	
	150.0	GRAND SALINE.....	TP-149	141 7512	
	158.8	EDGEWOOD.....	TP-160	142 7559	
	167.4	WILLS POINT.....	TP-167	135 7728	
	175.9	ELMO.....	TP-176	137 7454	
	181.9	TERRELL.....	TP-183	79 4406	
	187.0	LAWRENCE.....	TP-187	132 7466	
	199.1	MARITH.....	TP-199	139 7403	
	207.0	SCOTTDALE.....	TP-207	85 4686	
	209.1	MP JCT.....	TP-210	142 7388	
	219.1	TOWER 19.....			
s 1 30	219.1	DALLAS.....	TP-215		s 5 40
	214.8	TERMINAL JCT.....	TP-216		5 33
1 31	216.1	BROWDER.....	TP-218	82 4362	
	226.4	GRAND PRAIRIE.....	TP-227	85 4570	
	229.0	BOP.....	TP-230	Yd.	
	232.7	ARLINGTON.....	TP-233	71 4179	
2 40	245.4	TOWER 55.....	TP-245		4 40
PM	251.1	CENTENNIAL YD.....	TP-250		PM
	251.1				

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

MPH		MPH	
Maximum Speed	Psg. Frt.	Maximum Speed	Psg. Frt.
(Except as below).....	75 60	Eastward Absolute Sig. Tower 19	15 15
SSW (MP 0-15).....	15 15	Terminal Jct.	20 20
MP 0-15 — MP 1-00.....	20 20	Thru curve at Terminal Jct.	10 10
MP 1-00 — MP 2-33.....	50 50	(Both main tracks).....	10 10
MP 5-14 — MP 6-11.....	65 —	MP 214-24 — MP 221-25.....	20 20
MP 11-04 — MP 13-04.....	70 —	MP 224-15 — MP 225-29.....	50 50
MP 15-11 — MP 18-11.....	70 —	MP 225-29 — MP 226-25.....	30 30
MP 20-32 — MP 21-24.....	20 20†	MP 226-25 — MP 228-32.....	50 50
MP 23-22 — MP 23-33.....	50 50	MP 228-32 — MP 235-15.....	40 40
MP 30-27 — MP 31-04.....	55 50	MP 233-15 — MP 238-28.....	70 —
MP 36-12 — MP 38-00.....	50 50	MP 238-28 — MP 239-06.....	55 40
MP 42-07 — MP 42-25.....	70 —	MP 239-06 — MP 245-18.....	40 40
MP 45-00 — MP 45-18.....	60 —	MP 245-18 — MP 245-40.....	15 15
MP 48-20 — MP 47-22.....	70 —	In siding Marshall:	
MP 48-20 — MP 49-00.....	70 —	MP 66-15 — MP 66-23.....	15 15
MP 50-06 — MP 50-14.....	50 50	Through sidings and turnouts	
MP 50-14 — MP 51-17.....	30 30	East Yard Ft. Worth.....	15 15
MP 51-17 — MP 54-00.....	65 —	Flagging distance 2 miles	
MP 58-11 — MP 56-25.....	65 —	Business	
MP 59-00 — MP 65-16.....	65 —	Trucks	MP Sta.
MP 65-16 — MP 67-06.....	30 30	Hoot.....	6.5 TP7
MP 67-06 — MP 68-33.....	65 —	South Texarkana.....	11.4 TP11
MP 80-07 — MP 80-19.....	65 —	Heat Research.....	84.6 TP85
MP 80-19 — MP 81-16.....	60 —	Pumps.....	87.0 TP87
MP 81-16 — MP 85-00.....	65 —	Hawkins.....	118.6 TP119
MP 86-06 — MP 95-06.....	40 40	Debbie.....	128.9 TP129
MP 100-21 — MP 104-30.....	40 40†	Amoco.....	156.3 TP157
MP 112-33 — MP 112-34.....	25 25	Forney.....	194.0 TP194
MP 112-34 — MP 113-11.....	65 —	Mesquite.....	202.0 TP202
MP 126-14 — MP 126-25.....	70 —	Dalworth Paint.....	202.3 TP203
MP 131-14 — MP 132-07.....	65 —	Skyline.....	205.6 TP205
MP 136-00 — MP 136-12.....	40 40†	Harrys.....	218.0 TP218
MP 139-29 — MP 141-07.....	70 —	Eagle Ford.....	220.0 TP220
MP 148-07 — MP 148-36.....	60 —	Cloudy.....	222.0 TP224
MP 148-36 — MP 149-19.....	40 40	June Pit.....	223.2 TP225
MP 156-00 — MP 157-00.....	35 35	Mt. Creek.....	223.8 TP226
MP 166-09 — MP 167-01.....	35 35†	Great Southwest.....	231.2 TP231
MP 182-06 — MP 183-09.....	40 40	Handley.....	239.2 TP239
MP 183-26 — MP 184-18.....	60 —	Poly.....	241.1 TP241
MP 192-07 — MP 193-00.....	70 —	Jamestown.....	242.9 TP243
MP 193-07 — MP 194-10.....	45 40	Fort Worth.....	245.8 BV272
MP 194-10 — MP 196-14.....	65 —		
MP 196-14 — MP 205-10.....	70 —		
MP 201-10 — MP 203-00.....	45 45		
MP 203-00 — MP 205-15.....	70 —		
MP 205-15 — MP 209-29.....	20 20		
MP 209-29 — S.P. MP 2.1.....	20 20		
S.P. MP 2.1 — S.P. MP 1.8.....	15 15		
S.P. MP 1.8 — Forest Ave.....	20 20		
Forest Ave. — Eastward Absolute Sig. Tower 19.....	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 205 to Centennial Yard inclusive.

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

Operation via SP, MP Jct. to Tower 19, Max. Speed 20 MPH; Operation via SP, MP Jct. to Tower 19; Operation via Right of Way District, Tower 19 to Terminal Jct., Max. Speed 10 MP

on all auxiliary tracks and all turnouts. 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 Texarkana and National Jct. and between Terminal Jct. and MP 248-01 Centennial Yard. Yard Limits: MP 244-02 — MP 248-01.

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

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

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

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



50 OKLAHOMA SUBDIV. — RED RIVER DIVISION

Maximum Speed between Okay Jct. and KO&G Jct. (Except as below) ... 49	SOUTH Miles	STATIONS	NORTH Miles	Station Numbers	Sidings	
					Cars	Feet
MP 128-03 — 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 173-00 to MP 175-00 .. 25	145.9	WAINWRIGHT .. 12.1		MG-146	143	7766
MP 184-22 — MP 185-01 .. 40	158.5	HITCHITA .. 12.6		MG-159	62	3420
MP 202-00 to MP 217-00 .. 40	174.1	HENRYETTA .. 15.6		MG-174	77	4140
Except: Calvin—Over CRI&P ⊗ ... 20	188.6	TANNER .. 14.5		MG-189	85	4543
MP 231-03 to MP 231-13 .. 45	202.2	MINA .. 13.6		MG-202	142	7560
MP 242-16 to MP 246-13 .. 40	215.3	⊗ C.R.I. & P. .. 1.0				
MP 256-19 to MP 256-27 .. 30	216.3	CALVIN .. 13.7		MG-216	77	4303
MP 267-22 to MP 273-17 .. 40	230.0	ALLEN .. 22.5		MG-230	89	5042
MP 291-19 to MP 295-18 .. 30	252.5	TUPELO .. 17.0		MG-252	147	7798
Thru Conn. KO&G Jct. ... 15	269.5	WAPANUCKA .. 8.5		MG-270		
Flagger distance 8,970 ft.	278.0	CAIN .. 19.6		MG-279	134	7760
	297.6	KO&G JCT., OKLA. .. 20.9		MG-298		
		RAY-DENISON, TEX. 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	SOUTH Miles	STATIONS	NORTH Miles	Station Numbers	Sidings	
					Cars	Feet
MP 173-10 — MP 173-20 .. 35						
MP 191-15 — MP 192-04 .. 40		RAY-DENISON TEX. ⊕ ⊗		MK-622	Yd.	
MP 203-10 — MP 203-20 .. 45	173.1	WHITESBORO JCT. ⊕ ⊗ ⊕			Yd.	
MP 207-33 — MP 210-04 .. 20	179.5	COLLINSVILLE		TA-179	65	4143
MP 221-20 — MP 222-05 .. 30	191.5	PILOT POINT		TA-191	139	7874
MP 237-05 — MP 243-30 .. 30	209.1	DENTON		TA-209	123	7208
MP 243-30 — MP 243-30 .. 15	225.4	ROANOKE		TA-225	144	7967
Tower 55	235.5	WATAUGA		TA-235	44	2654
Through Interlocking .. 15	238.1	⊗ S.T.L.S.W. ⊕ ⊕				
On wye tracks Tower 55	240.0	HODGE		TA-240	98	5332
Flagger distance 2 miles	244.5	TOWER 55		TP-245	Yd.	
Yard Limits: Whitesboro Jct.: MP 171-26 — MP 175-00 Denton: MP 206-00 — MP 212-25 Tower 55: MP 237-00 — MP 244-20		92.3				
		Dallas-Ft. Worth Terminal Division jurisdiction MP 237 - Centennial Yard inclusive.				

ABS — Whitesboro Jct. to Tower 55.

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

Trains originating secure clearance Centennial Yard or Tower 55.

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

Northward MKT trains secure clearance Tower 55.

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

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

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

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

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

52 MIDLAND VALLEY SUBDIV. — RED RIVER DIV.

Miles	WEST STATIONS	EAST	Station Numbers	Siding Capacity in Cars	Rule 99 (d) in effect.
20.8	PANAMA		MV 21		Yard limits: MP 92-32 to MP 101-04; MP 146-04 to MP 154-23.
29.3	⊗FS & VB	⊙			Maximum Speed: MPH
40.9	KEOTA		MV 41		Panama to MP 95-02..... 30
55.2	STIGLER		MV 55	39	MP 95-02 — MP 96-00.... 20
67.5	PORUM		MV 67		MP 96-00 — MP 98-00.... 12
77.2	WARNER		MV 77		MP 98-00 — MP 100-00... 25
95.8	SHOPTON	⊙T⊙	MV 96	Yd.	MP 100-00 — MP 142-00.. 30
100.1	MUSKOGEE	⊙MP⊙	MP 97		MP 142-20 — MP 148-06.. 25
117.3	HASKELL	⊙ITG	MV 117	14	MP 148-06 — MP 151-04.. 20
134.0	BIXBY		MV 134		MP 151-04 — MP 151-33.. 10
141.5	JENKS		MV 142	9	MP 151-33 — MP 154-23.. 20
148.1	TULSA	⊙T⊙	MV 152	Yd.	MP 154-23 — MP 185-00.. 25
152.3	⊙SS RY	⊙			(Except as below)
187.2	BARNSDALL		MV 187		MP 169-14 — MP 169-20.. 10
166.4					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.	Sidings		Rule 99(d) in effect only: Between Texarkana and Paris; Between Sherman and Whitesboro Jct.
				Cars	Ft.	
0.0	TEXARKANA	⊙⊙⊙	TP-0	Yd.		Maximum Speed MPH (except as below)
0.6	⊙K. C. S.	⊙				MP 0-0 — MP 4-20..... 20
14.8	HOOKS		TA15	75	4051	Over Church St., Paris..... 10
34.2	DE KALB		TA34	57	4059	ATSF-SP 10
61.0	CLARKSVILLE	⊙⊙⊙	TA61	85	4979	MP 100-06 — MP 151-04.. 25
91.0	PARIS	⊙⊙⊙	TA91	Yd.		MP 153-08 — MP 156-11.. 20
91.7	⊙AT&SF-S.P.	⊙				Flagging distance 4,320 ft.
128.1	BONHAM	⊙⊙⊙	TA128	Yd.		BUSINESS TRACKS MP Sta. No.
141.6	⊙MKT	⊙	TA142			Nash 5.1 TA-5
154.5	⊙S.P.	⊙⊙⊙				Pretz Lbr. Co.... 6.0 TA-6
154.6	SHERMAN	⊙⊙⊙	TA155	Yd.		Anglo-American 6.6 TA-7
173.1	WHITESBORO JCT.	⊙	TA173	Yd.		..Paper Lone Star Ord. Plant 15.7 TA-12
173.1						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
						Sawy 139.2 TA-139
						IP&L 140.0 TA-140
						Whitesboro 173.1 TA-173

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

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

SHREVEPORT SUBDIV.—RED RIVER DIVISION 53

Miles	WEST STATIONS	EAST	Station Numbers	Sidings	Rule 99 (d) in effect.
192.1	ALEXANDRIA	⊙⊙⊙	TB-195	Yd.	Yard Limits: MP 192.0 - MP 196.5, MP 310.6 - MP 317.9, MP 347.5 - MP 351.1.
195.7	TEXMO JCT.	⊙⊙	TB-196		Maximum Speed: MPH (except as below)..... 50
203.7	RAPIDES		TB-204	64	MP 190.4—MP 195.8. 40
225.2	FERN		TB-225	76	MP 208.6—MP 200.1 15
235.8	CYPRESS		TB-236	87	MP 235.8—MP 236.2 40
246.0	CANE		TB-246	63	MP 245.8—MP 247.8 25*
247.5	NATCHITOCHE	⊙-1	TB-247		MP 310.9—MP 330.3. 20
265.7	LAKE END		TB-265	50	MP 348.6—MP 350.6. 40
286.0	WESTDALE		TB-286	87	MP 350.7—MP 351.4. 30
308.6	LUCAS		TB-308	90	Flagging distance 2 miles
311.7	⊙K.O.S.	⊙			Business Tracks MP Sta. No.
313.9	⊙S. P.	⊙			England AFB..... 199.8 TB199
315.0	CUT OFF JCT.	⊙	TB-315	Yd.	Boyce 208.7 TB209
315.6	HOLLYWOOD JCT.	⊙	TB-316	Yd.	Rodemacher 211.9 TB212
322.3	HOLLYWOOD YD.	⊙⊙	TS-326		Soybean Spur..... 243.0 TB243
322.3	LAKE HAYES, LA.		TB-321	70	Plywood Spur..... 251.0 TB251
332.5	WASKOM, TEX.		TB-331	91	Powhatan 258.8 TB258
343.1	SCOTTSVILLE		TB-342	72	Gahagan..... 275.1 TB275
351.4	MARSHALL	⊙⊙-1	TP-67	142	Grand Bayou..... 280.1 TB280
156.9					Bayou Pierre..... 285.0 TB285
					Caspiana..... 296.6 TB296
					Gayles..... 302.4 TB302
					Olin..... 303.9 TB304
					Reisor..... 319.0 TB319
					Greenwood..... 326.4 TB325
					Jonesville..... 335.4 TB334

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

No. 16 turnout—Hollywood Jct.

Hot Box and Dragging Equipment Detector *MP 337-01, *MP 292-00 and *MP 216-08.

HOSSTON SUBDIV.—RED RIVER DIVISION

Miles	SOUTH STATIONS	NORTH	Sta. Nos.	Rule 99 (d) in effect.
34.1	HOSSTON		TT-28	Maximum Speed 10
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	Business Tracks MP Sta. No.
0.0	HOLLYWOOD JCT.		TB-316	Belcher 18.1 TT-18
34.1				Sentell 10.3 TT-10
				Good Roads Spur... 4.8 TT-3

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

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

54 LONGVIEW SUBDIV. — RED RIVER DIVISION

MPH		STATIONS		Station Numbers	Sidings	
Maximum Speed (Except as below) MP	MP	SOUTH	NORTH		Cars	Feet
50						
City limits—Palestine						
0-0	0-16					
18-33	19-07					
21-15	22-07					
26-10	28-30					
30-02	31-15					
44-30	45-30					
50-09	53-00					
52-10	50-24					
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						
Alcoa Spur	7.4					
Cherokee Sales	24.6					
Arp	52.7					
Kinsloe	74.0					
Bodie	78.0					
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 26-12 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

Industry Lead; Entire Subdiv.		Miles	STATIONS		Station Nos.
Maximum Speed	MPH		SOUTH	NORTH	
MP 26-00 to MP 30-01.10 MPH		30.1	THEDFORD		CX-30
Stop and protect Fleisbel St. unless oscillating red light is operating.		26.3	SWAN		CX-27
Sta.		19.0	TYLER	St. LSW	CX-19
BUSINESS TRACKS		13.9	ELBERTA		CX-14
General Electric Co. 13.5 CX-13		8.6	WHITEHOUSE		CX-9
Theford 30.1 CX-30		0.0	TROUP		AX-36
Max. Wt.		30.1			
Troup-Swan 263,000 lbs.					
Swan-Theford 220,000 lbs.					

HENDERSON SUBDIV.—RED RIVER DIVISION

Industry Lead; Entire Subdiv.		Miles	STATIONS		Station Numbers
Maximum Speed	MPH		SOUTH	NORTH	
30		0.0	OVERTON		AX-22
BUSINESS TRACKS		16.0	HENDERSON		BX-16
Humble Oil		16.0			
Rack 2.7 BX-4					
Int. Paper Co. 13.3 BX-13					
Henderson					
Clay 13.6 BX-14					
Woodcarve 14.0 BX-14					

FT. WORTH SUBDIV.—RIO GRANDE DIVISION 55

Miles	STATIONS		Station Numbers	Sidings		Maximum Speed (except as below) MPH
	SOUTH	NORTH		Cars	Feet	
		T S L S W				MP 0-00—MP 0-11 35
		CENTENNIAL YD	TP-250	Yd.		MP 47-17—MP 48-10 25
	5.7	TOWER 55	TP-245	Yd.		MP 78-00—MP 78-18 15
	85.0	WACO JOT	BV-181			MP 97-00 (SP Crossing) 30
165.8						MP 138-00—MP 139-29 25
	0.4	ST. L. S. W.				MP 161-05—MP 165.08 20
165.4						Tower 55—Waco Jct. 50
	1.7	WACO	BV-178	162	8983	On wye tracks
163.7		HARRISON	BV-155	159	8833	Tower 55 10
155.0		MARLIN	BV-139	161	8050	Cresoot Plant Lead
137.0		SALTER	BV-117	161	8050	Navasota 15
116.5		SARGE	BV-110	79	4695	Flagging distance 8,970 ft.
110.1		VALLEY JOT	AX-175	168	9149	Yard Limits:
100.6		S. P.	BV-92	150	8429	MP 0-00 to Nava 3-00
97.0		MUMFORD	BV-78	56	3238	MP 43-23 to Nava Jct.
92.0		BRYAN	BV-75			Bryan Jct. to MP 82-00
78.1		ST. L. S. W.	BV-49			MP 99-03 to MP 102-10
77.8		NAVASOTA	BV-49	59	3381	MP 136-00 to
75.5		JERRY	BV-44	180	11200	MP 141-00
48.6		STONEHAM	BV-37	81	4643	MP 160-25 to Waco Jct.
48.5		MAGNOLIA	BV-22	83	4772	MP Sta. No.
45.0		HUF SMITH	BV-11	155	8030	Business Tracks:
36.5		SPRING	A-209	130	6507	Wardlaw (Waco) BV-173
22.1		SETTEGAST YD	B-379	Yd.		Gifford Hill 88.0 BV-88
11.2						Nipak 81.7 BV-82
0.0						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
						Dunbrook 2.4 BV-2
						Sutherland Lbr. 1.5 BV-1
						Hou. Shell 1.3 BV-1
						Parker Bros. 1.0 BV-1
						Campbell
						Ready Mix 0.8 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, *MP 132-20 and *MP 159-00.

Northward trains restricted at Jerry for a train may advance on main track to train order signal Navasota upon verbal instructions of operator at Navasota as provided by Rule 221(a).

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

A. & S. SUBDIV.—RIO GRANDE DIVISION

Miles	STATIONS		Station Numbers	Maximum Speed — 30 MPH
	SOUTH	NORTH		
0.0	ABILENE		TJ-000	Max. Wt. 220,000 Lbs.
16.7	AT & SF		TJ-17	
17.2	TUSCOOLA		TJ-28	
27.4	BRADSHAW		TJ-28	
38.2	WINTERS		TJ-38	
Industrial Lead; Entire Subdiv.				

T.-N. M. SUBDIV.—RIO GRANDE DIVISION

Miles	STATIONS		Station Numbers	Rule 99 (d) in effect
	SOUTH	NORTH		
YARD LIMITS: MONAHANS TO MP 1-04				
105.5	LOVINGTON		TM-105	Maximum Speed (Except as below) MPH
84.4	HOBBS		TM-84	MP 65-02 — MP 66-00 15
65.0	EUNICE		TM-66	MP 83.0 — MP 91.0 10
42.3	JAL. N. M.		TM-42	Flagging distance 4,320 ft.
23.6	KERMIT, TEX.		TM-24	Business Tracks:
0.0	MONAHANS		TM-000	Combest 52.6 TM-53
105.5				
United Carbon 55.9 TM-56				
Continental Carbon 70.8 TM-70				
Warren 78.0 TM-78				
Climax 80.1 TM-80				
Southern Union Oil 100.0 TM-100				
Lea County Oil 101.0 TM-101				

56 BAIRD SUBDIV. — RIO GRANDE DIVISION

Maximum Speed Except as below) MP	MPH	60	STATIONS		Station Numbers	Sidings		
			WEST Miles	EAST Miles		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	CENTENNIAL YD. TP-250 Yd.					
264-14	264-24	55	IONA TP-260 147 7794					
266-14	266-25	55	EARLS TP-273 145 7983					
276-03	276-29	50	WEATHERFORD TP-277 151 8327					
277-22	281-30	55	PREBLE TP-287 124 6788					
285-15	285-20	55	BENNETT TP-294 132 7194					
294-17	295-19	40	BRAZOS TP-301 130 6961					
298-14	298-21	55	SANTO TP-308					
326-05	326-25	45	JUDD TP-313 128 6972					
329-28	337-03	40	GORDON TP-319					
340-14	341-10	45	STRAWN TP-326 124 6959					
343-05	345-18	45	TIFFIN TP-338 127 6809					
360-11	363-24	45	RANGER TP-341					
372-05	372-13	55	EASTLAND TP-351 122 6914					
378-19	378-26	55	CISCO TP-361 181 9803					
383-06	384-23	50	DOTHAN TP-368 127 6920					
386-20	388-18	45	JAYELL TP-381 130 6772					
392-00	393-15	30†	BAIRD TP-386					
405-11	406-04	45	CLYDE TP-392 133 7405					
406-04	409-07	30	HOLDER TP-405 170 8779					
446-30	448-14	35	ABILENE TP-407 Yd.					
448-14	450-26	50	BAGDAD TP-409 111 6008					
476-15	477-10	50	TYE TP-414 101 5520					
507-20	509-00	50	MERKEL TP-423 147 7775					
509-00	510-00	20	TRENT TP-429 83 4718					
510-00	517-00	50	ESKOTA TP-438 138 7481					
Flagging distance 2 miles			TECIFIC TP-441					
Business Tracks	MP	Sta. Nos.	SWEETWATER TP-448 228 11673					
Bomber	252	TP-252	ROSCOE TP-456 137 7451					
Beckman Const. Co.	253	TP-253	LORAINÉ TP-467 134 7451					
Benbrook	254	TP-255	COLORADO CITY TP-476					
Aledo	263	TP-264	DOME TP-479 153 8266					
Johnson Mines	324	TP-324	IATAN TP-492 138 7474					
Olden	347	TP-347	COAHOMA TP-503 142 7401					
Putnam	373	TP-374	ZILER TP-509 81 4352					
Bandag	401	TP-401	BIG SPRING TP-513 Yd.					
Air Base Spur	413	TP-413	262.3					
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 607-27 to MP 517-00.								
Conditional Yard Limits: MP 454-00 to MP 458-00—11:01 am to 11:01 pm.								
Extra trains originating Centennial Yd. secure clearance.								

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

W.M.W.&N.W. SUBDIV.—RIO GRANDE DIV.

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

TOYAH SUBDIV.—RIO GRANDE DIVISION 57

Maximum Speed Except as listed below) MP	MPH	60	STATIONS		Station Numbers	Sidings		Cars	Feet
			WEST Miles	EAST Miles					
507-20	517-00	50	BIG SPRING TP-513 Yd.						
533-26	535-00	50	MORITA TP-524 142 7560						
551-19	556-15	25*	STANTON TP-534 135 7492						
570-10	573-27	45	DIX TP-539						
587-03	587-17	55	CHUB TP-549 130 6944						
608-00	611-00	35	MIDLAND TP-553						
646-25	647-04	45	BOUNCE TP-559 81 4335						
692-26	693-00	55	PEGASUS TP-564 157 8312						
735-08	735-19	50	SOLO TP-569 72 4261						
741-10	744-00	45	ODESSA TP-570 Yd.						
Flagging distance 2 miles			ARCADE TP-579 148 7862						
*Until eng. occupies last crossing.			DOURO TP-584 77 4303						
Business Tracks	MP	Sta. Nos.	METZ TP-594 152 7899						
Baden	540.1	TP-540	MONAHANS TP-609 133 7465						
Tex-Harvey	541.0	TP-541	WICKETT TP-615 102 5392						
Ind. Foundation	557.6	TP-558	PYOTE TP-624 88 4898						
Warfield	562.7	TP-563	PECOS TP-647 81 4539						
Sid Richardson	583.0	TP-583	TOYAH TP-666 176 9551						
Badger Racks	590.3	TP-590	GOZAR TP-676 78 4220						
Texas Elec.	613.6	TP-614	SAN MARTINE TP-687 75 4184						
Monsanto	617.5	TP-618	LEVINSON TP-691 74 4130						
Barstow	640.0	TP-640	KENT TP-698 78 4348						
Millwhite	729.0	TP-729	BORACHO TP-709 164 8522						
Crusher	744.2	TP-744	WILD HORSE TP-727 75 4216						
Talc	757.0	TP-757	VAN HORN TP-735 61 3579						
Rockhouse Industrial Lead — San Martine to Rockhouse (Elcor Mine) 27.2 Miles.			ALLAMORE TP-746 76 4223						
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			EAGLE FLAT TP-754 76 4232						
No. 16 switch at west end siding Arcade, Pegasus and Boracho and east end of sidings Morita, Stanton, Monahans, and Metz.			ARISPE TP-764 74 4129						
			SIERRA BLANCA TP-768						
			EL PASO TP-860 Yd.						
			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
MENARY	770.1	TP-803	YSLETA	817.0	TP-848
ISER	783.6	TP-815	ALFALFA	822.8	TP-854
TORNILLO	794.2	TP-826	TOWER 47		
			SP CONN	827.5	

58 AUSTIN SUBDIV. — PALESTINE DIVISION

AUSTIN SUBDIV. — PALESTINE DIVISION 59

SOUTH				NORTH			
First Class				First Class			
21				22			
Daily	Miles	STATIONS	Station Nos.	Daily			
					Sidings		
					Cars	Feet	
	0.0	PALESTINE [Ⓜ] ⓅⓇ	AX-81		Yd.		
	1.0	WEST JCT [Ⓜ] ⓅⓇ	AX-81				
	7.5	TUCKER	AX-90	69	3448		
	8.5	OAKWOOD	AX-99	139	6953		
	18.0	BUFFALO	AX-116	58	2909		
	34.7	JEWETT	AX-125	72	3600		
	43.8	MARQUEZ	AX-136	178	8909		
	54.8	EASTERLY	AX-152	71	3552		
	70.4	FRANKLIN	AX-158	169	8488		
	77.1	HEARNE [Ⓜ] ⓅⓇ	AX-171	108	5427		
	89.6	VALLEY JCT [Ⓜ] ⓅⓇ	AX-175	96	4816		
	93.9	GAUSE	AX-181	121	6059		
	99.6	MILANO [Ⓜ] ⓅⓇ	AX-191	125	6290		
	110.0	ROCKDALE [Ⓜ] ⓅⓇ	AX-201				
	119.1	MARJORIE	AX-205	157	7880		
	123.4	THORNDALE	AX-214	69	3464		
	132.2	THRALL	AX-220	155	7762		
	138.4	M-K-T [Ⓜ] ⓅⓇ					
	144.7	TAYLOR [Ⓜ] ⓅⓇ	AX-226	Yd.		12 05	
PM	7 10	HUTTO	AX-235	61	3088	11 24	
	7 20	ROUND ROCK	AX-243	136	6844	11 14	
	7 30	McNEIL [Ⓜ] ⓅⓇ	AX-247	91	4564	11 04	
	7 36	SNEED	AX-253	157	7880	10 54	
	7 44	AUSTIN [Ⓜ] ⓅⓇ	AX-262	48	2700	s 10 44	
	7 53	COLORADO BRIDGE	AX-263				
	8 06	BERGSTROM	AX-268	144	7211	10 25	
	8 16	BUDA	AX-276			10 15	
	8 22	KYLE	AX-282	141	7050	10 09	
	8 29	CENTEX	AX-288	141	7050	10 02	
	8 30	M-K-T JCT [Ⓜ] ⓅⓇ	AX-290			10 01	
	8 33	SAN MARCOS	AX-291			s 9 58	
	8 47	GOODWIN	AX-302	190	9545	9 45	
	227.3	NEW BRAUNFELS [Ⓜ] ⓅⓇ	AX-308				
	227.4	M-K-T [Ⓜ] ⓅⓇ					
	8 57	LANDAS PARK	AX-309	47	2382	9 35	
	9 04	CORBYN YD	AX-316	Yd.		9 28	
	9 11	BRACKEN	AX-322	159	7995	9 21	
	9 23	ADAMS	AX-335	73	3684	9 09	
	s 9 42	SAN ANTONIO	AX-340			s 9 00	
	259.8	S. P. No. 1					
	260.4	S. P. No. 2					
	9 55	SOSAN [Ⓜ] ⓅⓇ	AX-345	Yd.		8 44	
PM		264.3				AM	

No. 15, 16 or 20 turnouts; N. end frt. route, Palestine; West Jct.; both siding switches Valley Jct., Guase, Milano, Marjorie, Thrall and Round Rock; north and south switches freight route—Taylor, connection—MKT Jct.; Martin St., San Antonio.

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

TIMETABLE NO. 15

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 Bergstrom for a train or southward train restricted at Sneed for a train may advance on main track to train order signal at Austin upon verbal instructions from operator at Austin as provided by Rule 221(a).

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 8:01 AM to 8:01 PM; MP 225-10 to MP 238-00 7:01 AM to 5:01 PM.

Hot Box and Dragging Equipment detector located MP 119-24, MP 168-29, and MP 198-03.

Maximum Speed	MPH	Maximum Speed	MPH
(Except as shown below)	50	(Except as below)	70 50
MP 0-0 — MP 1-00	20	MP 144-32 — MP 145-28	25 25
City Limits Palestine	30†	MP 145-28 — MP 146-24	40 40
MP 13-00 — MP 14-00	30	MP 146-24 — MP 147-20	60 —
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 —
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	20	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 220-00	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 231-36 — MP 232-04	60 —
City Limits Thorndale	45†	MP 232-04 — MP 234-24	65 —
City Limits Taylor	25†	MP 240-08 — MP 240-20	60 —
MP 144-10 — MP 144-32	15	MP 242-24 — MP 244-08	60 —
Flagging distance 2 miles		MP 247-12 — MP 249-12	60 —
		MP 252-04 — MP 256-04	45 45
		MP 256-04 — MP 257-12	40 40†
		MP 257-12 — MP 258-16	30 30
		MP 258-16 — MP 259-32	20 20†
		MP 259-32 — SP Crossing	
		No. 1 until gross 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	Bergstrom Ind.	Lead 5.0	
Koch (Conn. B.R.I.R.R.)	45.7	AX-127	miles Vinson to end of track.	Max. Speed 20 MPH	
New Baden	73.1	AX-154	Texas Cement	196.1	AX-278
Marjorie (Conn. R.S.&S.R.R.)	124.4	AX-205	Dittlinger	231.1	AX-312
Round Rock	161.6	AX-243	Parker Bros.	231.2	AX-312
Georgetown Ind. Lead 2.0 mi. Round Rock to Kerr DX-002. Max. Speed 20 MPH.			Ogden	236.7	AX-318
IBM	169.0	AX-251	Wetmore	247.7	AX-329
Charles	170.4	AX-252	Longhorn	249.2	AX-330
Hooper	171.1	AX-254	Green Light Spur	250.0	AX-331
Stripling Blake	171.9	AX-253	North Loop	251.5	AX-333
			Towne Spur	251.8	AX-333
			Cementville	253-6	AX-334

TIMETABLE NO. 15

60 LAREDO SUBDIV. — PALESTINE DIVISION

SOUTH FIRST CLASS	Miles	STATIONS	Sta. Nos.	Sidings		NORTH FIRST CLASS
				Cars	Feet	
21						22
Daily						Daily
PM						AM
9 55	264.3	SOSAN	AX345	Yd.		8 44
10 00	266.5	HEAFER	AX348			8 34
10 17	282.1	LYTLE	AX363			8 17
10 28	291.5	DEVINE	AX373	37	1879	8 06
10 51	313.0	PEARSALL	AX394	41	2093	7 43
10 59	321.9	DERBY	AX403			7 35
11 07	329.1	DILLEY	AX410			7 27
11 18	339.5	GARDENDALE	AX422	39	1949	7 16
11 25	345.8	COTULLA	AX427	92	4616	7 09
11 48	367.6	ATLEE	AX449	63	3191	6 47
11 55	374.1	ENCINAL	AX455	48	2422	6 40
12 06	385.3	CALLAGHAN	AX467	46	2303	6 29
12 30	408.3	NYE	AX490			6 05
	412.0	Tex-Mex				
1 20	412.2	LAREDO	AX494	Yd.		5 55
AM		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 Psg. Frt.	Business Tracks	MP	Sta. No.
(Except as below)	59 49			
MP 264-20 — MP 264-28	15 15			
MP 264-28 — MP 267-00	35 35			
MP 281-12 — MP 282-20	30 30+			
MP 290-04 — MP 291-20	40 40+			
MP 300-16 — MP 303-04	55 —			
MP 338-20 — MP 340-00	45 45			
MP 345-00 — MP 346-00	40 40+			
MP 350-24 — MP 350-26	55 —			
MP 407-14 — 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 STATIONS	Sta. Nos.	Sidings	
					Cars	Feet
	190.8	DABNEY		HX18		
	187.3	BLEWETT		HX14		
	145.8	CRYSTAL CITY		FX146	Yd.	
	143.4	RIVER		FX143	Yd.	
	134.5	BRUNDAGE		FX134	86	4324
	127.1	BIG WELLS		FX127		
	118.3	COUNTY LINE		FX118	41	2068
	105.0	GARDENDALE		AX422		
		85.8				

TIMETABLE NO. 15

TRINITY SUBDIV.—PALESTINE DIVISION 61

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings	
				Cars	Feet
0.0	PALESTINE		AX-81	Yd.	
0.0	WEST JCT		A-81		
12.2	ELKHART		A-94	99	5012
24.5	GRAPELAND		A-106	59	2960
37.5	CROCKETT		A-119	175	10535
51.2	LOVELADY		A-133	65	3292
64.8	TRINITY		A-146	165	10200
71.7	RIVERSIDE		A-153	62	3138
84.0	PHELPS		A-165	117	5880
95.7	NEW WAVERLY		A-177	83	4175
103.7	WILLIS		A-185	83	4188
111.7	CONROE		A-193	142	7100
120.6	TAMINA		A-202	68	3426
127.7	SPRING		A-209	220	12120
137.8	ALDINE		A-219	167	8387
145.8	BELT JCT		A-227		
147.5	GULF COAST JCT				
150.1	SETTEGAT YD		B-379	Yd.	
	150.1				

Maximum Speed MPH
(Except as shown below)

MP 0-00 to MP 1-18 30
MP 1-18—MP 5-04 40
MP 9-05—MP 9-16 45
MP 11-28—MP 12-12 45+
MP 14-12—MP 14-19 45
MP 15-19—MP 16-23 46
MP 17-08—MP 17-22 45
MP 23-26—MP 24-31 30
MP 25-08—MP 26-23 45
MP 36-21—MP 38-17 40+
MP 42-29—MP 43-09 45
MP 63-21—MP 65-15 40+
MP 82-19—MP 82-26 45
MP 109-25—
MP 113-10 30+
City limits Houston:
MP 142-00—Belt Jct. 40
Belt Jct.—
Gulf Coast Jct. 40
Gulf Coast Jct.—
Settegast Yd. 20
Flagging distance 2 miles

Business Tracks MP Sta. 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-126
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-196
Tin Barn 117.9 A-197
Bison 117.4 A-198
Westfield 131.3 A-213
Jetero & Drillco 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 Dragging 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 — Spring — Both ends siding and conn. to Ft. Worth Subdiv.
West Jct. Aldine — Both switches of siding.
South Jct. Belt Jct. Gulf Coast Jct. Settegast Yd. — East wye. Trinity. Phelps. Conroe.

TIMETABLE NO. 15

62 BROWNSVILLE SUBDIV.—KINGSVILLE DIVISION

Maximum Speed: MPH

Brownsville-Harlingen	
(Except as below) 35	
MP 1.0—MP 3.0	25
MP 3.0—MP 3.1	15†
MP 3.1—MP 18.0	25
MP 18.0—MP 22.1	20†
MP 24.8—MP 25.6	15
Harlingen—MP 118.0	40
MP 118.9—MP 204.10	
(Except as below) 49	
MP 124.30—	
MP 125.19—	15
MP 154.7—MP 155.1	20
MP 161.17—	
MP 162.07—	15†
MP 131.10—	
MP 132.19—	30†
MP 184.15—	
MP 187.02—	25
MP 204.10—Algoa	
(Except as below) 50	
MP 282.22—	
MP 285.15—	30†
MP 305.14—	
MP 305.17—	35
MP 308.06—	
MP 309.17—	25
MP 317.27—	
MP 320.08—	20
MP 342.28—	
MP 343.09—	25
Algoa—Settegast Yard	
(Except as below) 45	
Wye track Algoa	25
Around two curves	
on AT&SF MP 0-0	
to MP 0.5 West of	
Alvin	20
SP crossing MP 19.4	
to MP 18.0	20

Flagging distance 2 miles

BUSINESS TRACKS:

MP Sta.Nos.	
Phillips Petroleum	337.8 B-338
Monsanto Storage	(2 tracks) 335.9 B-336
Chocolate Bayou	
Spur	335.6 B-336
Danbury	327.3 B-327
Brazoria	
Clemens	308.6 B-309
Pan American Petroleum	
Spur	298.5 B-299
Abercrombie	297.1 B-297
Bay-Tex Fertilizer	290.5 B-290
Celanese Storage	(2 tracks) 277.3 B-277
Elmaton	269.6 B-270
McFaddin	209.4 B-209
Refco Corp.	190.4 B-190
Cranell	173.6 B-174
Calallen	148.1 B-148
Corpus Christi Filtration Plant	147.3 B-147
Lon Hill	146.7 B-147
Driscoll	132.1 B-132
Chemcel	122.8 B-122
Ricardo	112.0 B-112
Riviera	103.1 B-103
Turcotte	82.8 B-83
Yturria	52.4 B-52
Lyford	41.4 B-41
Sebastian	36.9 B-37
Russelltown	14.1 B-14
Olmite	9.0 B-9

Yard Limits:

MP 0.0 to MP 3.0;
MP 23.5 to MP 28.2;
MP 116.0 to MP 125.9;
MP 152.6 to MP 154.8.

All siding switches Algoa to Inari inclusive are No. 15 or 16 turnouts.						
SOUTH		NORTH		Station Nos.	Sidings	
Miles	STATIONS				Cars	Feet
377.0	--- SETTEGAST YD. ...	--- \$T@	---	B-379	Yd.	.....
368.1	8.9					
20.3	NEW SOUTH YD. ...	--- @	---	B-368	Yd.	.....
19.4	0.9					
14.0	T&NO JCT. ...	--- @SF	---		n126	7690
10.0	5.4				s150	9350
14.0	MYKAWA ...	---	---		108	5400
10.0	4.0					
10.0	PEARLAND ...	---	---			
4.1	5.9				256	12800
0.0	4.1					
28.6	ALVIN ...	--- @T	---		Yd.	.....
24.4	4.2					
343.2	ALGOA ...	---	---	B-343		.....
342.8	0.4					
333.4	BROWNIE ...	--- T	---	B-342	192	9636
320.0	9.4					
320.0	LIVERPOOL ...	---	---	B-333	110	5494
305.5	13.4					
305.5	ANGLETON ...	--- @T	---	B-321	Yd.	.....
300.8	14.5					
291.7	S. BERNARD R @	--- @	---	B-306		.....
284.1	4.7					
283.8	SWEENEY ...	--- @ @	---	B-301	102	5095
275.2	9.1					
275.2	ALLENHURST ...	---	---	B-292	108	5394
264.9	7.6					
264.9	--- @A.T. & S.F. ...	--- @	---			.....
264.6	0.3					
249.7	BAY CITY ...	--- @T	---	B-284	102	5121
249.7	8.6					
244.9	BUCKEYE ...	--- T	---	B-275	141	7800
240.1	10.3					
229.5	--- S. P. ...	---	---			.....
229.5	0.3					
224.3	BLESSING ...	---	---	B-265	105	5241
219.3	14.9					
216.0	LAWARD ...	---	---	B-250	105	5257
205.7	4.8					
193.4	LOLITA (PCN Conn)	---	---	B-245		.....
186.0	4.8					
180.0	VANDERBILT ...	--- @	---	B-240	Yd.	.....
162.0	10.6					
162.0	KERRAN ...	---	---	B-230	111	5547
161.0	5.2					
154.5	PLACEDO @S.P. @	--- @	---	B-224		.....
141.4	5.0					
141.4	BLOOMINGTON ...	--- @T	---	B-219	127	6375
124.9	3.3					
118.4	BARGE CANAL @	---	---			.....
97.6	10.3					
77.0	INARI ...	---	---	B-205	150	7521
67.6	12.3					
46.4	GRETA ...	---	---	B-193	145	7252
26.8	7.4					
25.6	REFUGIO ...	---	---	B-186		.....
19.0	6.0					
19.0	WOODSBORO ...	---	---	B-180	128	6392
19.0	18.0					
19.0	SINTON JCT @SP @	--- @	---	B-162	44	2224
154.5	1.0					
141.4	SINTON ...	---	---	B-162	180	10864
124.9	6.5					
118.4	ODEM @MP. @T @	--- @-2 @	---	B-155	73	3656
97.6	13.1					
77.0	ROBSTOWN @TM @	--- @	---	B-141	115	5773
67.6	16.5					
46.4	BISHOP ...	---	---	B-125		.....
26.8	6.5					
25.6	KINGSVILLE ...	--- @-2 @	---	B-119	Yd.	.....
19.0	21.0					
19.0	SARITA ...	---	---	B-98	85	4249
19.0	20.6					
19.0	ARMSTRONG ...	---	---	B-77	107	5364
19.0	9.4					
19.0	NORIAS ...	---	---	B-68	82	4098
19.0	21.2					
19.0	RAYMONDVILLE ...	--- @-2 T	---	B-46	104	5228
19.0	19.6					
19.0	--- S. P. ...	---	---			.....
19.0	1.2					
19.0	HARLINGEN ...	--- @-2 VT	---	B-25	Yd.	.....
19.0	6.6					
19.0	SAN BENITO ...	---	---	B-19		.....
19.0	18.3					
19.0	BROWNSVILLE ...	--- @ @	---	B-0	Yd.	.....
19.0	377.0					

BROWNSVILLE SUBDIV.—KINGSVILLE DIVISION 63

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

Operation on HB&T-T&NO Jct. to Settegast Yard; be governed by HB&T timetable and Special Instructions.

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

Operation on AT&SF between New South Yard and Algoa; be governed by Uniform Code of Operating Rules and Special Instructions Item 17(a). AT&SF Timetable not required between New South Yard and Algoa.

AT&SF Timetable direction from T&NO Jct. to Alvin is eastward.

Two main tracks between Alvin and Algoa. Timetable direction from Alvin to Algoa is westward. Track to the right as observed by a Southward train (MP timetable direction) is designated as the North track and track to the left is designated as the South track.

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

Clearances:

Southward trains secure Missouri Pacific clearance and AT&SF clearance prior to leaving HB&T (T&NO Jct.).

Northward trains must secure AT&SF clearance at Alvin.

Crews operating Angleton to Palestine must secure clearance at Angleton. Brownsville Subdivision trains must receive clearance at Harlingen.

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

Monsanto Industrial Lead—

Max. Speed 15 MPH;

Freeport Industrial Lead:

(Between Angleton and Freeport 15.4 miles)

Seadrift Industrial Lead:

(Between Bloomington and Long Mott 14.0 miles)

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

Kyle Road Crossing in Clute — Protect before occupying.

Maximum Speed

(Except as below) 30
Freeport-Brazos River Bridge... 10

Business Tracks

MP	Sta. No.
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;

Celanese Industrial

Lead—MP 277-00
Max. Speed 10 MPH.

Victoria Industrial Lead:

(Between Bloomington and Victoria 12.5 miles)

Maximum Speed

MP 0-0-Victoria 30

Brownsville Port Line:

Max. Speed 15 MPH except Highway Crossing MP 6-9.6 MPH

Brownsville Belt Line:

Max. Speed 10 MPH except Street Crossing MP 0-08 to MP 0-16 5 MPH
MP 1-16 SF @

Business Tracks

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

64 CORPUS CHRISTI SUBDIV.—KINGSVILLE DIV.

Miles	SOUTH STATIONS	NORTH	Sta. Nos.	Sidings		
				Cars	Feet	
3.1	SOSAN	⊠T@⊕⊙	AX345	Yd.		
20.3	LEHR		CC20	51	2570	MAXIMUM SPEED
34.3	PLEASANTON	⊕⊠⊙⊕	CC34	166	8307	MPH
55.2	CAMPBELLTON		CC55	158	7898	(Except as shown below) 49
77.3	THREE RIVERS	⊕	CC77	42	2110	MP 34-01 —
88.1	GEORGE WEST		CC88	157	7850	MP 34-04 — 30†
113.0	MATHIS		CC113			MP 113-03 —
124.7	HUBERT		CC124	63	3176	MP 113-04 — 30†
132.2	ODEM	⊗MP⊕GT⊕	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	⊕T⊕⊙	CC150	Yd.		
149.0						

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

	MP	Sta. No.
BUSINESS TRACKS:		
McCoy	46.3	CC-46
San Miguel Power Plant	53.0	CC-53
Whitsett	63.3	CC-63
Sunniland	68.0	CC-68
Goliad Corp.	82.3	CC-82
Atlantic Ref.	87.4	CC-87
Heldenfels	110.2	CC-110
Edroy	126.1	CC-126

Trains must secure clearance at Odem. Yard Limits: Sosan to MP 8-00; MP 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		Maximum Speed MPH (Except as below)
				Cars	Feet	
0.0	HARLINGEN	⊕-2 ⊠T	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 —
18.8	WESLACO	⊕T	BR-19	52	2641	MP 73-03 — 20
22.8	DONNA		BR-23	65	3264	Hidalgo-Mission Ind. Lead — 15
26.9	ALAMO		BR-27			(except over Bridge 2.8 10 MPH)
29.3	SAN JUAN		BR-29	70	3538	Flagging distance 3,590 ft.
31.0	PHARR		BR-31	61	3078	Hidalgo-Mission Industrial Lead — 10.7 miles
34.2	McALLEN		BR-34			Max. wt. 220,000 lbs.
34.5	⊗S. P.	⊕				Business Tracks MP No.
40.0	MISSION	⊕⊠T	BR-40	Yd.		Hi-dalgo 0.0 BY-48
40.0						

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

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

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

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

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

TIMETABLE NO. 15

SUGARLAND SUBDIV.—DeQUINCY DIVISION 65

Miles	SOUTH STATIONS	NORTH	Station Nos.	Yard Limits—Entire Subdiv.	
				Business Tracks MP No.	Sta.
	SETTEGAST Yd.	⊕⊕⊙⊕	B-379		
	Via HBT 17.2 Miles				
8.5	MYRTLE			AE-8	
9.4	ALMEDA			AE-11	
18.8	ARCOLA	⊕A.T.&S.F.⊕		AE-19	
21.1	HAWDON			AE-21	
25.1	⊗A. T. & S. F.	⊕⊙			
33.1	END OF TRACK				
33.1					

Maximum Speed MPH

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

Flagging distance 1 mile

Yard Limits—Entire Subdiv.

Pierce Junction	7.9	AE-7
Klein Industrial	9.2	AE-9
Houston Chemical Co.	9.6	AE-9
AB Chance	10.1	AE-10
Imperial Salt Co.	13.1	AE-13
Witco Co.	13.1	AE-13
Heatran	13.7	AE-14
Fresno	16.0	AE-16
DeWalt	29.7	AG-27
Herbert	32.9	AG-29

Rosharon Industrial Lead:

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

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

Sugarland ⊕\$ — AG 33
Pryor — AG-35

Operation over SP between T&NO Jct. and Sugarland, be governed by SP timetable.

Operation over HB&T between Settegest Yard and T&NO Jct. and Myrtle. Be governed by HB&T timetable and special instructions.

BAYTOWN SUBDIV.—DeQUINCY DIVISION

Miles	WEST STATIONS	EAST	Station No.	YARD LIMITS ENTIRE SUBDIV.	
				Maximum Speed MPH (Except as shown below)	MPH
33.4	BAYTOWN	⊕⊕⊙⊕	BG-33		
30.7	⊗E. O. CO.	⊕			
28.5	DURHAM YARD	⊕T	BG-28		
22.5	HIGHLANDS		BG-22		
18.0	CHANNEL VIEW		BG-18		
9.5	MARKET ST.	⊕⊕T	BG-9		
3.8	SETTEGAST YD	⊕⊕⊙⊕	B-379		
29.6					

YARD LIMITS ENTIRE SUBDIV.

San Jacinto Ordnance	10
Arco Industrial Lead	10
U. S. Steel Industrial Lead	15
MP 19-29 — MP 20-24	15
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	Sta. No.
Miller-Estes Spur	10.3	BG-10
Sheffield Road Team	12.4	BG-12
Armco	12.6	BG-13
North Shore Iron & Metal	12.7	BG-13
Walton Barge Terminal	13.1	BG-13
Greens Bayou	14.3	BG-14

Business Tracks:	MP	Sta. No.
Diamond Alkali Spur	14.5	BG-14
Ordnance Spur	15.0	BG-15
Houston Tank Car	18.3	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.

TIMETABLE NO. 15

66 BEAUMONT SUBDIV. — DeQUINCY DIVISION

	WEST	STATIONS	EAST	Station Nos.	Sidings	
	▽		▲		Cars	Feet
Abs—Settegast Jct. to Anchorage Yd.						
CTC—Settegast Jct. to Dyersdale and Elizabeth to MP 641.15.						
Trains secure clearance - DeQuincy.						
Trains originating Settegast Yard secure clearance.						
Crews arriving and departing Settegast Yard will register in and out on the HB&T Railway Co. Register.						
Two main tracks between Langham Road and KCS Ry. drawbridge Beaumont.						
Beaumont—Operation on SP R.R. between Langham Rd. and 11th St. crossover—MP rules, timetable and Special Instructions apply.						
Yard Limits: MP 378-00 to 381-06, MP 452-00 to West Switch Elizabeth. MP 641-15 to end of track.						
Maximum Speed MPH (Except as shown below)						
MP 378-00—MP 383-18						
MP 453-19—GCL Jct.						
MP 507-11—MP 508-25						
MP 543-27—MP 544-23						
City Limits Elton						
City Limits Basile						
MP 568-24—MP 571-12						
City Limits Opelousas						
MP 597-10—MP 598-02						
MP 610-15—MP 611-00						
Between MP 641.2 and Anchorage						
Flagging distance 2 miles						
Business Tracks: MP No. Boudreaux 634.9 B-635 McDearmon (Big River Ind.) . . . 630.8 B-630 Livonia 622.5 B-622 Lottie 617.2 B-617 East Krotz Springs 611.2 B-611 Hazelwood 600.1 B-600 Tyrone 565.1 B-565 Unatex 563.6 B-563 Elton 553.6 B-553 LeBlanc 538.5 B-538 Bel 530.0 B-530 Fulton 523.2 B-523 Gekop 510.0 B-510 Hardin 422.4 B-422 Saudune 418.6 B-418 Int. Chem. Co. 418.5 B-418 Kenefick 413.9 B-413						
No. 15, 16 or 20 turnouts east wye switch—Settegast Jct.; both ends siding Dyersdale; West Crossover and East Crossover—Beaumont; DeQuincy lead and CS Jct.—KCS conn.; west siding switch Kinder; west wye switch Anchorage.						

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	Lunita	730.4
735.2	Starks	Lemonville	748.1
740.6	Ruliff	Korf	764.9
750.2	MP Crossing		

BEAUMONT SUBDIV. — DeQUINCY DIVISION 67

KCS Mile Post (Cont'd.)

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

Max. Speed GCL Jct. to CS Jct. 50 MPH

Except:

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

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

Yard Limits—Indicated by Yard limit signs:

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

Location of Hot Box and Dragging Equipment Detectors:

MP 726.0
MP 743.4

NEW IBERIA SUBDIV. — DeQUINCY DIVISION

Miles	SOUTH	STATIONS	NORTH	Station Nos.	Rule 99 (d) in effect between Port Barre and New Iberia.	
	▽		▲		Business Tracks	MP Sta. No.
0.0		PORT BARRE	▲	B-597	Leveret	30.3 BB-31
11.2		ARNAUDVILLE		BB-12	Gondron	37.3 BB-38
17.5		CECELIA		BB-18	Cajun Sugar Mill	43.4 BB-43
25.5		PARKS		BB-26	Bryant	45.9 BB-46
30.3		ISLE LABBE		BB-31	Olivier	52.3 BB-53
39.4		LOREAUVILLE		BB-40	Lifenite	54.4 BB-56
41.0		TECHE BAYOU			Loisel	56.5 BB-58
46.4		NEW IBERIA		BB-48	Jefferson Island	56.3 BC-57
46.8		S. P. (WEST TOWER)			Oaklawn	73.8 BB-75
47.7		S. P. Conn.			Franklin	73.3 BB-80
		VIA S. P.			Yard Limits: MP 0-0 to MP 2-15; MP 40-00 to MP 47-21.	
		75.6			The normal position of drawbridge on Oaklawn, Franklin Ind. lead stands open for river traffic and will be closed only when trains are ready to cross.	
					Maximum Speed 25 MPH. except MP 41.3—MP 42.0 . . . 10 MPH	
					Jefferson Island Industrial Lead, 25 MPH. Except MP 48-01—MP 48-07—10 MPH and MP 57-22—End of track 10 MPH.	
					SP SP—Jefferson Island—Ind. lead.	
					Flagging distance 2,500 ft.	
					Maximum wt. between New Iberia and Oaklawn 220,000 lbs.	
					Operation via SP MP 47.7 to Franklin.	
					Loisel Ind. Lead—opens off SP at SP MP 121. Serves Olivier, Lifenite and Loisl, max. speed 10 MPH.	
					Oaklawn, Franklin Ind. Lead—opens off S.P. track at S.P. MP 101.3. Max speed 5 MPH.	

68 LAKE CHARLES SUBDIV.—DeQUINCY DIVISION

Miles	SOUTH STATIONS NORTH	Station No.	Sidings		Maximum MPH Speed (Except as below)
			Cars	Feet	
601.6	ALEXANDRIA... @-2 T	C-625	Yd.		MP 602-10 — MP 602-20 — 35
610.6	WOODWORTH.....	C-634	59	2997	MP 604-11 — MP 604-20 — 40
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	7080	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 690-07 — 20
654.1	ELDER.....	C-679	97	4850	MP 693-07 — End of Track 10
660.6	KINDER... T M.P. G	B-544	Yd.		Wharves & Apron Docks 5
680.0	IOWA JCT... S.P. @	C-704			Flagging distance 2 miles
690.2	S. P. @				Rule 99(d) in effect between Kinder and Lake Charles.
694.2	LAKE CHARLES... V T S	C-720	Yd.		
95.0					
Business Tracks	MP No.	Sta. No.	Business Tracks	MP No.	Sta. No.
Forest Hill	618.1	C-642	Fontenot	664.2	C-688
Long Leaf	621.2	C-645	Fenton	669.4	C-694
McNary	622.6	C-646	Woodlawn	675.0	C-700
American			Cyanamid	680.5	C-703
			Harbor	690.0	C-713

ABS — Between Alexandria and Kinder.
Gate governing movement over railroad crossing Kinder must not be operated without authority of train dispatcher.

Yard Limits: MP 601-00 to MP 603-25; MP 634-00 to MP 638-10; MP 658-24 to MP 662-01; 638-18 to Lake Charles.

Manchester X SP @
Lake Charles Goss Port lead X SP @
KCS @

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

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)
577.9	MOWATA.....	BD-578	Yard Limits — Entire Subdiv. Crowley-Mill Row lead X SP @
582.4	MAXIE.....	BD-582	BUSINESS TRACKS: MP No. Gulf States — 575.5 BD-575 American Cynamid. 577.7 BD-577
592.3	CROWLEY.....	BD-592	
22.0			

ORANGE SUBDIV.—DeQUINCY DIVISION

Miles	SOUTH STATIONS NORTH	Station Nos.	Maximum Speed MPH (Except as below)
482.9	PEVETO.....	BE-482	ORANGE: Weaver Ind. Lead — 5 County Dock Ind. Lead — 5
486.9	S. P. @		Yard Limits Entire Subdiv.
488.0	DOC BROWN..... T	BE-488	BUSINESS TRACKS: MP No. Bancroft — 485.0 BE-485 Kilowatt — 486.5 BE-486
490.5	ORANGE..... T S	BE-490	
12.9			

ALEXANDRIA SUBDIV.—NEW ORLEANS DIVISION 69

Miles	SOUTH STATIONS NORTH	Sta. Nos.	Sidings Crs Feet	Maximum Speed MPH (except as below)
190.4	WILLOW GLEN... T	TB190		MP 192.0 — MP 190.4 — 20 MP 179.2 — MP 178.4 — 20 MP 170.9 — MP 170.3 — 35 MP 163.3 — MP 162.5 — 20
177.0	WILLOW GLEN... T	TB190		MP 128.8 — MP 128.1 — 45 MP 118.9 — MP 117.6 — 40
177.0	MEEKER.....	TB177	209 10453	MP 109.9 — MP 108.9 — 35 MP 95.1 — MP 94.9 — 35 MP 91.4 — MP 88.7 — 20
171.1	CHENEYVILLE... T	TB170		MP 86.7 — MP 84.0 — 20 MP 75.5 — MP 75.0 — 20 MP 64.0 — MP 66.0 — 20+
170.2	SOUPAC JCT.....	TB169		Flagging distance 2 miles
163.1	BUNKIE... T S	TB163	205 10249	Yard limits: MP 196.5 to MP 192.0; MP 164.3 to MP 161.6 and MP 13.8 to MP 0.0.
152.0	MORROWS.....	TB153	101 5089	
138.5	PALMETTO.....	TB139	239 11970	
129.5	MELVILLE... T S	TB129		
119.1	FORDOCHE.....	TB118	84 4230	
114.1	LIVONIA... M P @	TB114	223 11165	
109.3	MARINGOUIN... T	TB109		
101.8	GROSSE TETE... T	TB102	232 11647	
95.0	MORLEY... M P @	TB95		
90.1	ADDIS... T S	TB90	382 19342	Business Tracks: MP No. Chambers ... 184.0 TB-185 MFC Spur ... 182.8 TB-183 LeCompte ... 178.5 TB-179 Red Barn Chem. Co. ... 169.8 TB-170 LeMoyen ... 148.7 TB-149 Rosa ... 145.1 TB-146 McKneely ... 120.9 TB-121 Marrineaux Spur ... 114.0 TB-114 Sid Richardson ... 89.3 TB-89 St. Delphine ... 89.0 TB-89 Firestone ... 88.9 TB-88 Dow ... 88.8 TB-88 Allemania ... 81.3 TB-83 Georgia Pacific ... 81.3 TB-81 Hercules ... 81.3 TB-81 Catherine ... 76.5 TB-77 Sonlat ... 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 Caire Spur ... 54.0 TB-54 Co-on Refinery ... 53.5 TB-54 Armant ... 45.7 TB-46 Columbia ... 35.8 TB-36 Edgard ... 35.3 TB-35 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
85.4	PLAQUEMINE... T	TB85		
84.2	DOVER..... T	TB82	145 7291	
75.8	WHITE CASTLE... T	TB75	121 6048	
67.8	MC CALL..... T	TB68	136 6806	
64.7	DONALDSONVILLE... T S	TB65	209 10457	
53.1	ST. JAMES..... T	TB52	169 10843	
46.3	VACHERIE.....	TB46		
40.0	JOHNSON.....	TB40	226 11336	
30.1	KILLONA.....	TB31		
28.5	TAFT..... T	TB28		
22.1	LULING..... T S	TB22		
20.8	AMA JCT.....			
19.3	FARMERS..... T			
17.1	SELLERS..... T			
16.5	CYANAMID... S P M	TB16		
13.9	WILLS..... T			
11.4	AVONDALE... T S		Yd.	
10.2	W. BRIDGE JCT... T		Yd.	
	NEW ORLEANS... T S	C-817	Yd.	
192.1				

ABS Alexandria to MP 13.8.
CTC between Alexandria and Willow Glen; Livonia 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.

Engine 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 Miles	STATIONS	NORTH Miles	Station Nos.	Sidings Cars Feet
Maximum Speed (Except as below) 40	94.7	BUNKIE.....	0	TB-163	.....
MP 94-23—	2.4	EVERGREEN.....		TV-42	.....
MP 80-00— 10	92.3				
MP 728.1—	6.5	COTTONPORT.....		TV-38	17 862
MP 735.9— 30	85.8				
Over Atchafalaya River Bridge (MP 729.2) — 5	713.5	MANSURA JCT.....		TW-3	.....
City Limits—	6.9	HAMBURG.....		TV-30	82 4103
Morganza — 25+	727.7			TV-23	76 3832
City Limits—	7.3	HYDRA.....		TV-22	.....
New Roads — 25+	728.1	SIMMESPORT.....		TV-17	250 12937
All L&A Tracks other than main tracks, through turnouts and crossovers — 10	733.2			TD-58	40 2002
Between West Jct. and East Jct. — 20	742.6	KELLER.....		TD-51	83 4163
Between East Jct. and M.P. Jct. — 15	750.9	BATCHELOR.....		TD-42	24 1234
MP 11-26—	10.0	MORGANZA.....		TD-33	75 3768
MP 11-25 — 15	760.9			TD-25	33 1655
Flagging distance 5,100 ft.	768.3	GLYNN.....		TD-13	154 7741
Business Sta. Tracks MP No.	779.9	LOBDELL.....		TD-12	.....
Moreau- ville — 717.3	780.7	LOBDELL JCT.....		TD-11	.....
Legonier — 730.1	781.2	⊗ M.P. ....		.....	.....
Innis — 739.4 TD-54	781.5	WEST JCT.....		.....	.....
La Cour — 745.0 TD-48	784.8	EAST JCT.....		.....	.....
La Barre 754.3 TD-39	785.5	M. P. JCT.....		B-647	Yd.
Dawson — 755.4 TD-40	648.0	NO. BATON ROUGE.....		.....	.....
Morrison 755.5 TD-38	1.0	LOBDELL JCT.....		.....	.....
Beaud — 757.6 TD-36	12.8			.....	.....
Major — 759.5 TD-34	10.4	⊗ M. P. ....		.....	.....
Bertha — 761.1	7.8	PORT ALLEN.....		TD-8	.....
Glanton — 761.4	6.5	CANAL.....		TD-6	.....
Cajun Elec. Power 726.6 TD-32	0.0	ADDIS.....		TB-90	Yd.
La. Elec. Coop — 766.4 TD-26	94.7				
Smith- field — 774.4 TD-19					
Avoyelles Parish Coop — 2.0 TD-2					
Baton Rouge 649.0 B-649					
Baton Rouge Port — 7.4 B-649					

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 ⊗ 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, MP 755.9 and MP 768.

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.

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Cars Feet
0.0	BUNKIE.....	⊗-2 ⊕ T ⊕ ⊕	TB-163	.....
3.6	EOLA ⊗ S. P.....	⊕	TL-4	.....
5.2	ST. LANDRY.....		TL-9	9 470
11.2	VILLE PLATTE.....		TL-20	38 1927
6.7	LEDOUX.....		TL-27	12 705
9.3	OPELOUSAS ⊗ M.P. ⊕ A.....		TX-23	12 611
11.9	CHURCH POINT.....		TX-36	15 752
47.9				
47.9				

THIBODAUX SUBDIV. — NEW ORLEANS DIVISION

Miles	WEST STATIONS	EAST STATIONS	Station Nos.	Yard Limits: Entire Subdiv. MPH
0.0	McCALL.....		TB-68	Maximum Speed (Except as below) 20
1.4	PALO ALTO.....		TH-3	MP 0-0 — MP 0-07..... 15
8.0	PAINCOURTVILLE.....		TH-11	MP 12-13 — MP 13-11..... 15+
3.1	MUNSON.....		TH-14	Business Sta. Tracks MP No.
0.6	NAPOLEONVILLE.....		TH-15	Lula..... 5.0 TH-7
17.9	THIBODAUX.....		TG-29	Wanda Pet. Co..... 7.5 TH-8
31.0				Westfield..... 8.9 TH-9
				Albermarle..... 18.8 TG-18
				Laurel Grove..... 24.4 TG-24
				Elmer..... 28.6 TG-26
				Cane Machy..... 29.6 TG-28

Miles	SOUTH ▼ STATIONS	NORTH ▲ STATIONS	Station Nos.	Maximum Speed: (Except as below) MPH
				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	32.2	Y-25
Lift Bridge over Algiers Canal		MP 6-15. ⊕③

*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 (MP Tracks) MPH
0.0	NEW ORLEANS... ⊕②-2 ⊕T		C-817	Except:
	10.2			City Limits Gretna..... 6
10.2	W. BRIDGE JCT..... ⊕			City Limits Westwego..... 6
1.5	GOULDSBORO..... T		C-815	Operation W. Bridge Jct.—New Orleans via New Orleans Public Belt R.R.
10.2	W. BRIDGE JCT..... ⊕			Yard Limits: MP 0-0 to MP 13.8
11.4	AVONDALE..... ⊕②⊕⊙⊙		C-806	Lift Bridge over Harvey Canal MP 4.2 ⊕③
	17.0			

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).

- 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.
- Engines running light 45 MPH.
- Engines shoving cars 25 MPH.

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

ITEM 3-A. SPEED RESTRICTIONS THRU CROSS-OVERS, TURNOUTS AND SPRING SWITCHES:

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

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

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

	MPH
Ditchers and Burro Cranes, loaded on flat cars	30
except Burro Cranes when loaded on following MPX or TPX cars: 15000-15018 inc., 15026-15032 inc., 15092-15094 inc., 15108, 15115, 15116 and 51131, maximum freight train speed.	

Except as specified above, 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 MPH unless authorized by the Superintendent. The following cars are exempt from these instructions:

- MPX air dump acrs 4028-4069; 55400-55402; 55603, 55605 and 75301
- MPX welded rail cars 6500-6568; 6600-6636; 6650-6685; 6701-6726
- MPX tie cars 8002-8078; 8100-8124
- MPX flat cars 50000-50017
- MPX gondolas 27001-27060
- MPX box cars 30000-30014
- MPX hopper cars 60000-60019
- MPX sand cars 70002-70054
- CEIX sand cars 70092-70099
- 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 2½ inches.

If length of flat spot is greater than 2½ 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 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.

An open top car that is loaded above the top chord or beyond the sides of the car with freight or machinery which may shift must not be placed immediately ahead of an occupied caboose or immediately behind an occupied locomotive.

Refer to Form 21003, D.O.T. Regulations for transportation of explosives and other dangerous articles by freight for positioning of placarded cars.

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.

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

ITEM 7. (CONTINUED)

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:

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

ITEM 10. OPERATION OF ENGINES:

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

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

1/4 Hr. Rating	SPEED AND AMMETER READINGS ON LEAD UNIT							
	GP35 GP50	U23B B23-7	U30C	GP28 GP38 SD40	GP18	GP7 GP9	GP15 SW15 MP15	SW7 8 9 SW12
GP6C GP35 U23B B23-7 SL-1	10MPH 1125 AMP	10MPH 1275 AMP	10MPH 1230 AMP	10MPH 1100 AMP	10MPH 980 AMP	10MPH 900 AMP	10MPH 870 AMP	10MPH 825 AMP
GP7 9 GP18 28 38 SD40 U30C	10MPH 1125 AMP	10MPH 1275 AMP	9.5MPH 1274 AMP	9.5MPH 1150 AMP	9.5MPH 1025 AMP	9.5MPH 950 AMP	9.5MPH 890 AMP	9.5MPH 840 AMP
SW7 8 9 12 SW15 MP15 GP15	10MPH 1125 AMP	10MPH 1275 AMP	9.5MPH 1275 AMP	9.5MPH 1150 AMP	9.5MPH 1025 AMP	9.5MPH 950 AMP	7MPH 1065 AMP	7MPH 950 AMP

If throttle is reduced to prevent slipping, the 1/4 hour average rating still must not be exceeded regardless of speed.

The ammeter is the most accurate measure of load and should be used for 1/4 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

ITEM 10 (CONTINUED)

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 1/4 hour rating if the ammeter is inoperative. Example: When a lead MP15 is at a steady 10.0 mph, the trailing GP35 will indicate 1125 amps and can be so operated for 15 minutes before adjusting tonnage. But, if the speed drops below 10.0 mph the trailing GP35 would be overloaded and adjustment must be made immediately.

D. Shoving or Back-Up Movements:

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

GP Units 1647-1849, 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.

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:

Locomotives models 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

ITEM 10 (CONTINUED)

"OFF" position to obtain maximum horsepower and tractive effort.

ITEM 11. ABS AND CTC: (SEE SCHEDULE PAGES)

- (1) Block Indicators will be designated by letter "I".
- (2) In territory where CTC rules are in effect, where maximum speed permitted is in excess of 20 MPH trains and engines using a hand operated main track switch not equipped with electric lock or spring switch mechanism must leave a portion of train occupying main track or leave main track switch open.
- (3) Where CTC Rules are in effect, trains or engines must not enter a siding at a spring switch or hand operated switch unless authorized by dispatcher.

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) RULE 6: That part of Rule 6 reading:

"Conductors, engineers and engine foremen must record information on prescribed form indicating that they have read and understand general orders and are responsible for compliance therewith." is cancelled.

(4) **RULE 10(g):** When train crew encounters a temporary speed restriction sign with no resume speed sign and they have no train order or general order for that location, and Timetable Special Instructions 13 (1) are not in effect, crew may be released from the 10 MPH provision of Rule 10(g) by verbal authority of train dispatcher. Train dispatcher must ascertain there is no train order or general order in effect in affected territory.

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

AMTK is authorized abbreviation for Amtrack.

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

(7) **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.

ITEM 13 (CONTINUED)

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.
- (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

ITEM 13 (CONTINUED)

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;
- (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).

(8) **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 look-out 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.

(9) **RULE 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

ITEM 13 (CONTINUED)

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.

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

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

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

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

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

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

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

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

ITEM 13 (CONTINUED)

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.

Uniform Code of Operating Rule 99(g)

When a train is disabled or stopped suddenly by an emergency brake application or other causes, immediate radio transmission must be made giving exact location and status of train. This transmission must be repeated at least two times.

A lighted fusee must be immediately displayed at each end of train on adjacent tracks which may be obstructed including tracks of other railroads and flag protection provided in both directions as prescribed by Rule 99, going at least 2 miles where where flagging distance for that track is not known.

Flagman may be recalled when it is known that such tracks are not obstructed or when control operator has provided protection in CTC or interlocking limits.

Exceptions To Rule 99(g) On Single Track In Other Than CTC Territory:

When a crew knows because of the train orders they hold that no movement will be made in one or both directions on adjacent track, protection in that direction is not required.

At meeting point, approaching train must, if practicable, be instructed to stop before passing first siding switch. After such instructions have been acknowledged by approaching train, protection in that direction is not required.

Exceptions To Rule 99(g) In CTC Territory:

In CTC territory, except where tracks of other railroads are involved, train may be relieved of protecting adjacent tracks in one or both directions upon verbal advice from control operator that no movement will be made in one or both directions.

Dispatcher must provide protection as prescribed by Rule 375(10) before giving such verbal advice.

Exceptions To Rule 99(g) In 450 - 453 Territory Between Yard Center and Watseka Only:

Before completing Form D-R Train Order to train authorizing movement against the current of traffic, train dispatcher must first give notice of such movement to any train moving with the current of traffic in the limits of such order.

Trains moving with current of traffic, will protect against trains moving against the current of traffic only after being advised by train dispatcher that such movement is being made.

(11) RULE 103 (a) (5): All loaded tank cars placarded EXPLOSIVES A or POISON GAS must not be cut off in motion, but will be shoved to rest. In addition, the next succeeding car or cars to be switched into the same track against the exposed tank car must be shoved to rest, and coupling made with no more force than is necessary to complete the coupling. These cars will be identified by the letters "SC" (SHOVE TO REST AND COVER) on PICL lists, hump lists, etc. Additionally, they will have special condition codes of EX (EXPLOSIVES), PG (POISON GAS) or EP (EXPLOSIVES AND POISON GAS) depending on the commodity

ITEM 13 (CONTINUED)

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

(12) 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

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

(14) 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	Green with a	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.
Clear	"D" marker	

Distant Approach	Yellow with a "D" marker	Proceed prepared to stop before reaching next signal.
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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.

(15) 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."

(16) RULE 219. When error has been made in the date or address of a clearance and it is not necessary to change the train orders, the clearance may be corrected verbally on authority of train dispatcher in words "Clearance to C&E (train) at (station) OK'd at (time) dated (date) should read (correct address or date) instead of (incorrect address or date)". These words must be repeated by the conductor and engineer of train holding clearance and notation of correction and time it was made written on margin of clearance without otherwise altering the clearance. The conductor and engineer must inform other crew members of the correction made.

Record of correction must be made by train dispatcher.

(17) RULE 220. Conductor and engineer of train being tied-up short of terminal and leaving train before relieving crew arrives will secure all train orders and clearances held by his crew which have not been fulfilled. Conductor will leave orders for rear of train in envelope on conductor's desk with waybills. Engineer will leave orders for head end of train in envelope on engine. Both conductor and engineer will show correct designa-

ITEM 13 (CONTINUED)

tion 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.

(18) **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.

(19) **RULE 340 AND MW 145 (k):** At manual interlockings man in charge of roadway machine or maintenance of way work equipment must receive verbal permission from the operator for machine or equipment to proceed through interlocking limits, and must report to operator or control operator when the machine or equipment has cleared interlocking limits. Control operator must display proper indication of interlocking signals to protect the movement, when possible.

If signals for route to be used indicate stop, before proceeding the man in charge of maintenance of way machine must know that signals indicate stop on conflicting routes.

(20) **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.

(21) **RULE 350:** Within CTC territory train or engine may not proceed under the provisions of Rule 350 when there is lack of communication.

(22) **RULE 375 (10) AND RULE 99 M/W:** Within CTC territory track may be removed from service by an employee without protection by flagman or train order upon authority of control operator specifying exact limits and track involved. Such authority must be repeated to control operator and "OK" received.

Control operator must not permit movement of train or engine on such track until notified by the employe that track is returned to service.

Control operator must make records of track removed from service on prescribed form.

(23) **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.

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

Employees in charge of standard clocks must, during each tour of duty secure correct time from Train Dispatcher and set clock when found to differ 30 seconds or more from correct

ITEM 13 (CONTINUED)

time. If standard clock will not maintain correct time, it must be removed from service and face covered.

(25) 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 G Example 4; second paragraph of instructions should read: The extra moving under this order must move within yard limits as prescribed by Rule 93.
- c. 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."
- d. Train order Form Y Example 3 may be combined with Form V Example 2.
- e. 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".
- f. On subdivisions where intermediate pole markers are not used Form X examples (1), (3) and (4) will specify even mile posts between which restriction is located and signs displayed as specified by Rule 10(g) indicate the restricted area.
- g. 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.
- h. Form "T" Train Order discontinued.

(26) **OCCUPY LEAD UNIT:** Head brakeman on freight trains will ride lead unit when practicable. This will apply to other crew members riding head end.

ITEM 14. USE OF RADIO.

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

(example) "Foreman Smith in charge of tamping gang using order No. 522 between MP 80 and MP 81 Chester Subdiv.", and will advise the engineer "Tamping gang is clear of East track. Extra 620 North may proceed not exceeding (30 MPH) or (30 MPH instead of 20 MPH)."

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

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

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

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

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

ITEM 13 (CONTINUED)

(c) Proper identification under Uniform Code of Operating Rules No. 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.

When a crew is unable to identify a train which was to meet or pass them, they may accept verbal information from the train dispatcher that the train has arrived or passed.

(d) When radio is used in lieu of hand signals to control movement of train or engine, it must be understood by crew members that hand signals will NOT be used unless necessary in case of emergency. This will not apply when radio is used to relay hand signals which are not visible to the engineer.

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	Council Grove	* 533-00	Monroe	* 537-13
Alexandria	71-10	Dallas	* 23-15	Monroe	569-18
Alexandria	108-07	Dallas	54-24	Oklahoma	* 169-25
Alexandria	134-04	Dallas	80-06	Oklahoma	* 199-04
Alexandria	168-06	Dallas	103-05	Oklahoma	* 236-26
Austin	119-24	Dallas	* 162-11	Oklahoma	* 271-18
Baird	* 282-30	Dallas	* 190-18	Osawatomie	* 364-31
Baird	317-02	Ft. Worth	19-10	Osawatomie	* 390-33
Baird	347-09	Ft. Worth	* 85-12	River	* 139-02
Baird	* 377-00	Ft. Worth	* 107-24	River	160-33
Baird	416-00	Ft. Worth	* 132-20	River	223-18
Baird	453-00	Ft. Worth	* 159-00	Sedalia	28-34
Baird	485-14	Hoisington	* 595-21	Sedalia	62-18
Beaumont	* 444-18	Hoisington	* 625-27	Sedalia	95-33
Beaumont	* 529-32	Hoisington	* 679-16	Sedalia	* 120-11
Beaumont	* 563-22	Hoisington	* 705-23	Sedalia	* 152-31
Beaumont	* 598-02	Horace	* 792-05	Sedalia	* 184-11
Chester	28-02	Horace	351-00	Sedalia	* 230-09
Chester	* 57-20	Hoxie	188-22	Sedalia	* 255-28
Chester	92-23	Hoxie	* 220-09	Shreveport	* 216-08
Chester	* 111-25	Hoxie	* 255-09	Shreveport	* 292-00
Chester	182-17	Hoxie	* 333-14	Shreveport	* 337-01
Chicago	* 46-45	Hoxie	312-10	Toyah	544-00
Chicago	* 73-30	Kansas City	* 314-04	Toyah	* 682-00
Chicago	98-11	Little Rock	* 373-35	Toyah	613-20
Chicago	122-24	Little Rock	403-03	Toyah	* 644-15
Chicago	139-39	Little Rock	* 431-37	Toyah	706-10
Chicago	160-31	Little Rock	462-00	Trinity	33-11
Chicago	179-22	Longview	25-12	Trinity	67-12
Chicago	212-32	Longview	53-01	Trinity	97-16
Chicago	* 237-29	Memphis	* 292-00	Van Buren	* 367-26
Chicago	* 267-05	Memphis	* 324-25	Van Buren	* 463-20
Chicago	293-20	Memphis	* 348-15	Wagoner	* 368-26
Chicago	321-00	Monroe	373-06	Wagoner	* 463-25
Coffeyville	* 366-21	Monroe	398-10	Whitesboro	194-08
Coffeyville	* 438-08	Monroe	421-20	Whitesboro	219-12
Council Grove	* 440-08	Monroe	438-05		
		Monroe	469-08		

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) and (b) above may be suspended at the discretion of the crew in the interest of safe train

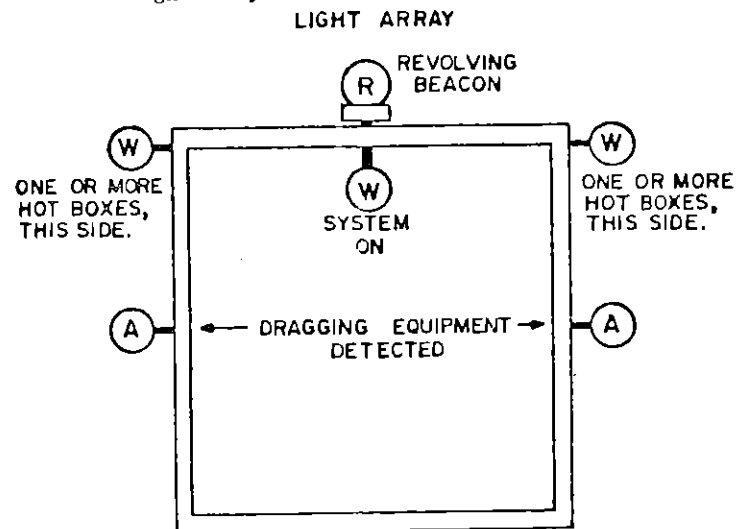
ITEM 16. (CONTINUED)

operation, or in an emergency condition, in which case crew must inspect entire train.

- 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 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:

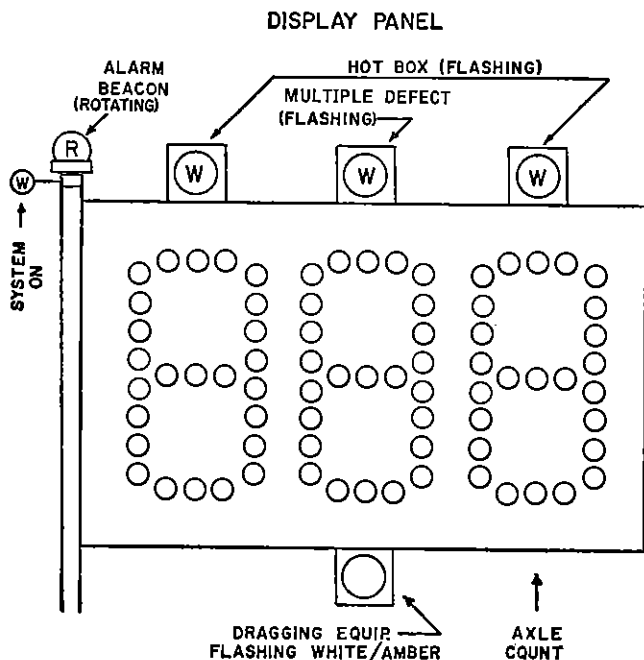
- Revolving Red Beacon — Revolving red beacon at top center of indicator array will normally be dark. Beacon will be actuated when a hot journal and/or dragging equipment is detected.
- White light - lower center — White light at lower center of indicator array will be displayed continuously during passage of train to indicate "system on". See paragraph 16.1(g)
- White light - side — One side light illuminated indicates one

ITEM 16. (CONTINUED)

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.

- (d) Yellow light - side — Both yellow lights will be illuminated when dragging equipment is detected. Inspect entire train for dragging equipment. Air hoses hanging below top of rail and dragging chains will be detected.

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



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.

ITEM 16. (CONTINUED)

- (e) Number on display panel indicates the number of axles from the first defect detected, up to and including the rear axle of caboose. If hot journal is not located on axle indicated, or dragging equipment is not located near axle indicated, inspect entire car and two cars on each side of car indicated by axle count.
- (f) The revolving red beacon, display panel indicators, and numeral display are normally dark. When actuated by any defect, the revolving red beacon is illuminated, the proper indicator on the display board begins to flash, and the numeral display will begin to count off the number of axles to the end of the train. White indicator lights, numerals, and revolving red beacon will remain illuminated for approximately ninety seconds after rear of train passes detector.
- (g) When the multiple defect indicator is illuminated with one or more of the other indicators, it can be interpreted as follows:

- (1) Multiple defect indicator flashing and right (left) side indicator flashing, axle count displayed.
Two or more hot journals have been detected on the right (left) side of train. The number displayed indicates the axle at which the first hot journal has been detected. One or more hot journals have been detected between this point and the end of the train.
- (2) Right side indicator flashing and left side indicator flashing, axle count displayed.
A hot journal has been detected on each end of the same axle indicated by the illuminated numerals.
- (3) All three white indicators flashing above panel and axle count displayed.
Signifies the first indicated hot journal may be on either side of train at axle indicated by numeral display. Make on ground inspection of both sides of entire train from point of first hot journal to the end of the train, looking for subsequent hot journals on same side of train as first hot journal, and one or more subsequent hot journals on opposite side of train.
- (4) Multiple defect indicator flashing and dragging equipment indicator flashing, axle count displayed.
Two instances of dragging equipment detected; the first occurring near axle count displayed.
- (5) Multiple defect indicator flashing, dragging equipment indicator flashing, right (left) side indicator flashing, axle count displayed.
A hot journal on the right (left) side of train has been detected or dragging equipment has been detected at axle count indicated. Make on ground inspection right (left) side of train for second defect, hot journal or dragging equipment.

ITEM 17. OPERATIONS OVER FOREIGN LINES:

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

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

1. Tecfic and Sweetwater.
2. Eton Jct. and Congo.
3. Benedict and Fredonia.
4. Winfield and Belle Plaine.
5. YA Jct. and ST Jct.
6. NA Jct. and Pueblo Jct.
7. New South Yard and Algoa.
8. Temple (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.

ITEM 17(a) (CONTINUED)

9. At Caney, Kansas, AT&SF main track between MoPac crossing (AT&SF Mile Post 21.5) and Oklahoma-Kansas State Line (AT&SF Mile Post 22.9) will be used jointly by Mo. Pac. and AT&SF trains and engines. AT&SF main track between points designated is automatic block territory. Switch indicators installed near all switches leading into main track. All trains and engines run at restricted speed expecting to find main track occupied by other trains and engines.

At above locations (1 thru 8) be governed by the following AT&SF Rules:

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

ITEM 17(a) CONTINUED

- (13) Approach Order (Form U) (Example)

8:01 AM to 5:01 PM approach Gang No. _____ between 15 poles west of MP 10 and MP 11 between D and E prepared to stop short of men or machines fouling track until proper proceed signal received by (title and name of employee in charge and gang number) that track is clear of men and machines.

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

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

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-AT&SF 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		FOREMAN
LINE	TIMES	OVER	MP	MP
1	UNTIL		AND	
2	UNTIL		AND	

(Form contains 8 lines for up to 8 locations)

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

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

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

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

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

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

- (9) Rule 285 - modify:

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

ITEM 17(c) (CONTINUED)

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

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

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

<u>Aspect:</u>	<u>Indication:</u>
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.

TIMETABLE NO. 15

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.

Rule 3: Protective head covering, goggles, ear plugs, and other safety equipment must be used, when required.

The use of contact lenses instead of glasses in frames, while on duty, is not permissible.

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
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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 TRAIN SPEEDS

Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour
			1	6	54.5	1	21	44.4	1	35	37.9
0	45	80.0	1	7	53.7	1	22	43.9	1	40	36.0
0	48	75.0	1	8	52.9	1	23	43.4	1	45	34.3
0	50	72.0	1	10	51.4	1	24	42.9	1	50	32.7
0	52	69.2	1	11	50.7	1	25	42.4	1	55	31.3
0	54	66.6	1	12	50.0	1	26	41.9	2	0	30.0
0	56	64.2	1	13	49.3	1	27	41.4	2	5	28.8
0	58	62.0	1	14	48.6	1	28	40.9	2	10	27.7
1	0	60.0	1	15	48.0	1	29	40.4	2	15	26.7
1	1	59.0	1	16	47.4	1	30	40.0	2	20	25.7
1	2	58.0	1	17	46.7	1	31	39.6	2	25	24.8
1	3	57.1	1	18	46.1	1	32	39.1	3	0	20.0
1	4	56.2	1	19	45.6	1	33	38.7	4	0	15.0
1	5	55.3	1	20	45.0	1	34	38.2	6	0	10.0

TIMETABLE NO. 15

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, ADVICE 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—Call in System Dispatcher 1.
- ⓑ-2—Call in System Dispatcher 2.
- Ⓒ—Wayside Radio Station.
- Ⓓ—Draw Bridge.
- Ⓔ—Gate—Normal position against conflicting route.
- Ⓕ—Gate—Normal position against this Sub-div.
- Ⓜ—Manual Interlocking.
- Ⓢ—Stop Sign.
- †—Turntable or Wye.
- Ⓚ—Railroad Crossing at Grade.
- Ⓩ—Yard Limits.
- Ⓒ—Conditional Yard Limits.
- ⊙—50 MPH Equilateral Turnout.
- ⊖—50 MPH Precurved Turnout.
- ‡—Track Scale.
- Ⓝ—Northward.
- Ⓞ—Southward.
- Ⓣ—Train Order Office.
- Ⓡ—Crossover between main tracks—Dual Control Switches.
- Ⓛ—General order book and standard clock.
- Ⓛ—General Order Book
- Ⓢ—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.

