



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. 17**

Effective 12:01 a.m. Sunday, JUNE 28, 1981

**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.

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.
R. B. Schoultz Asst. General Manager - Kansas City, Mo.
J. B. McCormack General Supt. - Kansas City, Mo.
T. L. Gibson Dist. Engr. - Kansas City, Mo.
J. H. Sheridan Mech. Supt. - Kansas City, Mo.

Division	Superintendent	Headquarters
Northern	R. L. McCoy	Kansas City, Mo.
Kansas City	R. Turner	Kansas City, Mo.
Terminal		
Kansas	A. L. Smallwood	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	L. J. Wagner	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.
P. L. Tucker 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	L. L. Carmichael	Ft. Worth, Tex.
Dallas-Ft. Worth	R. L. Short	Ft. Worth, Tex.
Terminal		

CHIEF DISPATCHERS

W. E. Butler No. Little Rock, Ark.
R. D. Howell (acting) Palestine
R. L. Wisdom, Jr. Houston, Tex.
D. E. Hoover Ft. Worth, Tex.
R. G. Swindler Kansas City, Mo.

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SPECIAL INSTRUCTIONS CHICAGO SUBDIV.

CHICAGO DIVISION JURISDICTION — CHICAGO TO WOODLAND JCT.

Maximum Speed	MPH	Business Tracks	MP	Sta. No.
Between Dolton Jct. and Gorham (Except as below)	60	Thornton	21.7 ZA-22	
Dolton Jct. to Thornton Jct.	20	Steger	28.8 ZA-29	
Thornton Jct. to MP 30-00	40	Crete	30.4 ZA-30	
MP 49-00 — MP 51-00	50	Balmo	32.5 ZA-33	
MP 60-10 — MP 61-35 Northward track	55	Goodenow	34.2 ZA-34	
MP 146-36 — MP 146-37	35	Beecher	37.6 ZA-38	
MP 153-17 — MP 153-20	20	Sollitt	41.0 ZA-41	
MP 164-33 — MP 165-00	30	Grant Park	44.7 ZA-45	
MP 175-28 — MP 176-22	30	Wichert	57.9 ZA-58	
MP 193-35 — MP 194-23	20	Papineau	64.2 ZA-64	
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MP 218-16 — MP 219-02	20	Coaler	79.6 ZA-80	
MP 224-13 — MP 224-20	20	Woodland	81.8 ZA-82	
MP 252-00 — MP 254-07	30	Bryce	87.5 ZB-88	
MP 264-40 — MP 265-10	55	Fountain Creek	96.1 ZB-96	
MP 266-14 — MP 266-29	55	Reilly	103.4 ZB-103	
MP 270-14 — MP 270-38	55	Dalley	116.5 ZB-117	
MP 275-38 — MP 277-00	30	Royal	120.0 ZB-120	
MP 298-00 — MP 299-10	30	Tipton	129.1 ZB-129	
MP 299-10 — MP 302-23	55	Bongard	140.0 ZB-140	
Through siding Bush	10	West Ridge	148.9 ZB-149	
MP 314-08 — MP 317-14	50	Bourbon	159.4 ZB-159	
MP 317-14 — MP 317-25	45	Chilps	173.1 ZB-173	
MP 317-25 — MP 325-06	50	Shelbyville	193.9 ZC-194	
MP 325-06 — MP 335-20	45	Moccasin	212.9 ZC-213	
MP 338-00 — Chester Subdiv. Conn.	20	Loogottee	233.2 ZC-233	
North leg wye Gorham	10	Bakerville	279.3 ZC-282	
Flugging distance 2 miles		B. S. Mine #5	317.5 CD-22	
		Murphysboro	328.8 CD-10	

Operation between Chicago and Dolton Jct. over C&WI. Southward trains originating Yard Center secure clearance.

Yard Limits between Dolton Jct. and Thornton Jct.

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

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

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

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

Hot Box Detectors and Dragging 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				Sidings
Findlay Jct.—Pana Jct.	50				
Pana Jct. entering or leaving CR main track	15				
Flugging distance 2 miles					
BUSINESS TRACKS	Sta. No.				
Sohigro	MP 183.8	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.					
	104.8				

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

CHICAGO SUBDIVISION

Miles	SOUTH	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		1.1	T @ @	ZA-18	Yd.	
20.1		YARD CENTER				
20.1		2.1		ZA-20		
27.0		THORNTON JCT	@ GTW @			
27.0		6.9	V @ @	ZA-26		
27.8		JAY	@ EJ & E			
27.8		0.8		ZA-27	Yd.	
49.7		CHICAGO HEIGHTS				
49.7		21.9		ZA-50		
49.9		PENCE	@ C.R.			
49.9		0.2		ZA-50		110
60.1		MOMENOE				5535
60.1		10.2		ZA-60		3806
77.5		ST. ANNE	@ KBS			
77.5		17.4		ZA-77		
82.6		WATSEKA	@ TPW I @ @ @			
82.6		5.1		ZA-83		
94.0		WOODLAND JCT	TI			
94.0		11.4				
94.0		GOODWINE		ZB-92	216	10800
108.0		14.0				
108.0		ELLIS		ZB-108	189	9550
125.9		17.9				
125.9		GLOVER	@ C.R.		170	8547
135.6		9.7		ZB-126		
135.6		BLOCK			221	12185
145.1		9.5		ZB-136		
145.1		VILLA GROVE	@ T @		239	13173
153.4		8.3		ZB-145		
153.4		TUSCOLA	@ ICG, B & O, @ @		197	9894
164.7		11.3		ZB-153		
164.7		ARTHUR	@ WV			
169.1		4.4		ZB-165		
169.1		CADWELL			211	10550
176.1		7.0		ZB-168		
176.1		SULLIVAN	@ ICG			
185.2		9.1		ZB-176		
185.2		FINDLAY JCT	T @ -2		200	10000
199.8		14.6		ZB-186		
199.8		CLARKSBURG			203	10150
204.5		4.7		ZC-200		
204.5		MODE	@ N & W			
218.9		14.4		ZC-205		
218.9		ALTAMONT	@ B & O		200	10072
224.6		5.7		ZC-219		
224.6		ST. ELMO	@ C.R.			
235.7		11.1		ZC-224		
235.7		ST. PETER			218	10900
242.4		6.7		ZC-236		
242.4		KINMUNDY	@ ICG			
252.1		9.7		ZC-242		
252.1		SALEM	@ @ T @		267	14761
254.1		2.0		ZC-252		
254.1		@ B & O				
263.3		9.2		ZC-263	194	9718
263.3		KELL				
274.9		11.6		ZC-263		
274.9		MT. VERNON	@ SOUL & N.		143	7180
287.2		12.3		ZC-276		
287.2		INA	@ @ @ @		166	8336
298.2		11.0		ZC-287		
298.2		BENTON JCT	@ ICG @ -2			
301.8		3.6		ZC-298		
301.8		BENTON			212	10618
306.1		4.3				
306.1		@ BN				
307.7		1.6				
307.7		@ ICG				
314.9		7.2				
314.9		BUSH		CD-24	141	7056
335.5		20.6				
335.5		GRIMSBY			117	6112
338.7		3.2		CD-3		
338.7		GORHAM	T @ -2		C-93	Yd.
		358.7				

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

All yard communications Yard Center via Channel 2.

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		C-42		
47.7	KIDD		C-56		
49.6	FLINTON		C-58	Yd.	
52.1	GAGE JCT.				
55.8	REILY		C-63		
60.8	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		
122.7	CAPE DEAU JCT.		C-132		
	ILLMO, MO.		C-133		
192.6	MISSOURI JCT.		C-179		
191.4	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-5	181	9560
165.7	POPLAR BLUFF		X-166	Yd.	

SPECIAL INSTRUCTIONS—CHESTER SUBDIV.

Maximum Speed	MPH	BUSINESS TRACKS	MP No.	Sta.
(Except as below)	60	Warnock	15.1	C-24
MP 0-00 — MP 7-01	30	Fountain	17.5	C-26
Both Legs — MP 7-01	10	Valmeyer	22.5	C-31
MP 81-00 — MP 76-12	10	Prairie du Rocher	41.7	C-50
Through south siding Ford and Gorham siding	50	Menard	60.5	C-89
North leg wye Gorham	10	Cora	71.7	C-80
Chicago Subdiv. Conn.	20	Jones Ridge	74.8	C-83
MP 116-14 — MP 117-21	50	Raddle	77.0	C-86
MP 117-21 — MP 119-10	40	Powder Plant	98.6	C-98
MP 119-10 — MP 119-19	30	Wolf Lake	99.7	C-107
MP 176-20 — MP 177-10	30	Ware	104.0	C-113
MP 189-10 — Dexter Jct.	25†	McClure	113.0	C-122
Missouri Jct. — MP 191-00	35	Dudley	182.8	XD-17
		Bess	179.7	XD-14
		Flsk	176.1	XD-11
		Boeing	170.0	XD-4

TIMETABLE NO. 17

Stations on StLSW between Illmo and Paragould.

Name:	StLSW Mile Post:	Name:	StLSW 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
BN 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 Dragging Equipment Detectors located at MP 28-02, *MP 57-20, MP 92-28, *MP 111-25, and MP 182-17.

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

CAPE GIRARDEAU SUBDIV.—ILLINOIS DIVISION

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

Absolute block in effect between Rush Jct. and Cape Deau Jct. Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 13, Paragraph 28.

TIMETABLE NO. 17

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 No. 150.1 ZD-150	122.7	DANVILLE	④⑤⑥⑦	ZD-123
Longview	159.7 ZD-160	132.8	WESTVILLE	④⑤	ZD-132
Zeligler Mine No. 5	161.0 ZD-161	142.1	INDIANOLA		ZD-142
Fairland	161.9 ZD-162	145.6	SIDELL JCT.	T	ZE-141
Industrial Lead, Jamaica Supr.		146.5	SIDELL		ZD-146
Breaks out at Sidell Jct.—Jamaica	150.9 ZE-151 (Max. speed 10 MPH)	152.6	ALLERTON		ZD-153
		155.7	BROADLANDS		ZD-156
		164.9	VILLA GROVE	④T⑤⑥⑦	ZB-145
			42.2		

Yard Limits: Between Danville-CR MP 82 and Westville MP 132.9; MP 160-00 — MP 164-35.
Operation over: CR Danville to Wyton (3.9 mi.); CR Wyton to Westville (6.2 mi.).
Before entering CR tracks secure permission of operator Wyton Tower and be operated 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	63.7	CHESTER	④⑤⑥⑦	C-70		
MP 64-14	71.8	WELGE		CA-10	86	4479
MP 77	77.3	STEELEVILLE	④	CA-16	167	8700
MP 90-00	79.4	PERCY	④IOG④	CA-18		
MP 95-20	83.7	NEW WILSON	④	CA-23	99	5165
Pinckneyville to Pyatts via ICG	92.5	PINCKNEYVILLE	④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟㊱㊲㊳㊴㊵㊶㊷㊸㊹㊺㊻㊼㊽㊾㊿	CA-31	Yd.	
North leg of wye Pickneyville	95.5	SHAKE RAG	④IOG④	CA-34		
MP 101-30	102.7	TAMAROA	④IOG④	CA-41		
MP 103-10	111.2	SCHELLER	④	CA-49	Yd.	
MP 111-00	111.6	④IOG	④			
MP 121-21	115.0	WALTONVILLE	④⑤BN④	CA-53		
MP 121-26	121.8	JSW JCT	④	CA-60		
MP 121-26 Mt. Vernon	125.0	MT. VERNON	④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟㊱㊲㊳㊴㊵㊶㊷㊸㊹㊺㊻㊼㊽㊾㊿	ZC-276	Yd.	
Flagging distance 6,790 ft.		61.2				

Special Instructions Item 13(1) not in effect.
BUSINESS TRACK Sta. No. Pyatt-Fidelity Mine (via ICG at Pinckneyville) CA-39 Leahy (via ICG at Percy) 10 MPH. CA-22 Between Percy and Leahy operation on ICG.
Yard Limits: Chester Subdiv. Conn. to MP 65-24; MP 76-20 to MP 84-00; MP 90-00 to MP 97-00; MP 110-15 to MP 116-00; MP 120-00 to Mt. Vernon.

Industrial Leads — Maximum Speed 10 MPH except, JSW Ind. lead 20 MPH; 5 MPH Shake Rag lead to BS #2; 5 MPH Captain Mine lead between main track switch and Highway 150 crossing; 5 MPH North Switch orient #3 doubling track to Orient #6. Radio Communications Via Channel 2.
Over Scale 300 feet west of No. 1
load yard switch Cap. Mine 5 MPH
CAPTAIN MINE Breaks out at MP 81.2
ICG Jct. 82.5
Captain Mine 86.1 CA-20
Do not 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
ICG Jct. 99.1
Burning Star No. 2 Mine 101.2 CA-38
ORIENT Breaks out at Scheller
ICG Jct. 111.5
Orient Mine No. 3 112.6 CA-50
⑤BN ④ 113.5
Orient Mine No. 6 114.1 CA-52
JSW Industrial Lead Breaks out at JSW Jct.
Huff 279.9 ZC-280
Nason 286.5 CA-68
Old Ben 21 293.1 ZC-277
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.	④-2 ④	ZC-298			MP 298-10—MP 300-00
305.0	WEST FRANKFORT	④⑤⑥⑦	ZC-305			MP 303-00—MP 309-20
308.8	JENKINS	④	ZC-309	86	3870	MP 347-15—MP 353-00
316.4	MARION	④COE④	ZC-317	60	2700	MP 360-00—MP 360-00—
324.0	NEILSON JCT.	④⑤⑥	ZC-324			to end of Track.
329.3	GOREVILLE	④	ZC-329	59	2655	Buckhorn Ind. Lead breaks out at Jenkins
334.0	OMAR	④	ZC-333	60	2700	Zeligler-Orient Mines Lead Max. Speed. 10 MPH
339.7	VIENNA JCT.	④⑤⑥	ZC-340			
345.3	CYPRESS	④	ZC-345	57	2565	
347.6	JOPPA JCT.	T ④	ZC-348			
351.5	KARNAK	④OR④	ZK-352	152	6840	
363.3	JOPPA	④T④	ZK-363	Yd.		
		65.1				

Maximum Speed: MPH (Except as below) .35
MP 324-07—324-15 .20
MP 334-20—334-26 .20
MP 347-06—363-04 .25
Joppla Jct. Wye. 20
MP 363-04—End of track 10
Operation on BN R.R. between Vienna Jct. and Cook
Flagging distance 5,190 ft.
Special Instructions Item 13(1) not in effect between Neilson Jct. and Vienna Jct.

THEBES SUBDIV.—ILLINOIS DIVISION

Miles	STATIONS		Station Nos.	Rule 99(d) in effect.
	SOUTH	NORTH		
347.6	JOPPA JCT.	④⑤⑥⑦	ZC-348	Yard Limits: Joppla Jct.—MP 348-05 Operation between Cairo Jct. and Illmo over SIMB; Illmo and Rockview over StLSW; Rockview and Chaffee over BN. See Item 17(b) Special Instructions.
362.8	TAMMIS	④IOG④	ZC-363	
373.3	FAYVILLE JCT.	④	ZC-373	
VIA CAIRO SUBDIV. 4.9 Miles				
378.0	CAIRO JCT.	④⑤⑥⑦	C-130	Maximum Speed 10 MPH Except over Bridge 3541. 5 MPH
394.4	CHAFFEE	④	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: Fayville Jct. to Cairo Maximum Speed 10 MPH
	SOUTH	NORTH		
120.7	CAIRO JCT.	④⑤⑥⑦	C-130	
125.6	FAYVILLE JCT.	④	ZC-373	
130.8	MILLER CITY	④	CG-10	Flagging distance 2,500 ft.
142.6	④IOG	④		
144.2	④CR	④		
145.0	CAIRO	④	CG-24	
		24.3		

Absolute block in effect between Fayville Jct. and Cairo Jct. Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 13 Paragraph 28.

8 STE. GENEVIEVE SUBDIV. — ILLINOIS DIVISION

ST. LOUIS TERMINAL DIVISION

Rule 99 (d) in effect.

Yard Limits: Riverside-Crystal City

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

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

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

Business Tracks MP Sta. No.
McClay Spur . . . 6.2 MC-8
Ae-Nit Spur . . . 8.0 MC-8
Bonne Terre Ind. lead (max. Speed 10 MPH) Breaks out at Derby Jct.
Rivermines . . . 37.6 MC-38
Flat River . . . 37.1 MC-37
Desloge . . . 35.6 MC-35
Dolomite . . . 34.0 MC-34
McDowell Spur . . . 32.3 MC-32
Bonne Terre . . . 31.1 MC-32

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

Name	BN	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	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings
	↓	↑		Cars Ft.
0.0	RIVERSIDE	W@YT	MC-0	
1.9	HERCULANEUM	W@	MC-2	
4.5	CRYSTAL JCT.	W	MC-5	
5.2	CRYSTAL CITY	W	MC-6	
	24.0 Miles Via BN			
83.0	STE. GENEVIEVE	W@T	MB-2	

29.2
Operation on BN 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 83.0 — MP 87.0 . . . 10 MPH
MP 110 — MP 126 . . . 10 MPH
Monsaanto Lead and wye . . . 5 MPH
Derail on lead at MP 97 Pole 15.

Business Tracks	MP Sta. No.
Thomure @BN @	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 10-20 . . . 25
MP 10-20 — MP 11-03 . . . 10
MP 13-25 — MP 28-00 . . . 25
MP 54-20 — MP 56-05 . . . 25
MP 80-06 — MP 83-00 . . . 10

Flagging distance 5,650 ft.

Between Branch Jct. and ICG Jct. operation over ICG.

Yard Limits: End of Track Salem to MP-2; MP 13-27 to MP 16-0; MP 32-10 to MP 32-30; MP 48-17 to MP 60-0; MP 76-00 — Gage Jct.; MP 80.2 to End of Track at Kellogg.

BUSINESS TRACKS	MP No.	Sta.
Selma	3.0	MI-4
Hoyleton	23.2	MI-24
Meinert	30.9	MI-31
Oakdale	40.9	MI-41
IP Co.	47.0	MI-47
Zeigler		
Mine #11	51.5	MI-51
Midwest		
Mine	52.0	MI-52
Burning Star		
Mine 3	59.4	MI-62
Evanville	69.6	MI-70

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings
	↓	↑		Cars Ft.
0.0	SALEM	W@Y	ZC-252	
11.1	BRANCH JCT.	W	MI-12	
13.5	CENTRALIA	W	MI-14	
14.0	IOG JCT.	W@BN@G	MI-15	
14.5	BIG BEN	W	MI-16	39 2077
32.6	NASHVILLE	W@L&N@W	MI-34	
48.7	COULTERVILLE	W@ICG	MI-49	37 1948
56.6	IOG	W@	MI-57	
57.4	SPARTA	W-1@W@G	MI-56	Yd.
68.5	PAUTLER	W	MI-69	55 2855
77.7	GAGE JCT.	W		
	2.5 Mi. Via Chester Subdiv.			
80.2	FLINTON	W	MI-80	Yd.
83.0	KELLOGG	W	MI-82	Yd.
	83.0			

Operation between Sparta and Salem covered by General Order.
Radio communication this subdiv. via Channel 2.

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.

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

Radio communications St. Louis Terminal via channel 2.

CARONDELET SUBDIV. — ST. LOUIS TERML. DIV.

Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers
	↓	↑	
13.0	KIRK JCT.	W@	MX-12
13.6	BN	W@	
16.6	GRANT	W	GH-4
18.7	ALPHA	W	GH-6
23.8	BROADWAY JCT.	T	GH-11
	10.8		

©Crestwood, MP 13.9 to MP 15.8

Maximum Speed 20 MPH

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.

Absolute block in effect between Kirk Jct. and Broadway Junction. All movements will be made as follows:

Block may be occupied only upon verbal authority of control operator, Grand Avenue, followed by his initials. Authority must be repeated including control operator's initials and "OK" received. Movement may be made without timetable, train order authority or flag protection. No following or opposing movements may be permitted until block is reported clear.

Block limits established between:

Kirk Jct. and Sappington Road
Sappington Road and Highway 21
Highway 21 and Reavis Barracks Road
Reavis Barracks Road and Broadway Junction

Signs reading "Block Limits" displayed at the above points.

Control operator may authorize through movement into one or more blocks on one track. When movement is authorized to intermediate block, stop must be made before passing "Block Limit" sign.

Before granting authority for movement into block, control operator must know that no other movement is in block, or has been authorized to enter block.

In granting authority for movement to enter block, control operator will use the following wording only:

"Train (or engine, or employee, etc.) at (for example) Reavis Barracks granted block between Reavis Barracks and Highway 21 (or Sappington) A.B.C."
This may be modified by adding "until (time) . . ."

Movement must be clear of main track and reported clear before expiration of time stated. Control operator will require block authority to be repeated and if correct, will respond "OK" and his initials.

LESPERANCE SUBDIV. — ST. LOUIS TERML. DIV.

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.
	↓	↑	
1.1	LESPERANCE ST.	W@W@Y	X-3
6.8	DAVIS JCT.	W	X-8
	5.7		

St. Louis Terminal Div. Business Tracks	Sta. No.	Vertical Clearances: Under Mun. Br. Approach—10th St.:	Desoto Subdiv.—MP 4-20:
Maplewood Mo.	MX 7	Break up Lead . . . 17'6"	Southward track . . . 16'3"
Lake Jct.	MX 8	House Track Lead . . . 17'11"	Northward track . . . 16'11"
Webster Groves	MX 10	House 4 and 6 . . . 18'6"	Equipment must not be routed between Davis St. and Iron Mountain Jct. unless they will clear above heights.
Glendale	MX 11	House 7 and 8 . . . 19'8"	
Oakland	MX 12	House 10 and 11 . . . 19'11"	
Maplewood, Ill.	C-2		
E. St. Louis	C-3		
Valley Jct.	C-9		
Bixby	C-17		
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	GL-7		

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

10 DE SOTO SUBDIV. — ARKANSAS DIVISION

SOUTH FIRST CLASS		Miles	STATIONS	Station Nos.	Sidings Cars Ft.	NORTH FIRST CLASS	
21 Psgr.						22 Psgr.	
Daily						Daily	
PM						AM	
11 20		0.5	ST. LOUIS.....ⓄⓈⓂ	MX-1		8 00	
		2.3	GRAND AVE.....ⓈⓄⓈⓂ				
		3.6	IRON MTN. JCT.....ⓈⓄ	X-1			
		3.7	ⓄBN.....Ⓢ				
		10.6	DAVIS JCT.....TⓄ	X-8			
		6.8					
11 57		9.5	BARRACKS JCT.....Ⓞ	X-10		6 30	
		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			
2 49		165.5	POPLAR BLUFF.....Ⓢ-1 ⓈTⓄ	X-166	Yd.	3 38	
AM			162.3			AM	

Between Grand Avenue and Barracks Jct. two main tracks designated east track and west track signaled for movement with current of traffic only.

Between Grand Ave. and Iron Mt. Jct. and between Davis Jct. and Barracks Jct. Rules 450-453 in effect. Yard Limits in effect between Grand Ave. and Iron Mtn. Jct. and Davis Jct. and Barracks Jct.

Between Iron Mtn. Jct. and Davis Jct. absolute block in effect and absolute blocks established between:

Koeln Ave., MP 9.61 and Wilmington Ave., MP 8.24.
Wilmington Ave., 8.24 and Fyler Yard, MP 6.04.
Fyler Yard, MP 6.04 and Iron Mountain Jct.

Authority for occupancy must be obtained from control operator Grand Ave. Be governed by Special Instructions Item 13 Paragraph 28.

Radio communication this subdiv. via Channel 2.

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 MP 57-00 — MP 63-00..... 10 MPH						57.7	CADET.....Ⓢ-1 Ⓞ		X-57
Switch Point Derail installed main track MP 83-10.		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).

Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 13 Paragraph 28.

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

DE SOTO SUBDIV. — ARKANSAS DIVISION 11

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

MPH		MPH	
Maximum Speed	Psgr. Frit.	Maximum Speed	MPH
(Except as below).....	60 40	MP 148-37 — MP 151-00.....	45 —
Thru Grand Ave. Interlocking... 10	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 8-29.....	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.....	15 15	Whitehouse	16.0 X-16
MP 17-16 — MP 21-29.....	55 —	Hillcrest	17.8 X-17
MP 21-12 — MP 33-00.....	55 —	Sulphur Spring Spur.....	22.9 X-23
MP 35-29 — MP 38-00.....	55 —	Pevely	27.3 X-27
MP 41-21 — MP 42-33.....	30 30+	Horline	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 —	Arcadia-Ironton	88.6 X-89
MP 71-04 — MP 78-04.....	55 —	Pilot Knob	87.0 X-86
MP 98-00 — MP 98-16.....	55 —	Glover	97.8 X-99
MP 100-16 — MP 165-37 (Except as below).....	55 40	Chloride	100.1 X-101
MP 105-29 — MP 108-29.....	45 —	North Des Arc.....	111.8 X-112
MP 125-16 — MP 126-12.....	45 —	Leeper	133.1 X-133
MP 129-25 — MP 131-00.....	45 —	Mill Spring	134.5 X-135
MP 135-04 — MP 136-29.....	45 —	Wilby	155.4 X-155
MP 136-29 — MP 137-16.....	40 —	Lumtie Industrial Lead:—	
MP 146-16 — MP 148-37.....	40 —	Maximum speed 10 MPH (Mineral Point—Lumtie)	
		Lumtie	82.0 XB-1

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 V	NORTH A		
163.2	JACKSON.....Ⓞ		DC-16	Maximum Speed MPH Between Jackson and Charleston (Except as below)..... 30
147.5	ALLENVILLE.....		D-72	Jackson to MP 147-05..... 10
149.4	DELTA ⓄSt.L.S.W.....G		D-74	Allenville to Delta..... 20
157.4	ⓄBN.....G			Around wye-Charleston
158.1	ORAN.....		D-83	Between Dexter Jct. and Charleston (Except as below)..... 30
162.0	MORLEY.....		D-87	MP 211-02 — MP 213-10..... 10
178.3	CHARLESTON.....ⓄT		D-103	MP 213-10 — MP 213-24..... 20
219.5	BERTRAND.....		XD-54	(Approach Highway 61 Crossing prepared to stop for highway traffic.) Flagging distance 3,860 ft.
211.4	SIKESTON.....ⓈⓄ		XD-46	Max. wt. Jackson to Delta 220,000 lbs.,
211.0	ⓄBN.....A			BUSINESS TRACKS
205.4	MOISEHOUSE.....		XD-40	Newman Spur
195.6	ESSEX.....		XD-30	Diehstadt
191.3	DEXTER JCT ⓄStLSW-G		XD-26	Hunterville
				Miner
				Buckeye

Yard Limits: MP 162-00 to End of Track; MP 191-11 to MP 191-24; MP 209-10 to MP 215-00; MP 224-00 to Charleston and MP 177-05 to Charleston.

Permission must be secured from StLSW Dispatcher before occupying StLSW Siding or lead track to Siding Delta.

Operation over subdiv. governed by General Order.

SOUTH FIRST CLASS		Miles	STATIONS	Station Nos.	Sidings		NORTH FIRST CLASS		
21 Psgr.	Daily				Cars	Ft.	22 Psgr.	Daily	
									AM	3 35
AM	2 52	165.5	POPLAR BLUFF... T S I	X-166	Yd.			AM	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	6.8 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, N..... ⊕-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..... XT	X-259					
s	4 19	261.7	2.3 NEWPORT... ⊕-2 I S	X-262	Yd.			s	2 08
		263.9	0.2 NORTH BRIDGE JCT...	X-264					
		264.1	0.4 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 XT	X-288	110 5763				
		289.7	1.3 JUD..... I	X-289					
		296.4	6.7 KENSETT.....	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... ⊕ I S	X-344	Yd.				
5 41	AM	345.6	2.0 L. ROCK AMTK. STA... ⊕ T S	X-346				12 52	AM
			180.1						

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

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 applies.

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	5.7 NAYLOR.....		XE-6			MP 195-00 — MP 200-00... 10
191.2	5.0 OXLY.....		XE-11			Sta. Business Tracks: MP No.
200.3	9.0 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		STATIONS	Station Nos.	Siding		NORTH FIRST CLASS	
21 Psgr.	Miles			Cars	Ft.	22 Psgr.	Daily
Daily						AM	
AM	343.6	NO. LITTLE ROCK	X-344	Yd.		AM	
	345.3	ARK RIVER					
s 5 46	345.6	L. ROCK AMTK Sta.	X-346			s 12 52	
	346.0	C.R.I. & P.					
	351.7	ENSIGN	X-352				
	358.9	ALEXANDER	X-359				
	364.1	BAUXITE JCT.	X-364	104	5411		
	368.3	SHERIDAN JCT.	X-368				
	368.7	BENTON	X-369				
	370.2	SALINE JCT.	X-370				
	373.3	HASKELL	X-373	215	11187		
	377.3	TRASKWOOD	X-377	118	6181		
	384.6	GIFFORD	X-385	121	6311		
s 6 31	388.7	MALVERN	X-389			s 11 44	
	392.2	ABCO	X-390	177	9238		
	399.6	DONALDSON	X-400	119	6215		
	405.6	WITHERSPOON	X-406	118	6198		
	411.0	ARKADELPHIA	X-411	169	8839		
	422.3	CURTIS JCT.	X-422				
	426.3	GURDON	X-426	Yd.			
	429.3	BEIRNE JCT.	X-429				
	437.6	BOUGHTON	X-438	160	8331		
	442.4	PRESCOTT	X-442	174	9094		
	449.6	EMMET	X-450	124	6564		
	457.7	HOPE	X-458	n201 10477 s110 5769			
	463.0	GUERNSEY	X-463	118	6186		
	470.3	FULTON	X-471	182	9509		
	478.2	HOMAN	X-478	167	8729		
7 50	480.4	CLEAR LAKE JCT.	X-481				
8 12	490.2	TEXARKANA	X-491	Yd.		10 05	
AM		146.6				PM	

ABS — CTC between No. Little Rock and Sig 4900 at Texarkana.

Two main tracks designated East and West tracks between No. Little Rock and Saline Jct.: Curtis Jct. and Beirne Jct.; Clear Lake Jct. and Texarkana.

Trains originating No. Little Rock and Texarkana must secure clearance.

Hot Box and Dragging Equipment Detectors located: *MP 373-35, MP 403-03, *MP 431-37 and MP 462-00.

On East track between Signal 4900 and Texarkana and on South track between Texarkana and StLSW crossing; no superiority of trains.

On West track between Signal 4900 and Texarkana and on North track between Texarkana and StLSW crossing; all trains and engs. clear No. 22 as prescribed by Rule 93 instead of Rule D-93 and, when using this track, No. 22 will operate as prescribed by Rule 93 instead of Rule D-93.

Radio communication at Texarkana via Channel 2.

Butterfield Industrial Lead: Haskell-Butterfield 12.6 miles (maximum speed 10 MPH).

LITTLE ROCK SUBDIV. — ARKANSAS DIVISION 15

Maximum Speed (Except as below)	MPH	Psgr.	Frt.	BUSINESS TRACKS		Sta. MP No.
				MPH	MP No.	
75	60					
MP 339-20	— MP 347-15	40	40			Vogels E. Main..... 351.0 X-351
MP 347-15	— MP 357-10	60	—			Cash Whistle-East Main..... 352.3 X-352
MP 357-10	— MP 357-24	60	50			Ark Power & Light-West Main..... 353.4 X-353
MP 361-03	— MP 363-10	60	50			Midwest Castings-West Main..... 354.0 X-354
MP 363-10	— 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 385-35	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 483-07	— MP 483-21	65	—			
MP 485-35	— MP 489-01	60	—			
MP 489-00	— MP 490-00	15	15			
		10	10			
		10	10			
		10	10			

Maximum speed on controlled sidings 35 MPH unless otherwise restricted.

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	Siding Feet	Maximum Speed	
					MPH	MPH
						MP Junction to MP 44-00 (except as below).... 25
						MP 43-05 to MP 43-00... 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
						MP 42-06 to MP 42-04... 20
399.1	HOT SPRINGS		XH-77	Yd.		Butterfield Industrial Lead:
						Butterfield-Haskell 12.6 miles
395.6	MP JCT.					(Maximum Speed 10 MPH)
						Item 9. Special Instructions applies Hot Springs 7:00 p.m. - 7:00 a.m.
55.1	LAKE CATHERINE		XH-72			
51.3	JONES MILL		XH-64	1331		
44.5	BUTTERFIELD		XH-59	Yd.		Business Tracks MP No.
40.0	MALVERN		X-389	Yd.		Mountain Pine
0.0						Spur Track 410.2 XH-90
5.0						Lake Catherine
						Norris Dispenser .50.7 XH-71
						Mountain Carbide 49.0 XH-70
						Pirelli 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. Maximum Speed 20 MPH.

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. Maximum speed 10 MPH.

Miles	SOUTH STATIONS NORTH	Station Numbers	Sidings	
			Cars	Feet
381.5	COTTER..... ④ ⑤ ⑥ ⑦	WR-125	Yd.	.....
357.4	NORFORK..... ⑧-1	WR-102	100	5950
339.5	CRESWELL.....	WR-83	48	2539
329.6	MOUNT OLIVE.....	WR-73	158	7913
312.4	GUION..... ⑨ ⑩	WR-56	45	2364
307.6	MYERSVILLE..... ⑪	WR-50	86	4738
304.9	BILTMORE.....	WR-49	49	2553
293.0	EARNHARTS.....	WR-36	49	2594
286.1	BATESVILLE.... ⑫-1 ⑬ ⑭	WR-29	47	2492
265.5	PAROQUET.....	WR-9	83	4363
258.8	DIAZ JOT..... T ⑮	X-259	.....	.....
122.7				

Yard Limits: Diaz to MP 260-20; MP 379-25 to MP 382-19.
 Conditional Yard Limits: MP 283 — MP 289 — 8:01 am to 6:01 pm; MP 306 — MP 308 — 9:01 am to 4:01 pm; MP 311 — MP 313 — 8:01 am to 6:01 pm.
 Engs. must not go beyond Midwest Lime Co. loading chute on Midwest Spur Batesville.
 Six axle type engines must not operate over Bridge #1 at Hays Bros. Lbr. Calico Rock.
 Trains enroute to or from Cotter Subdiv. via. Diaz Jct. secure clearance Newport.

Max. Speed (Except as Below)	MPH	BUSINESS TRACKS	MP	Sta. No.
MP 258-24 — MP 259-13	49	ZZ Siding	259.5	WR-1
MP 263-28 — MP 264-07	35	Independence	267.7	WR-12
MP 275-00 — MP 277-21	30	Newark	270.3	WR-14
MP 277-21 — MP 279-15	40	Arkansas Eastman	273.6	WR-16
MP 279-15 — MP 284-00	35	Sulphur Rock	276.3	WR-20
MP 284-00 — MP 285-10	40	Moorefield	281.4	WR-25
MP 285-10 — MP 286-00	30	Pfeiffer Spur	283.6	WR-27
MP 286-00 — MP 286-15	20	Cushman Spur	288.1	WR-31
MP 286-15 — MP 288-03	10	Sylamore	325.0	WR-68
MP 305-20 — MP 306-21	30	Calico Rock	341.4	WR-85
MP 318-23 — MP 319-18	25	When operating over Arkansas Eastman, Pfeiffer Spur and Cushman Spur do not exceed 10 MPH.		
MP 359-03 — MP 360-11	25			
MP 374-09 — MP 376-02	35			

Radio Communication Via Channel 2.

Miles	SOUTH STATIONS NORTH	Station Numbers	Sidings		MPH Maximum Speed 50 (except as below)
			Cars	Feet	
380.7	MEMPHIS(Sargent Yd.)	XG-93	Yd.	.....	MP 298-08
380.6	KC JOT ①SOU.. ②G... ③				MP 299-03..... 40
378.2	TEXAS ST ④IOG... ⑤				MP 331-29 —
378.1	KENTUCKY ST ⑥ ⑦ ⑧				MP 336-05..... 40
375.8	BRIDGE JOT... ⑨BN ⑩	XG-88			North and South wye Bald Knob 15
375.2	BRIARK.....	XG-87			20 MPH between Briark and Kentucky St.
370.0	PRESLEY JCT... ⑪BN ⑫	XG-82			Southward trains secure clearance Kentucky Street.
361.5	CRAWFORDSVILLE... ⑬	XG-74	190	9882	
332.4	WYNNE..... ⑭MP ⑮ ⑯	C-304	171	8935	Business Tracks
318.8	FAIR OAKS... ⑰STLSW ⑱	XG-31	162	8472	Rio Vista ... 292.8 XG-6 Patterson ... 307.3 XG-19 McCroy ... 309.3 XG-21 Hamlin ... 324.7 XG-37 Levesque ... 337.5 XG-50 Parkin ... 346.9 XG-59 Smithdale ... 348.9 XG-60 Gavin ... 352.1 XG-64 Earle ... 368.0 XG-80
300.0	NEW AUGUSTA.....	XG-12	124	6474	W. Memphis Ind. Ld. ... 370.0 XG-85
298.5	WHITE RIVER.... ⑲ ⑳				Tenark Ind. Lead: Maximum Speed... 10 MPH CRIP Jct. to Tenark
287.9	BALD KNOB.... ㉑-2 T	X-288			ABS-CTC Briark to CRIP Jct. via CRIP RR. CRIP Jct. ... 355.6 Tenark ... 354.5 CH-42
92.8					

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

ABS — CTC between Bald Knob and Kentucky Street.

Two main tracks between Briark and Kentucky St.

Remote control switches and crossovers on Mississippi River Bridge and to Bald Knob are No. 16 turnouts except wye switches at Wynne.

Gate protecting Sou RR crossing MP 380.6 may be left lined as last used.

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

Hot Box and Dragging Equipment Detector located *MP 292-17, *MP 324-25 and *MP 348-15.

18 SHERIDAN SUBDIV. — ARKANSAS DIVISION

Yard limits entire subdiv. Maximum Speed 10 MPH		Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers
BUSINESS	MP	368.3	SHERIDAN JCT...	Ⓞ	X-368
TRACK	MP	368.6	ⓄC.R.I. & P.....	G	.....
Bannister Spur	MP	390.2	SHERIDAN		XH-24
	Sta. No.				
			21.5		

NORMAN SUBDIV. — ARKANSAS DIVISION

Rule 99 (d) in effect.		Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers
Maximum Speed	MPH	426.3	GURDON	ⓄⓅⓇ-1TⓈ	X-426
(except as below)		441.0	OKOLONA		XL-15
MP 457-20 — MP 457-25	10	446.5	DELIGHT JCT		XL-20
MP 472-00 — MP 472-02	10	454.0	GRAYSONIA		XL-28
Flagging 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	XL-7	485.9	NORMAN		XL-60
Rosboro	XL-43		59.6		
Birds Mill	XL-52				
Delight Industrial Lead:					
Delight Jct.—Delight					
Max. speed 20 MPH					
Antoine	EF-1				
Delight	EF-6				
Operation on this subdivision governed by General Order.					

NASHVILLE SUBDIV.—ARKANSAS DIVISION

Rule 99 (d) in effect.		Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers
Maximum Speed	MPH	457.7	HOPE	ⓄⓅ-1ⓇⓈT	X-458
(except as below)		483.1	NASHVILLE	ⓄGN&A..... □ⓄⓈ	XJ-26
MP 457.1 — MP 458.0	10	493.1	PERKINS		XJ-36
MP 483.2 — MP 483.3	10		35.3		
Flagging Distance 5,070 ft.					
Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 465-00; Nashville, MP 481-05 to Perkins, end of subdivision.					
Business Tracks:					
North Hope	XJ-4.				
Operation on this subdivision governed by General Order.					

GURDON SUBDIV.—ARKANSAS DIVISION

Maximum Speed		Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Sidings
(Except as below)	MPH	426.3	GURDON	ⓄⓅⓇ-1TⓈ	X-426	Yd.
MP 456-06 — MP 456-25	30	452.4	LESTER		E-26	65 3412
MP 458-26 — MP 460-27	20	459.8	CAMDEN	Ⓞ □ Ⓞ Ⓢ	E-33	.....
MP 487-05 — MP 492-25	20	460.8	ⓄSt. L S.W.	Ⓞ	.....	.....
Monsanto Lead 10 MPH		463.1	CULLENDALE		E-37	.....
Flagging Distance 6,500 ft.		474.5	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.		487.5	MONSANTO		E-61	61 3222
Catesville Industrial Lead:		492.2	EL DORADO	ⓄⓅⓇTⓈ	E-66	Yd.
Maximum Speed 10 MPH			65.9			
MP Sta. No.						
Georgia Pacific	105-30					
Catesville	108-12					
BUSINESS TRACKS	MP Sta. No.					
Barringer	431.5 E-5					
Reader	437.6 E-11					
Childster	444.7 E-18					
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	Siding		Maximum Speed MPB MP 235-10 MP 408-10 (Except as below) ... 30 MP 295-23 — MP 296-09 ... 20 Flagging distance 3,590 ft. Yard Limits: Paragould to MP 221-20 Wynne MP 277-23 to MP 282-02 MP 292-15 to MP 297-00 MP 311-00 to MP 315-00 MP 324-05 to MP 330-15 MP 396 to Jct. with Monroe Subdiv.
				Cars	Feet	
219.9	PARAGOULD		C-243	139	7262	
221.6	PARAGOULD JCT					
235.3	JONESBORO JCT					
238.0	JONESBORO	ⓄBN	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	FORREST CITY	ⓄCRIP	C-319	28	1456	
296.4	DEX SIDING		C-320	41	2145	
313.1	MARIANNA		C-337	112	5589	
325.5	LEXA		C-349	.....	.....
326.5	HELENA JOT		T ⓄⓈ	.....	.....
347.1	ELAINE		C-371	58	3019	White River lift bridge is normally open. To close bridge, employee must ascertain no barge under or approaching, then operate Push Button in Release Box in accordance with instructions posted therein.
368.8	SNOW LAKE		C-392	97	5068	
377.8	WHITE RIVER		ⓄⓈ	.....	.....
381.1	MEDINA		C-405	79	4123	
382.0	ARKANSAS RIVER		Ⓞ	.....	.....
387.0	WATSON		C-411	88	4586	
408.1	McGEHEE		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-380
Barbon	260.7	C-284	LaGrange	321.2	C-345	Ferguson	362.2	C-386
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
Vandale	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.

StLSW Stations Paragould Jct. and Jonesboro Jct.:

Station	StLSW MP
Brookland	115.7
Farville	117.8

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 20 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 593-02 — MP 593-04	30
MP 596-14 — Texmo Jct.	20

Remote control switches are No. 16 except — North end sidings Higgins, Grady, McGehee, South end sidings Hensley, White Bluff, 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.

BUSINESS TRACKS	MP	Sta. No.
Drury Spur	350.3	K-5
Sweet Home	351.7	K-6
Redfield	368.9	K-23
Baldwin	370.5	K-25
Fairfield	394.7	K-49
Noble Lake	398.3	K-53
Moscow	402.5	K-57
Varnier	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
Sicard	495.8	C-519
Maidco (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 Veneer	574.5	C-599
Christi Spur (Farmland)	577.9	C-602
Pollock	581.4	C-605
Simms	586.9	C-611
Camp Beauregard	592.5	C-618

White Bluff industry lead
Maximum Speed 10 MPH

Miles	SOUTH ▽	STATION	NORTH ▲	Station Numbers	Sidings		
					Cars	Feet	
345.6		LITTLE ROCK		X-346			
346.4		ROCK ST. JCT.					
343.6		NO. LITTLE ROCK	▽ □ @ T † ⊕	X-344			
344.5		⊗ C. R. I. & P.					
345.0		ARKANSAS RIVER	▽ ⊕ ⊙				
346.4		ROCK ST. JCT					
346.9		⊗ C. R. I. & P.	▲				
349.1		EAST LITTLE ROCK	⊗ R.I.P.A. ⊕	K-4			
354.1		HIGGINS		K-9	175	9150	
364.5		HENSLEY	⊗	K-19	167	8700	
370.5		WHITE BLUFF		K-25			
388.4		PINE BLUFF	⊗ St.L.S.W. ▲ ⊕ ⊙ ⊕ †	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	□ @ T † ⊕	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	⊗ T	C-505	180	9360	
491.8		SWARTZ		C-515	176	9181	
501.0		HUTTIG JCT					
501.1		⊗ ICG	⊗ ⊕ ⊙				
502.9		MONROE	□ T † ⊕ ⊕	C-525	Yd.		
516.6		BOSCO		C-540	181	9433	
528.2		OUACHITA RIVER	⊗ ⊙				
535.1		GRAYSON	⊗	C-558	176	9200	
548.7		OLLA		C-572	152	7952	
552.8		URANIA		C-576	109	5696	
556.5		TULLOS		C-580	56	2946	
561.6		GEORGETOWN	⊗ LOAM ⊕ ⊗	C-585	153	8003	
576.9		ANTONIA		C-601	184	9584	
592.6		TIOGA	⊗ KOS ▲	C-616	154	8029	
595.1		⊗ KOS	▲				
596.5		RED RIVER					
596.6		RED RIVER JCT		C-620			
597.8		TEXMO JCT	⊗ ⊕	TB-196			
601.5		ALEXANDRIA	⊕ - 2 ⊕ ⊕ ⊕	C-625	Yd.		
					294.0		

Operation between Texmo Jct. and Alexandria on Shreveport Subdiv. Radio Communication at Alexandria: Operator Channel 1, Yardmaster Channel 2.

22 HUTTIG SUBDIV. — LOUISIANA DIVISION

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.	Miles	STATIONS		Station Numbers
		SOUTH ▼	NORTH ▲	
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.	492.2	EL DORADO	☐ ⊕ ⊙ T § ⊕	E-66
	14.5	URBANA		E-80
	506.8	STRONG		E-86
	512.8	HUTTIG, ARK.	⊙ §	F-3
	527.2	LITROE, LA.		F-6
	530.3	HAILE		F-18
	542.8	OUACHITA RIVER	⊙ ⊕ ⊙	F-30
	553.7	STERLINGTON	⊙	F-30
	554.0	A. & L. M.	⊙ ⊕	F-30
	568.1	HUTTIG JCT.	⊕	F-30
568.6	MONROE	☐ T ⊙ ⊕ § ⊕	C-525	
	75.6			

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.

WARREN SUBDIV.—LOUISIANA DIVISION

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

COLLINSTON SUBDIV. — LOUISIANA DIVISION 23

Miles	STATIONS		Station Numbers	Sidings		Rule 99 (d) in effect. Maximum Speed: MPH (Except as below) . 25 All tracks Collinston.. 10 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
	SOUTH ▼	NORTH ▲		Cars	Feet	
	STATIONS					
560.4	COLLINSTON	⊙ T ⊕	C-505			BUSINESS TRACKS MP Sta. No. Bastrop ⊕553.6 E-127 Archibald .....586.8 E-160 Baskin .....593.5 E-167 Franklin Homes .....597.5 E-171 Chase .....605.5 E-179 Gilbert .....609.5 E-183 Peck .....618.2 E-192 Clayton .....636.0 E-210 Concordia Jct. 643.4 E-217 Vidalia ⊕ T 651.6 E-226 Natchez ⊕ ⊕ E-227
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					

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		Rule 99 (d) in effect Maximum Speed... 25 MPH Except: MP 481-00 to MP 487.00 ... 20 MPH Flagging distance 3,360 ft. BUSINESS TRACKS MP Sta. No. Trippe .....412.1 K-106 Chicot .....440.0 K-135 Shelburn .....463.1 K-158 H & W Warehouse .463.8 K-158 Hollybrook .474.4 K-169 Transylvania .478.5 K-173 Talla Bena T. 490.9 K-186 Somerset .....516.0 K-212 Goldman .....544.4 K-240 Azucena .....549.4 K-245 YARD LIMITS: McGehee—MP 410-05. Talla Bena Ind. Lead 2.2 miles—Maximum speed 20 MPH
	SOUTH ▼	NORTH ▲		Cars	Feet	
	STATIONS					
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					

Operation on this subdivision governed by General Order.

26 SEDALIA SUBDIV. — NORTHERN DIVISION

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

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

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

Signal indication with current of traffic between Grand Ave. and Maplewood; Rules 450-453 in effect signaled for movement with current of traffic only. Authority of train dispatcher not required to enter main track. Movements against current of traffic will be made only on authority of 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
Flippin	386.5	WR-130

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

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.

Dragging equipment detectors located at MP 426 and MP 455 equipped with steady burning white light to indicate "System On". "System On" light must be illuminated during passage of entire train. If not illuminated crew must make inspection of entire train and notify train dispatcher.

Revolving white beacon at top of pole when activated indicates dragging equipment is detected and crew must inspect entire train.

Maximum Speed	MPH	Maximum Speed	MPH
MP 249-06 — MP 364-03	49	MP 467-26 — MP 467-15	30
(Except as below)		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	49	MP 422-25 — MP 422-18	35
(Except as below)		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	40		
(Except as below)	40		

Flagging distance 2 miles

CARTHAGE SUBDIV. — NORTHERN DIVISION

Mile	STATIONS	Station Numbers	Sidings	
			Cars	Feet
249.2	PLEASANT HILL.. @-1 ⊕ ⊙ T	MX-249	181	9862
249.1	⊗ St. S. L. W. A			
253.7	ORE.	P-5	78	4258
258.8	HARRISONVILLE. T ⊗ B.N. ⊕	P-10	35	2264
265.4	LONE TREE.	P-16	73	4039
277.6	ADRIAN.	P-29	81	4751
287.1	BUTLER. ⊕-1	P-38	79	4623
298.9	RICH HILL.	P-50	115	6523
302.4	PANAMA.	P-54	76	5066
307.4	HORTON.	P-58	44	2363
317.4	NEVADA. ⊕-1 ⊕ ⊙ ⊗	P-69	Yd.	
319.3	NASSAU JCT. T	P-71		
330.8	SHELDON.	P-82	74	4368
342.2	LAMAR. ⊗ B.N. ⊕	P-93	81	4699
353.5	JASPER.	P-105	74	4434
364.1				
527.6	CARTHAGE ⊗ B.N. ⊕ ⊗ ⊙ ⊗	P-115		
506.8	STOTTS CITY.	WR-250	91	4956
489.6	⊗ B.N. A			
489.1	AURORA. ⊗ ⊕ ⊙ ⊗	WR-232	56	3178
477.8	CRANE. ⊗ ⊕	WR-221	Yd.	
460.7	REEDS SPRING.	WR-204	36	2308
450.9	GREINA.	WR-194	125	6658
447.3	BRANSON. ⊗ ⊕	WR-191	45	2609
445.7	HOLLISTER, MO.	WR-189	36	2166
432.7	CRICKET, ARK.	WR-176	33	2029
415.5	BERGMAN.	WR-159	135	7594
392.3	YELLEVILLE.	WR-136	53	2891
381.5	COTTER. ⊗ ⊕ ⊙ ⊗	WR-125	72	3829

28 SPRINGFIELD SUBDIV.—NORTHERN DIVISION

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

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

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

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

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

LEXINGTON SUBDIV.—NORTHERN DIVISION

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

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

WEBB CITY SUBDIV.—NORTHERN DIVISION

Miles	YARD LIMITS ENTIRE SUBDIV.	Station Numbers	Max. Wt. Joplin to end of track 220,000 lbs.
	SOUTH STATIONS	NORTH STATIONS	Maximum Speed MPH
364.1	CARTHAGE	Ⓜ Ⓜ Ⓜ Ⓜ	(Except as below) 20
374.9	WEBB CITY	Ⓜ Ⓜ	MP 364-23—MP 366-09 15
381.5	JOPLIN	Ⓜ Ⓜ	MP 381-03—MP 381-15 15
			Business Tracks MP No.
			Dumont 367.9 P-119
			Hercules—Dynamite 369.9 P-120
			Center Creek 371.3 P-122
			Cisco 376.0 P-127
			Atlas 376.0 HC-6
			Flagging distance 1 mile

RIVER SUBDIV.—NORTHERN DIVISION 29

WEST First Class	ABS—Between Jefferson City and Rock Creek Jct. CTC—Between Jefferson City and River Jct.; Eton Jct. and Congo.		Station Numbers	Sidings
69	STATIONS			
CSP-Frt.		EAST		
Daily	Miles		Cars	Feet
PM				
5 30	125.3	JEFFERSON CITY	MX-125	Yd.
5 40	127.9	RIVER JCT.	MX-128	. . . . .
6 01	143.8	SANDY HOOK	G-15	179 9353
6 17	156.7	WOOLDRIDGE	G-27	170 8873
6 38	170.8	BOONVILLE	G-41	117 6450
6 54	178.4	LAMINE	G-50	250 12905
7 10	186.9	BLAOKWATER	G-58	109 5810
7 24	195.0	NAPTON	G-66	151 7813
7 37	202.1	MIAMI	G-73	124 6426
7 55	215.2	MALTA BEND	G-86	169 9219
8 19	230.6	HODGE	G-101	179 9473
8 43	247.6	MYRIOK	G-118	216 11345
	258.0	NAPOLEON	G-129	. . . . .
	265.1	BUOKNER	G-136	. . . . .
9 12	268.6	LAKE CITY	G-139	188 9430
9 20	274.2	RIPLEY JCT.	G-144	. . . . .
	276.2	ETON JCT.	G-145	. . . . .
	283.8	CONGO	G-153	. . . . .
	284.5	ROCK CREEK JCT.	MX-276	. . . . .
9 44	285.9	SOUTHWEST JCT.	MX-277	. . . . .
PM	286.7	NEFF YARD	MX-283	Yd.
161.4				

Signal indication, with current of traffic between Ripley Jct. and Eton Jct.; Congo and Rock Creek Jct.

Two main tracks between Jefferson City and River Jct.; Ripley Jct. and Eton Jct.; and between Congo and Neff Yard. Operation on AT&SF, two main tracks Eton Jct. and Congo. (See Item 17(a) Special Instructions)

Trains secure clearance at Jefferson City and Neff Yard. Remote control switches are No. 15, 16 or 20.

Ripley Jct. and all sidings Sandy Hook to East End Lake City inclusive No. 20 turnouts except Napton and west end Boonville.

Conditional yard limits MP 246-26 to MP 249-18, 8:30 am to 10:01 pm. Hot Box and Drugging Equipment Detectors located *MP 139-02, MP 160-33, MP 224-18, and *MP 256-35.

Rock Creek Jct. is train order office for eastward trains only. Southwest Jct. wye @KCS G.

No superiority of trains between Congo and Southwest Jct. All trains and engines move at restricted speed and will be governed by instructions of Yardmaster East Bowl Tower.

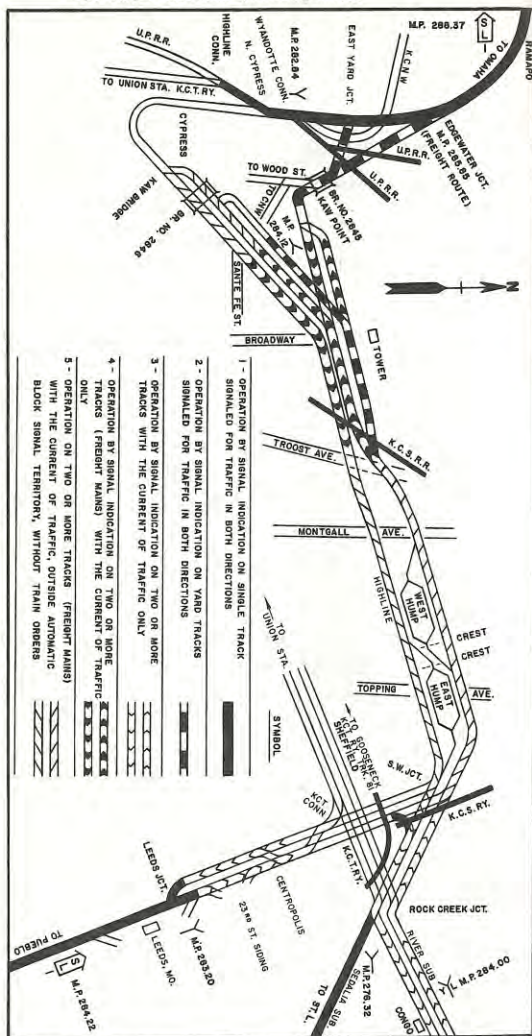
Crossover located MP 247 Pole 10½ is designated as "No. 1 crossover Myrick," crossover at MP 247-31 designated as "No. 2 crossover Myrick."

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

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

Maximum Speed	MPH	Maximum Speed:	MPH
(Except as below)	50	MP 443.7—MP 444.2	45
MP 129-09—MP 129-27	35	Congo-E Crossover & Mo Pac Conn.	30
MP 137-33—MP 137-33	25	Congo W Crossover	40
MP 137-33—MP 139-31	40	Business Tracks	MP No.
MP 163-11—MP 163-18	45	Renz Spur	133.0 G-8
MP 169-00—MP 175-00	45	Lupus	151.1 G-22
MP 169-00—MP 177-05	35	Overton	161.0 G-60
MP 183-00—MP 194-21	40	Nelson	189.6 G-32
MP 197-03—MP 207-29	45	Stanhope	209.5 G-80
MP 218-11—MP 219-00	40	Blosser	211.0 G-82
MP 220-23—MP 229-23	40	Coyne Spur	212.9 G-83
MP 236-09—MP 237-18	45	Waverly	224.5 G-95
MP 242-00—MP 242-08	40	Neece Spur	253.1 G-124
MP 252-20—MP 252-35	45	Levasy	261.5 G-132
MP 252-35—MP 253-34	45	Carter Spur	262.1 G-133
MP 265-01—MP 265-23	35	Midus	263.0 G-134
On AT&SF RY. (Except as below)	55	Blue Valley	270.4 G-141
Eton Crossover & Mo Pac Conn.	30	Marshall	204.1 GB-2
MP 437.5—MP 437.8	40	(Ind. lead 2 mi. Miami—Marshall)	
MP 437.8—MP 438.5	45		
Flagging distance 2 miles			

Operating Instructions (including Map.)



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

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

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

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

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 in front of and avoid delay to trains.

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

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

Maximum Speed:	MPH
Omaha Subdiv.	
Neff Yard to MP 287-20 (except as below).....	25
Over Montgall Ave.....	10
MP 282-00 — MP 284-20.....	10
MP 283-12 to UP Conn. Kaw Bridge Yard via State Line Yard.....	10
River Subdiv.	
Neff Yard to Congo.....	30
Sedalia Subdiv.	
Neff Yard to MP 276-28.....	25
Kansas City Subdiv.	
Neff Yard to MP 284-22 (except as below).....	40
Neff Yard — MP 280-11.....	25

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

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

Miles	STATIONS		Station Numbers	Siding	
	South	North		Cars	Feet
487.2		OMAHA (Grace St.) ⊕ ⊗	0-205	Yd.	
482.4		CASS ST. ⊕ ⊗			
		via U.P.—9.3 Miles.....			
473.1		GILMORE JCT. ⊕	0-191		
467.1		LA PLATTE.....	0-185	59	3587
465.5		⊗ BN..... ⊕			
465.2		⊗ BN..... ⊕			
454.8		MURRAY.....	0-172	69	3703
447.4		UNION..... ⊕ ⊗	0-165	83	4656
437.7		MONTANA.....	0-155	62	3609
436.9		NEBRASKA CITY. § ⊕ ⊗	0-153		
428.7		PAUL.....	0-146	68	3637
423.5		JULIAN.....	0-141	61	3286
416.4		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..... ⊕ ⊗	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		ONW CONN.....			
305.6		COCHRANE.....	0-23	108	5786
298.8		WOLCOTT..... ⊕-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			

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: Falls City; MP 383-00—MP 385-20; MP 413-06 to MP 416-20; MP 446-15 to MP 448-15; MP 478-02 to Omaha.

Conditional yard limits MP 434-28 to MP 437-21, 7:01 am to 3:01 pm.

Operation over Union Pacific between Gilmore Jct. and Omaha (Cass St.) be governed by UP, Eastern Dist., Bridge Subdiv., Nebraska Divn., Tenant Line Rules.

Maximum Speed MPH

Between Neff Yard and MP 287-20 (except as below)..... 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. 25
 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 461-15. 45
 MP 461-15 — MP 463-35† 25
 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
 Flaggging distance 2 miles

Business Tracks: MP No.
 Ramapo 288.0 0-6
 Alfa 305.6 0-23
 Ft. Leavenworth 310.7 0-30
 Padonia 375.3 0-93
 Howe 408.4 0-126
 Clarke 420.1 0-138
 Cometa 440.2 0-158
 Wyoming 441.7 0-159
 Mynard 458.9 0-176
 Plattsmouth 462.3 0-180
 Ft. Crook 471.3 0-189

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

32 OMAHA SUBDIV. — NORTHERN DIVISION

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

Movement across Fourth and Tenth Streets at Atchison — crossing gates must be in lowered position before 4th or 10th St. crossing can be occupied. If gates do not lower automatically or have raised due to automatic time out feature, movement must be stopped and gates lowered prior to occupying crossings by operating the lowering switch located on both sides of 4th and 10th Sts. These switches are marked indicating the track they serve and can be 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

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

246.9

LOUISVILLE SUBDIV. — NORTHERN DIVISION 33

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings	
				Cars	Feet
Rule 99 (d) in effect.					
Yard Limits: MP 460-10 to End of Track Avoca; MP 482-25 to Omaha.					
449.2	AVOCA.....	4.8	OD-35		
454.0	LOWLINE JCT.....	1.1	OD-40		
455.1	WEEPING WATER.....	0.9	OD-41	Yd.	
456.0	OMAHA JCT.....	3.9	OD-42		
459.9	MANLEY.....	5.7	OD-46	18	1243
465.6	LOUISVILLE.....	0.3	OD-52	33	1804
465.9	⊗ BN.....	1.3			
467.2	⊗ C. R. I. & P.....	4.4			
471.6	SPRINGFIELD.....	7.9	OD-58	18	1376
479.5	⊗ U. P.....	6.1			
485.6	⊗ C. & N. W.....	3.5			
489.1	LOUISVILLE JCT.....	4.7	O-199		
	OMAHA.....		O-205	Yd.	
38.9					

LINCOLN SUBDIV. — NORTHERN DIVISION

WEST Miles	STATIONS	EAST Miles	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					
447.4	UNION.....	12.0	O-165		
459.4	LOWLINE JCT.....	1.0	OD-40		
460.4	WEEPING WATER.....	1.0	OD-41		
461.4	OMAHA JCT.....	10.1	OD-42		
471.5	ELMWOOD.....	22.7	OF-24		
494.2	⊗ C. R. I. & P.....	0.6			
494.8	C. & N. W. JCT.....	0.3			
495.1	LINCOLN.....		OF-48	Yd.	
47.7					

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

CRETE SUBDIV. — NORTHERN DIVISION

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

Rule 99 (d) in effect.

Yard Limits: Crete Jct. to MP 419-00.

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

34 HASTINGS SUBDIV. — NORTHERN DIVISION

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

BURR OAK SUBDIV.—NORTHERN DIVISION

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

LENORA SUBDIV.—NORTHERN DIVISION

Miles	WEST STATIONS EAST		Station Numbers	Rule 99 (d) in effect. Maximum Speed .....25 MPH Flagging distance 4,140 ft. Yard Limits: Downs MP 538-28 — MP 539-16. Lenora MP 622-10 — Lenora.
	WEST	EAST		
538.6	ⓂDOWNS 9.1	ⓂTⓂⓂ	S-208	BUSINESS TRACKS: MP Nos. Harlan .....552.9 S-222 Claudell .....567.8 S-237 Speed .....589.8 S-259
547.7	PORTIS 10.1		S-217	
557.8	GAYLORD 5.2		S-227	
563.0	CEDAR 9.6		S-233	
572.6	KIRWIN 10.5		S-242	
583.1	GLADE 15.4		S-253	
598.5	LOGAN 14.4		S-268	
612.9	EDMOND 10.4		S-282	
623.3	LENORA 84.7	Ⓜ	S-293	

ST. JOSEPH SUBDIV.—NORTHERN DIVISION

Miles	WEST STATIONS EAST		Station Numbers	Operation from Atchison to Winthrop over MP-BN Joint Bridge; BN tracks between Winthrop and St. Joseph. At St. Joseph — Stop and protect following crossings: Illinois Ave. Second and Cedar Fourth St. Highway 759 at Artesian Ice Plant. If crossing signal does not operate — before occupying Packers Ave. Spur 759 Highway flag each side crossing with red flag by day or fusee by night.
	WEST	EAST		
349.9	ST. JOSEPH 1.4	ⓂⓂTⓂ	OA-21	
347.8	FRENCH 7.1			
340.7	HALLS 3.7	Ⓜ		
337.0	ⓂO.K.T. 2.4	A		
334.6	ARMOUR 3.5			
331.1	WINTHROP, MO. 0.3			
330.8	DRAWBRIDGE (Mo. River) Ⓜ			
330.7	ATCHISON, KAN. 0.1	ⓂⓂTⓂ	O-48	
	18.5			

KANSAS CITY SUBDIV.—KANSAS DIVISION 35

WEST		Miles	STATIONS EAST	Station Numbers	Sidings	
First Class	First Class				Cars	Feet
69	71					
CSP-Frt.	FFT-Frt.					
Daily	Daily					
PM	AM					
9 44	4 05	279.0	NEFF YARD. ⓂTⓂ	MX-283		
		278.2	SOUTHWEST JCT. 0.8	MX-277		
		278.6	ⓂICG 0.4			
		279.1	ⓂK.C.T. 0.5			
		279.2	K.C.T. CONN. 0.1			
		280.4	CENTROPOLIS 1.2	MX-288		
10 25	4 15	283.4	LEEDS JCT. 3.0	MX-291		
		290.0	DODSON 6.2	MX-298	E88 4431	w171 8567
		297.1	MARTIN CITY, Mo. 7.1	MX-305		
		299.8	KENNETH, KAN. 2.7	MX-308	134	7215
		310.9	BUCYRUS 11.1	MX-319	139	7451
		317.2	WAGSTAFF 6.2	MX-326	135	7289
		326.2	PAOLA 8.7	MX-334		
		326.8	ⓂBN 0.6			
		326.9	ⓂM.K.T. 0.1			
		328.5	BROWN 1.6	MX-336	203	10803
11 50	5 35	334.4	OSAWATOMIE ⓂⓂ	MX-341	Yd.	
		334.9	MP 0.5			
			56.7			

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

ABS — From Ⓜ ICG crossing to Osawatomie.

Signal indication with Current of Traffic Southwest Jct.-Leeds Jct. CTC Leeds Jct. to Osawatomie.

No superiority of trains between Neff Yard and Leeds Jct. All trains and engines move at restricted speed and will be governed by instructions of Yardmaster, East Bowl Tower.

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

Trains secure clearance before leaving Neff Yard.

Eastward Trains secure clearance at Osawatomie.

Yard Limits: MP 283-20 — Neff Yard.

Hot Box and Dragging Equipment Detector located at *MP 314-04.

Maximum Speed MPH

Neff Yard — 296-34

(Except as below) 40

MP 286-05 — MP 286-06 25

MP 289-21 — MP 289-22 25

MP 296-34 — MP 334-16

(Except as below) 60

MP 325-07 — MP 326-44 30

MP 326-44 — MP 327-33 55

MP 331-12 — MP 331-23 55

MP 332-35 — MP 335-00 40

Osawatomie — Around wye 10 MPH

Flagging distance 2 miles

Business Tracks: MP No.

Alexander284.8 MX-291

Missey Spur285.6 MX-293

Jack Jones Lbr. Co. 292.1 MX-300

Long Bell Lbr. Co. 296.2 MX-305

Owens Plastic297.2 MX-305

Stilwell306.4 MX-314

TOPEKA SUBDIV.—KANSAS DIVISION

Miles	WEST STATIONS EAST		Station Numbers	Rule 99 (d) in effect. Yard Limits: MP 400-15 to end of track Topeka
	WEST	EAST		
368.3	LOMAX 38.2	Ⓜ	MX-376	MAXIMUM SPEED 25 Flagging distance 3,500 ft.
406.5	ⓂA. T. & S. F. 1.1	Ⓜ		
407.6	TOPEKA 39.3	ⓂⓂTⓂ	T-130	BUSINESS TRACKS: MP Nos. Michigan .....374.4 T-97 Overbrook .....381.6 T-104 Pauline .....401.1 T-124

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 A		
69 CSP-Frt. Daily	71 FFT-Frt. Daily	Miles	STATIONS		Sidings	Cars	Feet
PM	AM						
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	AM						
							91.2

Business Tracks	MP	Sta. No.	Maximum Speed:	MPH
Richter	360.5	MX-388	(Except as below)	55
Vassar	375.3	MX-383	MP 332-35 — MP 335-00	40
Miller	395.3	MX-403	MP 338-34 — MP 339-29	45
Allen	405.8	MX-414	MP 353-37 — MP 354-32	20
Bushong	411.0	MX-418	MP 357-05 — MP 357-13	50
			MP 385-00 — MP 387-03	40†
			MP 400-15 — MP 400-27	50
			MP 425-26 — MP 426-26	25
Flagging distance 2 miles				
Osawatomie — Around wye.....10 MPH				
No. 71 Maximum Speed .....60 MPH				
Remote control switches are No. 15, 16 or 20, except No. 10 at Osawatomie; Coffeyville Subdiv. main track to running track and Osawatomie Subdiv. main track to running track and to yard lead at west end. At Council Grove No. 10 at west end No. 1 track.				

COUNCIL GROVE SUBDIV. — KANSAS DIVISION

WEST First Class		ABS — Council Grove-Hoisington. CTC Council Grove — Pete. Hoisington — Rule 425 in effect between remote control switches located at both ends of yard.		Station Numbers	EAST A		
69 CSP-Frt. Daily	71 FFT-Frt. Daily	Miles	STATIONS		Sidings	Cars	Feet
AM	AM						
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	GYP SUM	MX-487			
		478.3	SALINA JCT	MX-488			
4 10	8 55	491.2	BRIDGEPORT	MX-499	124	6577	
		495.9	⊙ U. P.	⊙			
4 19	9 02	496.2	LINDSBORG	MX-504			
4 32	9 13	505.6	MARQUETTE	MX-513	117	6497	
4 48	9 26	518.2	CRAWFORD	MX-526	82	4461	
4 58	9 34	524.5	GENESEO	MX-532	206	12262	
		529.7	⊙ B. N.	⊙			
5 14	9 49	537.6	BUSHTON	MX-545	80	4677	
5 25	10 01	545.2	CLAF LIN	MX-553	127	6872	
5 48	10 15	558.8	HOISINGTON	MX-567	Yd.		
AM	AM						
							133.3

TIMETABLE NO. 17

COUNCIL GROVE SUBDIV. — KANSAS DIVISION 37

Maximum Speed	MPH	BUSINESS TRACKS:	MP	Sta. No.
(Except as Below)	55	Delavan	443.9	MX-452
MP 425-26 — MP 426-26	25	Dillon	462.9	MX-471
MP 430-22 — MP 430-34	50	Carlton	470.9	MX-479
MP 432-18 — MP 434-42	45	Frederick	530.4	MX-538
City Limits Herington	30	Prodeo	535.4	MX-539
MP 495-32 — MP 496-37	40	Redwing	552.8	MX-561
Over street crossings Geneseo	40			
MP 544-35 — MP 545-35	30†			
No. 71 Maximum Speed 60 MPH.				
Hot Box and Dragging Equipment Detectors 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 556-02 to MP 559-36.
Conditional Yard Limits: MP 524 - MP 527 — 10:01 pm 8:01 am; MP 507-38 - MP 505 - 15 — 7:01 am to 8:01 pm; MP 476-35 - 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 A		
69 CSP-Frt. Daily	71 FFT-Frt. Daily	Miles	STATIONS		Sidings	Cars	Feet
AM	AM						
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	McORACKEN	MX-613	137	7625	
7 12	11 28	616.0	BROWNELL	MX-624	73	4058	
7 20	11 36	622.1	OSGOOD	MX-630	115	6136	
7 28	11 43	627.3	RANSOM	MX-635	71	3945	
7 37	11 51	633.8	ARNOLD	MX-642	44	2591	
7 46	11 59	640.3	UTICA	MX-648	117	6499	
8 07	12 15	655.6	SHIELDS	MX-663	117	6374	
8 28	12 36	670.2	RANCH	MX-678	118	6281	
		681.7	⊙A.T. & S.F.	⊙			
8 46	12 51	682.5	SCOTT CITY	MX-690	67	3850	
		682.8	⊙A.T. & S.F.	⊙			
8 58	1 02	692.1	MODOC	MX-700	120	6379	
		699.2	MARIENTHAL	MX-707			
9 18	1 20	707.1	LEOTI	MX-715	70	4038	
9 31	1 31	717.1	SELKIRK	MX-725	116	6159	
9 46	1 44	729.0	TRIBUNE	MX-737	44	2591	
10 05	1 50	730.8	HORACE	MX-739	Yd.		
AM	PM						
							171.8

Maximum Speed	MPH	BUSINESS TRACKS:	MP	Sta. No.
(Except as Below)	55	Kanbrick	561.4	GD-9
MP 588-36 — MP 589-11	50	Boyd	562.9	MX-571
City Limits LaCrosse	45	Hargrave	598.0	MX-606
MP 681-29 — MP 682-34	40	Pen Dennis	649.4	MX-657
Hot Box and Dragging Equipment Detectors located MP 595-21, *MP 625-27, *MP 679-16 and *MP 705-25.		Manning	671.4	MX-679
		Coronado	704.1	MX-712
		Whitelaw	724.6	MX-732
		Kanbrick Ind. Lead:		
		Max Wt. MP 560-09 to end of track — 220,000 lbs.		
		Time applies at the station for trains operating through Horace.		
		Yard Limits: MP 556-02 to MP 559-36.		

TIMETABLE NO. 17

WEST		MOUNTAIN STANDARD TIME		EAST		Station Numbers	Sidings	
69	71	EAST		Cars	Feet		Cars	Feet
CSP-Frt.	FFT-Frt.	Miles	STATIONS			Station Numbers			Sidings	Cars	Feet
Daily	Daily							
AM	PM							
9 05	12 50	730.8	HORACE..... T	MX-739	Yd.			
9 25	1 05	740.5	9.7 WALKINGHOOD, KAN.	MX-749	175	8750		
9 34	1 13	746.6	6.1 TOWNER, COLO.....	MX-754				
9 43	1 20	752.5	5.9 STUART.....	MX-760	118	6039		
9 52	1 28	758.1	5.6 SHERIDAN LAKE. @-1	MX-766	72	3834		
10 09	1 43	771.8	13.7 CHIVINGTON.....	MX-780	117	6251		
10 27	1 59	785.8	14.0 EADS..... @-1	MX-794	118	6435		
10 56	2 25	807.7	22.9 HASWELL..... @-1	MX-816	122	6597		
11 25	2 50	830.5	22.8 HEATH.....	MX-838	120	6462		
11 39	3 02	841.2	10.7 SUGAR CITY..... T	MX-849				
11 47	3 08	846.4	5.2 ORDWAY..... @-1	MX-854	138	7304		
12 07	3 26	863.1	15.7 PULTNEY.....	MX-871	118	6140		
			6.3					
12 15	3 34	869.4	NA JCT.....	MX-876				
		591.8	11.9 AVONDALE..... @-1	MX-889	155	8153		
		603.6	6.0					
		609.6	DEVINE.....	MX-895				
		611.8	2.2 BAXTER.....	MX-897	150	7500		
		617.8	6.0 PUEBLO JCT.....	MX-903				
4 30	9 15	897.1	1.2 PUEBLO..... T @-1	MX-905	Yd.			
PM	PM		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 764-04 — MP 767-00. 40
 MP 893-06 — MP 895-06. 20
 (Industrial Lead West of Fountain
 River Bridge, Pueblo, Colo. — Old
 Main Line.)

ABS — Horace to Pueblo. CTC — Between NA Jct. and Pueblo Jct. Operation between NA Jct. and Pueblo Jct. over joint MP-ATSF Track controlled by ATSF dispr. at La Junta. Uniform Code of Operating Rules apply except as modified by ATSF Rules shown under Item 17 (a) of Special Instructions. No. 16 turnouts both ends sidings Baxter and Avondale. ATSF mileage and mile post numbers used between NA Jct. and Pueblo Jct.

Time applies at the station for trains operating through Horace.
 Operation in Pueblo Terminal will be governed by DRGW timetable and Special Instructions of Pueblo Union Depot.
 MP trains must secure MP clearance before leaving Pueblo (ATSF clearance not required)
 Hot Box and Dragging Equipment Detectors located at *MP 792-05, MP 851-00 and ATSF *MP 595.1.

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

SALINA SUBDIV. — KANSAS DIVISION

WEST		MOUNTAIN STANDARD TIME		EAST		Station Numbers	Sidings	
MPH	STATIONS	EAST		Cars	Feet		Cars	Feet
Maximum Speed	Miles	Miles	STATIONS			Station Numbers			Sidings	Cars	Feet
(Except as below)								
20	479.1		SALINA JCT.....	MX-488				
	494.8		15.7 @ O. K. T.....					
Ohio Street Salina. 10	494.8		0.0 @ U. P.....					
Yard Limits Entire Sub-division	494.9		0.1 SALINA.....	GK-16	Yd.			
BUSINESS TRACKS: MP Sta. No.	495.3		0.4 SALINA UNION DEPOT					
Kipp 484.7 GK-6	499.1		3.8 TRIGO.....	GK-21	39	2184		
Smolan 504.5 GK-26	511.3		12.2 FALUN.....	GK-32	25	1652		
Phillips 506.5 GK-28	521.0		9.4 MARQUETTE.....	MX-513				
Mackie 516.5 GK-38								
			41.6					

TIMETABLE NO. 17

WEST		MOUNTAIN STANDARD TIME		EAST		Station Numbers	Sidings	
MPH	STATIONS	EAST		Cars	Feet		Cars	Feet
Maximum Speed	Miles	Miles	STATIONS			Station Numbers			Sidings	Cars	Feet
(Except as below)								
30	485.9		HARDTNER JCT.....	MX-001				
	487.9		2.0 @ A. T. & S. F.....					
	488.8		0.9 @ A. T. & S. F.....					
Yard Limits: Hardtner Jct. to MP 514-21.	494.3		5.5 FRONTIER.....	H-196	118	6428		
	496.6		2.3 BAYNEVILLE.....	H-197	21	1307		
Maximum Speed: MPH	501.4		4.8 CLEARWATER.....	H-202	14	1199		
(Except as below) ... 30	506.9		5.5 MILLERTON.....	H-208	18	1394		
MP 512-09 — MP 569-24 25	512.9		6.0 CONWAY SPRINGS... @ T	NL-135	Yd.			
MP 569-24 — MP 573-19 20	524.3		11.4 ARGONIA.....	H-225				
Flagging distance 4,000 ft.	524.5		0.2 @ A. T. & S. F.....					
	531.2		6.7 FREEPORT.....	H-232	32	2250		
Business Tracks: MP Sta. No.	541.6		10.4 ANTHONY.....	H-243				
Murray Gill 493.3 H-194	541.9		0.3 @ A. T. & S. F.....					
CG&F Elevator 493.8 H-195	542.0		16.8 @ A. T. & S. F.....					
Clearwater Co-op 500.4 H-201	558.8		CORWIN.....	H-260				
Waterworks Spur 543.9 H-245	564.0		5.2 HAZELTON.....	H-265				
Shook 548.2 H-250	571.2		7.2 KIOWA.....	H-272				
Ruella 552.0 H-253	572.5		1.3 @ A. T. & S. F.....					
	573.1		0.6 @ A. T. & S. F.....					
	576.8		3.7 STUBBS.....	H-278				
	581.5		4.7 HARDTNER.....	H-283				
			95.6					

STAFFORD SUBDIV. — KANSAS DIVISION

WEST		MOUNTAIN STANDARD TIME		EAST		Station Numbers	Sidings	
MPH	STATIONS	EAST		Cars	Feet		Cars	Feet
Maximum Speed	Miles	Miles	STATIONS			Station Numbers			Sidings	Cars	Feet
(Except as below)								
30	558.7		CONWAY SPRINGS... @ T	NL-135	Yd.			
	567.1		8.4 MILTON.....	NL-144				
	572.2		5.1 @ A. T. & S. F.....					
Rule 99(d) in effect.	592.3		20.1 KINGMAN.....	NL-169				
Yard Limits: Conway Springs to MP 559-30. MP 610-01 to End of Track Iuka.	593.1		0.8 @ A. T. & S. F.....					
	593.9		0.8 @ A. T. & S. F.....					
	598.4		4.5 BROWNS SPUR.....	NL-175				
	605.8		7.4 PENALOSA.....	NL-183				
Maximum Speed MPH	610.0		4.2 OLCOTT.....	NL-187				
(Except as below) ... 30	619.9		9.9 PRESTON.....	NC-10	10	500		
Between Olcott and Iuka ... 20	620.1		0.2 @ S. S. W.....					
Preston, Through Turnout at end of siding. 15	630.0		9.9 IUKA.....	NC-20				
Flagging distance 4,000 ft.	614.5		4.5 TURON.....	NL-191				
Business Tracks: MP Sta. No.	615.0		0.5 @ S. S. W.....					
Norwich 571.4 NL-148	628.6		13.6 STAFFORD.....	NL-205				
Belmont 580.4 NL-157	629.6		1.0 @ A. T. & S. F.....					
Alameda 585.3 NL-162	639.3		9.7 HUDSON.....	NL-216				
Neola 620.9 NL-198	648.3		9.0 SEWARD.....	NL-225				
	653.7		5.4 RADIUM.....	NL-230				
			95.0					

TIMETABLE NO. 17

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	⊗ B. N.	0.2				MP 482-00
482.6	⊗ O. K. T.	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 559-06 MP 561-01 . 20
495.0	MAIZE 4.1		M-10	23	1532	Flagging distance 3,730 ft.
499.1	COLWICH 10.8		M-14	21	1546	BUSINESS Sta. TRACKS: MP Nos.
509.9	MT. HOPE 7.0		M-25	54	3059	Wichita Sand 490.5 M-5 Superior Sand 490.9 M-6 Berwet 496.0 M-11 Lock- Joint 497.7 M-13 KGE Co. 498.3 M-14 Andale 504.2 M-19 Small Spur 511.1 M-26 Elmer 526.0 M-41 Yagy 535.8 M-54 Nickerson (between YA Jct. & ST Jct. 544.0 M-59 Kanopolis 14.3 M-103
516.9	HAVEN 5.5		M-32	48	2918	
522.4	YODER 9.1		M-37	15 40	1140 2222	
531.5	⊗ A. T. & S. F.	0.1				
531.6	⊗ A. T. & S. F.	0.4				
532.0	⊗ S. S. W.	0.6				
532.6	HUTCHINSON 0.9		M-48	Yd.		
533.5	⊗ A. T. & S. F.	4.0				
537.5	YA JCT.					
	Via A.T. & S.F. 13.09 Mi.					
550.1	ST JCT. 9.1					
559.2	⊗ B. N.	1.3				Stations on AT&SF Ry. between YA Jct. and ST Jct.: Name ATSF MP YA Jct. 222.7 Yagy 223.2 Nickerson 228.6 ST Jct. 235.6
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		Yard Limits: MP 537-09 to MP 558-00.
				Cars	Feet	
522.9	ARKANSAS CITY 43.3 Mi. Via AT&SF		NB-25			Maximum Speed Between Belle Plaine & Conway Springs 20
537.9	BELLE PLAINE 6.6		NL-115			Winfield Ind. Lead 5.0 miles opens off ATSF MP 249.7 Max. speed 20 MPH.
544.5	⊗ O. K. T.					Business Tracks: MP No.
558.7	CONWAY SPRINGS 68.7		NL-135	Yd.		Riverdale 544.4 NL-121 Anson 552.2 NL-129 Winfield 517.2 NL-94
Operation over ATSF Belle Plaine to Arkansas City Item 17(a) Special Instruction.						

TIMETABLE NO. 17

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

Business
Tracks: MP Sta.
Nos.
Athens 378.9 H-80
Toronto 399.5 H-101
Neal 407.6 H-109
Reece 430.5 H-182

Business
Tracks: MP Sta.
Nos.
Rosalia ⊗ 2.441.9 H-143
Towanda 463.6 H-164
Benton 469.4 H-170

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

McPHERSON SUBDIV.—CENTRAL DIVISION

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

Maximum Speed 30
(Except as below)
City Limits Potwin.. 25
City Limits
Mound Ridge 20
MP 486-11 —
MP 488-03 15
Flagging distance 3,860 ft.

Yard Limits: McPherson
Jct. to MP 457-13, MP
487-02 to MP 487-22,
MP 494-01 to MP 496-
01, MP 501-10 to MP
502-00 and MP 515-30 to
MP 516-10.

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings	
				Cars	Ft.
454.6	McPHERSON JCT. ⊗ T	12.5	H-155		
467.1	POTWIN 7.4		PB-13		
474.5	WHITEWATER 0.2		PB-20	17	1117
474.7	⊗ O.K.T.	12.1			
486.8	NEWTON 0.2		PB-32	15	1006
487.0	⊗ A. T. & S. F.	8.1			
495.1	HESSTON 6.5		PB-41	30	1992
501.6	MOUNDRIDGE 13.3		PB-47	20	1488
514.9	⊗ S.S.W.	1.3			
516.2	McPHERSON 61.6		PB-62	Yd.	

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

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

TIMETABLE NO. 17

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 between Chetopa and Nassau Jct. only. 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 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	0.1 Ⓞ B. N.....	Ⓞ				
352.8	4.8 CORNELL, KAN.....		N-35	40	2802	
357.6	0.4 Ⓞ K. O. S.....	G				
358.0	4.8 PITTSBURG.....	ⓄⓄⓄ	N-41	Yd.		
362.8	2.8 FLEMING.....		N-46	35	1991	
365.6	0.2 Ⓞ B. N.....	Ⓞ				
365.8	1.0 CHEROKEE.....		N-48	10	834	
366.8	12.8 Ⓞ B. N.....	G				
379.6	6.5 SHERWIN Ⓞ B. N.....	G	N-62	21	1320	
386.1	6.7 FAULKNER.....		N-68	24	1561	
392.8	0.4 CHETOPA.....	Ⓞ	N-75	30	1820	
393.2	14.9 Ⓞ M. K. T.....	G				
408.1	5.1 EDNA.....		N-91			
413.2	9.8 VALEDA.....		N-96	14	930	
423.0	0.3 Ⓞ A. T. & S. F. Ⓞ MKT.....	Ⓞ				
423.3	COFFEYVILLE.....	ⓄⓄⓄ	R-135	Yd.		
104.0						

DEXTER SUBDIVISION — CENTRAL DIVISION

Miles	WEST ▼ STATIONS	EAST ▲	Station Numbers	Sidings		Yard Limits: Dearing to end of track.
				Cars	Feet	
428.7	DEARING.....	Ⓞ	R-130			Operation over AT&SF at Caney Item 17(a) Special Instructions. Maximum Speed: 20 MPH Max. Wt. 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 Tauszig . .485.0 NL-62
442.1	13.4 CANEY.....	T	NL-19	13	909	
442.2	0.1 Ⓞ A. T. & S. F.....	Ⓞ				
458..	16.7 SEDAN.....		NL-36			
480.9	22.0 CEDARVALE.....		NL-58	54	2442	
490.8	9.9 HOOSER.....		NL- 68			
497.2	6.4 END OF TRACK.....					
68.5						

COFFEYVILLE SUBDIV. — CENTRAL DIVISION 43

Miles	SOUTH ▼ STATIONS	NORTH ▲	Station Numbers	Sidings	
				Cars	Feet
334.4	OSAWATOMIE.....	Ⓞ-2 T Ⓞ	MX-34	1 Yd	
334.9	0.5 Ⓞ M. P.....				
342.8	7.9 LANE.....		R-9	126	6688
353.4	10.6 HECLA.....		R-20	135	7578
357.4	4.0 Ⓞ A. T. & S. F.....	Ⓞ			
357.6	0.2 GARNETT.....		R-24		
371.7	14.1 DIXON.....		R-39	171	9203
384.4	12.7 LE ROY.....	Ⓞ	R-51		
391.0	6.6 VERNON.....		R-59	175	9283
398.5	7.5 DURAND.....	Ⓞ-2 T Ⓞ	H-85	179	8986
415.1	16.6 ROPER.....		R-82	170	8541
417.6	2.5 BENEDICT Ⓞ A. T. & S. F.....	Ⓞ	R-85		
427.2	9.6 ALTOONA.....	Ⓞ	R-94		
434.8	7.6 NEODESHA.....	Ⓞ	R 102	165	8515
434.9	0.1 Ⓞ B. N.....	Ⓞ			
442.3	7.4 SYCAMORE.....		R 109	180	9002
448.3	6.0 Ⓞ A. T. & S. F.....	Ⓞ			
448.6	0.3 Ⓞ A. T. & S. F.....	Ⓞ			
449.1	0.5 INDEPENDENCE.....	Ⓞ	R 116	155	8345
462.4	13.3 DEARING.....		R 130	135	8200
467.8	5.4 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 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
MP 418-01 — MP 418-11	45	Flagging distance	— 2 miles.
MP 423-00 — MP 423-11	45	YARD LIMITS:	
City Limits Altoona	40	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 2.3	①		
651.0	LENAPAH, OKLA	L-311	140	7743
640.1	NOWATA	L-300	76	4881
634.4	CLEM	L-294	175	9460
622.1	OOLOGAH 12.3	L-282	168	8440
610.3	③B. N. 11.8	①		
607.3	PRATT 3.0	L-267	142	7566
596.9	INOLA 10.4	L-257	170	9577
581.4	WAGONER ②MKT 15.5	L-242		
579.6	COOKSON 1.8	L-239	175	9415
575.5	OKAY JCT. 4.1	L-233		
557.5	BRAGGS 18.0	L-218	160	8814
540.8	UPSON 16.7	L-201	123	6533
537.4	VIAN 3.4	L-197		
526.7	③K. C. S. 10.7	①		
525.8	SALLISAW 0.9	L-186	26	1530
519.7	HANSON 6.1	L-180	154	8214
513.1	MULDROW 6.6	L-173	59	3580
504.7	GREENWOOD OKLA. 8.4	L-164	150	9057
498.4	③B. N. 6.3	①		
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	30	
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	

MPH	MPH
MP 596-20 — MP 597-04	35
City Limits Claremore	30
MP 617-18 — MP 618-29	40
MP 621-12 — MP 622-07	45
City Limits Nowata	30
Over ②MKT — MP 660.5	20
Coffeyville; Read St. to 14th St.	10

BUSINESS TRACKS	MP	Sta. No.
Delaware	645.5	L-306
Talala	627.8	L-288
Public Service	621.5	L-281
Claremore	609.7	L-270
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
Bekaert Steel	500.5	L-158

Flagging 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 7.8	L-149	72	3810
470.0	POPING 19.4	L-130	118	6178
464.8	OZARK 5.2	L-125	74	3859
456.5	ALIX 8.3	L-117	115	6014
443.0	SPADRA 13.1	L-105	144	7517
435.6	CLARKSVILLE JCT. 7.4	L-93		
427.5	SCOTIA 8.1	L-85	162	8437
417.7	RUSSELLVILLE 9.8 T ② ③	L-75	118	6143
417.6	D. & R. CONN. 0.1			
410.7	WORTHEN 6.9	L-68	122	6388
400.0	BLACKVILLE 10.7	L-57	89	4628
392.5	MORRILTON 7.5	L-50	124	6750
381.3	MENIFEE 11.2	L-38	145	7556
373.1	CONWAY 8.2 ② ③	L-30	186	9682
363.6	MAYFLOWER 9.5	L-21	205	1028
343.6	No. LITTLE ROCK 20.0	X-344	Yd	....
153.2				

Maximum Speed MPH (Except as below) 50
 MP 343-06—MP 346-00 25
 MP 357-19—MP 359-10 45
 MP 359-10—MP 359-29 35
 City Limits Conway 45
 MP 373-26—MP 382-02 45
 MP 385-31—MP 386-05 45
 City Limits Morrilton 30
 MP 412-28—MP 412-34 45
 City Limits Russellville 30
 MP 426-27—MP 427-00 45
 MP 434-19—MP 434-31 45
 Between Clarksville Jct. and Clarksville 20
 MP 471-20—MP 474-16 40
 MP 479-19—MP 479-26 45
 Flagging distance 2 miles

BUSINESS TRACKS:	MP	Sta. No.
Mulberry	479.7	L-140
Co-op Spur	462.9	L-123
Carbon	459.2	L-120
Peabody	447.5	L-110
Kemp-Johnson Coal Co.	446.9	L-109
Hoyt	445.8	L-108
Arkoma Coal	443.6	L-105
Dixie Coal	443.0	L-105
International Paper	442.7	L-105
Clarksville Jct. Storage	435.3	L-93
Clarksville	443.7	L-101
Knoxville	433.6	L-91
Cargill	425.4	L-82
AP&L Spur	424.5	L-95
Clarksville Jct. to Clarksville		
Lamar	438.5	L-95
Lambreck Spur	440.7	L-97
King Switch	441.9	L-99
Atkins	405.8	L-63
Banquet Foods	404.2	L-63
AP&L Spur No. 2	362.3	L-19
Maumelle	355.3	L-12
Marche	353.3	L-10
Jeffrey	349.5	L-6
Levy	345.7	L-3

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

Scotia—South end siding No. 20 turnout.
 Mayflower—both ends siding No. 16 turnouts.

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

Yard Limits: MP 495-20 to MP 499-00; MP 415-00 to MP 419-30; MP 370-06 to MP 375-20; MP 343-14 to MP 346-20; Clarksville Jct. MP 435-20 to end of track Clarksville.

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

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

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

PARIS SUBDIV.—CENTRAL DIVISION

Miles	STATIONS	Station Numbers	Sidings	
			Cars	Feet
497.2	VAN BUREN ② ③ T ④	L-158	Yd	....
508.0	FT. SMITH 1.5 ② ③	LD-5		
509.3	③B. N. 1.3			
509.4	③K. C. S. 0.1			
512.8	SO. FT. SMITH 3.4	LD-10		
519.4	FORT CHAFFEE 6.6	LD-17		
535.3	CHARLESTON 15.9	LD-33		
536.0	THESSING 0.7	LD-34	35	1500
553.1	PARIS 17.1	LD-51		
46.6				

Rule 99 (d) in effect.
 Yard Limits: Ft. Smith: B.N. Conn. to 515-00.
 Maximum Speed MPH (Except as below) 30
 City Limits Ft. Smith 25
 B.N. Conn. 15
 MP 508-00 15
 MP 510-20 10
 MP 510-21 10
 MP 512-05 10
 MP 512-11 10
 Flagging distance 4,510 ft.
 Business Tracks: MP No. Barling 518.1 LD-16
 Lavaca 526.3 LD-24
 Branch 540.0 LD-38
 Ratcliff 544.1 LD-42
 Ft. Smith Yard: ② Nth. R St. B.N.G
 ③ Nth. L St. KCS

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

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

WEST		DALLAS SUBDIVISION				EAST	
First Class		Stations	Station Numbers	Sidings		First Class	
21 Psgr.	Daily			Cars	Feet	22 Psgr.	Daily
AM	8 27	0.0	TEXARKANA ARK.....	TP-0	Yd.	PM	9 50
		0.5	St. L.S.W.....				
		1.3	NATIONAL JCT. TEX.....				9 40
		1.8	K.O.S.....				
		7.9	SULPHUR.....	TP-8	174 9157		
		14.8	SPRINGDALE.....	TP-15	89 4914		
		20.4	QUEEN CITY.....	TP-21	140 7449		
		23.6	ATLANTA.....	TP-24	77 4756		
		31.2	BIVINS.....	TP-31	142 7425		
		37.5	KILDARE.....	TP-37	94 5022		
		43.5	PAYNE.....	TP-44	146 7761		
		50.7	JEFFERSON.....	TP-51	158 8513		
		58.7	WOODLAWN.....	TP-58	136 7395		
s	9 46	66.3	MARSHALL.....	TP-67	159 8243	s	8 41
		70.5	QUINOY.....	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.....	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 4173		
		245.4	TOWER 55.....	TP-245			4 40
PM		251.1	CENTENNIAL YD.....	TP-250		PM	

TIMETABLE NO. 17

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

Yard Limits: Sig. 4900 at Texarkana and StLSW crossing; MP 244-02 and MP 248-01.

Maximum Speed		MPH		Maximum Speed		MPH	
(Except as below)	MP	Psgr.	Frt.	Eastward Absolute Sig. Tower 19	Terminal Jct.	Thru curve at Terminal Jct.	(Both main tracks)
MP 0-00	MP 1-00	20	20	20	20	10	10
MP 1-00	MP 2-33	50	50	20	20	20	20
MP 5-14	MP 6-11	65	—	50	50	50	50
MP 11-04	MP 13-04	70	—	30	30	30	30
MP 15-11	MP 18-11	70	—	50	50	50	50
MP 20-32	MP 21-24	70	—	50	50	50	50
MP 23-22	MP 23-33	20	20†	50	50	50	50
MP 30-27	MP 31-04	55	50	50	50	50	50
MP 36-12	MP 38-00	50	50	50	50	50	50
MP 42-07	MP 42-25	70	—	50	50	50	50
MP 45-00	MP 45-18	60	—	50	50	50	50
MP 46-20	MP 47-22	70	—	50	50	50	50
MP 48-20	MP 49-00	70	—	50	50	50	50
MP 50-06	MP 50-14	50	50	50	50	50	50
MP 50-14	MP 51-17	30	30	50	50	50	50
MP 51-17	MP 54-00	65	—	50	50	50	50
MP 56-11	MP 56-25	65	—	50	50	50	50
MP 59-00	MP 65-16	65	—	50	50	50	50
MP 65-16	MP 67-06	30	30	50	50	50	50
MP 67-06	MP 68-33	65	—	50	50	50	50
MP 80-07	MP 80-19	65	—	50	50	50	50
MP 80-19	MP 81-16	65	—	50	50	50	50
MP 81-16	MP 85-00	65	—	50	50	50	50
MP 86-06	MP 95-06	40	40	50	50	50	50
MP 100-21	MP 104-30	40	40†	50	50	50	50
MP 112-33	MP 112-34	45	45	50	50	50	50
MP 112-34	MP 132-11	65	—	50	50	50	50
MP 126-14	MP 126-25	60	—	50	50	50	50
MP 131-14	MP 132-07	65	—	50	50	50	50
MP 135-00	MP 136-12	40	40†	50	50	50	50
MP 135-29	MP 141-07	70	—	50	50	50	50
MP 145-07	MP 148-36	60	—	50	50	50	50
MP 148-36	MP 149-19	40	40	50	50	50	50
MP 156-00	MP 157-00	60	35	50	50	50	50
MP 168-09	MP 167-01	35	35†	50	50	50	50
MP 182-06	MP 183-09	40	40	50	50	50	50
MP 183-26	MP 184-18	60	—	50	50	50	50
MP 192-07	MP 193-00	70	—	50	50	50	50
MP 193-07	MP 194-10	45	40	50	50	50	50
MP 194-10	MP 196-14	65	—	50	50	50	50
MP 196-14	MP 201-10	70	—	50	50	50	50
MP 201-10	MP 203-00	45	45	50	50	50	50
MP 203-00	MP 205-15	70	—	50	50	50	50
MP 205-15	MP 209-29	20	20	50	50	50	50
MP 209-29	S.P. MP 2.1	20	20	50	50	50	50
S.P. MP 2.1	S.P. MP 1.8	15	15	50	50	50	50
S.P. MP 1.8	Forest Ave.—Eastward Absolute Sig. Tower 19	20	20	50	50	50	50

On East track between Signal 4900 and Texarkana and on South track between Texarkana and StLSW crossing; no superiority of trains.

On West track between Signal 4900 and Texarkana and on North track between Texarkana and StLSW crossing; all trains and engs. clear No. 22 as prescribed by Rule 93 instead of Rule D-93 and, when using this track, No. 22 will operate as prescribed by Rule 93 instead of Rule D-93.

ABS — StLSW Texarkana to MP 248-01, Centennial Yard.

CTC between StLSW crossing Texarkana and MP 244-02.

No. 16 turnouts at all Jcts. and all sidings.

MW Crossover, Mineola located at MP 136-25.

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

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

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

Do not exceed 5 MPH on Morton Salt Co. tracks, Grand Saline.

Dallas-Ft. Worth Terminal Division jurisdiction MP 204 to Centennial Yard inclusive.

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

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

(Continued on Page 50)

TIMETABLE NO. 17



MISSOURI PACIFIC SYSTEM
AND CONNECTIONS

LEGEND
 ——— DOUBLE TRACK
 OR CENTRALIZED
 TRAFFIC CONTROL

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

(Continued from Page 47)

Two main tracks designated North and South tracks between Texarkana and National Jct.; Lansing Jct. and Longview Jct.; Terminal Jct. and MP 248-01 Centennial Yard.

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 instructions 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.

OKLAHOMA SUBDIV. — RED RIVER DIVISION

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

Yard Limits:
Muskogee: MP 128-00 — 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	277.6	MG-278
Durant	298.0	MG-298

MKT STATIONS

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

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

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

Operation over Verdigris River MP 122.5 joint-MKT.

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

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

WHITESBORO SUBDIV. — RED RIVER DIVISION 51

Maximum Speed MPH Between Whitesboro Jct. and Tower 55 (Except as below) ... 50	SOUTH Miles	STATIONS	NORTH Miles	Station Numbers	Sidings	
					Cars	Feet
MP 173-10 — MP 173-20... 35	173.1	20.9 RAY-DENISON TEX.⊕⊗		MK-622	Yd.	
MP 191-15 — MP 192-04... 40	179.5	6.4 WHITESBORO JCT.⊕⊗⊕⊗			Yd.	
MP 203-10 — MP 203-20... 45	179.5	12.0 COLLINSVILLE		TA-179	65	4143
MP 207-33 — MP 210-04... 20	191.5	12.0 PILOT POINT		TA-191	139	7874
MP 221-20 — MP 222-05... 30	204.6	13.1 MINGO			121	7610
MP 237-05 — MP 243-30... 30	209.1	4.5 DENTON⊕⊗⊕⊗		TA-209	123	7208
MP 243-30 — MP 243-30... 15	225.4	16.3 ROANOKE		TA-225	144	7967
Tower 55 — Through Interlocking... 15	235.5	10.1 WATAUGA		TA-235	44	2656
On wye tracks Tower 55... 10	238.1	2.6 ⊗ S.T.L.S.W.⊕⊗				
Flagging distance 2 miles	240.0	1.9 HODGE⊕		TA-240	98	5332
Yard Limits: Whitesboro Jct.: MP 171-26 — MP 175-00 Tower 55: MP 237-00 — MP 244-20	244.5	4.5 TOWER 55⊕⊗⊕⊗		TP-245	Yd.	
		92.3				

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

Conditional Yard Limits: MP 206-00 to MP 212-25, 2:01 pm to 12:01 am.

ABS — Whitesboro Jct. to Tower 55.

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

Trains originating secure clearance Centennial Yard or Tower 55.

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

Northward MKT trains secure clearance Tower 55.

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

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

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

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

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

52 MIDLAND VALLEY SUBDIV. — RED RIVER DIV.

Miles	STATIONS		Station Numbers	Siding Capacity in Cars
	WEST	EAST		
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	⊙ ⊗ TG	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	⊙		
157.2	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-55
Turley	157.5	MV-158
Skiatook	166.6	MV-167

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

BONHAM SUBDIV.—RED RIVER DIVISION

Miles	STATIONS		Sta. No.	Sidings		Rule 99(d) in effect only: Between Texarkana and Paris; Between Sherman and Whitesboro Jct.
	WEST	EAST		Cars	Ft.	
0.0	TEXARKANA	⊙ ⊗ ⊕	TP-0	Yd.		MPH
0.6	0.6 ⊗ K. O. S.	⊙ ⊗ ⊕				Maximum Speed
14.8	14.2 HOOKS		TA15	75	4051	(except as below)
34.2	19.4 DE KALB		TA34	57	4059	MP 0-0 — MP 4-20..... 20
61.0	26.8 CLARKSVILLE	⊙	TA61	85	4979	Over Church St., Paris..... 10
91.0	30.0 PARIS	⊙ ⊗ ⊕	TA91	Yd.		ATSF-SP ⊙..... 10
91.7	0.7 ⊙AT&S&F-S.P.	⊙				MP 100-06 — MP 151-04.. 25
128.1	36.4 BONHAM	⊙ ⊗ ⊕	TA128	Yd.		MP 153-08 — MP 156-11.. 20
141.6	13.5 ⊙MKT.	⊙	TA142			Flagging distance 4,320 ft.
154.5	12.9 ⊙S.P.	⊙ ⊗ ⊕				BUSINESS TRACKS
154.6	0.1 SHERMAN	⊙ ⊗ ⊕	TA155	Yd.		Nash
173.1	18.5 WHITESBORO JCT.	⊙	TA173	Yd.		Plant
173.1						

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 175-00.

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

SHREVEPORT SUBDIV.—RED RIVER DIVISION 53

Miles	STATIONS		Station Numbers	Sidings		Yard Limits: MP 190.5 - MP 196.5, MP 310.6 - MP 317.9, MP 347.5 - MP 351.1.
	WEST	EAST		Cars	Feet	
192.1	ALEXANDRIA	⊙ ⊗ ⊕	TB-195	Yd.		Maximum Speed: MPH
195.7	3.6 TEXMO JCT.	⊙ ⊗	TB-196			(except as below)..... 50
203.7	7.9 RAPIDES		TB-204	64	4105	MP 190.4—MP 195.8. 40
225.2	22.3 FERN		TB-225	76	4124	MP 208.6—MP 209.1. 15
235.8	10.6 CYPRESS		TB-236	87	5094	MP 235.8—MP 236.2. 40
246.0	10.2 CANE		TB-246	63	4066	MP 245.8—MP 247.8 25 1/2
247.5	1.5 NATCHITOCHESES	⊙-1 ⊕	TB-247			MP 310.9—MP 320.3. 20
265.7	18.2 LAKE END		TB-265	50	2935	MP 348.6—MP 350.6. 40
286.0	20.3 WESTDALE		TB-286	87	4777	MP 350.7—MP 351.4. 30
308.6	22.6 LUCAS		TB-308	90	4805	Flagging distance 2 miles
311.7	3.7 ⊙K.O.S.	⊙ ⊕				Business Tracks MP Sta. Nos.
313.9	2.2 ⊙S. P.	⊕				England AFB..... 199.8 TB199
315.0	1.1 OUT OFF JOT	⊙	TB-315	Yd.		Boyce..... 208.7 TB209
315.6	0.6 HOLLYWOOD JCT.	⊙-1	TB-316	Yd.		Rodemacher..... 211.9 TB212
315.6	0.3 HOLLYWOOD YD.	⊙-1 ⊕	TS-326			Soybean Spur..... 243.0 TB243
1.5	3.1 REISOR, LA.		TB-319	150	13850	Plywood Spur..... 251.0 TB251
319.0	13.5 WASKOM, TEX.		TB-331	91	5289	Powhatan..... 258.8 TB258
332.5	10.6 SCOTTSVILLE		TB-342	72	4028	Gahagan..... 276.1 TB275
343.1	8.3 MARSHALL	⊙-1 T ⊕	TP-67	142	7551	Grand Bayou..... 280.1 TB280
156.9						

ABS — Texmo Jct. to Marshall.

Movements of trains and engines within yard limits Alexandria will be governed by instructions of yardmaster.

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	STATIONS		Sta. Nos.	Rule 99 (d) in effect.
	SOUTH	NORTH		
34.1	HOSSTON		TT-28	Maximum Speed
29.4	4.7 GILLIAM		TT-23	Yard Limits: MP 3-15 to Hollywood Jct.
4.8	23.5 SHREVEPORT		TS-326	Flagging distance 1,770 ft.
3.7	1.1 ⊙ ICG	⊙		
1.5	3.3 HOLLYWOOD YD.	⊙ T ⊕ ⊕-1	TS-316	Business Tracks MP Sta. Nos.
0.0	1.5 HOLLYWOOD JCT.		TB-316	Belcher..... 18.1 TT-18
34.1				

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

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

SOUTH First Class				NORTH First Class	
21				22	
Daily	Miles	STATIONS	Station Nos.	Sidings Cars Feet	Daily
	0.0	PALESTINE	AX-81	Yd.	
	1.0	WEST JCT	AX-81		
	8.5	TUOKER	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	McNEIL	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	CORBEN 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			
	260.4	S. P. No. 2			
	9 55	SOSAN	AX-345	Yd.	8 44
PM		264.3			AM

No. 15, 16 or 20 turnouts; N. end frt. route, Palestine; West Jct.; both siding switches Valley Jct., Guase, Milano, Marjorie, Thrall and Round Rock; north and south switches freight route—Taylor, connection—MKT Jct.; Martin St., San Antonio.
Gate at SP Crossing No. 1 MP 259.8 may be left lined and secured as last used.

TIMETABLE NO. 17

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 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.

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 142-15 to MP 146-35; MP 255-10 to MP 268-05. All trains secure clearance Taylor.

Conditional yard limits: MP 43-0 to MP 46-5, 10:01 AM to 4:01 PM; MP 94-20 to MP 95-16, 8:01 AM to 8:01 PM; MP 170-15 to MP 184-05, 8:01 AM to 8:01 PM; MP 226-20, MP 238-00, 6:01 AM to 4:01 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 168-32 — 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	JP 180-08 — MP 186-01	35, 35†
MP 65-16 — MP 65-22	45	MP 190-24 — MP 191-32	60 —
City Limits Franklin	45†	MP 191-32 — MP 195-00	65 —
City Limits Hearne	25†	MP 201-28 — MP 203-04	55 —
MP 93-11 — MP 93-12	20	MP 205 12 — MP 207-08	55 —
MP 94-20 — MP 94-26	45	MP 207-08 — MP 211-04	30 30
MP 109-27 — Over ATSF		MP 219-32 — MP 220-00	60 —
Crossing	40	MP 225-32 — MP 228-08	20 20†
MP 113-00 — MP 114-00	35	MP 228-08 — MP 229-12	60 —
City Limits Rockdale	45†	MP 229-12 — MP 231-36	65 —
RS&S Yard	10	MP 231-36 — MP 232-04	60 —
City Limits Thorndale	45†	MP 232-04 — MP 234-24	65 —
City Limits Taylor	25†	MP 240-08 — MP 240-20	60 —
MP 144-10 — MP 144-32	15	MP 242-24 — MP 244-08	60 —
Flagging distance 2 miles		MP 247-12 — MP 249-12	60 —
Business Tracks	MP Sta. No.	MP 252-04 — MP 256-04	45 45
Long Lake	12.3 AX-93	MP 256-04 — MP 257-12	40 40†
Champion	33.3 AX-114	MP 257-12 — MP 258-16	30 30
Beavens	42.8 AX-115	MP 258-16 — MP 259-32	20 20†
Koch (Conn. F.W.D.R.R.)	45.7 AX-127	MP 259-32 — SP Crossing	
New Baden	73.1 AX-154	No. 1 until crossing occupied.	06 06
Marjorie (Conn. R.S.&S.R.R.)	124.4 AX-205	MP 260-00 — MP 260-36	30 30
Round Rock	161.6 AX-243	MP 260-36 — MP 264-20	35 35
Georgetown Ind. Lead	2.0 mi.	MP 264-20 — MP 264-28	15 15
Round Rock to Kerr DX-0002.			
Max. Speed 20 MPH.			
IBM	169.0 AX-251	Business Tracks	MP Sta. No.
Charles	170.4 AX-252	Steck Paper Co.	172.1 AX-253
Hooper	171.1 AX-254	Vinson	183.8 AX-265
Stripling Blake	171.9 AX-253	Bergstrom Ind. Lead	5.0 miles
		Vinson to end of track.	Max. Speed 20 MPH.
		Texas Cement	196.1 AX-278
		Dittlinger	231.1 AX-312
		Parker Bros.	231.2 AX-312
		Ogden	236.7 AX-318
		Wetmore	247.7 AX-329
		Longhorn Industrial Lead	4.0 miles.
		Max. Speed 20 MPH.	
		Longhorn	249.2 AX-330
		Green Light Spur	250.0 AX-331
		North Loop	251.5 AX-333
		Towne Spur	251.8 AX-333
		Cementville	253-6 AX-334

TIMETABLE NO. 17

60 LAREDO SUBDIV. — PALESTINE DIVISION

SOUTH FIRST CLASS	Miles	STATIONS	Sta. Nos.	Sidings Cars Feet	NORTH FIRST CLASS
Daily					Daily
PM					AM
9 55	264.3	SOSAN	AX345	Yd.	8 44
10 00	266.5	HEAFER	AX348	Yd.	8 34
10 17	282.1	LYTLE	AX363	Yd.	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	Yd.	7 35
11 07	329.1	DILLEY	AX410	Yd.	7 27
11 18	339.5	GARDENDALE	AX422	39 1949	7 16
11 25	345.8	COTULLA	AX427	92 4616	7 09
11 48	367.6	ATLEE	AX449	63 3191	6 47
11 55	374.1	ENCINAL	AX455	48 2422	6 40
12 06	385.3	CALLAGHAN	AX467	46 2303	6 29
12 30	408.3	NYE	AX490	Yd.	6 05
.....	412.0	Tex-Mex . . . . .	.....	.....	.....
1 20	412.2	LAREDO	AX494	Yd.	5 55
AM		147.9			AM

Yard Limits: MP 255-10 to MP 267-05; MP 337-20 to MP 341-19; MP 406-02 to end of Track Laredo.

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

Maximum Speed	MPH Psg. Frt.	Business Tracks	MP	Sta. No.
(Except as below)	59 49			
MP 264-20 — MP 264-28	15 15	Natalia	287.1	AX-368
MP 264-28 — MP 267-00	35 35	Armour		
MP 281-12 — MP 282-20	30 30+	Chemical	310.1	AX-390
MP 290-04 — MP 291-20	40 40+	Medina Electric	310.5	AX-391
MP 300-16 — MP 303-04	55 —	Burns Stock		
MP 312-00 — MP 314-01	30 30+	Pens	331.0	AX-412
MP 338-20 — MP 340-00	45 45	Artesia Wells	356.9	AX-438
MP 345-00 — MP 348-00	40 40+			
MP 350-24 — MP 350-26	55 —			
MP 407-14 — MP 410-12	30 30			
MP 410-12 — MP 412-08	15 15			

Flagging distance 9,600 ft.

CRYSTAL CITY SUBDIV.—PALESTINE DIVISION

Rule 99 (d) in effect.	Miles	SOUTH STATIONS	NORTH	Sta. Nos.	Sidings Cars Feet
Carrizo Springs — Ind. Lead 12.2 miles Crystal City — Carrizo Springs (FX-156) Max Speed 30 MPH Max. Wt. 240,000 lbs.	190.8	DABNEY		HX18	.....
	187.3	BLEWETT		HX14	.....
	145.8	CRYSTAL CITY		FX146	Yd.
	143.4	RIVER		FX143	Yd.
Yard Limits: MP 105- 00 to MP 107-00; MP 143-00 to MP 148-00.	134.5	BRUNDAGE		FX134	86 4324
	127.1	BIG WELLS		FX127	.....
Maximum Speed Crystal City - Gardendale 30 MPH; Crystal City - Dab- ney 20 MPH except 15 MPH MP 172-28 to MP 173-02; Wye tracks Crystal City 15 MPH.	118.3	COUNTY LINE		FX118	41 2068
Flagging distance 5,920 ft.	105.0	GARDENDALE		AX422	.....
		85.8			
Business Tracks			MP	Sta. No.	
Kelley			172.9	GX-173	
LaPryor			136.9	GX-164	

TIMETABLE NO. 17

TRINITY SUBDIV.—PALESTINE & DeQUINCY DIVS. 61

Maximum Speed MPH (Except as shown below)	Miles	SOUTH STATIONS	NORTH	Station Nos.	Sidings	
					Cars	Feet
MP 0-00 to MP 1-18		PALESTINE		AX-81	Yd.	
MP 1-18 — MP 5-04		WEST JCT.		A-81	.....
MP 9-05 — MP 9-15		ELKHART		A-94	150 7512	
MP 11-28 — MP 12-12		GRAPELAND		A-106	59 2960	
MP 14-12 — MP 14-19		CROCKETT		A-119	156 9121	
MP 15-19 — MP 15-23		LOVELADY		A-133	65 3292	
MP 17-08 — MP 17-22		TRINITY		A-146	165 10200	
MP 23-26 — MP 24-31		RIVERSIDE		A-153	62 3138	
MP 25-08 — MP 26-23		PHELPS		A-165	141 7807	
MP 36-21 — MP 38-17		NEW WAVERLY		A-177	83 4175	
MP 42-29 — MP 43-09		WILLIS		A-185	83 4188	
MP 63-21 — MP 65-15		CONROE		A-193	142 7100	
MP 82-19 — MP 82-26		TAMINA		A-202	68 3426	
MP 109-25		SPRING		A-209	220 12120	
MP 113-10		ALDINE		A-219	167 8387	
City limits Houston:		BELT JCT.		A-227	.....
MP 142-00 — Belt Jct.		GULF COAST JCT.		B-379	Yd.	
Belt Jct.		SETTEGAST YD.				
Gulf Coast Jct.						
Settegest Yd.						
Maximum Speed on controlled sidings 35 MPH unless other- wise restricted.						
Flagging distance 2 miles						
Business Tracks						
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.			93.2	A-175		
La. Pacific			114.0	A-196		
Camp Strake			117.9	A-197		
Tin Barn			117.4	A-198		
Bison			131.3	A-213		
Westfield			136.3	A-218		
Jetero & Drillco			138.9	A-220		
Texas Crushed Stone			140.2	A-221		
Frohlick			142.3	A-224		
Hardy				B-372		
Houston, Tex.						

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

DeQUINCY DIV. JURISDICTION SPRING TO MP 144-00.

ABS — CTC Palestine to 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 Settegest Yard will register in and out on the HB&T Railway Co. Register.

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

All radio communications in connection with HB&T Terminal operation are to be handled exclusively on Channel 2.

No. 15, 16 or 20 turnouts:	Spring —	Belt Jct.
Palestine —	Both ends siding and conn. to Ft. Worth Subdiv.	Gulf Coast Jct. Settegest Yd. — Both ends sidings — Aldine, Conroe, Phelps, Trinity, Crockett and Elkhart.
So. End Frt. route West Jct. Old psg. main conn		

TIMETABLE NO. 17

64 CORPUS CHRISTI SUBDIV.—KINGSVILLE DIV.

Miles	SOUTH STATIONS	NORTH	Stations		Cars	Feet	Siding
			Sta. Nos.				
3.1	SOSAN	☐T☐④☐	AX345	Yd.			MAXIMUM SPEED MPH (Except as shown below) 49 South Leg SAUG Wye 10 MP 34-01 — MP 34-04 — 30† MP 113-03 — MP 113-04 — 30† MP 145-16 — MP 149-00 — 15 Flaggng distance 8,970 ft.
17.2	LEHR	☐T☐④☐	CC20	51	2570		
34.3	PLEASANTON	☐④☐	CC34	166	8307		
55.2	CAMPBELLTON	☐④☐	CC55	158	7898		
77.3	THREE RIVERS	☐④☐	CC77	42	2110		
88.1	GEORGE WEST	☐④☐	CC88	157	7850		
113.0	MATHIS	☐④☐	CC113				
124.7	HUBERT	☐④☐	CC124	63	3176		
132.2	ODEM	☐MP☐GT☐④☐	B-155	Yd.			
141.2	VIOLA	☐④☐	CC141				
145.6	M. P. JCT.	☐④☐					
145.9	☐C. O. T. A.	☐④☐					
149.0	CORPUS CHRISTI	☐T☐④☐	CC150	Yd.			
145.9							

BUSINESS TRACKS:	MP	Sta. No.	BUSINESS TRACKS:	MP	Sta. No.
Phoenix	5.0	CC-5	Coughran	38.8	CC-39
R. J. Reynolds Food Inc.	6.1	CC-6	McCoy	46.3	CC-46
San Jose	6.7	CC-7	San Miguel Power Plant	53.0	CC-53
Cassin	12.6	CC-13	Whitsett	63.3	CC-63
Espey Sand Pit	23.1	CC-23	Sunniland	68.0	CC-68
Leming	26.6	CC-27	Edroy	126.1	CC-126

Trains must secure clearance at Odem.
 Yard Limits: MP 3.1 to MP 4.8; MP 130-00 to MP 134-03; MP 140-17 to Corpus Christi.
 Conditional Yard Limits: MP 4.8 to MP 7.0, 7:01 am to 3:01 pm.
 Trains and engines moving on Halliburton Spur Pleasanton must not exceed 10 MPH.
 In Corpus Christi Yard ☐Tex. Mex.
 Trains and engines operating between Viola and Corpus Christi be governed by instructions of yardmaster or operator on duty at Corpus Christi.

MISSION SUBDIV. — KINGSVILLE DIVISION

Miles	SOUTH STATIONS	NORTH	Station Nos.	Maximum Speed MPH
0.0	HARLINGEN YD.	☐②-2☐T	B-25	(Except as below) 30
8.3	LA FERIA	☐④☐	BR-8	MP 32-09 —
13.9	MERCEDES	☐④☐	BR-14	MP 36-26 — 15
18.8	WESLACO	☐T	BR-19	MP 42-00 —
22.8	DONNA	☐④☐	BR-23	MP 73-03 — 20
26.9	ALAMO	☐④☐	BR-27	Hidalgo-Mission Ind. Lead 15 (except over Bridge 2.8 10 MPH)
29.3	SAN JUAN	☐④☐	BR-29	Flaggng distance 3,590 ft.
31.0	PHARR	☐④☐	BR-31	Hidalgo-Mission Industrial Lead — 7.6 miles
34.2	McALLEN	☐④☐	BR-34	Max. wt. 220,000 lbs.
34.5	☐S. P.	☐④☐		Business Sta. Tracks MP No.
40.0	MISSION YD.	☐④☐	BR-40	Ma-dero. 7.4 BY-56
40.0				

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

Business Tracks:	MP	Sta. No.	Rio Grande City Industrial
C.P.L. Spur	1.3	BR-1	Lead: (Mission to Rio Grande City — 33.3 miles)
Kipfer	1.9	BR-2	
Adams Gardens	6.2	BR-6	
Weslaco Salvage			Max. Speed — 20 MPH
Spur	20.6	BR-21	Max. Wt. — 240,000 lbs.
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	Business Tracks: MP Sta. No.
Sharyland	37.6	BR-37	Bates — 44.5 BR-44
Dowell			LaJoya — 50.9 BR-50
Chemical Co.	38.0	BR-38	Spaulding — 56.0 BR-56
			La Casita — 66.0 BR-66

SUGARLAND SUBDIV. — DeQUINCY DIVISION 65

Miles	SOUTH STATIONS	NORTH	Station Nos.	Yard Limits—Entire Subdiv.
8.5	SETTEGAST Yd.	☐④☐	B-379	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 Heatron — 13.7 AE-14 Fresno — 16.0 AE-16 DeWalt — 29.7 AG-27 Herbert — 32.9 AG-29
Via HBT 17.2 Miles				
8.5	MYRTLE	☐④☐	AE-8	
9.4	ALMEDA	☐④☐	AE-11	
18.8	ARCOLA	☐A.T.&S.F.☐	AE-19	Rosharon Industrial Lead: (Hawdon— Rosharon 8.6 miles) Max. Wt. 220,000 lbs.
21.1	HAWDON	☐④☐	AE-21	Business Tracks MP No. Juliff — 23.0 AE-23 Rosharon — 29.7 AE-30
25.1	☐A. T. & S. F.	☐④☐		
33.1	END OF TRACK			
33.1				

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

Flaggng distance 1 mile
 All radio communications in connection with HB&T Terminal operation are to be handled exclusively on Channel 2.

Sugarland	AG
☐§	AG 33
Pryor	AG-35

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

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

BAYTOWN SUBDIV. — DeQUINCY DIVISION

Miles	WEST STATIONS	EAST	Station No.	INDUSTRIAL LEAD ENTIRE SUBDIV.
33.4	BAYTOWN	☐④☐	BG-33	
30.7	☐E. O. CO.	☐④☐		Maximum Speed 25 MPH
28.5	DURHAM YARD	☐T	BG-28	
27.0	COADY YARD	☐④☐	BG-27	
22.5	HIGHLANDS	☐④☐	BG-22	
18.0	CHANNELVIEW	☐④☐	BG-18	
9.5	MARKET ST.	☐④☐	BG-9	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.
3.8	SETTEGAST YD	☐④☐	B-379	
29.6				

All radio communications in connection with HB&T Terminal operation are to be handled exclusively on Channel 2.

BUSINESS TRACKS:	MP	Sta. No.	BUSINESS TRACKS:	MP	Sta. No.
Miller-Estes Spur	10.3	BG-10	Greens Bayou	14.3	BG-14
Sheffield Road			Diamond Alkali		
Team	12.4	BG-12	Spur	14.5	BG-14
Armco	12.6	BG-13	Ordinance Spur	15.0	BG-15
North Shore Iron & Metal	12.7	BG-13	Houston Tank Car	16.3	BG-16
Walton Barge Terminal	13.1	BG-13	Arco Ind. Lead	17.5	BG-17
			Mantu	19.8	BG-19

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

ABS—Settegast Jct. to Anchorage Yd. CTC—Settegast Jct. to Dyersdale and Elizabeth to MP 641-15.	WEST ↓ Miles	STATIONS	EAST ↑	Station Nos.	Sidings	
					Cars	Feet
Trains secure clearance - DeQuincy.	643.9	ANCHORAGE	MPG	B-644	Yd.	.....
Trains originating Houston receive clearance.	631.5	ERWINVILLE		B-631	.....	.....
Crews arriving and departing Settegast Yard will register in and out on the HB&T Railway Co. Register.	621.1	LIVONIA	MP	B-622	.....	.....
Two main tracks between Langham Road and KCS Ry. drawbridge Beaumont.	610.4	ATOHAFALAYA Riv.		B-610	82	4114
Beaumont—Operation on SP R.R. between Langham Rd. and 11th St. crossover—MP rules, timetable and Special Instructions apply.	597.6	KROTZ SPRINGS		B-597	104	5221
Yard Limits: MP 450-00 to West Switch Elizabeth. MP 641-15 to end of track.	590.7	PORT BARRE		B-590	.....	.....
Maximum Speed MPH (Except as shown below) 50	590.2	OPELOUSAS		B-590	.....	.....
Gulf Coast Jct. to Settegast Jct.	590.1	SP		B-584	.....	3700
MP 378-00—MP 383-18 45	584.2	MP		B-570	111	6550
MP 453-19—GCL Jct. 20†	570.3	EUNICE	WT	B-559	82	4116
MP 507-11—MP 508-25 20	559.5	BASILE		B-544	Yd.	.....
MP 543-27—MP 544-23 20†	544.5	KINDER	MP	B-532	145	8294
City Limits Elton 35†	532.3	REAVES		B-515	110	5616
City Limits Basile 30†	515.3	GORDON		B-508	167	8386
City Limits Elton 35†	508.4	K.C.S.		B-507	.....	.....
City Limits Opelousas 20†	508.0	DEQUINCY, LA.		B-504	96	4820
MP 597-10—MP 598-02 30†	507.3	C.S. JUNCTION		B-499	95	4784
MP 610-15—MP 611-00 35	504.0	HELME		B-492	150	7511
Between MP 641.2 and Anchorage 20	499.2	LUCAS		B-487	92	4646
Flagging distance 2 miles	492.3	STARKS		B-477	197	9863
Business Tracks: MP No.	487.0	RULIFF		B-467	260	13018
Boudreaux 637.8 B-635	477.4	MAURICEVILLE, TEX.		B-461	.....	.....
McDearmon (Big River Ind.) 630.8 B-630	467.2	VIDOR		B-461	260	13018
Livonia 622.5 B-622	462.8	SP JCT		B-461	.....	.....
Lottle 617.2 B-617	461.8	DRAWBRIDGE		B-461	.....	.....
East Krotz Springs 611.2 B-611	461.6	SP-ATSE		B-461	.....	.....
Hazelwood 600.1 B-600	460.8	GCL JCT.		B-461	.....	.....
Tyrone 565.1 B-565	460.3	SP-KCS		B-461	.....	.....
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	451.1	GRAYBURG		B-441	110	5541
Bel 530.0 B-530	441.3	HULL		B-427	138	6942
Fulton 523.2 B-523	427.2	MARTHA		B-409	93	4664
Gekop 510.0 B-510	398.8	HUFFMAN		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	378.0	GULF COAST JCT.		B-379	Yd.	.....
Kenefick 413.9 B-413						
No. 15, 16 or 20 turnouts east wye switch—Settegast Jct.; both ends siding Dyersdale; West Crossover and East Crossover—Beaumont; DeQuincy lead and CS Jct.—KCS conn.; west siding switch Reaves; west siding switch Kinder; west wye switch Anchorage.						
All radio communications in connection with HB&T Terminal operation are to be handled exclusively on Channel 2.						
Operation over KCS Ry. between GCL Jct. and CS Jct. Be governed by Uniform Code of Operating Rules and Special Instructions Items 17(c).						
		265.9				

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

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

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

BEAUMONT SUBDIV. — DeQUINCY DIVISION 67

KCS Mile Post (Cont'd.)		Station
750.2		Mauriceville
760.4		Vidor
764.9		SP Jct.
766.0		Beaumont
766.0		SP Crossing
766.6		GCL Jct.
Max. Speed GCL Jct. to CS Jct. 50 MPH		
Except:		
Over MP Crossing MP 750.2		30 MPH Eng. only.
City Limits Vidor MP 757.0 to MP 762.0		30 MPH
Over Neches River Bridge MP 765.9		20 MPH
City Limits Beaumont		20 MPH
All tracks other than main tracks, through turnouts and crossovers 5 MPH		
Yard Limits—Indicated by Yard limit signs:		
MP 721.0 to CS Jct.		
MP 763.9 to GCL Jct.		
Location of Hot Box and Dragging Equipment Detectors:		
MP 726.0		
MP 743.4		

NEW IBERIA SUBDIV. — DeQUINCY DIVISION

Miles	SOUTH ↓ STATIONS	NORTH ↑	Station Nos.	Rule 99 (d) in effect.	
				Business Tracks	MP Sta. No.
0.0	PORT BARRE		B-597	Levert	30.3 BB-31
				Gondron	37.3 BB-38
11.2	ARNAUDVILLE		BB-12	Cajun Sugar Mill	43.4 BB-43
17.5	CECELIA		BB-18	Bryant	45.9 BB-46
				Jefferson Island	56.3 BC-57
25.5	PARKS		BB-26	Yard Limits: MP 0.0 to MP 2.5; MP 40.0 to MP 46.4.	
30.3	ISLE LABBE		BB-31	Maximum Speed 25 MPH.	
39.4	LOREAUVILLE		BB-40	except MP 41.3—MP 42.0.. 10 MPH	
41.0	TECHE BAYOU		.....	Jefferson Island Industrial Lead, 25 MPH.	
46.4	NEW IBERIA		BB-48	Except MP 48-01—MP 48-07—10 MPH and MP 57-22—End of track 10 MPH.	
	46.4			Jefferson Island Lead:	
				⊗ SP ⊗	
				⊗ SP ⊗	
				Flagging distance 2,500 ft.	

70 AVOYELLES SUBDIV. — NEW ORLEANS DIVISION

MPH	STATIONS		Station Nos.	Sidings	
	SOUTH Miles ↓	NORTH ↑		Cars	Feet
Maximum Speed (Except as below) 35	735.9	LETTSWORTH	TD-58	40	2002
City Limits— Morganza 25†	742.6	BATCHELOR 6.7	TD-51	83	4163
City Limits— New Roads 25†	750.9	MORGANZA 8.3	TD-42	24	1234
All L&A Tracks other than main tracks, through turnouts and crossovers 10	760.9	NEW ROADS 10.0	TD-33	75	3768
Between West Jct. and East Jct. 20	768.3	GLYNN 7.4	TD-25	33	1655
Between East Jct. and M.P. Jct. 10	779.9	LOBDELL 11.6	TD-13	154	7741
MP 11-26— MP 11-25 10	780.7	LOBDELL JCT. 0.8	TD-12		
Flagging distance 5,100 ft.	781.5	WEST JCT. 3.3	TD-11		
Business Tracks MP Sta. No.	784.8	EAST JCT. 0.6			
Innis 739.4 TD-54	785.5	M. P. JCT. 1.0			
La Cour 745.0 TD-48	648.0	NO. BATON ROUGE 1.0	B-647	Yd.	
La Barre 754.3 TD-39	12.8	LOBDELL JCT. 2.4			
Dawson 755.4 TD-40	10.4	⊙ M. P. 2.2			
Morrison 755.5 TD-38	7.8	PORT ALLEN 1.3	TD-8		
Beaud 757.6 TD-36	6.5	CANAL 6.5	TD-6		
Major 759.5 TD-34	0.0	ADDIS ⊙-2 ⊙ ⊕ ⊕ ⊕	TB-90	Yd.	
Bertha 761.1		62.4			
Glanton 761.4					
Cajun Elec. Power 762.6 TD-32					
La. Elec. Coop 766.4 TD-26					
Smith- field 774.4 TD-19					
Avoyelles Parish Coop 2.0 TD-2					
Baton Rouge 649.0 B-649					
Baton Rouge Port 7.4 B-649					

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

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

Yard Limits: MP 778.9 — Lobdell Jct.; Lobdell to Addis.

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

Train movements between Lettsworth and Lobdell Jct. will be handled by L&A Train Dispatcher. Be governed by MP Timetable, Uniform Code of Operating Rules and Special Instructions Item 17(c) and following:

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

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

Max. Speed between Lobdell Jct. and No. Baton Rouge

(Except as below).....	20 MPH
Over Mississippi River Br.....	10 MPH
Tracks other than main track, turnouts and crossovers.....	5MPH

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

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

Hot Box and Dragging Equipment Detectors: MP 755.9 and MP 768.

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

Br. Location	Wt. Less Than 274,000 lbs.	Wt. 274,000 to 315,000 lbs.
MP 767.7.....	20 MPH	20 MPH

Speed must not exceed 10 MPH while handling wrecker over Bridge 767.7.

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

CHURCH POINT SUBDIV. — NEW ORLEANS DIV. 71

Miles	STATIONS		Station Nos.	Sidings	
	SOUTH ↓	NORTH ↑		Cars	Feet
Industrial Lead Entire Subdiv.					
Maximum Speed 30 (Except as below)					
0.0	BUNKIE	⊙-2 T	TB-163		
3.6	EOLA	⊙ S. P.	TL-4		
8.8	ST. LANDRY		TL-9	9	470
20.0	VILLE PLATTE		TL-20	38	1927
26.7	LEDoux		TL-27	12	705
36.0	OPELOUSAS	⊙ M.P.	TX-23	12	611
47.9	CHURCH POINT		TX-36	15	752
		47.9			

THIBODAU SUBDIV. — NEW ORLEANS DIVISION

Miles	STATIONS		Station Nos.	Yard Limits: Entire Subdiv.	
	WEST ↓	EAST ↑		MPH	MPH
0.0	McCALL	⊙	TB-68	Maximum Speed	20
1.4	PALO ALTO		TH-3	(Except as below)	
9.4	PAINCOURTVILLE		TH-11	MP 0-0 — MP 0-07	10
12.5	MUNSON		TH-14	MP 12-13 — MP 13-11	10†
13.1	NAPOLÉONVILLE		TH-15	Business	
31.0	THIBODAU	⊙	TG-29	Tracks	MP Sta. No.
		31.0		Lula	5.0 TH-7
				Dow Chemical	7.5 TH-8
				Westfield	8.9 TH-9
				Laurel Grove	24.4 TG-24
				Elmer	28.6 TG-26

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Maximum Speed: (Except as below)	MPH
	W. BRIDGE JCT.			City Limits Gretna	20
	WESTWEGO		C-809	City Limits Westwego	6
	MARREDO		C-812	Service Roads - Each side -	6
	HARVEY		C-813	Westbank Expressway	
	GRETNA		C-814	MP 2.5 — MP 2.7	10*
1.0	GOULDSBORO		C-815	Marie Dr. Gretna	10*
			Y-1	MP 15.6 — MP 17.0	10
	S. P.			MP 20.5 — MP 22.0	10
				MP 23.6 — MP 24.3	10
				MP 32.5 — MP 32.8	10
9.2	BELLE CHASSE		Y-10	Yard Limits entire subdv.	
38.2	END OF TRACK			Business Tracks:	MP Sta. No.
				Shrewsbury	③-C-811
				McDonoughville	Y-2
				Chevron Chem.	12.0 Y-12
				Alliance	21.4 Y-21
				Myrtle Grove	22.2 Y-26
				Lift Bridge over Algiers Canal	
				MP 6-15	③
				Lift Bridge over Harvey Canal	
				MP 4.2	③
				46.2	

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

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

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.

SPECIAL INSTRUCTIONS

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 No. 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. FRA TRACK CLASS STANDARDS ARE AS FOLLOWS:

Controlled Sidings	FRA Class 3 — 35 MPH.
Other Sidings	FRA Class 2 — 25 MPH.
Inside Tracks	FRA Class 1 — 10 MPH.

ITEM 3-C. 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; 55100-55199; 55400-55729; 75301-75306 and 76918.	
MPX welded rail cars 6500-6568; 6600-6686; 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	
CELX 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-D. 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

ITEM 3-D (CONTINUED)

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 Direction	Reverse Direction*
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

Two-axle scale test cars (MPX 192, 194, 195, 1034 and 1900) 30 MPH

Four axle scale test cars and scale monitor cars may be moved without restriction.

Handle scale test cars and scale monitor cars on rear of train.

If more than one two-axle scale test car is to be moved, handle in a separate train.

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-E.

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-F. 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-G. 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-H. 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

ITEM 3-H (CONTINUED)

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.

Trains operating on subdivision with maximum speeds of 35 MPH or more, containing placarded loaded tank cars of 112A and 114A types, will reduce speed 10 MPH less than maximum authorized speed for freight trains. 112A and 114A type tank cars are designated on train consists. Conductors must check consists for these type cars.

ITEM 4. PASSENGER EQUIPMENT IN FREIGHT TRAINS:

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

ITEM 5. MAXIMUM GROSS WEIGHT LIMITATIONS:

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

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

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

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

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

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

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

ITEM 6. RAILROAD CROSSING AT GRADE:

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

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

ITEM 7. QUALIFICATIONS OF ENGINEERS

For freight service, an engineer must have made a road trip over the subdivision as engineer or fireman during the preceding twelve months. Not having had such service, he may qualify by making a round trip over said subdivision as a student to familiarize himself with changed conditions. An engineer who qualifies under these provisions but has not made road trip as 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 day 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 © 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
GP50 GP35 U23B B23-7 SL-1	10MPH 1125AMP	10MPH 1275AMP	10MPH 1230AMP	10MPH 1100AMP	10MPH 980AMP	10MPH 900AMP	10MPH 870AMP	10MPH 825AMP
GP7 9 GP18 28 38 SD40 U30C	10MPH 1125AMP	10MPH 1275AMP	9.5MPH 1274AMP	9.5MPH 1150AMP	9.5MPH 1025AMP	9.5MPH 950AMP	9.5MPH 890AMP	9.5MPH 840AMP
SW7 8 9 12 SW15 MP15 GP15	10MPH 1125AMP	10MPH 1275AMP	9.5MPH 1275AMP	9.5MPH 1150AMP	9.5MPH 1025AMP	9.5MPH 950AMP	7MPH 1065AMP	7MPH 950AMP

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

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

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

D. Shoving or Back-Up Movements:

Second and third paragraph of Rule 409 of "Air Brake and Train Handling Instructions" changed as follows:
GP Units 1647-1849, 1856-1881, 1900-1944; SW Units

ITEM 10 (CONTINUED)

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 "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, or switch within a controlled siding, not equipped with electric lock or spring switch mechanism must leave a portion of train occupying main track, or controlled siding, or leave switch open on that track.
- (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.

ITEM 13. UNIFORM CODE OF OPERATING RULE CHANGES.**(1) PROTECTION BY SIGNS (Modifies Rule 99 MW):**

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 Amtrak.

(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.

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

ITEM 13 (CONTINUED)

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 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:

ITEM 13 (CONTINUED)

- (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 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

ITEM 13 (CONTINUED)

responsible for providing protection will take into consideration the grade, curvature of track, weather conditions, sight distance, and relative speed of their train to a following train and will be governed accordingly in the use of fusees to protect their train.

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

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

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

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

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

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

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

- (a) In ABS territory, when rear of train is protected by at least two block signals, except will not apply:
 1. To single unit light engine.
 2. To work extras.
 3. To any unit of equipment which will not actuate the signals.
 4. Making back-up movement.
- (b) When rear of train is protected by an absolute block (absolute block means a block in which no train is permitted to enter while it is occupied by another train).
- (c) When rear of train is within interlocking limit.
- (d) When a train order or special instructions provides that flag protection is not required.

Note: The flagging distances are as follows (unless otherwise shown on schedule page):

When the maximum speed of subdivision is 35 MPH or greater - two miles; less than 35 MPH - one mile.

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.

ITEM 13 (CONTINUED)**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

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 105:** Rule 105 will not apply in controlled sidings. Controlled sidings must be designated in timetable or General Order and maximum speed specified.

Within controlled sidings trains and engines will operate in accordance with signal indications and ABS-CTC rules and other operating rules applicable to main track will apply.

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

(15) **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 dis-

ITEM 13 (CONTINUED)

played at a DISTANT SIGNAL is 20 MPH until crossing is occupied.

(16) **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."

(17) **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.

(18) **RULE 223.** Conductor and engineer of train being tied-up short of terminal and leaving train before relieving crew arrives will secure all train orders and clearances held by his crew which have not been fulfilled. Conductor will leave orders for rear of train in envelope on conductor's desk with waybills. Engineer will leave orders for head end of train in envelope on engine. Both conductor and engineer will show correct designation of the train, date and location on outside of envelope and will sign below this information.

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

(19) **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.

(20) **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.

(21) **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 con-

ITEM 13 (CONTINUED)

tinue 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.

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

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

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

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

(24) **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. When both adjacent units are equipped with walkways, ramps and safety chains to afford safe passage between the units, employees may pass from one unit to another, if necessary.

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

Employees in charge of standard clocks must, during each tour of duty secure correct time from Train Dispatcher and set clock when found to differ 30 seconds or more from correct time. If standard clock will not maintain correct time, it must be removed from service and face covered.

(26) TRAIN ORDERS:

- a. Train order Form S-C may be modified by adding for example: "Extra _____ north originates (or terminates) at _____"
- b. Train order Form G Example 4; second paragraph of instructions should read: The extra moving under this order must move within yard limits as prescribed by Rule 93.
- c. Train order Form Y Example 4 may be combined with train order Form G, and worded "_____ protecting to the rear as prescribed by Rule 99."
- d. Train order Form Y Example 3 may be combined with Form V Example 2.
- e. Printed Form "X" Example (1) train order showing multiple location may be used. These orders must be re-issued each day. The individual locations may be annulled thus:
(Example) "Line No. 6 of order No. 544 is annulled".
- f. On subdivisions where intermediate pole markers are not used Form X examples (1), (3) and (4) will specify even mile posts between which restriction is located and signs displayed as specified by Rule 10(g) indicate the restricted area.
- g. Train Order Form X example (3):
When a speed, which is less than maximum speed is specified in an approach order, foreman in charge may verbally authorize a higher speed.
- h. Form "T" Train Order discontinued.

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

(28) **ABSOLUTE BLOCK:** Absolute blocks will be designated

ITEM 13 (CONTINUED)

in timetable or by general order specifying exact limits and the employe who is authorized to grant occupancy. Where there is more than one consecutive absolute block the limits of each block will also be designated by sign reading "Block Limit".

Absolute block may be occupied only upon authority of the designated employe in words "(Train, engine or employe) at (location) granted block on (track) between (limits of block, or blocks) A.B.C."

This may be modified by adding "until (time)".

Authority must be repeated including the initials of employe who grants authority and "OK" received. Movement may then be made within the block without timetable or train order authority or flag protection.

No following or opposing movements may be permitted into the block or authorized to enter the block.

Before granting authority for movement into the block the designated employe must know that no other movement is in the block or authorized to enter the block.

Where there are consecutive absolute blocks, authority may be granted into one or more blocks on the same track.

If authority is granted to an intermediate block, stop must be made; on single track, before passing "Block Limit" sign and on two or more tracks, before fouling a crossover at the end of block limits.

Movement must be clear of block limits and reported clear before expiration of time stated.

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.

(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

ITEM 14 (CONTINUED)

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	45-08	Coffeyville	* 368-21	Monroe	421-20
Alexandria	71-10	Coffeyville	* 438-08	Monroe	438-05
Alexandria	108-07	Council Grove	* 440-08	Monroe	469-08
Alexandria	134-04	Council Grove	* 533-00	Monroe	* 537-13
Alexandria	166-06	Dallas	* 29-15	Monroe	569-18
Austin	119-24	Dallas	54-24	Oklahoma	* 169-26
Austin	* 163-29	Dallas	80-05	Oklahoma	* 199-04
Austin	* 198-03	Dallas	108-05	Oklahoma	* 236-26
Baird	* 282-30	Dallas	* 162-11	Oklahoma	* 271-18
Baird	317-02	Dallas	* 190-18	Osawatomie	* 364-31
Baird	347-09	Ft. Worth	19-10	Osawatomie	* 390-23
Baird	* 377-00	Ft. Worth	* 85-12	River	* 139-02
Baird	416-00	Ft. Worth	* 107-24	River	160-33
Baird	463-00	Ft. Worth	* 192-20	River	223-18
Baird	485-14	Ft. Worth	* 169-00	River	* 256-35
Beaumont	* 444-18	Holsington	* 595-21	Sedalla	28-24
Beaumont	* 529-32	Holsington	* 625-27	Sedalla	62-18
Beaumont	* 563-22	Holsington	* 679-16	Sedalla	95-33
Beaumont	* 596-02	Holsington	* 705-22	Sedalla	* 120-11
Brownsville	* 139-20	Horace	* 792-05	Sedalla	* 152-31
Brownsville	* 270-08	Horace	851-00	Sedalla	* 184-11
Brownsville	* 380-00	Horace	* ATSE 595.1	Sedalla	* 230-09
Chester	28-02	Hoxie	* 183-22	Sedalla	* 255-28
Chester	* 57-20	Hoxie	* 220-09	Shreveport	* 216-08
Chester	92-28	Hoxie	* 255-09	Shreveport	* 292-00
Chester	* 111-25	Hoxie	* 283-14	Shreveport	* 337-01
Chester	132-17	Hoxie	* 312-10	Toyah	544-00
Chicago	* 46-45	Kansas City	* 314-04	Toyah	* 592-00
Chicago	* 78-30	Little Rock	* 373-35	Toyah	618-20
Chicago	98-11	Little Rock	403-08	Toyah	* 644-15
Chicago	123-24	Little Rock	* 431-37	Toyah	706-10
Chicago	139-39	Little Rock	462-00	Trinity	33-11
Chicago	160-31	Longview	25-13	Trinity	67-12
Chicago	179-22	Longview	53-01	Trinity	97-16
Chicago	212-32	Memphis	* 292-00	Trinity	* 132-00
Chicago	* 237-29	Memphis	* 324-25	Van Buren	* 368-26
Chicago	* 367-05	Memphis	* 348-15	Van Buren	* 463-20
Chicago	393-20	Monroe	373-06	Whitesboro	194-08
Chicago	321-00	Monroe	398-20	Whitesboro	219-12

16.1 General Instructions

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

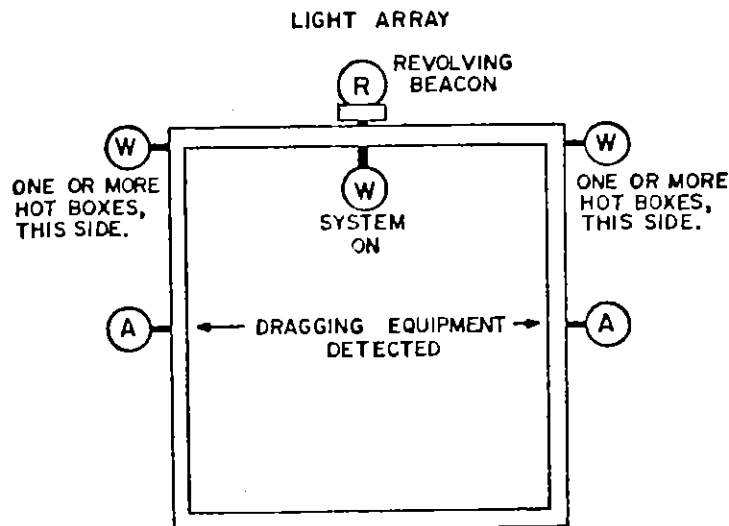
- Train speed of at least 10-MPH must be maintained while train is moving over detector. If speed is less than 10 MPH over detector, make inspection of entire train.
- Do not stop train over detector equipment when practicable.
- Avoid braking, if practical, while approaching or passing detector. Excessive braking will cause false indications.
- Instructions (a) and (b) above may be suspended at the discretion of the crew in the interest of safe train 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.

ITEM 16. (CONTINUED)

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

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

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

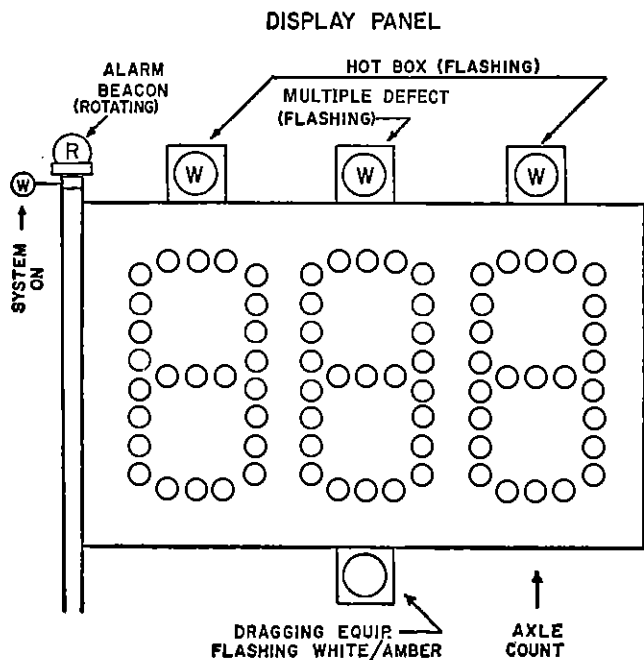


When illuminated, array lights indicate the following:

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

ITEM 16. (CONTINUED)

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



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

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

ITEM 16. (CONTINUED)

revolving red beacon will remain illuminated for approximately ninety seconds after rear of train passes detector.

(g) When the multiple defect indicator is illuminated with one or more of the other indicators, it can be interpreted as follows:

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

ITEM 17. OPERATIONS OVER FOREIGN LINES:

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

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

1. Tecific and Sweetwater.
2. Eton Jct. and Congo.
3. Benedict and Fredonia.
4. Belle Plaine and Arkansas City.
5. YA Jct. and ST Jct.
6. NA Jct. and Pueblo Jct.
7. New South Yard and Algoa.
8. Temple (AT&SF MP 218.2) and MKT connection (MP 217.5) two main tracks. North track is to right as viewed by No. 21. ABS-CTC in effect. Maximum authorized speed 20 MPH except 10 MPH through turnouts and on MKT connection.
9. At Caney, Kansas, AT&SF main track between MoPac crossing (AT&SF Mile Post 21.5) and Oklahoma-Kansas State Line (AT&SF Mile Post 22.9) will be used jointly by Mo. Pac. and AT&SF trains and engines. AT&SF main track between points designated is automatic block territory. Switch indicators installed near all switches leading into main track. All trains and engines run at restricted speed expecting to find main track occupied by other trains and engines.

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

- (1) Signal Indication: Yellow over yellow or flashing yellow
Name: Approach—medium
Indication-Proceed: approach next signal not exceeding medium speed and be prepared to enter diverging route at prescribed speed.

ITEM 17(a) (CONTINUED)

- (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 pro-
ceed 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 re-
stricted speed and proceed at restricted speed to next
governing signal.
- (7) Exception to Rule 330 shown on Page 109 of the Uniform
Code of Operating Rules will not apply on AT&SF tracks.
On the AT&SF each movement made past a stop signal
must be authorized by AT&SF control operator or train
dispatcher.
- (8) When a block signal is observed "pumping", changing
indications intermittently, or working erratically, trains
must comply with the most restrictive indication the
signal can display. A prompt report must be made to the
train dispatcher and control operator.
- (9) Maximum authorized speed for wrecking derricks 10 MPH
at any point where train order speed restriction is 20 MPH
or less, except if speed restriction is less than 10 MPH the
more restrictive speed will govern.
- (10) A train finding a fusee burning on or near its track must
stop and extinguish it or wait until it has burned out.
The train may then proceed at restricted speed for one
mile.
- (11) A complete and detailed report must be made by wire to
the AT&SF Trainmaster joint with the AT&SF Chief
Dispatcher, covering all railroad accidents, accidents at
grade crossings, personal injuries, unusual or defective
track, signal or any other conditions that would affect
the movement of a train or engine.
- (12) When running on track to the left horn signal of one
extra long and one short must be sounded approaching
stations, junctions, curves and other obscure places.
- (13) Approach Order (Form U) (Example)
8:01 AM to 5:01 PM approach Gang No. _____ be-
tween 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 pro-
ceed signal, given with yellow flag or yellow light, is
received; or, if notified verbally by employe named in the
order that track is clear of men and machines, train or
engine is released from requirement of moving prepared
to stop short of men and machines.
- (14) Temporary Speed Restriction Signs (Rule 10(g)) will
consist of Yellow Flag, Disk or Light.
When displayed and train has not been restricted by

ITEM 17(a) CONTINUED

train order or Special Instructions, two miles beyond the
temporary Speed Restriction sign, TRAIN will proceed
prepared to STOP short of a flagman, obstruction, or
men or machines fouling track, not exceeding 10 miles
per hour for an additional two miles or until REAR OF
TRAIN HAS PASSED a Temporary Resume Speed Sign.

- (15) Rule 10 (k) not applicable on AT&SF.

ITEM 17 (b) USE OF BN TRACKS BETWEEN

1. Crystal City and St. Genevieve.
2. Springfield and Aurora.
3. Van Buren and Ft. Smith.
4. Cherokee Yard and BN-AT&SF Connection, Tulsa.
5. Rockview and Chaffee.
6. Winthrop and St. Joe.

BN timetable and Special Instructions will apply.

Uniform Code of Operating Rules apply except as modified
below:

- (1) Restricted Speed: Proceed prepared to stop short of train,
engine, obstruction, or switch not properly lined, looking
out for broken rail or anything that may require the
speed of a train or engine to be reduced, but not ex-
ceeding 20 MPH.
- (2) Reduced Speed: Proceed prepared to stop short of train,
engine or obstruction.
- (3) Unless otherwise provided, a speed of 12 MPH must not
be exceeded through turnouts and crossovers.
- (4) Rule 6: At points designated in the timetable, Superin-
tendents' bulletins will be posted containing information
affecting the movement or safety of trains and engines.
The requirements for reading and understanding these
bulletins will be the same as for General orders. The
number of the last bulletin or general order will be re-
corded by conductors and engineers in the place provided.
- (5) Rule 10(g) add: A train or engine finding a YELLOW-
RED flag displayed to the right of the track as viewed
from an approaching train must be prepared to stop
before any part of the train or engine passes a red flag
or red light two miles beyond the YELLOW-RED flag.
In the absence of a red signal at that location a train
or engine may proceed at a speed of not more than 10
MPH unless a different speed is specified in track pro-
tection train order.
- (6) Rule 10(k): Except when governed by track protection
order, a train or engine finding a red flag or a red light
displayed between the rails of the track or to the right
of the track as viewed from an approaching train must
stop before any part of the train or engine passes the
red signal and must not proceed until a proceed signal
given with a yellow flag or a yellow light is received
or verbal permission is received.
Red signal must be replaced when found between the
rails.
- (7) Rule 10 (j) and Track Protection Order:
(a) Track Protection Order: (Example)
"Men and equipment on _____ track between
_____ and _____ from _____ M until _____ M. All trains
on _____ track proceed through these limits at
reduced speed (not exceeding _____ MPH) unless a
different speed is verbally authorized by employe in
charge or entire train has passed a green flag."
When a train or engine finds a red flag displayed to the
right of the track as viewed from an approaching train
within the limits of a Track Protection Order, stop must
be made before any part of train or engine passes the
red signal unless a proceed signal is given with a yellow
flag or verbal permission is given in the following form:
"BN Railway foreman calling Extra 232 East about order

ITEM 17(b) (CONTINUED)

No. _____". When the engineer answers, the foreman will state: "Extra 232 East may pass red signal at (location) without stopping".

A different speed than that shown in the train order may be authorized by adding: "Proceed at _____ MPH" or "Proceed at normal speed".

These instructions must be repeated by the engineer.

A green flag displayed to the right of the track indicates the end of the restriction.

In the absence of a green flag, when crew of train is positive that their entire train has passed the restriction as indicated in train order, unless other speed restrictions govern, normal speed may be resumed. On route not affected, a green flag will be placed just beyond clearance point on that route.

- (8) Rule 11(a): The explosion of two torpedoes is a signal to immediately reduce speed to 20 MPH or as much slower as conditions require, prepared to stop short of train or obstruction. After reducing to 20 MPH, speed must not be increased until train has reached a point at least one mile from where the torpedoes were exploded.
- (9) Rule 17: A train standing on the main track awaiting the arrival of another train must not dim its headlight until the approaching train has dimmed its headlight as a signal for the standing train to do likewise.
- (10) Rule S-90: When a train approaches a point where it is to wait, meet another train or is restricted by a Track Protection train order, other crew members, if practicable, must call attention of engineer to the restriction after passing the last station, but not less than two miles from point of restriction. Should engineer fail to act to comply with restriction the conductor must stop the train.
- (11) Rule 104(b): Within track and time limits permission must be obtained from control operator before removing power from a remote control switch.
- (12) Rule 104(d): Permission must be obtained from control operator before using an electrically locked switch. Seal on emergency release of electric lock must not be broken, or emergency release operated, without authority from train dispatcher or control operator, except when communication is not available.
- (13) Controlled Siding: A siding, the entrance to which is governed by signal indication.
- (14) Within CTC territory a train or engine must not clear the main track at a hand operated switch not equipped with a mechanical time lock or electric lock except as follows:
- (1) Where maximum speed is 20 MPH or less.
 - (2) When main track switch is left open.
- (15) When block signal rules require train movement at restricted speed, this speed must not be increased until the entire train has passed the next signal.
- (16) Rule 350: Train or engine must not proceed from a Stop indication in CTC territory when there is lack of communication.

In authorizing train or engine to proceed from a Stop indication of block signal, control operator will say "Proceed at restricted speed to next signal" or, if it is not known there is no opposing train or engine, "You may proceed under flag protection to the next clear or approach signal". Such information must include information as to the route to be used. The instructions must be repeated to the control operator.

When flagging from a Stop signal, train must wait ten minutes after flagman has started.

When a train or engine is stopped by a Stop indication at the entering signal at a station and communication

ITEM 17(b) CONTINUED

with the control operator has failed, train or engine may move forward when preceded by a flagman to the leaving signal at that station, clearing main track when practicable. Dual control switches must be operated by hand as provided by rule before proceeding. Further movement must not be made except on signal indication or until authority is received from control operator.

- (17) Rule 352: Rule 352(3) will not apply. Trains and engines must stop at Stop and Proceed indications in CTC territory after being authorized to proceed from a Stop indication.
- (18) Rule 375(12): When a train or engine is granted track and time limits within the same or overlapping limits with Maintenance of Way employes or equipment, they must be informed of the fact and they must then move prepared to stop short of unprotected equipment.
- (19) Rule 402: Within track and time limits crew must receive authority of control operator before proceeding from Stop indication. Request for track and time limits must be made by the conductor or the engineer and when released must be released by the same person who requested it, except when train or engine is authorized to leave the limits on signal indication it will be considered clear when entire movement has passed such signal.
- (20) Rule 404: The reverse movement of a train or engine may be made only:
- (a) by signal indication;
 - (b) within track and time limits; or
 - (c) with permission of control operator.
- (21) Block and interlocking signal aspects and indications:

Aspect (From top unit down)

Indication

Yellow over yellow or yellow over yellow over red.

Proceed prepared to stop at second signal.

Flashing yellow, flashing yellow over red or over two reds or solid yellow over green or over green and red.

Proceed prepared to pass next signal not exceeding 35 MPH.

Solid yellow over lunar or Solid yellow over red over lunar.

Proceed prepared to pass next signal at restricted speed.

Yellow, yellow over red or yellow over two reds.

Proceed prepared to stop at next signal. Trains exceeding 35 MPH must immediately reduce to that speed.

Red over yellow or red over yellow over red.

Proceed on diverging route at prescribed speed prepared to stop at next signal. Trains exceeding 35 MPH must immediately reduce to that speed.

Lunar or lunar over red or red over lunar or two reds over lunar.

Proceed at restricted speed.

Red or two reds over yellow permissive marker.

Proceed at restricted speed through entire block.

Flashing red or red over flashing red or two reds over flashing red or red or two reds with number plate.

Stop, then proceed at restricted speed through entire block.

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

- (1) Rule 10(g): Temporary Speed Restriction and Resume speed signs will not be used.
Rule 10(h): Green Resume speed signs not used.
- (2) Rule 20(a): When the number of other than the leading unit is used to identify the engine of a train, signals per Rule 20(a) will be displayed on the identifying unit.
- (3) S-89(a) — add: Subject to slower restrictions, trains must not exceed 25 MPH when meeting or passing other trains on adjacent tracks.
- (4) Rule 99(i) — add: When flagman of preceding train is riding engine of following train, following train must proceed at restricted speed while flagman is on engine, regardless of any specific flagging instructions.
- (5) Rule 103 — add: Trains and engines will not follow a preceding movement over a public crossing closer than 5 minutes unless such crossing is protected by a flagman or crossing gate.
- (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 MP MP	FOREMAN
1	UNTIL		AND	
2	UNTIL		AND	

(Form contains 8 lines for up to 8 locations)

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

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

Form "U" Train Orders, unless annulled, must be retained and observed during a continuous trip or tour of duty. Part of the order may be annulled as follows: (Example)

"Line 4 of Order No. 508 is annulled."

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

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

ITEM 17(c) (CONTINUED)

- (9) Rule 285 - modify:

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

- (10) Rule 330: Exception to requirement for low speed in CTC territory does not apply.
- (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

R. Jensen, M.D.
333 Dixie Highway
Suburban Heights Med. Center
Chicago Heights, Ill.

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

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

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

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

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

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

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

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

EXPLANATION OF CHARACTERS

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

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

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

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

