



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. 16**

Effective 12:01 a.m. Sunday, November 30, 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.
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 Terminal	R. Turner	Kansas City, Mo.
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

G. A. Craig	Vice President - Houston, Tex.
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.

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SPECIAL INSTRUCTIONS CHICAGO SUBDIV.

CHICAGO DIVISION JURISDICTION — CHICAGO TO WOODLAND JCT.

Maximum Speed:	MPH	Sta. No.
Between Dolton Jct. and Gorham	60	
(Except as below)	15	
Dolton Jct. to Thornton Jct.	40	
Thornton Jct. to MP 30-00	50	
MP 49-00 — MP 51-00	40	
Over CR crossing Glover	35	
MP 146-36 — MP 146-37	20	
MP 153-17 — MP 153-20	30	
MP 164-33 — MP 165-00	30	
MP 175-28 — MP 176-22	20	
MP 193-35 — MP 194-23	35	
MP 195-01 — MP 195-14	50	
MP 202-28 — MP 203-21	20	
MP 218-16 — MP 219-02	20	
MP 224-13 — MP 224-20	30	
MP 252-00 — MP 254-07	55	
MP 264-40 — MP 265-10	55	
MP 266-14 — MP 266-29	55	
MP 270-14 — MP 270-38	30	
MP 275-33 — MP 277-00	30	
MP 298-00 — MP 299-10	55	
MP 299-10 — MP 302-23	10	
Through siding Bush	40	
MP 314-08 — MP 318-00	50	
MP 318-00 — MP 324-36	40	
MP 324-36 — MP 335-20	20	
MP 338-00 — Chester Subdiv. Conn.	5	
North leg wye Gorham		
Flagging distance 2 miles		

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 Draging 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	Sta. No.	Sidings
Findlay Jct.—Pana Jct.	50		
Pana Jct. entering or leaving CR main track	15		
Flagging distance 2 miles			
BUSINESS TRACKS			
Sohlgro .MP 188.8	ZB-189		
Westervelt MP 191-8	ZB-192		
MP Stations on CR R.R.			
Rosamond MP 171.4	ZB-209		
Taylor			
Springs MP 196.4	ZB-234		
Livingston MP 215.0	ZB-253		
Nameokl. MP 278.7	ZB-279		
Granite			
City .MP 281.1	ZB-282		
Madison .MP 284	ZB-284		
E. St. Louis			
MP 286.7-ZB 288			
ABS—Between Findlay Jct. and Pana Jct.			
CTC—Between MP 185-27 Findlay Jct. and MP 203-35 Pana Jct.			
Yard Limits: MP 203-35 to Pana Jct.			

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

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		ZA-50		
49.9	MOMENOE		ZA-50	110 76	5535 3806
60.1	ST. ANNE		ZA-60		
77.5	WATSEKA		ZA-77		
82.6	WOODLAND JCT		ZA-83		
94.0	GOODWINE		ZB-92	216	10800
108.0	ELLIS		ZB-108	189	9550
125.9	GLOVER		ZB-126	170	8547
135.6	BLOCK		ZB-136	221	12185
145.1	VILLA GROVE		ZB-145	239	13173
153.4	TUSCOLA		ZB-153	197	9894
164.7	ARTHUR		ZB-165		
169.1	CADWELL		ZB-168	211	10550
176.1	SULLIVAN		ZB-176		
185.2	FINDLAY JOT		ZB-186	200	10000
199.8	CLARKSBURG		ZC-200	203	10150
204.5	MODE		ZC-205		
218.9	ALTA MONT		ZC-219	200	10072
224.6	ST. ELMO		ZC-224		
235.7	ST. PETER		ZC-236	218	10900
242.4	KINMUNDY		ZC-242		
252.1	SALEM		ZC-252	267	14761
254.1	B&O		ZC-263	194	9718
263.3	KELL		ZC-276	143	7180
274.9	MT. VERNON		ZC-287	166	8336
287.2	INA		ZC-298		
298.2	BENTON JOT				
301.8	BENTON			212	10618
306.1	BN				
307.7	ICG				
314.9	BUSH		CD-24	141	7056
335.5	GRIMSBY		CD-3	117	6112
338.7	GORHAM		C-93	Yd.	
339.0					

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 within 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 STATIONS	NORTH STATIONS	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		C-15		
7.1	SOUTH DUPO				
9.4	ICG				
20.6	VAL				
33.6	FULTS				
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		C-70	145	7585
65.7	FORD		C-73	n-125 s-118	6522 6160
70.3	ROCKWOOD JCT.				
73.0	CORA JCT.				
76.3	RADDLE JCT.		C-86		
81.4	JACOB		C-90		
84.2	GORHAM		C-93	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.		C-130		
122.9	CAPE DEAU JCT.		C-132		
	ILLMO, MO.		C-133		
132.5	MISSOURI JCT.		C-179		
191.3	DEXTER JCT.		XD-26		
190.3	CHARLESTON JCT.		XD-24		
190.1	DEXTER		XD-24	124	6488
178.7	IVES		XD-13	178	9205
172.1	JUNLAND		XD-6	181	9560
165.5	POPLAR BLUFF		X-166	Yd.	

SPECIAL INSTRUCTIONS—CHESTER SUBDIV.

Maximum Speed	MPH	BUSINESS TRACKS	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-89
Through south Siding Ford and Gorham siding	10	Cora	71.7 C-90
North leg wye Gorham	5	Jones Ridge	74.6 C-93
Chicago Subdiv. Conn.	20	Raddle	77.0 C-96
MP 116-14 — MP 117-21	50	Powder Plant	98.6 C-98
MP 117-21 — MP 119-10	40	Wolf Lake	99.7 C-107
MP 119-10 — MP 119-19	30	Ware	104.0 C-113
MP 176-20 — MP 177-10	30	McClure	113.0 C-122
MP 189-10 — Dexter Jct.	25+	Dudley	182.8 XD-17
Missouri Jct. — MP 191-00	35	Bess	179.7 XD-14
		Plsk	176.1 XD-11
		Boeing	170.0 XD-4

Name:	Stations on STLWS between Illmo and Paragould.		Name:	SSW Mile Post:
	SSW Mile Post:	SSW Mile Post:		
Illmo	3.81		Missouri Jct.	48.92
Ancell	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., except trains destined to Ford 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 Drugging Equipment Detectors located at MP 28-02, *MP 57-20, MP 92-28, *MP 111-25, and MP 182-17.

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

CAPE GIRARDEAU SUBDIV.—ILLINOIS DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	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	St.L.-S.F.			Normal position of switch Rush Jct. is lined for movement to and from SLSF connection.
129.6	St.E. MO. LBR. SL-SF			Vertical clearance Morgan Oak and Goodhope Streets at Cape Girardeau will not clear cars in excess of Plate "C".
130.2	CAPE GIRARDEAU		CF-7	
			7.4	

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

6 WESTVILLE SUBDIV.—ILLINOIS DIVISION

Rule 99 (d) in effect. MAXIMUM SPEED 25 MPH		Miles	STATIONS		Sta. Nos.
Except 10 MPH between Danville - CR MP 82 and Westville-MP 132.9. Flagging distance 2,500 ft.			SOUTH	NORTH	
Business Tracks:					
Hastings	MP 150.1	123.0	DANVILLE	① ② ③	ZD-123
Longview	MP 159.7	132.8	WESTVILLE	④	ZD-132
Zeigler Mine No. 5	MP 161.0	142.1	INDIANOLA		ZD-142
Fairland	MP 161.9	145.6	SIDELL JCT	T	ZE-141
Industrial Lead.		146.5	SIDELL		ZD-146
Jamacla Spur—		152.6	ALLERTON		ZD-153
Breaks out at Sidell Jct.—		155.7	BROADLANDS		ZD-156
Jamaica	MP 150.9	164.9	VILLA GROVE	T ① ② ③ ④	ZB-145
(Max. speed 10 MPH)			39.7		

Yard Limits: Between Danville-CR MP 82 and Westville MP 132.9; MP 160-00 — MP 164-35.

Operation over: CR Danville to Wyton (2 mi.); CR Wyton to Westville (6.2 mi.).

Before entering CR tracks secure permission of operator Wyton Tower and be governed by his instructions.

Operation over this subdivision governed by general order.

PINCKNEYVILLE SUBDIV.—ILLINOIS DIVISION

Maximum Speed (Except as below) MPH	Miles	STATIONS		Station Nos.	Sidings	
		SOUTH	NORTH		Cars	Feet
MP 64-02	35					
MP 64-14	10	63.7	CHESTER	① ② ③ ④	C-70	
MP 77	30	71.8	WELGE		CA-10	86 4479
MP 90-00	20	77.3	STEELEVILLE	⑤	CA-16	167 8700
MP 96-00	20	79.4	PERCY	⑥ ICG ⑦ ⑧	CA-18	
Pinckneyville to Pyatts via ICG	10	83.7	NEW WILSON	⑨	CA-23	99 5165
North leg of wye	10	92.5	PINCKNEYVILLE	⑩ ⑪ ⑫ ⑬	CA-31	Yd.
Pinckneyville	10	95.5	SHAKE RAG	⑭ ICG ⑮	CA-34	
MP 101-20	10	102.7	TAMAROA	⑯ ICG ⑰	CA-41	
MP 103-20	10	111.2	SCHELLER	⑱	CA-49	Yd.
MP 112-00	25	111.6	SCHELLER	⑲ ICG ⑳		
MP 121-21	25	114.5	WALTONVILLE	㉑ BN ㉒	CA-53	
MP 121-26	10	121.8	JSW JCT	㉓	CA-60	
MP 121-26	20	125.0	MT. VERNON	㉔ ㉕ ㉖ ㉗	ZC-276	Yd.
Flagging distance 6,790 ft. Special Instructions Item 13(1) not in effect.			61.2			

Business Track: Streamline Lead 77.9 CA-17 Pyatt-Fidelity Mine (via ICG at Pinckneyville) CA-39 Leahy (via ICG at Percy) 8. CA-22 Between Percy and Leahy operation on ICG.

Industrial Leads — Maximum Speed 10 MPH except JSW Ind. lead 20 MPH; 5 MPH on Burning Star #2 runaround track; 5 MPH North Switch Orient #3 doubling track to Orient #6. Radio Communications Via Channel 2.

Maximum Speed	Station	Notes
5 MPH	Over Scale 300 feet west of No. 1 load yard switch Cap. Mine	
5 MPH	CAPTAIN MINE	Breaks out at MP 81.2
82.5	ICG Jct.	
86.1 CA-20	Captain Mine	
	Do not leave cars on scale track.	
	BURNING STAR NO. 4 (CA-21)	Breaks out at New Wilson
	BURNING STAR NO. 2	Breaks out at Shake Rag
99.1	ICG Jct.	
101.2 CA-38	Burning Star No. 2 Mine	
	ORIENT	Breaks out at Scheller
111.5	ICG Jct.	
112.6 CA-50	Orient Mine No. 3	
113.5	① BN ②	
114.1 CA-52	Orient Mine No. 6	
	JSW Industrial Lead	Breaks out at JSW Jct.
279.9 ZC-280	Huff	
286.5 CA-68	Nason	
293.1 CA-53	Old Ben 21	
	Normal position of JSW Jct. Switch is lined for JSW industrial lead	

JOPPA SUBDIV.—ILLINOIS DIVISION

Miles	STATIONS		Station Nos.	Sidings		Yard Limits:
	SOUTH	NORTH		Cars	Feet	
298.2	BENTON JCT	①-2 ②	ZC-298			MP 298-10—MP 300-00
305.0	WEST FRANKFORT	③ ④ ⑤	ZC-305			MP 347-15—MP 353-00
308.8	JENKINS		ZC-309	86	3870	MP 360-00—MP 360-00—
316.4	MARION	⑥ COE ⑦	ZC-317	60	2700	to end of Track.
324.0	NEILSON JCT	⑧ ⑨ ⑩	ZC-324			MP 303-00—MP 309-20
329.3	GOREVILLE		ZC-329	59	2655	Buckhorn Ind. Lead
334.0	OMAR		ZC-333	60	2700	breaks out at Jenkins
339.7	VIENNA JCT	⑪ ⑫ ⑬	ZC-340			Zeigler-Orient Mines Lead
345.3	CYPRESS		ZC-345	57	2565	Max. Speed, 10 MPH
347.6	JOPPA JCT	T ⑭	ZC-348			
351.5	KARNAK	⑮ CR ⑯ ⑰	ZK-352	152	6840	
363.3	JOPPA	⑱ T ⑲ ⑳	ZK-363	Yd.		
	65.1					

Maximum Speed: MPH (Except as below) . 35 MP 324-07—324-15 . 20 MP 334-20—334-26 . 20 Operation on BN R.R. between Vienna Jct. and Cook Flagg distance 5,190 ft. Special Instructions Item 13(1) not in effect between Neilson Jct. and Vienna Jct.

Maximum Speed: MPH Joppla Jct. Wye 20 MP 363-04—End 20 MP 309-20—MP 309-20 10

Business Tracks: MP No. Johnston City 310.7 ZC-311 Zeigler #4 310.0 ZC-310 Orient #4 313.3 ZC-313 Hudgens 321.8 ZC-322 Chasco 348.5 ZK-348 Cook (on BN) ZK-367

THEBES SUBDIV.—ILLINOIS DIVISION

Miles	STATIONS		Station Nos.	Rule 99(d) in effect.	
	SOUTH	NORTH		Yard Limits:	Operation:
347.6	JOPPA JCT	① ② ③	ZC-348	Joppla Jct.—MP 348-05	Operation between Cairo Jct. and Illmo over SIMB; Illmo and Rockview over SSW; Rockview and Chaffee over SLSF. See Item 17(b) Special Instructions.
362.8	TAMMS	④ ICG ⑤	ZC-363		
373.3	FAYVILLE JCT	⑥	ZC-373		
VIA CAIRO SUBDIV. 4.9 Miles					
378.0	CAIRO JCT	⑦ ⑧	C-130		Maximum Speed 10 MPH Except over Bridge 3541. 5 MPH
394.4	CHAFFEE		ZC-394		Business Tracks MP No. Perks 351.1 ZC-351 Olive Branch 369.3 ZC-369
	45.0				

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

Maximum weight Joppla Jct. to Fayville Jct. 220,000 lbs.

CAIRO SUBDIV.—ILLINOIS DIVISION

Miles	STATIONS		Station Nos.	Yard Limits:
	SOUTH	NORTH		
120.7	CAIRO JCT	① ②	C-130	Yard Limits: Fayville Jct. to Cairo
125.6	FAYVILLE JCT	③	ZC-373	Maximum Speed 10 MPH
130.8	MILLER CITY		CG-10	Flagging distance 2,500 ft.
142.6	④ ICG	④		
144.2	⑤ CR	⑤		
145.0	CAIRO	⑥	CG-24	
	24.3			

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

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.

Trains originating St. Louis enroute St. Genevieve secure SLSF clearance at Carroll St.

Maximum Speed . . 20 MPH
Flagging distance 2,450 ft.

Business Tracks MP Sta. No.
McClay Spur6.2 MC-8
Ag-Nit Spur8.0 MC-8
Bonnie Terre Ind. lead (max. Speed 10 MPH) Breaks out at Derby Jct.
Rivermines37.6 MC-38
Flat River37.1 MC-37
Desloge35.6 MC-35
Dolomite34.0 MC-34
McDowell Spur .32.3 MC-32
Bonnie Terre31.1 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	58.6
Duren	61.5
MP Crossing	63.1
MP Connection	64.0

Miles	STATIONS		Station Nos.	Sidings	
	SOUTH	NORTH		Cars	Ft.
0.0	RIVERSIDE	⑧④T	MC-0		
1.9	HERCULANEUM	⑧④	MC-2		
4.5	CRYSTAL JCT.	⑧④	MC-5		
5.2	CRYSTAL CITY	⑧④	MC-6		
24.0 Miles Via SLSF					
83.0	STE. GENEVIEVE	⑧④	MB-2		

Operation on SLSF R.R. between Ste. Genevieve and Crystal City be governed by Uniform Code of Operating Rules and Special Instructions Item 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
Monsanto Lead and wye 5MPH
Derail on lead at MP 97 Pole 15.

Business Tracks	MP Sta. No.
Thomure ⑧SLSF	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 39-10 to MP 32-30; MP 48-17 to MP 60-0; MP 76-00 — Gate Jct.; MP 80.2 to End of Track at Kellogg.

BUSINESS TRACKS	Sta. MP No.
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	52.0 .MI-52
Burning Star	
Mine 3	59.4 .MI-62
Evansville	69.6 .MI-70

Miles	STATIONS		Station Nos.	Sidings	
	SOUTH	NORTH		Cars	Ft.
0.0	SALEM	⑧④	ZC-252		
11.1	BRANCH JCT.	⑧	MI-12		
13.5	CENTRALIA	⑧-2	MI-14		
14.0	IOG JCT.	⑧ BN ④	MI-15		
14.5	BIG BEN	④	MI-16	39	2077
32.6	NASHVILLE	④ L&N ④	MI-34		
48.7	COULTERVILLE	④ ICG	MI-49	37	1948
56.6	④ ICG	④	MI-57		
57.4	SPARTA	⑧④④	MI-56	Yd.	
68.5	PAUTLER		MI-69	55	2855
77.7	GAGE JCT.	④			
2.5 Mi. Via Chester Subdiv.					
80.2	FLINTON	④	MI-80	Yd.	
83.0	KELLOGG	④	MI-82	Yd.	

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	STATIONS		Station Numbers
	SOUTH	NORTH	
13.0	KIRKWOOD	④④	MX-13
13.6	S. L. S. F.	④	
16.6	GRANT		GH-4
18.7	ALPHA		GH-6
23.8	BROADWAY JCT.	T④	GH-11

④Crestwood, 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	STATIONS		Station Nos.
	SOUTH	NORTH	
1.1	LESPERANCE ST.	⑧④④	X-3
6.8	DAVIS JCT.	④	X-8

Yard Limits: Entire Subdiv.

Two main tracks between Lesperance St. and Nagel St. Maximum Speed .20 MPH (except as below)

Elevated Track
Between 8th St., and Rutger St.:
Tangent 15
Curves 10
Gratiot St. Through Interlocking 10

St. Louis Terminal Div. Business Tracks	Sta. No.	Vertical Clearances: Under Mun. Br. Approach— 10th St.:
Maplewood Mo.	MX 7	Break up Lead17'6"
Lake Jct.	MX 8	House Track Lead .17'11"
Webster Groves	MX 10	House 4 and 618'6"
Glendale	MX 11	House 7 and 819'8"
Oakland	MX 12	House 10 and 1119'11"
Maplewood, Ill.	C- 2	
E. St. Louis	C- 3	
Valley Jct.	C- 9	
Bixby	C-17	(Piggybacks, loaded tri-levels and Vert-A-Pac cars will not clear.) Crews handling cars make sure will clear bridge approach.
Big Bend Road	GH- 1	
Billman	GH- 2	
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	CL- 7	

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

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

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

10 DE SOTO SUBDIV. — ARKANSAS DIVISION

SOUTH FIRST CLASS		Miles	STATIONS	Station Nos.	Sidings Cars Ft.	NORTH FIRST CLASS	
21 Psgr.	Daily					22 Psgr.	Daily
PM	11 20	0.5	ST. LOUIS.....⓪ⓈⓂⓈ	MX-1		AM	8 00
		2.3	GRAND AVE....ⓈⓂⓈⓈ				
		3.6	IRON MTN. JCT....ⓈⓂ	X-1			
		3.7	Ⓢ.L.S.F.....Ⓢ				
		10.61	DAVIS JCT.....TⓈ	X-8			
	11 57	6.87					6 30
		9.5	BARRACKS JCT....	X-10			
		18.7	WICKES.....	X-19	93 4842		
		26.5	RIVERSIDE.....Ⓢ-1 T	X-27	95 4953		
		35.6	HEMATITE.....	X-36	94 4906		
		42.2	DE SOTO.....Ⓢ-1 §	X-42	122 6370		
		51.0	BLACKWELL.....	X-51	84 4404		
		57.0	CADET.....Ⓢ-1	X-57	89 4630		
		60.9	MINERAL POINT....	X-61	84 4390		
		75.3	BISMARCK.....Ⓢ-1 ⓈT	X-75	96 5023		
		91.8	TIP TOP.....Ⓢ-1	X-92	81 4244		
		107.9	ANNAPOLIS.....	X-108	87 4554		
		117.7	GADS HILL.....Ⓢ-1	X-120	83 4348		
		127.3	PIEDMONT.....	X-127	126 6570		
		145.4	WILLIAMSVILLE.....Ⓢ-1	X-146	85 4471		
		164.6	BLACK RIVER JCT....	X-164			
	249	165.5	POPLAR BLUFF....Ⓢ-1 ⓈT	X 166	Yd.		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 operator at Grand Ave. and must not exceed 20 MPH. Trains and engines moving with the current of traffic and delayed must ascertain from operator at Grand Ave. 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 operator at Grand Ave.

PEA RIDGE SUBDIV. — ARKANSAS DIVISION

Yard Limits: MP 57-25 to MP 59-00; MP 83-10 to end of track.		Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.
Maximum Speed (Except as below).....	30 MPH					57.7	CADET.....Ⓢ-1 Ⓢ	X-57
MP 57-00 — MP 63-00.....	10 MPH	58.6	New Fountain Farm. Ⓢ	XA-58	
Flagging distance 6,490 ft.		72.4	INDIAN CREEK.....	XA-72	
Special Instructions Item 13(1) not in effect.		84.1	PEA RIDGE.....Ⓢ	XA-84	
			26.4		

Absolute Block in effect between New Fountain Farm (MP 58.6) and Pea Ridge (MP 84.1). Block may be occupied only upon verbal authority of train dispatcher followed by his initials. Authority must be repeated including dispatchers initials and "OK" received. Movement may then be made without timetable, train order authority or flag protection. No following or opposing movement may be permitted until block is reported clear. Block must be reported clear to train dispatcher as soon as movement is completed. When there is lack of communication, movement must be made under flag protection in both directions.

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

DE SOTO SUBDIV. — ARKANSAS DIVISION 11

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

Maximum Speed (Except as below).....	MPH Psgr. Frt.	Maximum Speed MP 148-37 — MP 151-00.....	MPH Psgr. Frt.
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	BUSINESS TRACKS	
Thru turnouts Davis Jct.....	15 15	Triangle Spur	10.8 X-11
MP 6-33 — MP 8-00.....	15 15	Bussen Spur	11.6 X-12
MP 9-21 — MP 12-29.....	55 —	Whitehouse	18.0 X-16
MP 17-16 — MP 17-12.....	55 —	Hillcrest	17.8 X-17
MP 21-12 — MP 33-00.....	55 —	Sulphur Spring Spur	22.9 X-23
MP 35-29 — MP 36-00.....	55 —	Pevely	27.3 X-27
MP 41-21 — MP 42-33.....	30 30†	Horine	29.5 X-30
MP 42-33 — MP 45-29.....	55 —	Evergreen	57.7 X-58
MP 52-37 — MP 54-21.....	45 —	Iron Mountain	80.7 X-81
MP 54-21 — MP 70-12.....	55 —	Middlebrook	83.1 X-83
MP 70-12 — MP 71-04.....	45 —	Lopez	84.1 X-84
MP 71-04 — MP 78-04.....	55 —	Arcadia-Ironton	88.6 X-89
MP 98-00 — MP 98-16.....	55 —	Pilot Knob	87.0 X-86
MP 100-16 — MP 165-37 (Except as below).....	55 40	Glover	97.8 X-99
MP 105-29 — MP 108-29.....	45 —	Chloride	100.11X-101
MP 125-16 — MP 126-12.....	45 —	North Des Arc.....	111.8 X-112
MP 129-25 — MP 131-00.....	45 —	Leeper	133.1 X-133
MP 135-04 — MP 136-29.....	45 —	Mill Spring	134.5 X-135
MP 138-29 — MP 137-16.....	40 —	Wilby	155.4 X-155
MP 146-16 — MP 148-37.....	40 —	Lumtie Industrial Lead: —	
		Maximum speed 10 MPH (Mineral Point—Lumtie)	
		Lumtie	62.0 XB-1

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

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

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

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

CHARLESTON SUBDIV. — ARKANSAS DIVISION

Miles	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
	15.7			Jackson to Allenville.....	10
147.5	ALLENVILLE.....		D-72	Allenville to Delta.....	20
	1.9			White Water Ind. Ld.....	10
149.4	DELTA ⓈSt.L.S.W.....G		D-74	Around wye-Charleston	10
	8.0			Around curve-Allenville	10
157.4	ⓈSt.L.-S.F.....Ⓢ			Between Dexter Jct. and Charleston (Except as below).....	30
	0.7			MP 211-02 — MP 212-01.....	10
158.1	ORAN.....		D-83	MP 213-10 — MP 213-24.....	20
	3.9			Between SLSF Crossing and High- way 61 Crossing at Sikeston.....	10
162.0	MORLEY.....		D-87	(Approach Highway 61 Crossing prepared to stop for highway traffic.)	
	16.3			Flagging distance 3,360 ft.	
178.3	CHARLESTON.....ⓈT		D-103		
219.5	BERTRAND.....		XD-54		
	8.1				
211.4	SIKESTON.....ⓈⓈ		XD-46		
	0.4				
211.0	ⓈS.L.-S.F.....Ⓢ			Max. wt. Jackson to Delta 220,000 lbs., White Water Ind. Ld. breaks out at Allenville.	
205.4	MOREHOUSE.....		XD-40	White Water Industrial lead 220,000 lb.	
	5.6				
195.6	ESSEX.....		XD-30	BUSINESS TRACKS	
	9.8				
191.3	DEXTER JCT ⓈStLSW-G		XD-26		
	4.3				
	80.3				

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

Operation over subdiv. governed by general order.

12 HOXIE SUBDIV. — ARKANSAS DIVISION

SOUTH		STATIONS	Station Nos.	Sidings	NORTH	
FIRST CLASS					FIRST CLASS	
21 Psg.	Daily				22 Psg.	Daily
AM	Miles			Cars	Ft.	AM
2 52	165.5	POPLAR BLUFF... T ⁵ ⓈⓂ	X-166	Yd.		3 35
	170.0	4.5 STANLEY..... I	X-170			
	172.9	2.9 HARVIELL JCT..... ⊖	X-173			
	180.4	7.5 NEELYVILLE, MO..... T	X-180	162 8457		
	192.2	11.8 CORNING, ARK..... ⊖-2	X-192	161 8376		
	199.0	5.8 KNOBEL.....	X-199	188 9800		
	202.9	3.9 PEACH ORCHARD.....	X-203	155 8088		
	214.4	11.5 O'KEAN.....	X-214	160 8338		
	223.6	9.2 MURTA JCT..... ⊖	X-223			
s 3 43	224.9	1.3 WALNUT RIDGE.....	X-225			s 2 42
	226.3	1.4 HOXIE S. L-S. F. A ⊖-2	X-226	166 8641		
	228.5	2.2 MINTURN JCT..... ⊖	X-228			
	238.9	10.4 ALICIA.....	X-239	162 8448		
	251.8	12.9 TUCKERMAN.....	X-252	162 8436		
	258.1	6.3 CAMPBELL JCT.....	X-258			
	259.4	1.3 DIAZ JCT..... IT	X-259			
s 4 19	261.7	2.3 NEWPORT... ⊖-2 ⊓	X-262	Yd.		s 2 08
	263.9	2.2 NORTH BRIDGE JCT....	X-264			
	264.1	0.2 WHITE RIVER... ⊖ ⊓				
	264.5	0.4 SOUTH BRIDGE JCT....	X-265			
	269.7	5.2 JIFFY..... I	X-270			
	274.3	4.6 GLAISE JCT..... ⊖	X-275			
	278.1	3.8 BRADFORD.....	X-278	190 9893		
	286.7	8.6 RUSSELL JCT.....	X-286			
	288.4	1.7 BALD KNOB... ⊖-2 IT	X-288	110 5763		
	289.7	1.3 JUD..... I	X-289			
	296.4	6.7 KENSSETT.....	X-296			
	298.4	2.0 HIG..... I	X-298			
	306.5	8.1 MACK..... I	X-306			
	312.7	6.2 BEEBE... ⊖-2	X-313			
	319.2	6.5 WACROSS..... I	X-320			
	330.7	11.5 JAX..... I	X-331			
	332.1	1.4 JACKSONVILLE..... T	X-332			
	343.6	11.5 NO. LITTLE ROCK... ⊓ IT	X-344	Yd.		
5 41 AM	345.6	2.0 L. ROCK AMTK. STA....	X-346			12 52 AM
		180.1				

HOXIE SUBDIV. — ARKANSAS DIVISION 13

MPH		BUSINESS TRACKS	MP	Sta. No.
MAXIMUM SPEED	Psg. Frt.			
(Except as below)	75 60			
MP 172-04	MP 172-37	Harviell	173.0	X-173
MP 179-08	MP 179-12	Delaplaine	207.6	X-208
MP 184-37	MP 185-04	Minturn	232.4	X-232
MP 191-21	MP 192-33	Olyphant	269.8	X-270
MP 192-33	MP 193-12	Judsonia	292.6	X-293
MP 224-12	MP 227-29	Higginson	299.7	X-300
MP 258-00	MP 263-37	McRae	308.2	X-308
MP 263-37	MP 264-21	Ward	317.6	X-318
MP 264-21	MP 265-00	Cabot	323.0	X-323
MP 266-21	MP 266-33	Valentine	336.1	X-336
MP 288-04	MP 288-21			
MP 292-03	MP 292-25			
MP 292-25	MP 293-04			
MP 294-02	MP 294-20			
MP 296-03	MP 296-22			
MP 307-35	MP 308-29			
MP 312-07	MP 313-05			
MP 317-07	MP 317-36			
MP 319-30	MP 320-25			
MP 322-15	MP 323-20			
MP 333-07	MP 333-19			
MP 339-15	MP 339-20			
MP 339-20	MP 347-15			
North and South Wye	Bald Knob		15	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, 5 switches Locust St. and 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
186.2	NAYLOR		XE-6			MP 195-00 — MP 200-00... 10 Sta.
191.2	OXLY		XE-11			Business Tracks: MP No.
200.3	DONIPHAN		XE-20			Skelly Oil Spur... 197.3 XE-16 Maximum wt. 220,000 lbs.
						19.7

LITTLE ROCK TERMINAL DIVISION

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

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

Radio Communication Via Channel 2.

14 LITTLE ROCK SUBDIV. — ARKANSAS DIVISION

SOUTH FIRST CLASS		Miles	STATIONS	Station Nos.	Sidings		NORTH FIRST CLASS			
21 Psgr.	Daily				Cars	Ft.	22 Psgr.	Daily	AM	
									AM	PM
	AM	343.6	NO. LITTLE ROCK..	X-344	Yd.					
		345.3	ARK RIVER.....							
s 5 46		345.6	L. ROCK AMTK Sta. I	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 @-1	X-411	169 8839					
		422.3	CURTIS JCT.....	X-422						
		426.3	GURDON.....	X-426	Yd.					
		429.3	BEIRNE JCT.....	X-429						
		437.6	BOUGHTON.....	X-438	160 8331					
		442.4	PRESCOTT.....	X-442	174 9094					
		449.6	EMMET.....	X-450	124 6564					
		457.7	HOPE SLSF @ T	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	LEAR LAKE JCT. S	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 SLSW crossing at MP 0.5.

Radio communication at Texarkana via Channel 2.

LITTLE ROCK SUBDIV. — ARKANSAS DIVISION 15

Maximum Speed (Except as below)	Psgr. Frt.	MPH	BUSINESS TRACKS		Sta. No.
			MP	MP	
MP 339-20 — MP 347-15.....	40 40	75 60	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, 5 switches Locust St. and 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	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Sidings Feet	Maximum Speed (except as below)	MPH
					MP Junction to MP 44-00	25
					(except as below).....	25
					MP 53-05 to MP 53-00.....	20
					MP 47-05 to MP 46-00.....	20
					MP 44-06 to MP 44-03.....	20
412.1	MOUNTAIN PINE.....		XH-90		MP 44-00 to Malvern (except as below).....	35
399.1	HOT SPRINGS.....		XH-77	Yd.	MP 42-06 to MP 42.04.....	20
395.6	MP JCT.....				Butterfield Industrial Lead:	
55.1					Butterfield-Haskell 12.6 miles	
51.3	LAKE CATHERINE.....		XH-72		(Maximum Speed 20 MPH)	
44.5	JONES MILL.....		XH-64	1331	Item 9, Special Instructions applies Hot Springs 7:00 p.m. - 7:00 a.m.	
40.0	BUTTERFIELD.....		XH-59	Yd.	Sta. No.	
0.0					Mountain Pine	
5.0	MALVERN.....		X-389	Yd.	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 02-20 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.

16 COTTER SUBDIV. — ARKANSAS DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	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	MPH
(Except as Below)	49
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.

MEMPHIS SUBDIV. — ARKANSAS DIVISION 17

Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Sidings		MPH Maximum Speed 50 (except as below) MP 298-08 MP 299-03 — 40 MP 331-29 — MP 336-05 — 40 North and South wye Bald Knob 15 20 MPH between Briark and Kentucky St. Southward trains secure clearance Kentucky Street.
				Cars	Feet	
380.7	MEMPHIS (Sargent Yd.)		XG-93	Yd.	.....
380.6	KC JCT					
378.2	TEXAS ST					
378.1	KENTUCKY ST					
375.8	BRIDGE JCT.		XG-88			
375.2	BRIARK		XG-87			
370.0	PRESLEY JCT.		XG-82			
368.0	GAVIN		XG-80	82	4274	
361.5	CRAWFORDSVILLE		XG-74	190	9882	Business Tracks
352.1	EARLE		XG-64	43	2266	MP Patterson 307.3 XG-19 Hamlin 324.7 XG-37 Parkin 346.9 XG-59 Smithdale 348.9 XG-60 W. Memphis Ind. Ld. ... 370.0 XG-85
337.5	LEVESQUE		XG-50	53	2778	Tenark Ind. Lead: Maximum Speed. 10 MPH CRIP Jct. to Tenark
332.4	WYNNE		C-304	171	8935	ABS-CTC Briark to CRIP Jct. via CRIP RR. CRIP Jct. 355.6 Tenark 354.5 CH-42
318.8	FAIR OAKS		XG-31	162	8472	
309.3	MCCRORY		XG-21	68	3584	
300.0	NEW AUGUSTA		XG-12	124	6474	
298.5	WHITE RIVER					
292.8	RIO VISTA		XG-6	68	3579	
287.9	BALD KNOB		X-288	.....	.....
92.8						

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

ABS — CTC between Bald Knob and Kentucky Street.

Two main tracks between Briark and Kentucky St.

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 292-17, *MP 324-25 and *MP 348-15.

18 SHERIDAN SUBDIV. — ARKANSAS DIVISION

Yard limits entire subdiv. Maximum Speed 20 MPH			Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers
BUSINESS TRACK	MP	Sta. No.	368.3	SHERIDAN JCT...	④	X-368
Bannister Spur	379	XH-34	368.6	⊗C.R.I. & P.....	G	
			390.2	SHERIDAN.....		XH-24
				21.5		

NORMAN SUBDIV. — ARKANSAS DIVISION

Rule 99 (d) in effect.			Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers
Maximum Speed	MPH	20	426.3	GURDON.....	⊠⊙①-T④	X-426
(except as below)	10			OKOLONA.....		XL-15
MP 457-20 — MP 457-25.....	10		441.0	DELIGHT JCT.....		XL-20
MP 472-00 — MP 472-02.....	10		446.5	GRAYSONIA.....		XL-28
Flagger Distance 2,760 ft.			465.3	AMITY.....		XL-39
Yard Limits — Gurdon to MP 430-00.			473.5	GLENWOOD.....		XL-47
Business Tracks	MP	Sta. No.	480.7	CADDO GAP.....		XL-54
Summit	433.1	XL-7	485.9	NORMAN.....		XL-60
Rosboro	469.8	XL-43	59.6			
Birds Mill	478.9	XL-52				
Delight Industrial Lead:						
Delight Jct.—Delight						
Max. speed 20 MPH						
Antoine	447.9	EF-1				
Delight	452.1	EF-6				
Operation on this subdivision gov- erned by general order.						

NASHVILLE SUBDIV.—ARKANSAS DIVISION

Rule 99 (d) in effect.			Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers
Maximum Speed	MPH	30	457.7	HOPE.....	⊕①-1⊠⊙T	X-458
(except as below)	10			NASHVILLE ⊗GN&A.....	⊠⊙	XJ-26
MP 457.1 — MP 458.0.....	10		483.1	PERKINS.....	⊙	XJ-36
MP 483.2 — MP 483.3.....	10		493.1			
Flagger Distance 5,070 ft.				35.3		
Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 465-00; Nash- ville, MP 481-05 to Perkins, end of subdivision.						
Business Tracks:						
North Hope — XJ-4.						
Operation on this subdivision gov- erned by general order.						

GURDON SUBDIV.—ARKANSAS DIVISION

Maximum Speed			Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Sidings	
(Except as below)	MPH	40	426.3	GURDON.....	⊠⊙①-T④	X-426	Yd.	....
MP 456-08 — MP 456-25.30				LESTER.....		E-26	65	3412
MP 458-26 — MP 460-27.20			452.4	CAMDEN.....	⊠⊠⊠⊙	E-33		....
MP 487-05 — MP 492-25.20			459.8	St. L.S.W.....	⊠			....
Monsanto Lead 10 MPH			460.8	CULLENDALE.....		E-37		....
Flagger Distance 6,500 ft.			463.1	LOUANN.....		E-48	121	6321
Yard Limits—Gurdon: Little Rock Subdiv. Conn. to MP 430-00; MP 457-17 to MP 463-20; El Dorado; MP 487-05 to MP 495-29.			474.5	MONSANTO.....		E-61	61	3222
BUSINESS TRACKS	MP	Sta. No.	482.2	EL DORADO.....	⊠⊠⊠T④	E-66	Yd.	....
Barringer	431.5	E-5	65.9					
Reader	437.6	E-11						
Chidester	444.7	E-13						
Kraft	461.3	E-35						
Smackover	478.8	E-52						
Norphlet	484.5	E-58						

WYNNE SUBDIV.—LOUISIANA DIVISION 19

Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Sidings		Maximum Speed MPH MP 235-10 MP 408-10 (Except as below) ... 30
				Cars	Feet	
219.9	PARAGOULD.....	⊙	C-243	139	7262	MP 295-23 — MP 296-09 .. 20 MP 357 — MP 369 20 Flagger 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.
221.6	PARAGOULD JCT.....					
235.3	JONESBORO JCT.....					
238.0	JONESBORO ⊗S.L.-S.F.....	⊠	C-262	160	8358	
256.7	HARRISBURG.....		C-280	105	5506	
280.3	WYNNE ⊗MP&G.....	⊠⊙⊙T⊣	C-304	Yd.	....
290.9	CALDWELL.....		C-314	105	5503	
295.7	FOREST CITY ⊗CRIP.....	⊙⊠	C-319	28	1456	
296.4	DEX SIDING.....		C-320	41	2145	
313.1	MARIANNA.....	⊙T	C-337	112	5589	
325.5	LEXA.....		C-349	....	....
326.5	HELENA JOT.....	T⊙				
347.1	ELAINE.....		C-371	58	3019	
368.8	SNOW LAKE.....		C-392	97	5068	White River lift bridge is normally open. To close bridge, employee must ascer- tain no barge under or approaching, then operate Push Button in Release Box in accordance with in- structions posted therein.
377.8	WHITE RIVER.....	⊠⊙				
381.1	MEDINA.....		C-405	79	4123	
382.0	ARKANSAS RIVER.....	⊙				
387.0	WATSON.....		C-411	88	4586	
408.1	McGEHEE.....	⊙⊙⊙T⊣	C-432	Yd.	....
188.2						

BUSINESS TRACKS	MP	Sta. No.	BUSINESS TRACKS	MP	Sta. No.	BUSINESS TRACKS	MP	Sta. No.
Greenfield	251.6	C-275	Yaletowne	293.3	C-317	Mellwood	356.6	C-386
Barbon	260.7	C-284	LaGrange	321.2	C-345	Ferguson	362.2	C-380
Whitehall	262.4	C-286	Barton	329.2	CK-12	Vestal Spur	377.4	C-401
Cherry Valley	267.8	C-291	Oneida	335.3	C-359	Rohwer	396.4	C-420
Vannale	274.3	C-298	Lakeview	339.9	C-363	Cypress Bend	399.7	C-423
Colt	286.3	C-310	Wabash	341.1	C-365	McArthur	402.5	C-426

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

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

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

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

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

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

MP 343-20 — MP 347-25.. 10

MP 347-25 — MP 349-21.. 35

MP 385-28 — MP 389-24.. 20

MP 427-15 — MP 428-08.. 35†

MP 446-05 — MP 447-23.. 20

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

MP 408-12 — MP 409-07.. 20

MP 473-02 — MP 474-00.. 25†

MP 480-28 — MP 481-07.. 25†

MP 498-27 — MP 504-10.. 20

MP 528-03 — MP 531-20.. 30

MP 571-27 — MP 575-10.. 40

MP 582-11 — MP 585-25.. 40

MP 596-14 — Texmo Jct. 30

BUSINESS TRACKS	MP	Sta. No.
Drury Spur	350.3	K-5
Sweet Home	351.7	K-6
Redfield	368.9	K-23
White Bluff (M)	370.5	K-25
Fairfield	394.7	K-49
Moscow	402.5	K-57
Varner	415.0	K-70
Tillar	440.7	K-95
Helena Chem.	446.6	K-100
Jerome	424.8	C-448
E. Ashley	435.6	C-459
Parkdale	445.0	C-469
Bayou	446.3	C-470
Muller	454.0	C-477
McGinty	454.1	C-478
Jones	457.2	C-481
Gallon	467.2	C-491
Hancock	489.3	C-513
Sieard	495.8	C-519
Maioco (Erco)	508.3	C-532
Cobb	508.4	C-532
Riverton	526.2	C-550
Columbia	530.5	C-554
Pulpwood	532.5	C-556
Clarks	537.4	C-561
Standard	546.9	C-570
Mudville	565.2	C-589
H & C Vener.	574.5	C-599
Christi Spur (Farmland)	577.9	C-602
Pollock	581.4	C-605
Simms	586.9	C-611
Camp Beauregard	592.5	C-618

White Bluff industry lead
Maximum Speed 10 MPH

Remote control switches are No. 16 except — North end sidings Higgins, Grady, McGehee, South end sidings Hensley, Baldwin, Pickens; Texmo Jct. and South End Monroe.

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

ABS — CTC between Arkansas River and Red River Jct.

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

6 axle units must not operate over north leg of wye Collinston.

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

Yard Limits: MP 345-39 (Little Rock) to MP 346-01; MP 343-29 (N. Little Rock) to MP 346-01, MP 596-22 to Texmo Jct.

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

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

Maximum Vertical Clearance on Smith Main 18 ft. 9 inches and on Smith No 1 19 ft. 8 inches ATR without restrictions.

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

Operation between Texmo Jct. and Alexandria on Shreveport Subdiv.

22 HUTTIG SUBDIV. — LOUISIANA DIVISION

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

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

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

Operation on this subdivision governed by general order.

HAMBURG SUBDIV.—LOUISIANA DIVISION

Miles	STATIONS		Station Numbers
	SOUTH ↓	NORTH ↑	
Yard limits entire subdiv. Maximum Speed 20 MPH. Business Tracks MP Sta. No. 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

Miles	STATIONS		Station Numbers
	SOUTH ↓	NORTH ↑	
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. BUSINESS TRACKS MP Sta. No. No. Baxter .....426.5 KC-10 Cominto .....434.0 KC-17 Killin .....442.5 KC-28 Willmar .....454.0 KC-37			
422.6	DERMOTT.....		C-439
445.3	MONTICELLO ⊗ 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	
	SOUTH ↓	NORTH ↑		Cars	Feet
	STATIONS				
Rule 99 (d) in effect. Maximum Speed: MPH (Except as below) . 25 MP 637-08 (#10 Turnout) ... 10 MP 641-26 — MP 643-14 10 Vidalia ind. lead 20 MPH except 10 MPH over Highway 65. Bastrop Ind. Lead (Except as below) ... 30 MP 553-09 — MP 553-26 10 All tracks Natchez ... 10 Flagging distance 3,360 ft. Yard Limits: MP 560-00 — MP 561-25; MP 637-05 — Ferriday					
560.4	COLLINSTON.....	⊕ T ⊕	C-505		
567.5	OAK RIDGE.....		E-141		
577.9	RAYVILLE ⊗ ICG.....	G	E-151	45	2371
589.6	MANGHAM.....		E-163		
600.3	WINNSBORO.....		E-174	49	2550
614.4	WISNER.....		E-188		
623.5	SICILY ISLAND.....		E-197		
635.9	TENSAS RIVER.....	⊕			
637.2	CLAYTON JCT.....	⊕	E-211		
642.2	FERRIDAY.....	☐ ⊕	E-216	Yd.	
81.8					
BUSINESS TRACKS MP Sta. No. No. Chase .....597.5 E-171 Homes .....605.5 E-179 Gilbert .....609.5 E-183 Peck .....618.2 E-192 Clayton .....636.0 E-210 Concordia Jct. 643.4 E-217 Vidalia ⊕ T 651.6 E-226 Natchez ⊕ ⊕ E-227					

Cars exceeding 220,000 lbs. handled on transfer ferry will be placed on center track with empty car on each end.

Operation on this subdivision governed by general order.

LAKE PROVIDENCE SUBDIV.—LOUISIANA DIVISION

Miles	STATIONS		Station Numbers	Sidings	
	SOUTH ↓	NORTH ↑		Cars	Feet
	STATIONS				
Rule 99 (d) in effect Maximum Speed.. 25 MPH Except: MP 481-00 to MP 486_00... 20 MPH Flagging distance 3,360 ft. BUSINESS TRACKS MP Sta. No. 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					
408.1	McGEHEE.....	☐ ⊕ ⊕ T ⊕ ⊕	C-432	Yd.	
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
533.7	ST. JOSEPH.....		K-229		
546.1	WATERPROOF.....		K-242		
557.2	CLAYTON JCT.....	⊕	E-211		
149.1					
YARD LIMITS: McGehee—MP 410-05. Talla Bena Ind. Lead 2.2 miles—Maximum speed 20 MPH					

Operation on this subdivision governed by general order.

24 SEDALIA SUBDIV. — NORTHERN DIVISION

WEST			Miles	STATIONS	Station Numbers	Siding		EAST	
First Class						Cars	Feet	First Class	
69	31	33						30	32
CSP-Frt. Daily	Pgr. Daily	Pgr. Daily					Pgr. Daily	Pgr. Daily	
	PM 2 00	AM 8 00	0.5	ST. LOUIS	MX-1		PM 3 30	PM 11 05	
			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 21	
			10.8	WEBSTER	MX-11				
			13.2	KIRK	MX-12				
	PM 3 01	s 2 27	13.4	KIRKWOOD	MX-13		s 2 48	s 10 13	
			18.7	PARK	MX-18				
			23.4	BOYD	MX-22				
			32.2	DOZIER	MX-31				
			37.0	SUMMIT	MX-36				
			46.5	SOUTH POINT	MX-52				
			57.7	PACE	MX-58				
			86.2	GASCONADE JCT	MX-86				
			90.9	MORRISON JCT	MX-91				
			100.2	CHAMMOIS	MX-100				
			116.7	BONNOT JCT	MX-116				
			117.3	OSAGE JCT	MX-117				
			124.3	MOREAU	MX-124				
			125.3	JEFFERSON CITY	MX-125		s 1 02	s 8 27	
	PM 4 17	10 17	127.9	RIVER JCT	MX-128		1 53	8 18	
			140.2	CENTERTOWN	MX-140	71 4082	12 40	8 05	
			144.7	McGIRK	MX-144	73 4304	12 35	8 00	
			150.3	CALIFORNIA	MX-150	62 4017	12 30	7 55	
			166.1	DOW	MX-166	150 9240	12 15	7 40	
			175.7	OTTERVILLE	MX-175	40 2542	12 05	7 30	
			181.1	SMITHTON	MX-181	56 3758	12 01	7 26	
			187.7	ⓄMKT					
	s 5 18	s 11 18	188.9	SEDALIA	MX-188	38 1937	s 11 53	s 7 18	
			195.7	DRESDEN	MX-195	96 5043	11 44	7 09	
			200.9	LAMONTE	MX-200	48 2890	11 39	7 04	
			208.1	KNOBOSTER	MX-208	110 6167	11 32	6 57	
	s 5 55	s 11 58	218.4	WARRENSBURG	MX-218	39 2740	s 11 22	s 6 47	
			224.4	CENTERVIEW	MX-224	150 9508	11 13	6 38	
			232.8	HOLDEN	MX-232	51 3398	11 05	6 30	
			237.5	KINGSVILLE	MX-237	44 2867	11 01	6 26	
	6 20	12 24	243.0	STRASBURG	MX-242	73 4293	10 55	6 20	
			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	1 40	283.0	KANS. CITY(Un.Sta.)	MX-282		10 05	5 30	

TIMETABLE NO. 16

SEDALIA SUBDIV. — NORTHERN DIVISION 25

SPECIAL INSTRUCTIONS

Maximum Speed	MPH	Maximum Speed	MPH
(Except as below)	Psg. Frt.	(Except as below)	Psg. Frt.
Thru Grand Ave. Interlocking	75 60	MP 227-18 — MP 227-31	65
Between Grand Ave. and Iron Mountain Jct.	10 10	MP 231-25 — MP 232-32	65
MP 3-25 — MP 13-13	50 40	MP 232-32 — MP 233-07	55
MP 13-13 — MP 13-25	30 30	MP 248-18 — MP 249-14	45 45
MP 13-25 — MP 13-37	50 50	MP 256-15 — MP 257-08	65
MP 13-37 — MP 15-14	65 50	MP 257-08 — MP 259-28	60 45
MP 15-14 — MP 15-24	65	MP 259-28 — MP 260-07	35 35
MP 17-03 — MP 21-00	70	MP 260-07 — MP 261-22	65
MP 21-00 — MP 21-25	80 55	MP 264-11 — MP 264-13	25 25
MP 21-25 — MP 23-11	70	MP 264-13 — MP 265-28	60 40
MP 23-11 — MP 27-04	60	MP 265-28 — MP 265-32	40 40
MP 27-04 — MP 28-28	60 55	MP 270-36 — MP 276-28	35 35
MP 30-21 — MP 31-12	65 55		
MP 32-25 — MP 33-31	70		
MP 33-31 — MP 34-29	60		
MP 34-29 — MP 35-08	50 50		
MP 35-08 — MP 44-15	70		
MP 48-33 — MP 49-29	65		
MP 49-29 — MP 55-17	70		
MP 58-16 — MP 58-37	70		
MP 61-29 — MP 66-37	60 55		
MP 66-37 — MP 67-08	60 50		
MP 70-25 — MP 71-12	65		
MP 72-08 — MP 75-28	50 50		
MP 80-10 — MP 81-16	50 50		
MP 83-34 — MP 84-36	55 55		
MP 84-36 — MP 86-08	70 50		
MP 86-08 — MP 87-37	65 55		
MP 87-37 — MP 89-10	45 45		
MP 89-10 — MP 89-27	60 55		
MP 89-27 — MP 92-06	70		
MP 92-06 — MP 93-03	60 55		
MP 93-03 — MP 94-13	70		
MP 94-13 — MP 97-22	65		
MP 97-22 — MP 97-30	60 55		
MP 106-33 — MP 107-01	60 55		
MP 107-01 — MP 108-32	70		
MP 108-32 — MP 109-04	65		
MP 109-04 — MP 109-35	70		
MP 113-33 — MP 114-02	70		
MP 115-27 — MP 126-29	75		
(Except as below)	75 55		
MP 115-27 — MP 116-34	55		
MP 116-34 — MP 117-12	50		
MP 117-12 — MP 118-25	60		
MP 118-25 — MP 121-20	70		
MP 123-25 — MP 124-24	65		
MP 124-24 — MP 126-29	45 45		
(Except as below)	70 55		
MP 126-29 — MP 128-18	55		
MP 128-18 — MP 129-28	55 50		
MP 129-28 — MP 132-15	60		
MP 132-15 — MP 132-28	55 50		
MP 132-28 — MP 136-18	60		
MP 136-18 — MP 139-00	55 45		
MP 139-00 — MP 143-32	60		
MP 146-04 — MP 147-20	60		
MP 147-20 — MP 148-37	65		
MP 150-04 — MP 151-07	50 50		
MP 151-07 — MP 151-21	65		
MP 153-21 — MP 155-35	60		
MP 156-30 — MP 162-04	65		
MP 162-04 — MP 163-00	50 50		
MP 166-38 — 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	65		
MP 211-38 — MP 218-28	35 35		
MP 218-28 — MP 221-14	55 50		
MP 221-14 — MP 222-14	60		

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

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

Between 7:00 a.m. and 7:00 p.m. Whistle Signal 14(1) must be sounded for Rock Hill Road MP 10-18 and MP 10-19.

Bagwell Spur: Do not occupy crossings at Dix Road or Industrial Drive until rotating white light on top of signal case is lighted. If not lighted after 2 minutes crew member must protect crossing.

Independence-Pixley Spur: Maximum overhead clearance 16 ft. 6 inches. 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 Nefl 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 Jolst	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.

TIMETABLE NO. 16

26 SEDALIA SUBDIV. — NORTHERN DIVISION

ABS — St. Louis to Rock Creek Jct.
CTC — Maplewood to River Jct., Strasburg to Rock Creek Jct.

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

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

Signal indication with current of traffic between Grand Ave. and Maplewood; Rules 450-453 in effect signalled for movement with current of traffic only. Authority of train dispatcher not required to enter main track. Movements against current of traffic will be made only on authority of operator at Grand Ave. and must not exceed 20 MPH. Trains and engines moving with the current of traffic and delayed must ascertain from operator at Grand Ave. 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 operator at Grand Ave.

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

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

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

CARTHAGE SUBDIV. — NORTHERN DIVISION 27

Nevada is register station for originating and terminating trains only.

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

All Carthage Subdiv. trains secure clearance at Carthage.

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 490-00 to MP 488-00; MP 477-05 to 479-20 and MP 383-20 to 379-25.

BUSINESS TRACKS:	MP	Sta. No.
Milo	324.0	P-75
Irwin	335.7	P-86
Carytown	358.3	P-109
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
Filppin	386.5	WR-130

BUSINESS TRACKS:

	MP	Sta. No.
Archie	271.7	P-23
Passaic	282.8	P-34

CARTHAGE SUBDIV. — NORTHERN DIVISION

Mile	STATIONS	Station Numbers	Sidings	
			Cars	Feet
249.2	PLEASANT HILL... @-1 Ⓞ Ⓟ	MX-249	181	9862
249.1	0.6 Ⓞ C.R.I. & P. Ⓞ			
253.7	4.6 ORE	P-5	78	4258
258.8	5.1 HARRISONVILLE. T Ⓞ SLSF	P-10	35	2264
265.4	6.6 LONE TREE	P-16	73	4039
277.6	12.2 ADRIAN	P-29	81	4751
287.1	9.5 BUTLER	P-38	79	4623
298.9	11.8 RICH HILL	P-50	115	6523
302.4	3.5 PANAMA	P-54	76	5066
307.4	5.0 HORTON	P-58	44	2363
317.4	10.0 NEVADA	P-69 P-71	Yd.	.....
319.3	1.9 NASSAU JCT			
330.8	11.5 SHELDON	P-82	74	4368
342.2	11.4 LAMAR	P-93	81	4699
353.5	11.3 JASPER	P-105	74	4434
364.1	10.6 CARTHAGE Ⓞ SLSF. Ⓞ Ⓟ Ⓠ Ⓡ	P-115		
527.6	20.8 STOTTS CITY	WR-250	91	4956
506.8	17.2 S. L. S. F. Ⓞ			
489.6	0.5 AURORA	WR-232	56	3178
489.1	11.3 ORANGE	WR-221	Yd.	.....
477.8	17.1 REEDS SPRING	WR-204	36	2308
460.7	9.8 GRETNA	WR-194	125	6658
450.9	3.6 BRANSON	WR-191	45	2609
447.3	1.6 HOLLISTER, MO.	WR-189	36	2166
432.7	13.0 CRICKET, ARK.	WR-176	33	2029
415.5	17.2 BERGMAN	WR-159	135	7594
392.3	23.2 YELLVILLE	WR-136	53	2891
381.5	10.8 COTTER	WR-125	72	3829

261.7

TIMETABLE NO. 16

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

TUNNELS —

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

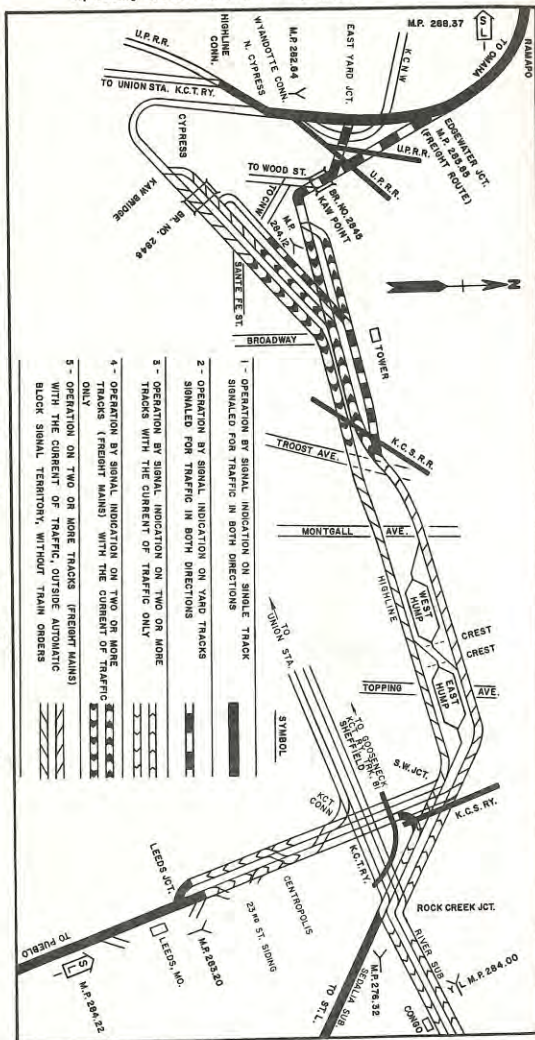
Tunnel locations: Reed Spring MP 459-21 to MP 460-04; Crest MP 435-00 to MP 435-26; Cricket MP 431-31 to MP 432-14; Pyatt MP 401-11 to MP 401-16; Cotter MP 382-24 to MP 383-03.

Maximum Speed	MPH	Maximum Speed	MPH
MP 249-06 — MP 364-03		MP 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 448-20 — MP 446-17	25
MP 298-24 — MP 299-20	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 431-23 — 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
MP 490-15 — MP 488-00	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

TIMETABLE NO. 16

Operating Instructions (including Map.)



Remote control switches are No. 15, 13 or 20 except No. 10 are located as follows:

Wyandotte — UP conn.—2 switches.

Edgewater Jct. — Running track.

Kaw Point—Wood St. yard lead.

Kaw Point—CNW yd. lead.

Kaw Point—End of two main tracks.

KCNW conn. East Yard Jct. Kaw River Jct.

Leads—East switch Blue River Yard.

Lydia Ave. to Santa Fe St. and to Troost Ave.

Max. Wt. KCNW — Kansas City, Ks. 220,000 lbs.

⊗ ATSH

⊙ Santa Fe St.

Employees of all lines be governed by Greater Kansas City Area Operating Rules.

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

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.	
Leads — Chevrolet property, protect all crossings.	

ABS—Between ⊗ KCS and Gilmore Jct. CTC—Between Kaw Point and Shannon.

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

Miles	STATIONS	NORTH	Station Numbers	Sidings	
				Cars	Feet
487.2	OMAHA (Grace St.)	⊗	0-205	Yd.	
482.4	CASS ST.	1.1 ⊗ ⊗ T ⊙			
	via U.P.—9.3 Miles				
473.1	GILMORE JCT.	⊗	0-191		
467.1	LA PLATTE	⊗	0-185	59	3587
465.5	⊗ BN	⊗			
465.2	⊗ BN	⊗			
454.8	MURRAY	⊗	0-172	69	3703
447.4	UNION	⊗ T ⊙	0-165	83	4656
437.7	MONTANA	⊗	0-155	62	3609
436.9	NEBRASKA CITY	⊗	0-153		
428.7	PAUL	⊗ BN ⊗ ⊗ ⊙	0-146	68	3637
423.5	JULIAN	⊗	0-141	61	3286
416.4	CRETE JCT.	⊗	0-134		
414.1	AUBURN	⊗ ⊗ ⊗ ⊙ ⊙	0-132	117	6215
401.2	STELLA	⊗	0-119	64	3593
394.8	VERDON	⊗	0-112	114	6407
389.5	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 JCT.	⊗	0-49		
330.7	ATCHISON	⊗ T ⊙	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.	⊗ BN ⊗ CNW			
305.6	COCHRANE	⊗	0-23	108	5786
298.8	WOLOOTT	⊗ -1	0-16	145	8593
292.7	NEARMAN	⊗	0-10	121	6276
287.5	EDGEWATER JCT.	⊗			
284.8	⊗ UP	⊗			
284.7	⊗ UP	⊗			
284.5	KAW PT., KAN.	⊗ ⊙			
283.0	⊗ MP	⊗			
282.0	⊗ KCS	⊗			
280.0	NEFF YD., Mo.	⊗ T ⊙	MX283	Yd.	

199.6

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

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 446-15 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 Subdivn., Nebraska Divn., Tenant Line Rules.

Maximum Speed MPH

Between Neff Yard and MP 287-20 (except as below) 25
Over Montgall Ave. 10
MP 282-00 — MP 284-20 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

Flagging distance 2 miles

Business Tracks: MP Sta. No.

Ramapo 288.0 0-6
Alfa 305.6 0-23
Pt. 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 453.9 0-176
Plattsmouth 462.3 0-180
Pt. Crook 471.3 0-189

32 OMAHA SUBDIV. — NORTHERN DIVISION

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

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

Do not leave cars south of MP 308-26 on Leavenworth Storage Track. Trains when picking up or setting out southbound leave train north on MP 308 Pole 26.

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

CONCORDIA SUBDIV. — NORTHERN DIVISION

Miles	WEST ↓	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		MUSCOTAHA.....		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
		8.4				
502.8		SCOTTSTVILLE.....		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		DOWNS.....	⊙ ⊠ 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				

Rule 99 (d) in effect.

Maximum Speed MPH
(Except as below) .. 35

MP 332-12 —
MP 368-00 25

MP 408-17 —
MP 409-06 20

MP 418-00 —
MP 580-16 30

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

Washington
Industrial Lead ... 10

Flagging distance 5,650 ft.

Business Tracks: MP Sta.
No.

Vliets 404.0 S-74

Ames 473.8 S-143

Rice 479.8 S-149

Gilbert 509.5 S-179

Solomon
Rapids 519.3 S-189

Glen Elder 525.6 S-195

Cawker City 532.9 S-202

Bloomington 553.7 SF-15

Washington Ind. Lead
Max. Wt. 220,000 lbs.

Cloutman 449.0 SC 5

Washington 450.5 SC 7

CTC — ABS — Norkan
Jct. to Atchison.

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

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

LOUISVILLE SUBDIV. — NORTHERN DIVISION 33

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
Rule 99 (d) in effect.						
Yard Limits: MP 460-10 to End of Track Avoca; MP 482-25 to Omaha.						
449.2		AVOCA.....	⊙	OD-35		
		4.8				
454.0		LOWLINE JCT.....	⊙	OD-40		
		1.1				
455.1		WEEPING WATER.....	⊙	OD-41	Yd.	
		0.9				
456.0		OMAHA JCT.....	⊙	OD-42		
		3.9				
459.9		MANLEY.....	⊙	OD-46	18	1243
		5.7				
465.6		LOUISVILLE.....		OD-52	33	1804
		0.3				
465.9		⊙ BN.....	⊙			
		1.3				
467.2		⊙ C. R. I. & P.....	⊙			
		4.4				
471.6		SPRINGFIELD.....		OD-58	18	1376
		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

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
Rule 99 (d) in effect.						
Maximum Speed MPH (Except as below) .. 25						
Between 33rd Street and C&NW Jct. 10						
14th Street and end of track 10						
Weeping Water, First street east of depot .. 10						
Flagging distance 4,140 ft.						
Business Tracks: MP Sta. Nos.						
Union 451.7 OF-4						
Nehawka 467.6 OF-2						
Wabash 479.1 OF-32						
Eagle 486.5 OF-39						
Walton 486.5 OF-39						
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 derris, trains, engines or cars must not be left standing between opposing gates unless coupled to other equipment that extends beyond one of the gates.

CRETE SUBDIV. — NORTHERN DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings	
					Cars	Feet
Max. Wt.: 220,000 lbs. Brock to Crete						
Maximum Speed 25						
Flagging distance 4,320 ft.						
Business Tracks: MP Sta. 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						
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.

36 OSAWATOMIE SUBDIV. — KANSAS DIVISION

WEST First Class		ABS — Osawatomie — Council Grove. CTC — Lake — Council Grove. Hot box and dragging equipment detector located at *MP 364-31 and *MP 390-33.		Station Numbers	EAST ▲	
69 CSP-Frt.	71 FFT-Frt.	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-419	MP 357-05 — MP 357-13	50
Flagging distance 2 miles			MP 385-00 — MP 387-03	40†
Osawatomie — Around wye	10 MPH		MP 400-15 — MP 400-27	50
No. 71 Maximum Speed	60 MPH		MP 425-26 — MP 426-26	25
Remote control switches are No. 15, 16 or 20, except No. 10 at Osawatomie; Coffeyville Subdiv. main track to running track and Osawatomie Subdiv. main track to running track and to yard lead at west end. At Council Grove No. 10 at west end No. 1 track.				

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 ▲	
69 CSP-Frt.	71 FFT-Frt.	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	⊗ S. S. W.			
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	GYPSUM.....	MX-487		
		478.3	SALINA JOT.....	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	GENESE.....	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	OLAFLIN.....	MX-553	127	6872
5 48	10 15	558.8	HOISINGTON	MX-567	Yd.	
AM	PM		133.3			

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	Procco	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 506-35 — MP 505-15 — 7:01 am to 8:01 pm; MP 476-33 — MP 479-20 — 7:01 am to 8:01 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 ▲	
69 CSP-Frt.	71 FFT-Frt.	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	162	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	UTIOA.....	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	MARIANTHAL.....	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			
MP 588-36 — MP 589-11	50	Kanbrick (Hoisington)	561.4	GD-9
City Limits LaCrosse	45	Boyd	562.9	MX-571
MP 681-29 — MP 682-34	40	Hargrave	598.0	MX-606
Hot Box and Dragging Equipment Detectors located MP 595-21, *MP 625-27, *MP 679-16 and *MP 705-23.		Pen Dennis	649.4	MX-657
Flagging distance 2 miles		Manning	671.4	MX-679
No. 71 Maximum Speed 60 MPH.		Coronado	704.1	MX-712
		Whitlaw	724.6	MX-732
		Kanbrick Ind. Lead:		
		Max Wt. MP 560-09 to end of track — 220,000 lbs.		
		Time applies at the station for trains operating through Horace.		
		Yard Limits: MP 557-00 to MP 559-36.		

WEST First Class		MOUNTAIN STANDARD TIME EAST		Station Numbers	Sidings	
69 CSP-Frt. Daily	71 FFT-Frt. Daily	Miles	STATIONS		Cars	Feet
AM	AM	730.8	HORACE	MX-739	Yd.	
9 05	12 50	740.5	WALKINGHOOD, KAN.	MX-748	175	8750
9 25	1 05	746.6	TOWNER, COLO.	MX-754		
9 34	1 13	752.5	STUART	MX-760	118	6039
9 43	1 20	758.1	SHERIDAN LAKE	MX-766	72	3834
9 52	1 28	771.8	CHIVINGTON	MX-780	117	6251
10 09	1 43	785.8	EADS	MX-794	118	6435
10 27	1 59	807.7	HASWELL	MX-816	122	6597
11 25	2 50	830.5	HEATH	MX-838	120	6462
11 39	3 02	841.2	SUGAR CITY	MX-849		
11 47	3 08	846.4	ORDWAY	MX-854	138	7304
12 07	3 26	863.1	PULTNEY	MX-871	118	6140
12 15	3 34	863.4	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.	
4 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.)

Flagging distance 2 miles
 No. 71 Maximum Speed 60 MPH.

Business Tracks: MP No. Sta. No.
 Astor 736.9 MX-745
 Kanco 742.9 MX-750
 Brandon 766.2 MX-774
 Galatea 799.1 MX-807
 Arlington 821.4 MX-829
 Crowley 851.9 MX-860
 Olney Springs 857.3 MX-865
 Boone 876.1 MX-884

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 Drugging Equipment Detectors located at *MP 792-05, MP 851-00 and ATSF *MP 595.1.

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

SALINA SUBDIV.—KANSAS DIVISION

WEST		STATIONS		EAST		Station Numbers	Sidings	
Miles	MPH	Miles	STATIONS	Miles	MPH		Cars	Feet
479.1	20		SALINA JCT.			MX-488		
494.8	10		C. R. I. & P.					
494.8			U. P.					
494.9			SALINA			GK-16	Yd.	
495.3			SALINA UNION DEPOT					
499.1			TRIGO			GK-21	39	2184
511.3			FALUN			GK-32	25	1652
521.0			MARQUETTE			MX-513		
			41.6					

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

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

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

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

Flagging distance 4,000 ft.

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

STAFFORD SUBDIV.—KANSAS DIVISION

WEST		STATIONS		EAST		Station Numbers	Sidings	
Miles	MPH	Miles	STATIONS	Miles	MPH		Cars	Feet
558.7			CONWAY SPRINGS			NL-135	Yd.	
567.1			MILTON			NL-144		
572.2			A. T. & S. F.					
592.3			KINGMAN			NL-169		
593.1			A. T. & S. F.					
593.9			A. T. & S. F.					
598.4			BROWNS SPUR			NL-175		
605.8			PENALOSA			NL-183		
610.0			OLCOTT			NL-187		
619.9			PRESTON			NC-10	10	500
620.1			S. S. W.					
630.0			IUKA			NC-20		
614.5			TURON			NL-191		
615.0			S. S. W.					
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					

Max. Wt. 220,000 lbs. between Olcott and Iuka, except on authority of Superintendent.

Rule 99(d) in effect.

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

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

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

40 HUTCHINSON SUBDIV. — KANSAS DIVISION

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings		Maximum Speed MPH
				Cars	Feet	
482.0	WICHITA YD.	0.4	H-183	Yd.		Between Wichita and Geneseo (Except as below) ... 30
482.4	⊗ S. L. S. F.	0.2				MP 482-00 . 10
482.6	⊗ C. R. I. & P.	0.4				MP 486-00 . 10
483.0	⊗ W. T. A.	0.0				MP 530-19 —
483.0	⊗ A. T. & S. F.	2.9				MP 533-25 . 20
485.9	HARDTNER JCT.	9.1	M-1			MP 559-08
495.0	MAIZE 4.1		M-10	23	1532	MP 561-01 . 20
499.1	COLWICH 10.8		M-14	21	1546	Flagger distance 3,730 ft.
509.9	MT. HOPE 7.0		M-25	54	3059	BUSINESS Sta. TRACKS: MP Nos.
516.9	HAVEN 5.5		M-32	48	2918	Sand .490.5 M-5 Superior
522.4	YODER 9.1		M-37	{ 15 1140 40 2222		Sand .490.9 M-6 Berwet .496.0 M-11 Lock-
531.5	⊗ A. T. & S. F.	0.1				Joint .497.7 M-13 KGE Co. .498.3 M-14 Andale .504.2 M-19 Small
531.6	⊗ A. T. & S. F.	0.4				Spur .511.1 M-26 Elmer .528.0 M-41 Yaggy .535.8 M-54 Nickerson
532.0	⊗ S. S. W.	0.6				(between YA Jct. & ST Jct. .544.0 M-59 Kanopolis 14.3 M-103
532.6	HUTCHINSON 0.9		M-48	Yd.		Stations on AT&SF Ry. between YA Jct. and ST Jct.: Name AT&SF MP
533.5	⊗ A. T. & S. F.	4.0				YA Jct. .222.7 Yaggy .223.2 Nickerson 228.6 ST Jct. .235.6
537.5	YA JCT.					
	Via A.T. & S.F. 13.09 Mi.					
550.1	ST JCT.	9.1				
559.2	⊗ S. L. S. F.	1.3				
560.5	LYONS 0.5		M-76	39	2566	
561.0	⊗ A. T. & S. F.	12.2				
524.5	GENESEO 91.2		MX-532	59	3841	

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 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 ⊗ S.S.W.-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 Miles	Station Numbers	Sidings		Rule 99 (d) in effect. Yard Limits: MP 497-03 to MP 499-05; MP 515-00 to MP 521-00; MP 537-09 to MP 558-00.
				Cars	Feet	
498.1	DEXTER JCT.					
517.2	WINFIELD 19.1		NL-94			
	28.8 Mi. Via AT&SF					
537.9	BELLE PLAINE 6.6		NL-115			Maximum Speed MPH Between Dexter Jct. and Winfield ... 20 Between Belle Plaine & Conway Springs 25 Flagger distance 4,510 ft.
544.5	⊗ C. R. I. & P.					
558.7	CONWAY SPRINGS 14.2		NL-135	Yd.		
	68.7					
	Operation over AT&SF Belle Plaine to Winfield Item 17(a) Special Instructions.					

ARKANSAS CITY SUBDIV. — KANSAS DIVISION

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings		Rule 99 (d) in effect. Yard Limits: Dexter Jct. to MP 498-33; MP 518 to Arkansas City.
				Cars	Feet	
498.1	DEXTER JCT.			Yd.		
513.5	SILVERDALE 15.4		NB-15	29	1682	Maximum Speed MPH (Except as below) . 30 MP 498-08 MP 498-18 ... 20
522.5	⊗ A.T. & S.F.					
522.9	ARKANSAS CITY 0.4		NB-25	Yd.		
	24.8					
	Flagger distance 3,730 ft.					

WICHITA SUBDIV. — CENTRAL DIVISION 41

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings		Maximum Speed: MPH
				Cars	Ft.	
367.4	IOLA.....	0.4	H-68			Durand to Iola 20
367.8	⊗ A.T. & S.F.	6.9				Durand to MP 420-20 40
374.7	PIQUA 8.9		H-76	27	1590	MP 420-20— MP 421-20 25
383.6	DURAND 2.4		H-85	93	4902	MP 421-20— MP 422-20 40
386.0	YATES CENTER ...	2.4	H-87			Both legs of Wye-Durand 10
394.4	BATESVILLE.....	8.4	H-96	90	4881	Flagger distance 4,700 ft.
420.7	EUREKA.....	26.3	H-122			Yard Limits: MP 387-25 to end of track Iola; MP 451-30 to MP 458-10; MP 479-00 to Wichita.
438.6	SUMMIT.....	17.9	H-140	78	4286	Piqua - Humboldt Ind. Lead 10.33 miles. Max. speed 20 MPH.
452.7	WALNUT.....	14.1	H-154	80	4502	Humboldt .HU-10
454.5	ELDORADO ⊗ ⊗ ⊗ ⊗ ⊗	1.8	H-155			
454.6	McPHERSON JCT...T	0.1	H-155			
482.0	WICHITA YD. ....T	27.4	H-183	Yd.		
	114.6					

Business Tracks: MP Sta. No.
Athens 378.9 H-80
Toronto 399.5 H-101
Neal 407.6 H-109
Reece 430.5 H-132

Business Tracks: MP Sta. No.
Rosalia ⊗ . 441.9 H-143
Towanda 463.6 H-164
Benton 469.4 H-170

Business Tracks: MP Sta. No.
Electric Spur 471.0 H-172
Greenwich ... 474.4 H-175

McPHERSON SUBDIV. — CENTRAL DIVISION

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

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

Marvel Industries 488.8 PB-34
Zimmerdale 491.7 PR-37
Cent.-Kan. Hatchery 500.9 PB-46
Elyria 509.3 PB-56

42 PITTSBURG SUBDIV. — CENTRAL DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings		
					Cars	Feet	
319.3		NASSAU JCT.....	ⓈT	P-71			Rule 99 (d) in effect. Trains arriving Nassau Jct. will secure authority from train dispatcher or operator at Nevada before fouling Main Track on Carthage Subdiv. Yard Limits: Nassau Jct. — MP 321-17; Pittsburg, MP 355-00 to MP 360-18; MP 422-00 to Coffeyville. Maximum Speed MPH (Except as below) .. 30 MP 392-09 25 MP 392-30 15 Flagging distance 4,700 ft. Business Tracks MP No. Moundville .328.0 N-11 Bartlett ...400.0 N-83
333.2		BRONAUGH.....		N-16			
343.3		LIBERAL, MO.....		N-26			
343.4		Ⓢ S. L. S. F.....	Ⓐ				
352.8		CORNELL, KAN.....		N-35	2802		
357.6		Ⓢ K. C. S.....	G				
358.0		PITTSBURG.....	ⓈⓈⓈ	N-41	Yd.		
362.8		FLEMING.....		N-46	35 1991		
365.6		Ⓢ S. L. S. F.....	Ⓢ				
365.8		CHEROKEE.....		N-48	10 834		
366.8		Ⓢ S. L. S. F.....	G				
379.6		SHERWIN Ⓢ S. L. S. F.....	G	N-62	21 1320		
386.1		FAULKNER.....		N-68	24 1561		
392.8		CHECTOPA.....	Ⓢ	N-75			
393.2		Ⓢ M. K. T.....	G				
408.1		EDNA.....		N-91			
413.2		VALEDA.....		N-96	14 930		
423.0		Ⓢ A. T. & S. F. Ⓢ MKT.....	Ⓢ				
423.3		COFFEYVILLE.....	ⓈⓈⓈ	R-135	Yd.		
104.0							

DEXTER SUBDIVISION — CENTRAL DIVISION

Miles	WEST ↓	STATIONS	EAST ↑	Station Numbers	Sidings		
					Cars	Feet	
428.7		DEARING.....	Ⓢ	R-130			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 No. Tyro ...435.1 NL-12 Peru ...453.2 NL-30 Rogers ...464.6 NL-41 Layton ...474.7 NL-51 Taussig ...485.0 NL-62 Hooser ...490.8 NL-68
442.1		CANEY.....	T	NL-19	13	909	
442.2		Ⓢ A. T. & S. F.....	Ⓐ				
458.9		SEDAN.....		NL-36			
480.9		CEDARVALE.....		NL-58	54	2442	
497.7		DEXTER.....	ⓈⓈⓈ	NL-74	32	1831	
498.1		DEXTER JCT.....	Ⓢ				
70.6							

COFFEYVILLE SUBDIV. — CENTRAL DIVISION 43

Miles	SOUTH ↓	STATIONS	NORTH ↑	Station Numbers	Sidings		
					Cars	Feet	
334.4		OSAWATOMIE.....		Ⓢ-2 ⓈT ⓈⓈ	MX-34	1Yd	
334.9		Ⓢ M. P.....					
342.8		LANE.....			R-9	126	6688
353.4		HECLA.....			R-20	135	7578
357.4		Ⓢ A. T. & S. F.....		Ⓐ			
357.6		GARNETT.....		Ⓢ	R-24		
371.7		DIXON.....			R-39	171	9203
384.4		LE ROY.....		Ⓢ	R-51		
391.0		VERNON.....			R-59	175	9283
398.5		DURAND.....		ⓈⓈ-2 T Ⓢ	H-85	179	8986
415.1		ROPER.....			R-82	170	8541
417.6		BENEDICT Ⓢ A. T. & S. F.....		Ⓐ	R-85		
427.2		ALTOONA.....		Ⓢ	R-94		
434.8		NEODESHA.....		ⓈⓈ	R 102	165	8515
434.9		Ⓢ S. L.-S. F.....		Ⓢ			
442.3		SYCAMORE.....			R 109	180	9002
448.3		Ⓢ A. T. & S. F.....		Ⓐ			
448.6		Ⓢ A. T. & S. F.....		Ⓐ			
449.1		INDEPENDENCE.....		ⓈⓈⓈ	R 116	155	8345
462.4		DEARING.....			R 130	135	8200
467.8		COFFEYVILLE.....		Ⓢ-2 T Ⓢ ⓈⓈ	R 135	Yd	
133.4							

ABS-CTC — Osawatomie 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 Osawatomie.

Hot Box and Dragging Equipment Detectors located at *MP 438-08 and *MP 366-21.

Trains originating Osawatomie, 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		
City Limits Greeley.....	25	Spur.....	375.6	R-43
MP 348-20 — MP 348-26.....	45	Aliceville.....	377.4	R-44
MP 356-40 — MP 357-37.....	25	Buffalo.....	411.2	R-78
MP 371-27 — MP 372-26.....	45	Blake.....	453.3	R-120
MP 383-34 — MP 385-00.....	30	Fredonia.....	ⓈⓈⓈ 426.5	RC12
City Limits Altoona.....	40	Flagging distance —	2 miles.	
MP 418-01 — MP 418-11.....	45	YARD LIMITS:		
MP 423-00 — MP 423-11.....	45	MP 466-23 —	Coffeyville.	
MP 427-35 — MP 428-20.....	45			
MP 433-27 — MP 435-09.....	30			
MP 448-06 — MP 450-10.....	40			
MP 462-02 — MP 462-09.....	45			

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

44 WAGONER SUBDIV. — CENTRAL DIVISION

Miles	STATIONS	Station Numbers	Sidings	
			Cars	Feet
662.8	COFFEYVILLE, KAN.	R 135	Yd	....
660.5	②M-K-T	①		
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.	④		
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. C. S.	④		
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.	④		
497.2	VAN BUREN, ARK.	L-158	Yd	....
165.6				

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	

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
Black Fox	594.6	L-254
Neodesha	588.6	L-249
OG&E Spur	568.7	L-229
Fort Gibson	567.9	L-228
Gore	546.5	L-206

Flagger distance 2 miles

VAN BUREN SUBDIV. — CENTRAL DIVISION 45

Miles	STATIONS	Station Numbers	Sidings	
			Cars	Feet
497.2	VAN BUREN	L-158	Yd	....
489.4	ALMA	L-149	72	3810
470.0	POPING	L-130	118	6178
464.8	OZARK	L-125	74	3859
456.5	ALIX	L-117	115	6014
443.0	SPADRA	L-105	144	7517
435.6	CLARKSVILLE JCT.	L-93		
427.5	SCOTIA	L-85	162	8437
417.7	RUSSELLVILLE	L-75	118	6143
417.6	D. & R. CONN.			
410.7	WORTHEN	L-68	122	6388
400.0	BLACKVILLE	L-57	89	4628
392.5	MORELTON	L-50	124	6750
381.3	MENEFEE	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				

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

Before D. & R. trains or engines enter Missouri Pacific main track at Russellville, permission must be obtained from Operator.
 Scotia—South end siding No. 20 turnout.
 Mayflower—both ends siding No. 16 turnouts.

PARIS SUBDIV. — CENTRAL DIVISION

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

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

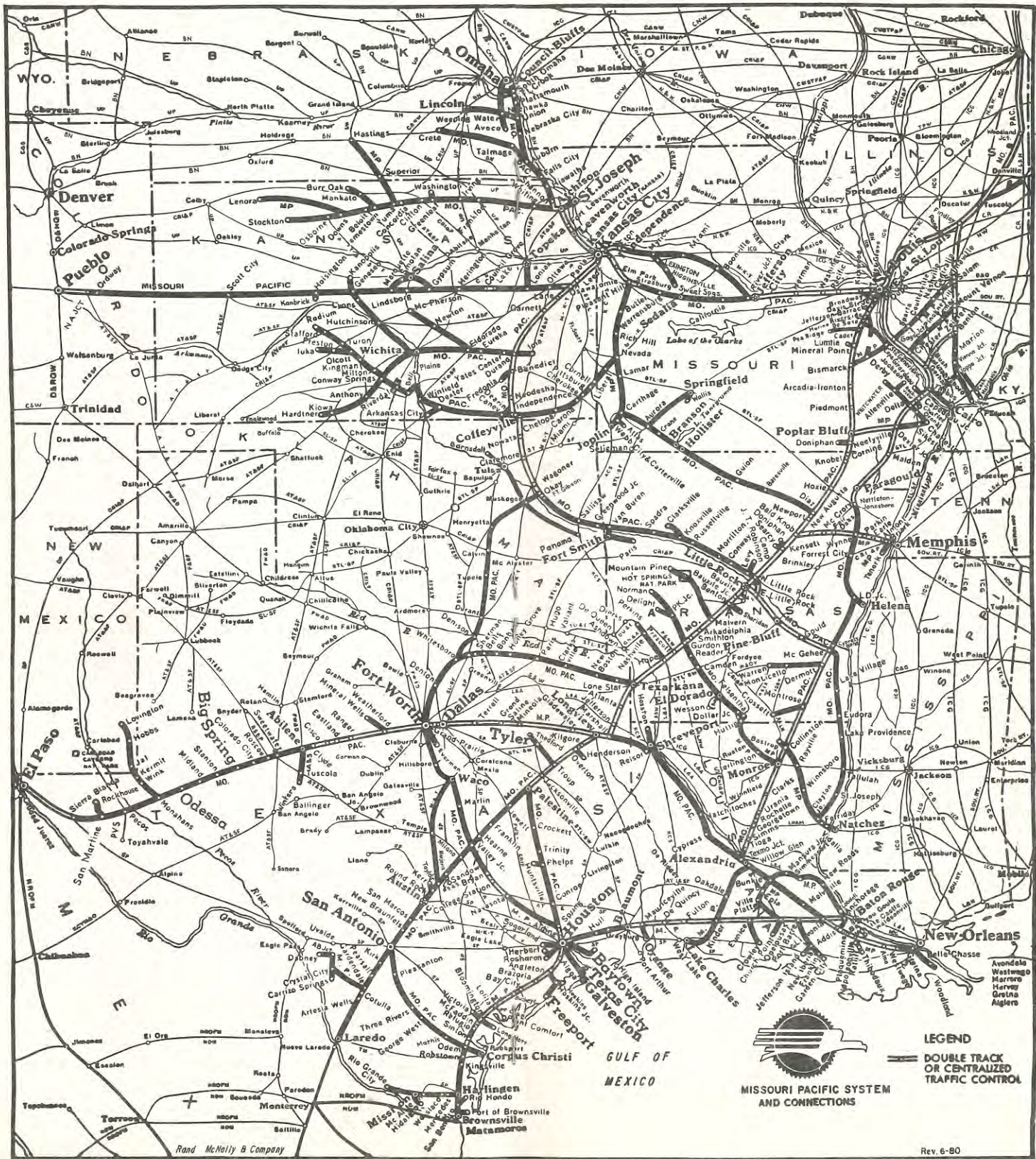
46 RED RIVER & DALLAS-FT. WORTH TERM. DIVS.

WEST		DALLAS SUBDIVISION	Station Numbers	Sidings		EAST	
First Class	Miles			Cars	Feet	First Class	Daily
Psg.						Psg.	
21						22	
AM	8 27	0.0	TEXARKANA ARK.....	TP-0	Yd.	9 50	
		0.5	St. L.S.W.....				
		1.8	NATIONAL JCT. TEX.....				
		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..... L & A.....	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	
		81.5	LANSING JCT.....	TP-83			
		87.7	RED.....				
s	10 18	89.6	LONGVIEW.....	TP-90	Yd.		s 8 15
		89.9	LONGVIEW JCT.....				
		93.8	GREGGTON.....	TP-94	132	7364	
		104.8	GLADEWATER.....	TP-103	136	7255	
		113.8	BIG SANDY..... St.L.S.W.....	TP-113	131	7277	
		124.2	FADA.....	TP-124	135	7507	
		130.0	HOARD.....	TP-130	88	4967	
		136.1	MINEOLA.....	TP-138	245	13970	
		142.2	SILVER LAKE.....	TP-143	83	4730	
		150.0	GRAND SALINE.....	TP-149	141	7512	
		158.8	EDGEWOOD.....	TP-160	142	7559	
		167.4	WILLS POINT.....	TP-167	135	7728	
		175.9	ELMO.....	TP-176	137	7454	
		181.9	TERRELL.....	TP-183	79	4406	
		187.0	LAWRENCE.....	TP-187	132	7466	
		199.1	MARITH.....	TP-199	139	7403	
		207.0	SCOTTDALE.....	TP-207	85	4686	
		209.1	MP JCT.....	TP-210	142	7388	
			TOWER 19.....				
s	1 30		DALLAS.....	TP-215			s 5 40
		1 31	TERMINAL JCT.....	TP-216			5 33
		216.1	BROWDER.....	TP-218	82	4362	
		226.4	GRAND PRAIRIE.....	TP-227	85	4570	
		229.0	BOP.....	TP-230	Yd.		
		232.7	ARLINGTON.....	TP-233	71	4178	
		245.4	TOWER 55.....	TP-245			4 40
PM		2 1.1	CENTENNIAL YD.....	TP-250			PM

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

Maximum Speed		MPH	Maximum Speed		MPH
(Except as below)	Psg. Frt.		Eastward Absolute	Sig. Tower 19	
MP 0-00 — MP 1-00	20 20	75 60	— Terminal Jct.	20 20	
MP 1-00 — MP 2-33	50 50		Thru curve at Terminal Jct.		
MP 5-14 — MP 6-11	65 —		(Both main tracks)	10 10	
MP 11-04 — MP 13-04	70 —		MP 214-24 — MP 221-25	20 20	
MP 15-11 — MP 18-11	70 —		MP 224-15 — MP 225-29	50 50	
MP 20-32 — MP 21-24	70 —		MP 225-29 — MP 226-25	30 30	
MP 23-22 — MP 23-33	20 20†		MP 226-25 — MP 228-32	50 50	
MP 30-27 — MP 31-04	55 50		MP 228-32 — MP 235-15	40 40	
MP 36-12 — MP 38-00	50 50		MP 235-15 — MP 238-28	70 —	
MP 42-07 — MP 42-25	70 —		MP 238-28 — MP 239-06	55 40	
MP 45-00 — MP 45-18	60 —		MP 239-06 — MP 245-18	40 40	
MP 46-20 — MP 47-22	70 —		MP 245-18 — MP 245-40	15 15	
MP 48-20 — MP 49-00	70 —		In siding Marshall:		
MP 50-06 — MP 50-14	50 50		MP 66-15 — MP 66-23	15 15	
MP 50-14 — MP 51-17	30 30		Through sidings and turnouts		
MP 51-17 — MP 54-00	65 —		East Yard Ft. Worth	15 15	
MP 56-11 — MP 56-25	65 —		Flagging distance 2 miles		
MP 59-00 — MP 65-16	65 —		Business		
MP 65-16 — MP 67-06	30 30		Trucks	MP	Sta.
MP 67-06 — MP 68-33	65 —		Hoot	6.5	TP7
MP 80-07 — MP 80-19	65 —		South Texarkana	11.4	TP11
MP 80-19 — MP 81-16	60 —		Heat Research	84.6	TP85
MP 81-16 — MP 85-00	65 —		Pumps	87.0	TP87
MP 86-06 — MP 95-06	40 40		Hawkins	118.6	TP119
MP 100-21 — MP 104-30	40 40†		Debbie	128.9	TP129
MP 112-33 — MP 112-34	25 25		Amoco	156.3	TP157
MP 112-34 — MP 113-11	65 —		Forney	194.0	TP194
MP 126-14 — MP 126-25	70 —		Mesquite	202.0	TP202
MP 131-14 — MP 132-07	65 —		Dalworth Paint	202.3	TP203
MP 136-00 — MP 136-12	40 40†		Skyline	205.6	TP205
MP 139-29 — MP 141-07	70 —		Harrys	218.0	TP218
MP 148-07 — MP 148-36	60 —		Eagle Ford	220.0	TP220
MP 148-36 — MP 149-19	40 40		Cloudy	222.0	TP224
MP 156-00 — MP 157-00	35 35		June Pit	223.2	TP225
MP 166-09 — MP 167-01	35 35†		Mt. Creek	223.8	TP226
MP 182-06 — MP 183-09	40 40		Great Southwest	231.2	TP231
MP 183-28 — MP 184-18	60 —		Handley	239.2	TP239
MP 192-07 — MP 193-00	70 —		Poly	241.1	TP241
MP 193-07 — MP 194-10	45 40		Jamestown	242.9	TP243
MP 194-10 — MP 196-14	65 —		Fort Worth	245.8	BV272
MP 196-14 — MP 201-10	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 Draging 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. St. ATSF @ 10 MPH.
 Operation via SP, MP Jct. to Tower 19, Max. Speed 20 MPH; Operation via Right of Way District, Tower 19 to Terminal Jct., Max. Speed 10 MPH on all auxiliary tracks and all turnouts. Interlocking Rules in effect.
 Kelley Lead may be used to meet or pass trains and engines, cars higher than 17 ft. 6 inches can not be handled under Houston St. Bridge on Kelly Lead or any tracks other than tracks "A" and "B".
 Two main tracks between Texarkana and National Jct. between Lansing Jct. and Longview 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.



MISSOURI PACIFIC SYSTEM
AND CONNECTIONS

LEGEND
 ——— DOUBLE TRACK
 ——— OR CENTRALIZED TRAFFIC CONTROL

50 OKLAHOMA SUBDIV. — RED RIVER DIVISION

Maximum Speed between Okay Jct. and KO&G Jct. (Except as below) 49			Station Numbers	Sidings		
	SOUTH ↓ Miles	STATIONS		NORTH ↑	Cars	Feet
MP 128-08— MP 128-12.. 10		OKAY JCT.⊖	L-233			
City Limits Muskogee ... 25†	120.2					
Muskogee Over MP⊗... 20	122.5	VERDIGRIS RIVER ... ⊙ ⊕				
Broadway & Okmulgee Sts. Muskogee ... 12	128.3	⊗M-K-T 5.4	MG-3	Yd.		
MP 167-14 to MP 167-20.. 45	133.8	MUSKOGEE ⊗ MP... ⊕ ⊗ ⊕ ⊕	MG-146	143	7766	
MP 173-00 to MP 175-00.. 25	145.9	WAINWRIGHT.....	MG-159	62	3420	
MP 184-22— MP 185-01.. 40	158.5	HITCHITA.....	MG-174	77	4140	
MP 202-00 to MP 217-00.. 40	174.1	HENRYETTA..... ⊕ ⊗ ⊕ ⊕	MG-189	85	4543	
Except: Calvin—Over CRI&P ⊗ 20	188.6	TANNER.....	MG-202	142	7560	
MP 231-03 to MP 231-13.. 45	202.2	MINA..... ⊕	MG-216	77	4303	
MP 242-16 to MP 246-13.. 40	215.3	⊗C.R.I. & P..... ⊕	MG-230	89	5042	
MP 256-19 to MP 256-27.. 30	216.3	CALVIN.....	MG-252	147	7798	
MP 267-22 to MP 273-17.. 40	230.0	ALLEN..... ⊕	MG-270			
MP 291-19 to MP 295-18.. 30	252.5	TUPELO..... ⊕	MG-279	134	7760	
Thru Conn. KO&G Jct. . . 15	269.5	WAPANUCKA..... ⊕	MG-298			
Flagger distance 8,970 ft.	278.0	CAIN.....	MK-662	Yd.		
	297.6	KO&G JOT, OKLA..... ⊕ Via ⊕				
		RAY-DENISON, TEX MKT ⊕				
		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
Council Hill	152.6	MG-153
Coleman	277.8	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	681.9
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			Station Numbers	Sidings		
	SOUTH ↓ Miles	STATIONS		NORTH ↑	Cars	Feet
MP 173-10 — MP 173-20.. 35		RAY-DENISON TEX ⊕ ⊕	MK-622	Yd.		
MP 191-15 — MP 192-04.. 40	173.1	WHITESBORO JOT..... ⊕ ⊕ ⊕		Yd.		
MP 203-10 — MP 203-20.. 45	179.5	COLLINSVILLE.....	TA-179	65	4143	
MP 207-33 — MP 210-04.. 20	191.5	PILOT POINT.....	TA-191	139	7874	
MP 221-20 — MP 222-05.. 30	209.1	DENTON..... ⊕ ⊕ ⊕ ⊕	TA-209	123	7208	
MP 237-05 — MP 243-30.. 30	225.4	ROANOKE.....	TA-225	144	7967	
MP 243-30 — Tower 55.... 15	235.5	WATAUGA.....	TA-235	44	2654	
Tower 55 — Through Interlocking.. 15	238.1	⊗ S.T.L.S.W..... ⊕ ⊕				
On wye tracks Tower 55.... 10	240.0	HODGE..... ⊕	TA-240	98	5332	
Flagging distance 2 miles	244.5	TOWER 55..... ⊕ ⊕ ⊕ ⊕	TP-245	Yd.		
Yard Limits: Whitesboro Jct.: MP 171-26 — MP 175-00		92.3				
Denton: MP 206-00 — MP 212-25	Dallas-Ft. Worth Terminal Division jurisdiction MP 237 - Centennial Yard inclusive.					
Tower 55: MP 237-00 — MP 244-20						

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
Aubrey	188.3	TA-198	MKT Mile Post
Keller	230.2	TA-230	Perrin Field
			Pottsboro
			Sadler
			Whitesboro

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

52 MIDLAND VALLEY SUBDIV. — RED RIVER DIV.

Miles	WEST STATIONS	EAST	Station Numbers	Sidings Capacity in Cars
20.8	PANAMA		MV 21	
29.3	8.5 @FS & VB			
40.9	11.6 KEOTA		MV 41	
55.2	14.3 STIGLER		MV 55	39
67.5	12.3 PORUM		MV 67	
77.2	9.7 WARNER		MV 77	
95.8	18.6 SHOPTON	T @	MV 96	Yd.
100.1	4.3 MUSKOGEE	MP @	MV 97	
117.3	17.2 HASKELL	T @	MV 117	14
134.0	16.7 BIXBY		MV 134	
141.5	7.5 JENKS		MV 142	9
148.1	6.6 TULSA	T @	MV 152	Yd.
152.3	4.2 @SS RY.			
187.2	34.9 BARNSDALL		MV 187	
166.4				

Rule 99 (d) in effect.

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

Maximum Speed: MPH

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

Flagging distance 3,590 ft.

BUSINESS TRACKS—	MP	Sta. No.
Bokoshe	27.2	MV-27
Gloco	47.5	MV-47
Kerr McGee	50.5	MV-50
Perdue	54.3	MV-53
Turley	157.5	MV-158
Skiatook	166.6	MV-167

Operation via SLSF between Cherokee Yd. and MP interlocking, Tulsa. Refer to Item 17 (b) Special Instructions. Max. speed 20 MPH except 10 MPH over 17th St. Cherokee Yd. Tulsa Industrial Lead MP 151.8 reached via ATSF Yard Lead.

BONHAM SUBDIV.—RED RIVER DIVISION

Miles	WEST STATIONS	EAST	Sta. No.	Cars	Ft.
0.0	TEXARKANA		TP-0	Yd.	
0.6	0.6 @ K. C. S.				
14.8	14.2 HOOKS		TA15	75	4051
34.2	19.4 DE KALB		TA34	57	4059
61.0	26.8 CLARKSVILLE		TA61	85	4979
91.0	30.0 PARIS		TA91	Yd.	
91.7	0.7 @AT&S-F-S.P.				
128.1	36.4 BONHAM		TA128	Yd.	
141.6	13.5 @MKT		TA142		
154.5	12.9 @S.P.				
154.6	0.1 SHERMAN		TA155	Yd.	
173.1	18.5 WHITESBORO JCT		TA173	Yd.	
173.1					

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

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

BUSINESS TRACKS	MP	Sta. No.
Nash	5.1	TA-5
Proetz Lbr. Co.	6.0	TA-6
Anglo-American		
Paper	6.6	TA-7
Lone Star Ord.		
Plant	15.7	TA-12
Red River Army Depot	17.3	TA-17
New Boston	22.0	TA-22
Annona	52.5	TA-53
Mulberry Lbr.	59.4	TA-58
Detroit	74.2	TA-74
Blossom	81.2	TA-81
Honey Grove	112.0	TA-112
Windom	117.3	TA-117
Savoy	139.2	TA-139
FP&L	140.0	TA-140
Whitesboro	173.1	TA-173

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

SHREVEPORT SUBDIV. — RED RIVER DIVISION 53

Miles	WEST STATIONS	EAST	Station Numbers	Sidings	Cars	Feet
192.1	ALEXANDRIA		TB-195	Yd.		
195.7	3.6 TEXMO JCT		TB-196			
203.7	7.9 RAPIDES		TB-204	64	4105	
225.2	22.3 FERN		TB-225	76	4124	
235.8	10.6 CYPRESS		TB-236	87	5094	
246.0	10.2 CANE		TB-246	63	4066	
247.5	1.5 NATCHITOCHES		TB-247			
265.7	18.2 LAKE END		TB-265	50	2935	
286.0	20.3 WESTDALE		TB-286	87	4777	
308.6	22.6 LUCAS		TB-308	90	4805	
311.7	3.7 @K.O.S.					
313.9	2.2 @S.F.					
315.0	1.1 CUT OFF JCT		TB-315	Yd.		
315.6	0.6 HOLLYWOOD JCT		TB-316	Yd.		
1.5	0.3 HOLLYWOOD YD		TS-326			
322.3	6.4 LAKE HAYES, LA		TB-321	70	4116	
332.5	10.2 WASKOM, TEX		TB-331	91	5289	
343.1	10.6 SCOTTSMILLE		TB-342	72	4028	
351.4	8.3 MARSHALL		TP-67	142	7551	
156.9						

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

Maximum Speed: MPH
(except as below) 50
MP 190.4 — MP 195.8 40
MP 208.6 — MP 209.1 15
MP 235.8 — MP 236.2 40
MP 245.8 — MP 247.8 25
MP 310.9 — MP 320.3 30
MP 348.6 — MP 350.6 40
MP 350.7 — MP 351.4 30
Flagging distance 2 miles

Business Tracks	MP	Sta. No.
England AFB	199.8	TB199
Boyce	208.7	TB209
Rodemacher	211.9	TB212
Soybean Spur	243.0	TB243
Plywood Spur	251.0	TB251
Powhatan	258.8	TB258
Gahagan	276.1	TB275
Grand Bayou	280.1	TB280
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.
34.1	HOSSTON		TT-28
29.4	4.7 GILLIAM		TT-23
4.8	23.5 SHREVEPORT		TS-326
3.7	1.1 @ ICG		
1.5	3.3 HOLLYWOOD YD		TS-316
0.0	1.5 HOLLYWOOD JCT		TB-316
34.1			

Rule 99 (d) in effect.
Maximum Speed 10
Yard Limits: MP 3-15 to Hollywood Jct.
Flagging distance 1,770 ft.

Business Tracks	MP	Sta. No.
Belcher	18.1	TT-18
Sentell	10.3	TT-10
Good Roads Spur	4.8	TT-3

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

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

54 LONGVIEW SUBDIV. — RED RIVER DIVISION

MPH		SOUTH STATIONS		NORTH STATIONS		Station Numbers	Sidings	
Maximum Speed (Except as below) MP	MP	Miles		Miles			Cars	Feet
City limits—Palestine	30							
0-0	0-16	81.3	LONGVIEW..	12.1	AX-0	Yd.		
18-33	19-07	69.2	KILGORE.....	10.3	AX-12	149	8075	
21-15	28-07	58.9	OVERTON.....	13.5	AX-22	131	7154	
26-10	28-30	45.4	TROUP.....	12.0	AX-36	158	8973	
30-02	31-15	33.4	TECULA.....	6.2	AX-48	135	7487	
44-30	45-30	27.2	JACKSONVILLE..	0.2	AX-54	71	4605	
50-09	50-24	27.0	ST.L.S.W.....	3.4				
52-10	53-00	23.6	HUME.....	11.7	AX-57	138	7331	
56-07	56-20	11.9	NECHES.....	6.9	AX-70	146	7754	
59-18	60-19	5.0	WELLS CREEK.....	5.0	AX-77	104	5478	
68-00	71-00	0.0	PALESTINE.....		AX-81	Yd.		
73-05	73-25							
78-07	80-10							
80-10	81-03							

Flagging distance 2 miles

Business Tracks	MP	Sta. Nos.
Alcoa Spur	7.4	AX-73
Cherokee Sales	24.6	AX-56
Arp	52.7	AX-29
Kinsloe	74.0	AX-7
Bodie	78.0	AX-4

No. 15 or No. 16 turnouts north end freight route Palestine, both ends Wells Creek, south end Overton, north ends Troup and Tecula.

Hot Box and Dragging Equipment Detectors: MP 25-12 and MP 53-01.

ABS — CTC between Palestine and Longview.

Between MP O Pole 16, Longview Subdivision and West Jct. on Austin Subdivision, and between West Jct. and MP O Pole 6 on Trinity Subdivision, all trains and engines must move at low speed and may move in either direction without flag protection.

Within these limits after receiving authority of control operator, trains and engines may enter main track at hand operated switch without waiting 5 minutes as required by Rule 104 (15).

At remote control switches trains and engines may proceed from stop indication to enter the main track within above specified limits upon verbal authority of control operator.

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	SOUTH STATIONS	NORTH STATIONS	Station Nos.
Maximum Speed (Except as below) MP 26-00 to MP 30-01.10 MPH	30 MPH	30.1	THEDFORD.....		CX-30
Stop and protect Fleishel St. unless oscillating red light is operating.		26.3	SWAN.....		CX-27
		19.0	TYLER St. LSW		CX-19
		13.9	ELBERTA.....		CX-14
		8.6	WHITEHOUSE.....		CX-9
		0.0	TROUP.....		AX-36
					30.1

Business Tracks MP No. General Electric Co. 13.5 CX-13

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

HENDERSON SUBDIV.—RED RIVER DIVISION

Industry Lead; Entire Subdiv.		Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers
Maximum Speed 30 MPH	30 MPH	0.0	OVERTON.....		AX-22
Business Tracks	MP No.	16.0	HENDERSON.....		BX-16
Humble Oil Rack	2.7 BX-4				
Int. Paper Co.	13.3 BX-13				
Henderson Clay	13.6 BX-14				
Woodcarve	14.0 BX-14				

FT. WORTH SUBDIV.—RIO GRANDE DIVISION 55

Miles	SOUTH STATIONS		NORTH STATIONS		Station Numbers	Sidings	
						Cars	Feet
					TP-250	Yd.	
					TP-245	Yd.	
165.8					BV-181		
165.4							
163.7					BV-178	162	8983
155.0					BV-155	159	8833
137.0					BV-139	161	8050
116.5					BV-117	161	8050
110.1					BV-110	79	4695
100.6					AX-175	168	9149
97.0							
92.0					BV-92	150	8429
78.1					BV-78	56	3238
77.8							
75.5					BV-75		
48.6					BV-49		
48.5					BV-49	59	3381
45.0					BV-44	180	11200
36.5					BV-37	81	4643
22.1					BV-22	83	4772
11.2					BV-11	155	8030
0.0					A-209	130	6507
					B-379	Yd.	

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).

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 MP 144-00; on HB&T south of MP 144-00; SP between Nava Jct. and Bryan Jct.; on MKT between Waco Jct. and Tower 55; Dallas Subdiv. between Ney Yard and Centennial Yd.

A. & S. SUBDIV.—RIO GRANDE DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Maximum Speed — 30 MPH
0.0	ABILENE.....		TJ-000	
16.7	AT & SF.....			
17.2	TUSCOLA.....		TJ-17	
27.4	BRADSHAW.....		TJ-28	
38.2	WINTERS.....		TJ-38	

Industrial Lead: Entire Subdiv.

T.-N. M. SUBDIV.—RIO GRANDE DIVISION

Miles	YARD LIMITS: MONAHANS TO MP 1-04	Station Numbers	Rule 99 (d) in effect Maximum Speed (Except as below) MPH
105.5	LOVINGTON.....	TM-105	30
84.4	HOBBS.....	TM-84	15
65.0	EUNIOE.....	TM-66	10
42.3	JAL, N. M.....	TM-42	
23.6	KERMIT, TEX.....	TM-24	
0.0	MONAHANS.....	TM-000	

Flagging distance 4,320 ft.

Business Tracks: Combust 52.6 TM-53 United Carbon 55.9 TM-56 Continental Carbon 70.8 TM-70 Warren 73.0 TM-78 Climax 80.1 TM-80 Southern Union Oil 100.0 TM-100 Lea County Oil 101.0 TM-101

Maximum Speed Except as below		MPH	All yard tracks between MP 248.1 and West end Centennial Yard. Do not exceed 20 MPH.		Station Numbers	Sidings
MP	MP	60	WEST	EAST		
258-00	259-03	55	STATIONS		Miles	Cars
260-26	262-05	55	CENTENNIAL YD. T § @ @ @			
264-14	264-24	55	IONA		TP-250	Yd.
266-14	266-25	55	EARLS		TP-260	147 7794
276-03	276-29	50	WEATHERFORD		TP-273	145 7983
277-22	281-30	55	PREBLE		TP-277	151 8327
285-15	285-20	55	BENNETT		TP-287	124 6788
294-17	295-19	40	BRAZOS		TP-294	132 7194
298-14	298-21	55	SANTO		TP-301	130 6961
326-05	326-25	45	JUDD		TP-308	128 6972
329-28	337-03	40	GORDON		TP-313	128 6972
340-14	341-10	45	STRAWN		TP-319	124 6959
343-05	345-18	45	TIFFIN		TP-326	124 6959
360-11	363-24	45	RANGER		TP-338	127 6809
372-05	372-13	55	EASTLAND		TP-341	122 6914
378-19	378-26	55	CISCO		TP-351	122 6914
383-06	384-23	50	DOTHAN		TP-361	181 9803
386-20	388-18	45	JAYELL		TP-368	127 6920
392-00	393-15	30†	BAIRD		TP-381	130 6772
405-11	406-04	45	CLYDE		TP-386	133 7405
406-04	409-07	30	HOLDER		TP-392	133 7405
422-02	423-23	55	HOLDER		TP-392	133 7405
448-14	449-14	35	ABILENE		TP-405	170 8779
476-15	477-10	50	BAGDAD		TP-407	Yd.
507-20	509-00	50	TYE		TP-409	111 6008
509-00	510-00	20	MERKEL		TP-414	101 5520
510-00	517-00	50	TREN'T		TP-423	147 7775
Flagging distance 2 miles			ESKOTA		TP-429	83 4718
Business	MP	Sta.	TECIFICO		TP-438	138 7481
Tracks		Nos.	SWEETWATER		TP-441	228 11673
Bomber	252	TP-252	ROSCOE		TP-456	137 7451
Beckman			LORAINÉ		TP-467	134 7451
Const. Co.	253	TP-253	COLORADO CITY		TP-476	153 8266
Benbrook	254	TP-255	DOME		TP-479	153 8266
Aledo	263	TP-264	IATAN		TP-492	138 7474
Johnson			COAHOMA		TP-503	142 7401
Mines	324	TP-324	ZILER		TP-509	81 4352
Olden	347	TP-347	BIG SPRING		TP-513	Yd.
Putnam	373	TP-374				
Bandag	401	TP-401				
Air Base Spur	413	TP-413				
Pyramid	445	TP-445				
Reef Field	504	TP-504				
Sand Springs	504	TP-504				
ABS — Centennial Yd. to Big Spring. CTC between Centennial Yd. and west end siding Clyde.						
Yard Limits: MP 403-15 to MP 410-20; MP 444-10 to MP 449-24; MP 507-27 to MP 517-00.						
Conditional Yard Limits: MP 454-00 to MP 458-00—11:01 am to 11:01 pm.						
Extra trains originating Centennial Yd. secure clearance.						
262.3						

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

W.M.W.&N.W. SUBDIV.—RIO GRANDE DIV.

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

Maximum Speed Except as listed below		MPH	STATIONS		Station Numbers	Sidings	EAST
MP	MP	60	WEST	EAST			
507-20	517-00	50	BIG SPRING		TP-513	Yd.	Until eng. occupies last crossing.
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	130 6944	
587-03	587-17	55	CHUB		TP-549	130 6944	
608-00	611-00	35	MIDLAND		TP-553	81 4335	
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	
Business Tracks			DOURO		TP-584	77 4303	
Baden			METZ		TP-594	152 7899	
Tex. Harvey			MONAHANS		TP-609	133 7465	
Foundation			WICKETT		TP-615	102 5392	
Warfield			PYOTE		TP-624	88 4898	
Sid Rich-ardson			PECOS		TP-647	81 4539	
Badger Racks			TOYAH		TP-666	176 9551	
Texas Elec.			GOZAR		TP-676	78 4220	
Monsanto			SAN MARTINE		TP-687	75 4184	
Bartow			LEVINSON		TP-691	74 4130	
Millwhite			KENT		TP-698	78 4348	
Crusher			BORACHO		TP-709	164 8522	
Talc			WILD HORSE		TP-727	75 4216	
Rockhouse Industrial Lead			VAN HORN		TP-735	61 3579	
—San Martine to Rockhouse (Elcor Mine) 27.2 Miles.			ALLAMORE		TP-746	76 4223	
Maximum Speed 20 MPH.			EAGLE FLAT		TP-754	76 4232	
Rockhouse Lead			ARISPE		TP-764	74 4129	
Business			SIERRA BLANCA		TP-768	81 4352	
Tracks: Cam			EL PASO		TP-860	Yd.	
Sta. No. MP 697.7 TE-11							
Ort							
MP 706.7 TE-21							
Rockhouse. MP 713.5 TE-27							
No. 16 switch at west end siding Arcade, Pegasus and Boracho and east end sidings Morita, Stanton, Monahans, and Metz.							
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 use Bin track, No. 3, or Eng. Spur at Crusher, Allamore.

Operation via. S.P. Sierra Blanca to El Paso.

Westward trains secure SP clearance Toyah.

Sierra Blanca — Time applies at SP connection.

STATIONS BETWEEN SIERRA BLANCA AND EL PASO

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

SOUTH				NORTH	
First Class				First Class	
21				22	
Daily	Miles	STATIONS	Station Nos.	Sidings	Daily
				Cars Feet	
	0.0	PALESTINE	AX-81	Yd.	
	1.0	WEST JCT.	AX-81		
	8.5	TUCKER	AX-90	69 3448	
	18.0	OAKWOOD	AX-99	139 6953	
	34.7	BUFFALO	AX-116	58 2909	
	43.8	JEWETT	AX-125	72 3600	
	54.8	MARQUEZ	AX-136	178 8909	
	70.4	EASTERLY	AX-152	71 3552	
	77.1	FRANKLIN	AX-158	169 8488	
	89.6	HEARNE	AX-171	108 5427	
	93.9	VALLEY JCT.	AX-175	96 4816	
	99.6	GAUSE	AX-181	121 6059	
	110.0	MILANO	AX-191	125 6290	
	119.1	ROCKDALE	AX-201		
	123.4	MARJORIE	AX-205	157 7880	
	132.2	THORNDALE	AX-214	69 3464	
	138.4	THRALL	AX-220	155 7762	
	144.7	M-K-T			
PM					PM
s 7 10	144.8	TAYLOR	AX-226	Yd.	s12 05
	7 20	HUTTO	AX-235	61 3088	11 24
	7 30	ROUND ROCK	AX-243	136 6844	11 14
	7 36	MCGHEE	AX-247	91 4564	11 04
	7 44	SNEED	AX-253	157 7880	10 54
s 7 53	179.1	AUSTIN	AX-262	48 2700	s10 44
	179.6	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
s 8 33	209.7	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	259.1	SAN ANTONIO	AX-340		s 9 00
	259.8	S. P. No. 1	G		
	260.4	S. P. No. 2	M		
	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., Gause, 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.

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

Between MP O Pole 16, Longview Subdivision and West Jet. on Austin Subdivision, and between West Jct. and MP O Pole 6 on Trinity Subdivision, all trains and engines must move at low speed and may move in either direction without flag protection.

Within these limits after receiving authority of control operator, trains and engines may enter main track at hand operated switch without waiting 5 minutes as required by Rule 104 (15).

At remote control switches trains and engines may proceed from stop indication to enter the main track within above specified limits upon verbal authority of control operator.

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 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	40	MP 219-32 — MP 220-00	60 —
Crossing	40	MP 225-32 — MP 229-12	20 20†
MP 113-00 — MP 114-00	35	MP 229-12 — MP 231-36	65 —
City Limits Rockdale	45†	MP 231-36 — MP 232-04	60 —
RS&S Yard	10	MP 232-04 — MP 234-24	65 —
City Limits Thorndale	45†	MP 240-08 — MP 240-20	60 —
City Limits Taylor	25†	MP 242-24 — MP 244-08	60 —
MP 144-10 — MP 144-32	15	MP 247-12 — MP 249-12	60 —
Flaging distance 2 miles		MP 252-04 — MP 258-04	45 45
		MP 256-04 — MP 257-12	40 40†
		MP 257-12 — MP 258-16	30 30
		MP 258-16 — MP 259-32	20 20†
		MP 259-32 — SP Crossing	No. 1 until crossing occupied. 06 06
		MP 260-00 — MP 260-36	30 30
		MP 260-36 — MP 264-20	35 35
		MP 264-20 — MP 264-28	15 15
		South Leg SAUG Wye	10 10

Business Tracks	Sta. MP No.	Business Tracks	Sta. MP 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 miles
Koch (Conn. F.W.D.R.R.)	64.5.7 AX-127	Vinson to end of track.	Max. Speed 20 MPH.
New Baden	73.1 AX-154	Texas Cement	196.1 AX-278
Marjorie	124.4 AX-205	Dittlinger	231.1 AX-312
(Conn. R.S.&S.R.R.)		Parker Bros.	231.2 AX-312
Round Rock	161.6 AX-243	Ogden	236.7 AX-318
Georgetown Ind. Lead	2.0 mi.	Wetmore	247.7 AX-329
Round Rock to Kerr	DX-0002.	Longhorn	249.2 AX-330
Max. Speed 20 MPH.		Green Light Spur	250.0 AX-331
IBM	169.0 AX-251	North Loop	251.5 AX-333
Charles	170.4 AX-252	Towne Spur	251.8 AX-333
Hooper	171.1 AX-254	Cementville	253.6 AX-334
Stripling Blake	171.9 AX-253		

60 LAREDO SUBDIV. — PALESTINE DIVISION

SOUTH						NORTH	
FIRST CLASS						FIRST CLASS	
21						22	
Daily	Miles	STATIONS		Sta. Nos.	Sidings	Daily	
					Cars	Feet	
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	403.3	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 406.0 and MP 412.2 except northbound first class train No. 22 which must be cleared as prescribed by Rule 93 and all trains and engines except No. 22 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 Psgr. Frt.	Business Tracks	Sta. No.
(Except as below)	59 49		
MP 264-20 — MP 264-28	15 15	Natalia	287.1 AX-368
MP 264-28 — MP 267-00	35 35		
MP 281-12 — MP 282-20	30 30+	Armour	
MP 290-04 — MP 291-20	40 40+	Chemical	310.1 AX-390
MP 300-16 — MP 303-04	55 —	Medina Electric	310.5 AX-391
MP 312-00 — MP 314-01	30 30+	Burns Stock	
MP 338-20 — MP 340-00	45 45	Pens	331.0 AX-412
MP 345-00 — MP 346-00	40 40+	Artesia Wells	356.9 AX-438
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.		SOUTH STATIONS		NORTH		Sta. Nos.	Sidings
Miles							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				

Maximum Speed Crystal City — Gardendale 30 MPH; Crystal City — Dabney 20 MPH except 15 MPH MP 172-28 to MP 173-02; Wye tracks Crystal City 15 MPH.

Flagging distance 5,920 ft.

TRINITY SUBDIV. — PALESTINE DIVISION 61

SOUTH		NORTH		Station Nos.		Sidings	
Miles						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) 50
 MP 0-00 to MP 1-18 30
 MP 1-18 — MP 5-04 40
 MP 9-05 — MP 9-15 45
 MP 11-28 — MP 12-12 45+
 MP 14-12 — MP 14-19 45
 MP 15-19 — MP 15-23 45
 MP 17-08 — MP 17-22 45
 MP 23-26 — MP 24-31 30
 MP 25-08 — MP 26-23 45
 MP 36-21 — MP 38-17 40+
 MP 42-29 — MP 43-09 45
 MP 63-21 — MP 65-15 40+
 MP 82-19 — MP 82-26 45
 MP 109-25 — 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 No. 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-125
 Davy 52.5 A-134
 Dodge 79.6 A-161
 Huntsville Ind. Lead: 7-0 mi. Phelps to Huntsville AD-7. Max. Speed 20 MPH. Bus Tracks: Townley MP 3 St. No. AD-4.
 La. Pacific 93.2 A-175
 Camp Strake 114.0 A-196
 Tin Barn 117.9 A-197
 Bison 117.4 A-198
 Westfield 131.3 A-213
 Jetero & Drilico 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.

Between MP O Pole 16, Longview Subdivision and West Jct. on Austin Subdivision, and between West Jct. and MP O Pole 6 on Trinity Subdivision, all trains and engines must move at low speed and may move in either direction without flag protection.

Within these limits after receiving authority of control operator, trains and engines may enter main track at hand operated switch without waiting 5 minutes as required by Rule 104 (15).

At remote control switches trains and engines may proceed from stop indication to enter the main track within above specified limits upon verbal authority of control operator.

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

Operation on HB&T south of MP 144-00.

Yard Limits: 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 —
 So. End Frt. route West Jct. South Jct.
 Both ends siding and conn. to Ft. Worth Subdiv.
 Aldine — Both switches of siding.

Belt Jct.
 Gulf Coast Jct.
 Settegast Yd. — East wye.
 Trinity.
 Phelps.
 Conroe.

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

VIA AT&SF
MP 124.30—..... 15
MP 125.19—..... 15
MP 131.10—..... 10†
MP 132.19—..... 10†
MP 154.7—MP 155.1 20
MP 161.17—..... 15†
MP 162.07—..... 15†
MP 184.15—..... 25
MP 187.02—..... 25
MP 204.10—Algoa
(Except as below) 50
MP 282.22—..... 30†
MP 285.15—..... 30†
MP 305.14—..... 35
MP 305.17—..... 35
MP 308.06—..... 25
MP 309.17—..... 25
MP 317.27—..... 20
MP 320.08—..... 20
MP 342.28—..... 25
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 Storge (2 tracks)	277.3 B-277
Elmaton	269.6 B-270
McPaddin	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
Lxford	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.

SOUTH		NORTH		Station Nos.	Sidings
Miles	STATIONS	Miles	STATIONS		
377.0	SETTEGAST YD. § T			B-379	Yd.
368.1	8.9				
20.3	NEW SOUTH YD. B			B-368	Yd.
19.4	0.9				
14.0	T&NO JCT. SP				
14.0	5.4			n126	7690
10.0	MYKAWA			s150	9350
10.0	4.0			108	5400
4.1	PEARLAND			256	12800
0.0	5.9				
28.6	HASTINGS				
24.4	4.1				
24.2	ALVIN				Yd.
34.3	4.2				
342.8	ALGOA			B-343	
342.8	0.4				
333.4	BROWNIE			B-342	192 9630
320.0	9.4				
305.5	LIVERPOOL			B-333	110 5490
305.5	13.4				
300.8	ANGLETON			B-321	Yd.
291.7	14.5				
284.1	S. BERNARD R			B-306	
283.8	4.7				
275.2	SWEENEY			B-301	102 5090
269.9	9.1				
264.9	ALLENHURST			B-292	108 5390
264.6	7.6				
249.7	AT&S.F.				
249.7	0.3				
244.9	BAY CITY			B-284	102 5120
240.1	8.6				
229.5	BUCKEYE			B-275	141 7800
224.3	10.3				
219.3	S.P.				
216.0	0.3			B-265	105 5240
205.7	BLESSING				
193.4	14.9			B-250	105 5250
186.0	LAWARD			B-245	
180.0	4.8				
162.0	LOLITA (PON Conn)				
161.0	4.8				
154.5	VANDERBILT			B-240	Yd.
141.4	10.6				
124.9	KEERAN			B-230	111 5540
118.4	5.2				
97.6	PLACED			B-224	
77.0	5.0				
67.6	BLOOMINGTON			B-219	127 6300
46.4	3.3				
26.8	BARGE CANAL				
25.6	10.3			B-205	150 7500
19.0	INARI				
0.7	12.3			B-193	145 7200
	7.4				
	REFUGIO			B-186	
	6.0				
	WOODSBORO			B-180	128 6300
	18.0				
	SINTON JCT			B-162	44 2200
	1.0				
	SINTON			B-162	180 1080
	6.5				
	ODEM			B-155	73 3600
	13.1				
	ROB TOWN			B-141	115 5700
	16.5				
	BISHOP			B-125	
	6.5				
	KINGSVILLE			B-119	Yd.
	21.0				
	SARITA			B-98	85 4400
	20.6				
	ARMSTRONG			B-77	107 5300
	9.4				
	NORIAS			B-68	82 4000
	21.2				
	RAYMONDVILLE			B-46	104 5000
	19.6				
	S.P.				
	1.2				
	HARLINGEN			B-25	Yd.
	6.6				
	SAN BENITO			B-19	
	18.3				
	BROWNSVILLE			B-0	Yd.
	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.

Hot Box and Dragging Equipment Detectors located *MP 189-20, *MP 270-08 and *MP 330-00.

Monsanto Industrial Lead—
5.6 miles
Max. Speed15 MPH;

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

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

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

Kyle Road Crossing in Clute
— Protect before occupying.

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

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

Business Tracks MP Sta. No.
Ross7.3 BH-10
Clute9.5 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—
2.3 miles
Max. Speed10 MPH;

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

Celanese Industrial Lead—MP 277-00
2.3 miles
Max. Speed10 MPH.

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

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

Brownsville Belt Line:
Max. Speed 10 MPH except
Street Crossing MP 0-08
to MP 0-16.....5 MPH
MP 1-16 SP @

Maximum Speed MPH
MP 0-0-Victoria 30

Business Tracks MP Sta. No.
Dernal4.2 BM-4
Big Three Gas4.3 BM-4
Tennessee Gas4.5 BM-4

64 CORPUS CHRISTI SUBDIV.—KINGSVILLE DIV.

Miles	SOUTH STATIONS	NORTH STATIONS	Sta. Nos.	Sidings		Yd.	Cars	Feet	Maximum Speed MPH
				Cars	Feet				
3.1	SOSAN		AX345						
17.2	LEHR		CC20	51	2570				
20.3	PLEASANTON		CC34	166	8307				
34.3	CAMPBELLTON		CC55	158	7898				
55.2	THREE RIVERS		CC77	42	2110				
77.3	GEORGE WEST		CC88	157	7850				
88.1	MATHIS		CC113						
113.0	HUBERT		CC124	63	3176				
124.7	ODEM		B-155	Yd.					
132.2	VIOLA		CC141						
141.2	M. P. JCT.								
145.6	C. O. T. A.								
145.9	CORPUS CHRISTI		CC150	Yd.					
149.0									

BUSINESS TRACKS:

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

BUSINESS TRACKS:

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

Trains must secure clearance at Odem. Yard Limits: Sosan to MP 8-00; MP 130-00 to MP 134-03; MP 140-17 to Corpus Christi.

Trains and engines moving on Halliburton Spur Pleasanton must not exceed 10 MPH.

In Corpus Christi Yard @ Tex. Mex.

Trains and engines operating between Viola and Corpus Christi be governed by instructions of yardmaster or operator on duty at Corpus Christi.

MISSION SUBDIV.—KINGSVILLE DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings		Yd.	Cars	Feet	Maximum Speed MPH
				Cars	Feet				
0.0	HARLINGEN		B-25	Yd.					
8.3	LA FERIA		BR-8	68	3441				
13.9	MERCEDES		BR-14	109	5465				
18.8	WESLACO		BR-19	52	2641				
22.8	DONNA		BR-23	65	3264				
26.9	ALAMO		BR-27						
29.3	SAN JUAN		BR-29	70	3538				
31.0	PHARR		BR-31	61	3078				
34.2	McALLEN		BR-34						
34.5	@S. P.								
40.0	MISSION		BR-40	Yd.					

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
Klipfer	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)

MP	Sta. No.
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

SUGARLAND SUBDIV.—DeQUINCY DIVISION 65

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.
	SETTEGAST		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		

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.

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

Rosharon Industrial Lead:

(Hawdon—Rosharon 8.6 miles)

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

Business Tracks

MP No.	
Max. Wt. 220,000 lbs.	

Sugarland

MP No.	
AG 33	
Pryor	AG-35

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

Operation over HB&T between Settegast Yard and Myrtle. Be governed by HB&T timetable and special instructions.

BAYTOWN SUBDIV.—DeQUINCY DIVISION

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

YARD LIMITS ENTIRE SUBDIV.

Maximum Speed 10 MPH

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
Ordinance Spur	15.0 BG-15
Houston Tank Car	16.3 BG-16
Arco Ind. Lead	17.5 BG-17
Mantu	19.8 BG-19
Coady	27.0 BG-27

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

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

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

66 BEAUMONT SUBDIV. — DeQUINCY DIVISION

BEAUMONT SUBDIV. — DeQUINCY DIVISION 67

	WEST ↓ Miles	STATIONS	EAST ↑	Station Nos.	Sidings	
					Cars	Feet
ABS—Settegast Jct. to Anchorage Yd.	641.5	ANCHORAGE	⊗MPG ⊕T	B-644	Yd.	.....
CTC—Settegast Jct. to Dyersdale and Elizabeth to MP 641-15.	631.5	ERWINVILLE	.....	B-631	.....	.....
Trains secure clearance - DeQuincy.	621.1	LIVONIA	⊗MP..... ⊕A ⊕V	B-622	.....	.....
Trains originating Settegast Yard secure clearance.	610.4	ATCHAFALAYA Riv.	⊕M	.....	.....	.....
Crews arriving and departing Settegast Yard will register in and out on the HB&T Railway Co. Register.	597.6	KROTZ SPRINGS	.....	B-610	82	4114
Two main tracks between Langham Road and KCS Ry. drawbridge Beaumont.	590.7	PORT BARRE	..... ⊕T	B-597	104	5221
Beaumont—Operation on SP R.R. between Langham Rd. and 11th St. crossover—MP rules, timetable and Special Instructions apply.	590.2	OPELOUSAS	..... ⊕V	B-590	.....	.....
Yard Limits: MP 450-00 to West Switch Elizabeth. MP 641-15 to end of track.	590.1	⊗SP.....	..... ⊕A	.....	.....	.....
Maximum Speed MPH (Except as shown below) 50	584.2	⊗MP.....	..... ⊕A	.....	.....	.....
MP 378-00—MP 383-18 45	570.3	LAWTELL	.....	B-584	.....	3700
MP 453-19—GCL Jct. 20	570.3	EUNICE	..... ⊕T ⊕S	B-570	111	6550
MP 507-11—MP 508-25 20	559.5	BASILE	.....	B-559	82	4116
MP 543-27—MP 544-23 20	544.5	KINDER	⊗M.P. ⊕ ⊕T ⊕	B-544	Yd.	.....
City Limits Elton..... 35	532.3	REAVES	.....	B-532	77	3848
City Limits Basile..... 30	515.3	GORDON	.....	B-515	110	5616
MP 568-24—MP 571-12 20	508.4	⊗K. C. S.	..... ⊕A	.....	.....	.....
City Limits Opelousas... 20	508.0	DEQUINCY, LA.	..... ⊕ ⊕	B-508	167	8386
MP 597-10—MP 598-02 30	507.3	C.S. JUNCTION	.....	B-507	.....	.....
MP 610-15—MP 611-00 35	504.0	HELME	.....	B-504	96	4820
Between MP 641.2 and Anchorage..... 20	499.2	LUCAS	.....	B-499	95	4784
Flagging distance 2 miles	492.3	STARKS	.....	B-492	150	7511
Business Tracks: MP Sta. No.	487.0	RULIFF	..... ⊕MP ⊕	B-487	92	4646
Boudreaux..... 634.9 B-635	477.4	MAURICEVILLE, TEX.	.....	B-477	197	9863
McDearmon (Big River Ind.)... 630.8 B-630	467.2	VIDOR	.....	B-467	260	13018
Livonia..... 622.5 B-622	462.8	SP JCT.	.....	.....	.....	.....
Lottle..... 617.2 B-617	461.8	DRAWBRIDGE	..... ⊕ ⊕	.....	.....	.....
East Krotz Springs..... 611.2 B-611	461.6	⊗SP-ATSF.	..... ⊕	.....	.....	.....
Hazelwood..... 600.1 B-600	460.8	GCL JCT.	.....	.....	.....	.....
Tyrone..... 565.1 B-565	460.3	⊗SP-KCS.	..... ⊕	.....	.....	.....
Unatex..... 563.6 B-563	459.1	BEAUMONT.	..... ⊕ ⊕-2T ⊕	B-461	Yd.	.....
Elton..... 553.6 B-553	455.1	ELIZABETH	.....	B-455	155	7768
LeBlanc..... 538.5 B-538	441.3	GRAYBURG	.....	B-441	110	5541
Bel..... 530.0 B-530	427.2	HULL	..... ⊕-2	B-427	138	6942
Fulton..... 523.2 B-523	409.0	MARTHA	.....	B-409	93	4664
Gekop..... 510.0 B-510	398.8	HUFFMAN	..... ⊕-2	B-398	141	7068
Hardin..... 422.4 B-422	385.0	DYERSDALE	.....	B-385	108	5440
Sandune..... 418.6 B-418	381.6	SETTEGAST JCT.	.....	B-382	.....	.....
Int. Chem. Co..... 418.5 B-418	379.3	SETTEGAST Yd.	..... ⊕T ⊕	B-379	Yd.	.....
Kenefick..... 413.9 B-413	268.8					

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

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	Rulliff	Korf	764.9
750.2	MP Crossing		

KCS Mile Post (Cont'd.)

Mile Post	Station
750.2	Mauriceville
760.4	Vidor
764.9	SP Jct.
765.0	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	..... ⊕T ⊕V	B-597	Leveret	..... 30.3 BB-31
11.2	ARNAUDVILLE	.....	BB-12	Gordon	..... 37.3 BB-38
17.5	CECELIA	.....	BB-18	Cajun Sugar Mill	..... 43.4 BB-43
25.5	PARKS	.....	BB-26	Bryant	..... 45.9 BB-46
30.3	ISLE LABBE	.....	BB-31	Olivier	..... 52.3 BB-53
39.4	LOREAUVILLE	.....	BB-40	Lifenite	..... 54.4 BB-56
41.0	TECHE BAYOU	..... ⊕ ⊕	.....	Loisel	..... 56.5 BB-58
46.4	NEW IBERIA	..... ⊕ ⊕T ⊕	BB-48	Jefferson Island	..... 56.3 BC-57
46.8	⊗S. P. (WEST TOWER)	..... ⊕	.....	Oaklawn	..... 73.8 BB-75
47.7	S. P. Conn.	.....	.....	Franklin	..... 79.3 BB-80
	VIA S. P.			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 ⊕ — Jefferson Island — Ind. lead.	
				Flagging distance 2,500 ft.	
				Maximum wt. between New Iberia and Oaklawn 220,000 lbs.	
				Operation via SP MP 47.7 to Franklin.	
				Loisel Ind. Lead — opens off SP at SP MP 121. Serves Olivier, Lifenite and Loisel, max. speed 10 MPH.	
				Oaklawn, Franklin Ind. Lead — opens off S.P. track at S.P. MP 101.8. Max speed 5 MPH.	

68 LAKE CHARLES SUBDIV.—DeQUINCY DIVISION

Miles	SOUTH STATIONS NORTH	Station No.	Sidings		Maximum Speed MPH (Except as below)
			Cars	Feet	
601.6	ALEXANDRIA... @-2 T ¹ ⊙	C-625	Yd.		MP 602-10 — MP 602-20 ... 35
610.6	WOODWORTH.....	C-634	59	2997	MP 623-24 — MP 624-11 ... 35† City limits Oakdale ... 25†
615.7	BRINGHURST.....	C-640	115	5764	On ATSF Tracks — Oakdale 5
623.6	GLENMORA.....	C-647	67	3464	MP 661-07 — MP 690-02 ... 30
635.6	OAKDALE..... ⊙ ⊙	C-659	125	7080	MP 690-02 — MP 693-07 ... 20
636.0	⊙ A.T. & S.F. ⊙				Wharves & Apron Docks 5
650.3	OVERLIN.....	C-674			Flagging distance 2 miles
654.1	ELDER.....	C-679	97	4850	Rule 99(d) in effect between Kinder and Lake Charles.
660.6	KINDER. ⊙ T ⊙ M.P. ⊙ G ⊙	B-544	Yd.		
680.0	IOWA JCT. ⊙ S.P. ⊙	C-704			
690.2	⊙ S.P. ⊙				
694.2	LAKE CHARLES... ⊙ ⊙ ⊙ ⊙	C-720	Yd.		
95.0					
Business Tracks	MP No.	Sta. No.	Business Tracks	MP No.	Sta. No.
McNary	622.6	C-646	Fenton	669.4	C-694
Fontenot	664.2	C-688	Woodlawn	675.0	C-700
American Harbor	680.5	C-703	Cyanamid	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; 688-18 to Lake Charles.
Manchester ⊙ SP ⊙
Lake Charles Goss Port lead ⊙ SP ⊙
⊙ KCS ⊙
No. 15, 16 or 20 turnouts both ends of sidings: Woodworth, Bringhurst and Glenmora.
Engines must not go beyond clearance point on New Planer Track H.D.E. Inc at Oakdale.
Harbor Ind. lead—Lake Charles to Harbor 12.4 miles—max. speed tangent track 25 MPH; curved track 15 MPH.

CROWLEY SUBDIV.—DeQUINCY DIVISION

Miles	SOUTH STATIONS NORTH	Station Nos.	Maximum Speed MPH (Except as below)	
			MPH	MPH
570.3	EUNICE..... □ T ⊙ ⊙	B-570	MP 570-10—MP 571-10	15
577.9	MOWATA.....	BD-578	MP 590-28—End Track	10
582.4	MAXIE.....	BD-582	Mill St. Lead Crowley	10
592.3	CROWLEY..... ⊙	BD-592		
22.0				
			Yard Limits—Entire Subdiv. Crowley-Mill Row lead ⊙ SP ⊙	
			BUSINESS TRACKS: MP No.	
			Gulf States 575.5	BD-575
			American Cynamid 577.7	BD-577

ORANGE SUBDIV.—DeQUINCY DIVISION

Miles	SOUTH STATIONS NORTH	Station Nos.	Maximum Speed MPH (Except as below)	
			MPH	MPH
477.7	MAURIOEVILLE..... □ T	B-477	MP 489-06 — MP 490-15	10
482.9	PEVETO.....	BE-482	Doc Brown: Dupont Industrial Lead	10
486.9	⊙ S.P. ⊙		Dupont Industrial Lead East Conn. 10	
488.0	DOC BROWN..... T	BE-488	Firestone Ind. Lead	10
490.5	ORANGE..... ⊙ ⊙	BE-490	ORANGE: Weaver Ind. Lead 5 County Dock Ind. Lead 5	
12.9				
			Yard Limits Entire Subdiv.	
			BUSINESS TRACKS: MP No.	
			Bancroft 485.0	BE-485
			Kilowatt 486.5	BE-486

ALEXANDRIA SUBDIV.—NEW ORLEANS DIVISION 69

Miles	SOUTH STATIONS NORTH	Sta. Nos.	Sidings		Maximum Speed MPH (except as below)...
			Crs	Feet	
192.1	ALEXANDRIA.....	C-625	Yd.		MP 195.8—MP 192.0... 40† MP 192.0—MP 190.4... 20 MP 179.2—MP 178.4... 45 MP 170.9—MP 170.3... 35 MP 163.3—MP 162.5... 20 MP 128.8—MP 128.1... 45 MP 118.9—MP 117.6... 40 MP 109.9—MP 108.9... 35 MP 102.5—MP 101.0... 35 MP 95.1—MP 94.9... 35 MP 91.4—MP 88.7... 20
190.4	WILLOW GLEN.....	TB190			MP 86.7—MP 84.0... 20 MP 75.5—MP 75.0... 20 MP 64.0—MP 66.0... 20†
177.0	MEEKER.....	TB177	209	10453	Flagging distance 2 miles
171.1	CHENEYVILLE.....	TB170			Yard limits: MP 196.5 to MP 192.0; MP 164.3 to MP 161.6 and MP 13.8 to MP 0.0.
170.2	SOUPAC JCT.....	TB169			
163.1	BUNKIE. ⊙-2 T ⊙ ⊙	TB163	205	10249	
152.0	MORROWS.....	TB153	154	8960	
138.5	PALMETTO.....	TB139	239	11970	
129.5	MELVILLE ⊙-2 ⊙ ⊙	TB129			
119.1	FORDOCHE.....	TB118	84	4230	
114.1	LIVONIA ⊙ MP ⊙ ⊙	TB114	223	11165	
109.3	MARINGOUIN. ⊙-2	TB109			
101.8	GROSSE TETE...	TB102	232	11647	
95.0	MORLEY... ⊙ ⊙ ⊙	TB95			Business Tracks: MP No.
90.1	ADDIS. ⊙-2 ⊙ T ⊙ ⊙	TB90	382	19342	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 Sontat 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-op Refinery . 53.5 TB-54 Armant 45.7 TB-46 Columbia 35.8 TB-36 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... ⊙	TB85			
84.2	DOVER..... ⊙	TB82	145	7291	
75.8	WHITE CASTLE...	TB75	121	6048	
67.8	MC CALL..... ⊙	TB68	136	6806	
64.7	DONALDSONVILLE	TB65	209	10457	
53.1	ST. JAMES.....	TB52	169	10843	
46.3	VACHERIE.....	TB46			
40.0	JOHNSON.....	TB40	226	11336	
28.5	TAFT..... ⊙	TB28			
22.1	LULING..... ⊙	TB22			
20.8	AMA JCT.....				
19.3	FARMERS..... I				
17.1	SELLERS..... I				
16.5	CYANAMID ⊙ SP ⊙	TB16			
13.9	WILLS..... I				
11.4	AVONDALE. ⊙ ⊙ ⊙ ⊙	Yd.			
10.2	W. BRIDGE JCT. ⊙	Yd.			
	NEW ORLEANS... ⊙-2 ⊙ T	C-817	Yd.		
192.1					

Hot Box Detectors located at MP 168-06, MP 134-04; MP 108-07, MP 71-10 and MP 45-06.

ABS—CTC Alexandria to 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.

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.

Miles	SOUTH V STATIONS	NORTH A STATIONS	Station Nos.	Maximum Speed: (Except as below)	MPH
1.0	GOULDSBORO.....	□	C-815	Service Roads - Each side - Westbank Expressway MP 2.5 — MP 2.7.....	20
	1.0		Y-1	Marie Dr. GretnaMP 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
Alliance21.4 Y-21
Myrtle Grove22.2 Y-28
Lift Bridge over Algiers Canal
MP 6-15. @⑤

*After eng. occupies last crossing maximum speed may be resumed.

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

TP-MP TERMINAL SUBDIV. — NEW ORLEANS DIV.

Miles	WEST V STATIONS	EAST A STATIONS	Station Nos.	Maximum Speed (MP Tracks)	MPH
0.0	NEW ORLEANS...①②-2③T		C-817	Except:	
10.2	W. BRIDGE JCT.....④			City Limits Gretna.....	6
1.5	GOULDSBORO.....T		C-815	City Limits Westwego.....	6
10.2	W. BRIDGE JCT.....④			Operation W. Bridge Jct.—New Orleans via New Orleans Public Belt R.R.	
11.4	AVONDALE.....④⑤⑥⑦		C-806	Yard Limits: MP 0-0 to MP 13.8	
	17.0			Lift Bridge over Harvey Canal MP 4.2 @③	

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 cars 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.

Locomotive crane and its idler must be handled on rear of train next ahead of caboose when practicable.

When Max. The Hauling Speed is:

Fr't. Speed	Wrecker Derrick		Locomotive Crane		Plow	
	Boom Trail	Boom Lead*	Boom Trail	Boom Lead*	Working Direc-tion	Reverse Direc-tion*
10-15 MPH	10 MPH	10 MPH	10 MPH	10 MPH	10 MPH	10 MPH
20	15	10	15	10	15	15
25	20	15	20	15	20	15
30	25	20	25	20	25	15
35	30	25	30	25	30	15
40	35	30	30	25	35	15
45-60	40	30	30	25	40	15

Scale test cars except 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'r. 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.	466,000 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 ⑨ on schedule page do not sound horn except to warn persons or vehicles oblivious to approach of train or engine and whose attention cannot be attracted by ringing bell.

ITEM 10. OPERATION OF ENGINES:

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

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

¼ Hr. Rating	SPEED AND AMMETER READINGS ON LEAD UNIT							
	GP35 GP50	U23B B23-7	U30C	GP28 GP38 SD40	GP18	GP7 GP9	GP15 SW15 MP15	SW7 8 9 SW12
GP5C GP35 U23B B23-7 SL-1	10MPH 1125 AMP	10MPH 1275 AMP	10MPH 1230 AMP	10MPH 1100 AMP	10MPH 980 AMP	10MPH 900 AMP	10MPH 870 AMP	10MPH 825 AMP
GP7 9 GP18 28 38 SD40 U30C	10MPH 1125 AMP	10MPH 1275 AMP	9.5MPH 1274 AMP	9.5MPH 1150 AMP	9.5MPH 1025 AMP	9.5MPH 950 AMP	9.5MPH 890 AMP	9.5MPH 840 AMP
SW7 8 9 12 SW15 MP15 GP15	10MPH 1125 AMP	10MPH 1275 AMP	9.5MPH 1275 AMP	9.5MPH 1150 AMP	9.5MPH 1025 AMP	9.5MPH 950 AMP	7MPH 1065 AMP	7MPH 950 AMP

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

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

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

D. Shoving or Back-Up Movements:

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

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

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

(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 employee 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 Y 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 @-1 and @-2 which denote base stations or radio control points. Employees may contact train dispatcher by operating Dispatcher 1 button for @-1 stations and Dispatcher 2 button for @-2 stations on radio.

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

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

ITEM 14 (CONTINUED)

(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 at meeting or passing points, as required by Rule S-89(a), 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 (RULE 720 (3) FIRST PARAGRAPH):

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	Chicago	321-00	Monroe	421-20
Alexandria	71-10	Coffeyville	* 366-21	Monroe	438-06
Alexandria	108-07	Coffeyville	* 438-08	Monroe	489-08
Alexandria	134-04	Council Grove	* 440-08	Monroe	* 537-13
Alexandria	168-06	Council Grove	* 533-00	Monroe	569-18
Austin	119-24	Dallas	* 29-15	Oklahoma	* 189-25
Austin	* 168-29	Dallas	54-24	Oklahoma	* 199-04
Austin	* 198-03	Dallas	80-06	Oklahoma	* 236-25
Baird	* 282-30	Dallas	108-05	Oklahoma	* 271-18
Baird	317-02	Dallas	* 162-11	Oswatomie	* 364-31
Baird	347-09	Dallas	* 190-18	Oswatomie	* 390-33
Baird	* 377-00	Ft. Worth	19-10	River	* 139-02
Baird	416-00	Ft. Worth	* 85-12	River	160-33
Baird	453-00	Ft. Worth	* 107-24	River	223-18
Baird	486-14	Ft. Worth	* 132-20	River	* 256-35
Beaumont	* 444-18	Ft. Worth	* 159-00	Sedalia	28-24
Beaumont	* 529-32	Hoisington	* 595-21	Sedalia	62-18
Beaumont	* 563-22	Hoisington	* 625-27	Sedalia	95-33
Beaumont	* 596-02	Hoisington	* 679-16	Sedalia	* 120-11
Brownsville	* 189-20	Hoisington	* 706-23	Sedalia	* 152-31
Brownsville	* 270-08	Horace	* 792-05	Sedalia	184-11
Brownsville	* 330-00	Horace	861-00	Sedalia	* 230-09
Chester	28-02	Hoxie	* 183-22	Sedalia	* 256-28
Chester	* 57-20	Hoxie	* 220-09	Shreveport	* 216-08
Chester	92-28	Hoxie	* 265-09	Shreveport	* 292-00
Chester	* 111-26	Hoxie	* 283-14	Shreveport	* 337-01
Chester	182-17	Hoxie	* 312-10	Toyah	544-00
Chicago	* 46-45	Kansas City	* 314-04	Toyah	* 682-00
Chicago	* 73-80	Little Rock	* 373-35	Toyah	613-80
Chicago	98-11	Little Rock	403-03	Toyah	* 644-15
Chicago	122-24	Little Rock	* 431-37	Toyah	706-10
Chicago	139-39	Little Rock	462-00	Trinity	88-11
Chicago	160-31	Longview	26-12	Trinity	97-12
Chicago	179-22	Longview	63-01	Trinity	132-00
Chicago	212-32	Memphis	* 292-00	Van Buren	* 368-26
Chicago	* 237-29	Memphis	* 324-25	Van Buren	* 463-20
Chicago	* 267-05	Memphis	* 348-15	Whitesboro	194-08
Chicago	293-20	Monroe	373-06	Whitesboro	219-12
		Monroe	898-10		

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

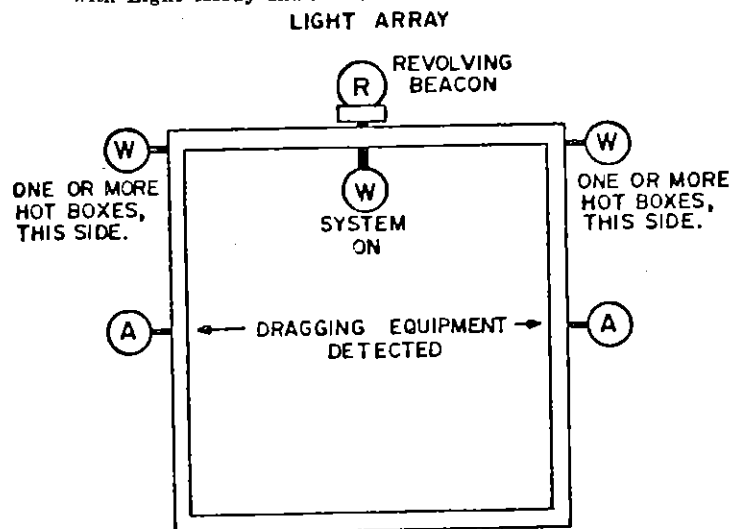
ITEM 16. (CONTINUED)

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:

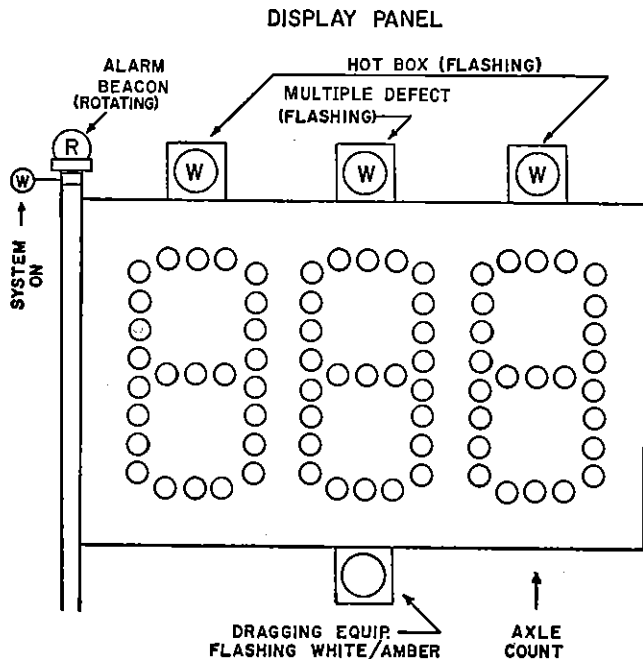
- Revolving Red Beacon — Revolving red beacon at top center of indicator array will normally be dark. Beacon will be actuated when a hot journal and/or dragging equipment is detected.
- White light - lower center — White light at lower center of indicator array will be displayed continuously during passage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

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

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

(Be governed by SLSF Timetable)

1. Crystal City and St. Genevieve.
2. Springfield and Aurora.
3. Van Buren and Ft. Smith.
4. Cherokee Yard and TP Interlocker, Tulsa. (SLSF Terminal Division Timetable governs.)
5. Tulsa and SLSF-ATSF conn.
6. Rockview and Chaffee.
- (1) Restricted Speed: Proceed prepared to stop short of train, obstruction, or switch not properly lined, looking out for broken rail, but not exceeding 20 MPH.
- (2) SLSF General Orders will expire with current timetable and will be reissued January 1 and July 1 of each year. Circulars will contain other information and instructions and will expire only when cancelled.
- (3) Whistle signal _____ O O _____ answer to any yellow signal.
- (4) Train signals must be displayed on leading unit as well as on identifying unit.
- (5) A speed of 15 MPH must not be exceeded through turnouts and crossovers.
- (6) Train order Form "G" example 3. If "F" is a train order station train must secure clearance before leaving "F" unless otherwise provided.
- (7) Track protection by Train Order: (example)
"STOP ORDER IN EFFECT _____(date or dates)* _____
_____M until _____M BETWEEN MP _____ and MP _____"
*Date will be indicated: Example — one day, use day of month, as May 10; two days, May 10 and 11; more than two days, May 10 through 15 inclusive.
Flag red on side approaching restriction and black on opposite side will be placed not less than three hundred feet from each side of location indicated in order. Yellow flags and green flags will be placed according to the rules. Trains receiving this order will be authorized to proceed

ITEM 17(b) (CONTINUED)

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

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

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

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

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

- (8) Rule 285 (Approach), Indication: Proceed, immediately reducing to 30 MPH, or slower if necessary, prepared to stop before reaching next signal.
- (9) Addition to Rule 326:
If a block signal fails to display its most restrictive indication when a block is occupied or when a switch connected with block signal system is changed from its normal position, it must be regarded as displaying a Stop indication. A member of the crew must be left at signal and he must stop all trains moving in the direction governed by that signal and inform them of false proceed indication. Flagman must remain there until relieved by an employee of the Signal Department or by instructions of the Chief Dispatcher.
- (10) Addition to Rule 351. (In effect between St. Genevieve and Crystal City only)

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

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

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

ITEM 17(c) (CONTINUED)

- unit is used to identify the engine of a train, signals per Rule 20(a) will be displayed on the identifying unit.
- (3) S-89(a) — add: Subject to slower restrictions, trains must not exceed 25 MPH when meeting or passing other trains on adjacent tracks.
 - (4) Rule 99(i) — add: When flagman of preceding train is riding engine of following train, following train must proceed at restricted speed while flagman is on engine, regardless of any specific flagging instructions.
 - (5) Rule 103 — add: Trains and engines will not follow a preceding movement over a public crossing closer than 5 minutes unless such crossing is protected by a flagman or crossing gate.
 - (6) Rule 104(c): Second paragraph will not apply.
 - (7) Rule 217. Delivery Orders: Last paragraph does not apply. (Restricting orders must not be sent for delivery.)
 - (8) Track Work Protection Order: (KCS Form "U")

Pre-printed multiple location: (Example)

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

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

LINE	TIMES OVER	BETWEEN		FOREMAN
		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.

Aspect:Indication:

White light on equipment house illuminated:

System on.

Left OR right yellow light flashing:

Hot journal detected on side indicated.

Left OR right AND center yellow light flashing:

More than one hot box detected both on side indicated.

Three yellow lights flashing:

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

Left AND right yellow light flashing AND red light illuminated:

Dragging equipment detected.

Three yellow lights flashing AND red light illuminated:

Dragging equipment AND one or more hot boxes detected.

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

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

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

ITEM 18. UNIFORM CODE OF SAFETY RULES

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

Tennis, track, lounging, sneakers, high heel footwear and footwear without heels, are unsuitable. High top footwear gives added support to the ankles while low heels afford firmer footing and afford maximum support and protection for your feet and ankles.

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.

Richard A. Sutter, M.D.
Sutter Clinic 819 Locust St.
St. Louis, Mo.

Drs. Alvin and Mark Strauss
Suite 1026 Donaghey Bldg.
Little Rock, Ark.

W. H. Duncan, M.D.
Suite 2600, Commerce Tower
911 Main St.
Kansas City, Mo.

W. D. Marrs, M.D.
The Coffey Clinic
306 W. Broadway
Ft. Worth, Texas.

Liles, Frierson, Wolf & Frnka
2403 Caroline
Houston, Texas.

The term "Company Doctor" in Rules 601, 602 and 603 of the Uniform Code of Operating Rules will mean a Company Medical Officer. An injured employe is not required to accept treatment by a Medical Officer if he prefers to go to a hospital association doctor or to his personal physician.

If it is necessary to call a physician under present rules in the case of a personal injury of a passenger or other persons, a Medical Officer must be called. For other medical officers see General Notices.

TABLE OF 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

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:

1. 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.
2. 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:
 - A. TRAIN OR JOB ID, LOCATION OF THE CAR OR TRAIN (MILE POST, TRACK, ETC.).
 - B. LOCATION OF DERAILED CAR(S) IN TRAIN (BETWEEN CAR NUMBER AND CAR NUMBER). IF HAZARDOUS MATERIALS ARE INVOLVED, ADVISE OF THESE CARS FIRST AND WHETHER ANY ARE LEAKING OR ON FIRE, OR A FIRE OR OPEN FLAME IS NEARBY.
3. IF A CAR PLACARDED "POISON GAS" IS INVOLVED, TAKE STEPS TO EVACUATE THE AREA ACCORDING TO THE EMERGENCY RESPONSE INSTRUCTIONS ON THE TRAIN LIST.
4. 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.
5. 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.
6. 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.
7. 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

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

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.

