



**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.

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**TAKE TIME FOR SAFETY**

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**SAFETY FIRST**



**MISSOURI PACIFIC  
RAILROAD CO.**

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**SYSTEM**

**TIMETABLE  
No. 18**

**Effective 12:01 a.m. Sunday, OCTOBER 25, 1981**

**CENTRAL STANDARD TIME, EXCEPT  
MOUNTAIN STANDARD TIME ON HORACE SUBDIV.**

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**FOR THE GOVERNMENT OF  
EMPLOYEES CONCERNED.**

**The Railroad Company Reserves the Right to Vary  
Therefrom as Circumstances May Require.**

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**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**

C. D. Barton Chief Engineer - 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.  
 A. L. Shoener General Manager - No. Little Rock, Ark.  
 A. W. Rees, Jr. Asst. General Manager -  
 No. Little Rock, Ark.  
 R. B. King General Superintendent -  
 No. Little Rock, Ark.

K. R. Welch Dist. Engr. - No. Little Rock, Ark.  
 E. A. Jones Mech. Supt. - No. Little Rock, Ark.

Division	Superintendent	Headquarters
Chicago	M. D. Dealy	Yard Center, Ill.
Illinois	K. C. Packard	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	D. K. Barnes	Kansas City, Mo.
Terminal		
Kansas	A. L. Smallwood	Osawatomie, Ks.
Central	G. O. Everett, Jr.	Coffeyville, Ks.

**SOUTHERN DISTRICT**

G. A. Craig Vice President - Spring, Tex.  
 G. T. Graham General Manager - Spring, Tex.  
 R. G. Lang Asst. General Manager - Spring, Tex.  
 M. G. Jackson Asst. to Gen. Mgr. - Spring, Tex.  
 G. R. Lilly Dist. Engr. - Spring, Tex.  
 J. D. Hope Mech. Supt. - Spring, Tex.

Division	Superintendent	Headquarters
Kingsville	L. J. Wagner	Corpus Christi, Tex.
New Orleans	P. N. Crabtree	Addis, La.
DeQuincy	W. J. Westmark	Houston, Tex.

**TEXAS DISTRICT**

G. A. Craig Vice President - Spring, Tex.  
 L. H. Miller General Manager - Dallas, Tex.  
 B. E. Kerlee Asst. General Manager - Dallas, Tex.  
 P. L. Tucker Gen. Supt. - Spring, Tex.  
 G. R. Lilly Dist. Engr. - Spring, Tex.  
 J. D. Hope Mech. Supt. - Spring, Tex.

Division	Superintendent	Headquarters
Palestine	R. M. Chapman	Palestine, Tex.
Red River	K. D. Milam	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. L. Wisdom, Jr. Spring, Tex.  
 R. D. Howell (acting) Spring, 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 146-38 — MP 146-37	35	Beecher	37.6 ZA-38	
MP 153-17 — MP 153-20	30	Sollitt	41.0 ZA-41	
MP 164-33 — MP 165-00	20	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	
MP 195-01 — MP 195-14	35	Martinton	67.7 ZA-68	
MP 202-28 — MP 203-21	50	Pittwood	71.5 ZA-72	
MP 218-16 — MP 219-02	20	Coaler	79.6 ZA-82	
MP 224-13 — MP 224-20	20	Woodland	81.8 ZA-83	
MP 252-00 — MP 254-07	30	Bryce	87.5 ZA-88	
MP 264-40 — MP 265-10	55	Fountain Creek	96.5 ZB-96	
MP 266-14 — MP 266-29	55	Reilly	103.4 ZB-103	
MP 270-14 — MP 270-38	50	Dailey	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 314-00 — MP 318-00	40	Bourbon	159.4 ZB-159	
MP 318-00 — MP 323-00	50	Chippis	173.1 ZB-173	
MP 323-00 — MP 336-00	40	Shelbyville	193.9 ZC-194	
MP 338-00 — Chester Subdiv. Conn.	20	Moccasin	212.9 ZC-213	
North leg wye Gorham	10	Loogottee	233.2 ZC-233	
Flagger distance 2 miles		Bakerville	279.3 ZC-282	
		B. S. Mine #5	317.5 CD-22	
		Murphysboro	328.8 CD-10	

Chicago Subdiv. trains secure clearance Villa Grove and Salem. Trains to and from Pinckneyville Subdiv. secure clearance at Mt. Vernon.

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

Crew members must communicate with train dispatcher before operating time release at automatic interlocking, CR crossing, Glover.

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. Woodland Jct.-Watseska control operator located at Yard Center.

Watseska—Northward trains or engs. may not proceed under the provisions of Rule 350 when there is lack of communication.

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	Radio communication via Channel One, call-in Two.	Sidings
		SOUTH NORTH	Station Numbers Cars Feet
Findlay Jct.—Pana Jct. 50			
Pana Jct. entering or leaving CR main track. 15			
Flagger distance 2 miles			
BUSINESS TRACKS	Sta. No.		
Sohigro	MP 188.8	ZB-189	
Westervelt	MP 191-8	ZB-192	
MP Stations on CR R.R.			
Rosamond	MP 171.4	ZB-209	
Taylor			
Springs	MP 196.4	ZB-234	
Livingston	MP 215.0	ZB-253	
Nameoki	MP 278.7	ZB-279	
Granite			
City	MP 281.1	ZB-282	
Madison	MP 284	ZB-284	
E. St. Louis			
MP 286.7	C-3		
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.			
	185.2	FINDLAY JOT.....	ZB-186
	205.1	PANA JOT. @ICG, B&O	ZB-205 200 10000
		VIA C.R.	
		OHLMAN	ZB-213 211 10550
		NOKOMIS	ZB-218
		WITT	ZB-222
		IRVING	ZB-227
		HILLSBORO	ZB-232 369 18450
		JOAN	ZB-243 292 14600
		GARD	ZB-260 211 10550
	275.1	MITCHELL YARD..	ZB-276
	290.0	ST. LOUIS, MO..	MX001
		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.

TIMETABLE NO. 18

All yard communication Yard Center via Channel One. All radio communication Chicago Subdiv. via Channel One. Call-in Two.

Miles	STATIONS	Station Numbers	Sidings	
			Cars	Feet
0.0	CHICAGO (Dearborn).....	ZA-0		
3.3	37TH STREET.....	ZA-3		
16.9	DOLTON JCT.....	ZA-17		
18.0	YARD CENTER.....	ZA-18	Yd.	
20.1	THORNTON JOT @GTW	ZA-20		
27.0	JAY.. @EJ&E.....	ZA-26		
27.8	OHIO HEIGHTS.....	ZA-27	Yd.	
49.7	PENCE @C.R.....	ZA-49		
49.9	MOMENOE.....	ZA-50	110	5535
60.1	ST. ANNE @KBS.....	ZA-60	76	3806
77.5	WATSEKA @TPW I @ @ @	ZA-77		
82.6	WOODLAND JOT.....	ZA-83		
94.0	GOODWINE.....	ZB-92	216	10800
108.0	ELLIS.....	ZB-108	189	9550
125.9	GLOVER @OR.....	ZB-126	170	8547
135.6	BLOCK.....	ZB-136	221	12185
145.1	VILLA GROVE.....	ZB-145	239	13173
153.4	TUSCOLA @ICG, B & O. @	ZB-153	197	9894
164.7	ARTHUR @PAOY.....	ZB-165		
169.1	CADWELL.....	ZB-168	211	10550
176.1	SULLIVAN @ICG.....	ZB-176		
185.2	FINDLAY JOT.....	ZB-186	200	10000
199.8	CLARKSBURG.....	ZC-200	203	10150
204.5	MODE @N&W.....	ZC-205		
218.9	ALTAMONT @B&O.....	ZC-219	200	10072
224.6	ST. ELMO @OR.....	ZC-224		
235.7	ST. PETER.....	ZC-236	218	10900
242.4	KINMUNDY @ICG.....	ZC-242		
252.1	SALEM.....	ZC-252	267	14761
254.1	@B&O.....			
263.3	KELL.....	ZC-263	194	9718
274.9	MT. VERNON @SOUL&N.	ZC-276	143	7180
287.2	INA.....	ZC-287	166	8336
298.2	BENTON JOT @ICG @ @-2	ZC-298		
301.8	BENTON.....	ZC-302	212	10618
306.1	@BN.....			
314.9	BUSH.....	CD-24	141	7056
335.5	GRIMSBY.....	CD-3	117	6112
338.7	GORHAM.....	C-93	Yd.	
	338.7			

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.

TIMETABLE NO. 18



Radio communication via Channel One, call-in One.		Station Numbers	Sidings	
Miles	SOUTH STATIONS NORTH		Cars	Feet
0.0	VALLEY JCT. @T.R.R.A. @	C-9		
0.2	SSW CONNECTION			
1.5	PARKS	C-10		
4.3	NO. DUPO	C-13		
6.0	DUPO	C-15		
7.1	SOUTH DUPO			
9.4	ICG			
20.6	VAL	C-29		
33.6	FULTS	C-42		
47.7	KIDD	C-56		
49.6	FLINTON	C-58	Yd.	
52.1	GAGE JCT.	C-60		
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.	C-77		
73.0	CORA JCT.	C-81		
76.3	RADDLE JCT.	C-85		
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	HALEY JCT.	C-104		
108.0	POTS	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.			
190.1	DEXTER	XD-24	124	6488
178.7	IVES	XD-13	178	9205
172.1	JUNLAND	XD-6	181	9560
165.7	POPLAR BLUFF	X-166	Yd.	

## SPECIAL INSTRUCTIONS—CHESTER SUBDIV.

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

TIMETABLE NO. 18

Stations on SSW between Illmo and Paragould:

Name:	SSW Mile Post:	Name:	SSW Mile Post:
Illmo	3.81	Missouri Jct.	48.92
Ancell	5.16	Dexter Jct.	50.12
Quarry	9.56	MP Crossing	50.22
Rockview Jct.	10.50	Dexter	50.9
Frisco Jct.	10.62	Bernie	59.5
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	21.89	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 SSW 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 Valley Jct. and ICG crossing, MP 9.4, under supervision of St. Louis Terminal Division.

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

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

No. 20 turnouts at SSW 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 SSW 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.

Normal position of switch in Chester siding to Pinckneyville Subdiv. is for movement to Pinckneyville Subdiv. Before occupying siding from either Pinckneyville or Chester Subdiv. verbal authority must be obtained from Chester Subdivision Dispatcher.

TIMETABLE NO. 18



6 WESTVILLE SUBDIV.—ILLINOIS DIVISION

Rule 99 (d) in effect.		Miles	SOUTH STATIONS NORTH		Sta. No.
MAXIMUM SPEED	25 MPH		↓	↑	
Flagging distance	2,500 ft.	122.7	DANVILLE	①②③④	ZD-123
		132.8	WESTVILLE	⑤⑥	ZD-132
Business Tracks:	MP Sta. No.	142.1	INDIANOLA		ZD-142
Hastings	150.1 ZD-150	145.6	SIDELL JCT.	T	ZE-141
Long View	159.7 ZD-160	146.5	SIDELL		ZD-146
Zelgler Mine No. 5.	161.0 ZD-161	152.6	ALLERTON		ZD-153
Fairland	161.9 ZD-162	155.7	BROADLANDS		ZD-156
Industrial Lead.		164.9	VILLA GROVE	⑦⑧⑨⑩	ZB-145
Jamaica Spur—					
Breaks out at Sidell Jct.—					
Jamaica	150.9 ZE-151				
(Max. speed 10 MPH)					

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 governed by his instructions.  
 Operation over this subdivision governed by General Order.

PINCKNEYVILLE SUBDIV.—ILLINOIS DIVISION

Maximum Speed (Except as below) MPH	Miles	Radio communication via Channel Two, call-in One.		Station Nos.	Sidings	
		SOUTH STATIONS	NORTH		Cars	Feet
MP 64-02	35					
MP 64-14	10					
MP 64-14	30	63.7	CHESTER	①②③④⑤	C-70	
MP 77	20	71.8	WELGE		CA-10	86 4479
MP 90-00	20	77.3	STEELEVILLE	⑥	CA-16	167 8700
MP 95-20	20	79.4	PERCY	⑦⑧⑨⑩	CA-18	
Pinckneyville to Pyatts via ICG	10	83.7	NEW WILSON	⑪⑫⑬⑭	CA-23	99 5165
North leg of wye	10	92.5	PINCKNEYVILLE	⑮⑯⑰⑱	CA-31	Yd.
Pinckneyville	10	95.5	SHAKE RAG	⑲⑳㉑㉒	CA-34	
MP 101-30	10	102.7	TAMAROA	㉓㉔㉕	CA-41	
MP 103-10	10	111.2	SCHELLER	㉖㉗㉘	CA-49	Yd.
MP 111-00	25	111.6	WALTONVILLE	㉙㉚㉛	CA-53	
MP 121-21	25	121.8	JSW JCT	㉜	CA-60	
MP 121-21	10	125.0	MT. VERNON	㉝㉞㉟	ZC-276	Yd.
MP 121-26	20					
Mt. Vernon	20					
Flagging distance	6,790 ft.					
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					
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.

Normal position of switch in Chester siding to Pinckneyville Subdiv. is for movement to Pinckneyville Subdiv. before occupying siding from either Pinckneyville or Chester Subdiv. verbal authority must be obtained from Chester Subdivision Dispatcher.

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.

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
② BN 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 7

Miles	Radio communication via Channel One.		Station Nos.	Sidings		Yard Limits:
	SOUTH STATIONS	NORTH		Cars	Feet	
298.2	BENTON JCT	①②	ZC-298			MP 298-10— MP 300-00
305.0	WEST FRANKFORT	③④⑤	ZC-305			MP 303-00— MP 309-20
308.8	JENKINS	⑥	ZC-309	86	3870	MP 347-15— MP 353-00
316.4	MARION	⑦⑧⑨⑩	ZC-317	60	2700	MP 300-00— to end of Track.
324.0	NEILSON JCT	⑪⑫	ZC-324			Buckhorn Ind. Lead breaks out at Jenkins
329.3	GOREVILLE	⑬	ZC-329	59	2655	Zelgler-Orient Mines Lead Max. Speed 10 MPH
334.0	OMAR	⑭	ZC-333	60	2700	
339.7	VIENNA JCT	⑮⑯	ZC-340			
345.3	CYPRESS	⑰	ZC-345	57	2565	
347.6	JOPPA JCT	⑱	ZC-348			Business Sta. Tracks: MP NO. Johnston City 310.7 ZC-311
351.5	KARNAK	⑲⑳	ZK-352	152	6840	Orient #4 313.3 ZC-313
363.3	JOPPA	㉑㉒	ZK-363	Yd.		Hudgens 321.8 ZC-322
						Chaseo 348.5 ZK-348
						Cook (on BN) ZK-367

Maximum Speed: MPH  
 (Except as below) . 35  
 MP 324-07—324-15 . 20  
 MP 334-20—334-26 . 20  
 MP 335-00—335-25 . 10  
 MP 347-06—363-04 . 25  
 Maximum Speed: MPH  
 Joppa 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	Radio communication via Channel One.		Station Nos.	Rule 99(d) in effect.	
	SOUTH STATIONS	NORTH		Cars	Feet
347.6	JOPPA JCT	①②	ZC-348		Yard Limits: Joppa Jct.—MP 348-05
362.8	TAMMS	③④⑤⑥	ZC-363		Operation between Cairo Jct. and Illmo over S1MB; Illmo and Rockview over SSW; Rockview and Chaffee over BN. See Item 17(b) Special Instructions.
373.3	FAYVILLE JCT	⑦	ZC-373		Maximum Speed . . . . . 10 MPH Except over Bridge 3541. 5 MPH
VIA CAIRO SUBDIV. 4.9 Miles					
378.0	CAIRO JCT	⑧⑨	C-130		Business Sta. Tracks MP No. Perks . . . . . 351.1 ZC-351 Olive Branch . . . . . 369.3 ZC-369
394.4	CHAFFEE	⑩	ZC-394		

Note — Trains and engines proceed only after member of crew has protected crossing — Highway #3 at Olive Branch.  
 Maximum weight Joppa Jct. to Fayville Jct. 220,000 lbs.

CAIRO SUBDIV.—ILLINOIS DIVISION

Miles	Radio communication via Channel One.		Station Nos.	Yard Limits: Fayville Jct. to Cairo	
	SOUTH STATIONS	NORTH		Maximum Speed	10 MPH
120.7	CAIRO JCT	①②	C-130		Flagging distance 2,500 ft.
125.6	FAYVILLE JCT	③	ZC-373		Absolute block in effect between Fayville Jct. and Cairo Jct.
130.8	MILLER CITY	④	CG-10		Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 13 Paragraph 25.
142.6	⑤ ICG	⑤			
144.2	⑥ CR	⑥			
145.0	CAIRO	⑦	CG-24		

CAPE GIRARDEAU SUBDIV.—ILLINOIS DIVISION

Miles	Radio communication via Channel One, call-in One.		Station Numbers	Maximum Speed 30 MPH except: Through cuts between Hendrix and Williams Street, Cape Girardeau 5 MPH.	
	SOUTH STATIONS	NORTH		MP 128.6 to End of Track. .10 MPH	Yard Limits: MP 128.5 to MP 130.2
122.8	CAPE DEAU JCT	①	C-132		Normal position of switch Rush Jct. is lined for movement to and from BN connection.
127.0	MARQUETTE	②	CF-4		Vertical clearance Morgan Oak and Goodhope Streets at Cape Girardeau will not clear cars in excess of Plate "C".
128.5	RUSH JCT	③	CF-6		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 25.
128.6	④ BN ⑤	④⑤			
129.6	⑥ S.E. MO. LBR. BN	⑥			
130.2	CAPE GIRARDEAU	⑦⑧⑨	CF-7		



8 STE. GENEVIEVE SUBDIV. — ILLINOIS 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 Ste. Genevieve secure BN clearance at Carroll St.

Maximum Speed . . . 20 MPH  
Except Ste. Genevieve Depot-Mosher . . . 10 MPH  
Flagging distance 2,450 ft.

Business Tracks MP Sta. No.  
McClay Spur . . . 6.2 MC-6  
Ag-Nit Spur . . . 8.0 MC-8  
Bonnie Terre Ind. lead (max. Speed 10 MPH) Breaks out at Derby Jct.  
Rivermines . . . 37.6 MC-38  
Flat River . . . 37.1 MC-37  
Desloge . . . 35.6 MC-35  
Dolomite . . . 34.0 MC-34  
McDowell Spur . . . 32.3 MC-32  
Bonnie Terre . . . 31.1 MC-32

Stations on 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	56.6
Duren	61.5
MP Crossing	63.1
MP Connection	64.0

Miles	Radio Communication via Channel Two, Call-in One.		Station Nos.	Sidings	
	SOUTH STATIONS	NORTH STATIONS		Cars	Ft.
0.0	RIVERSIDE	⊙⊙T	X-27		
1.9	HERCULANEUM	⊙⊙	MC-2		
4.5	CRYSTAL JCT.		MC-5		
5.2	CRYSTAL CITY	⊙	MC-6		
24.0 Miles Via BN					
83.0	STE. GENEVIEVE	⊙⊙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  
Monsanto 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  
Ogborne . . . 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 . . . 10  
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 Sta. MP No.

Selmaville . . . 3.0 . . . MI-4  
Hoyleton . . . 23.2 . . . MI-24  
Meinert . . . 30.9 . . . MI-31  
Oakdale . . . 40.9 . . . MI-41  
IP Co. . . . 47.0 . . . MI-47  
Zeigler  
Mine #11 . . . 51.5 . . . MI-51  
Midwest  
Mine . . . 52.0 . . . MI-52  
Burning Star  
Mine 3 . . . 59.4 . . . MI-62  
Evansville . . . 69.6 . . . MI-70

Miles	Radio Communication via Channel Two, Call-in One.		Station Nos.	Sidings	
	SOUTH STATIONS	NORTH STATIONS		Cars	Ft.
0.0	SALEM	⊙⊙	ZC-252		
11.1	BRANCH JCT.	⊙	MI-12		
13.5	CENTRALIA	⊙	MI-14		
14.0	ICG JCT.	⊙BN⊙G	MI-15		
14.5	BIG BEN	⊙	MI-16	39	2077
32.6	NASHVILLE	⊙L&N⊙⊙	MI-34		
48.7	COULTERVILLE	⊙ICG	MI-49	37	1948
56.6	ICG	⊙	MI-57		
57.4	SPARTA	⊙-1⊙⊙⊙	MI-58	Yd.	
68.5	PAUTLER		MI-69	55	2855
77.7	GAGE JCT.	⊙			
2.5 Mi. Via Chester Subdiv.					
80.2	FLINTON	⊙	MI-80	Yd.	
83.0	KELOGG	⊙	MI-82	Yd.	

Operation between Sparta and Salem covered by General Order.

ST. LOUIS TERMINAL DIVISION

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

Manchester Ave. and Chippewa-Christy Lead — Stop and flag crossing.  
Transfers and trains moving up — Carroll St. approach — MacArthur Br., use East Track unless otherwise instructed by yardmaster.

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

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

Radio communications St. Louis Terminal via channel 2.

CARONDELET SUBDIV. — ST. LOUIS TERML. DIV.

Miles	STATIONS		Station Numbers	⊙Crestwood, MP 13.9 to MP 15.8  Maximum Speed 20 MPH
	SOUTH	NORTH		
13.0	KIRK JCT.	⊙⊙	MX-12	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.
13.6	BN	⊙		
16.6	GRANT		GH-4	
18.7	ALPHA		GH-6	
23.8	BROADWAY JCT.	T	GH-11	
10.8				

Absolute block in effect between Kirk Jct. and Broadway Junction. Authority for occupancy must be obtained from control operator Grand Ave.

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  
Be governed by Special Instructions Item 13 paragraph 25.

LESPERANCE SUBDIV. — ST. LOUIS TERML. DIV.

Miles	Yard Limits: Entire Subdiv.		Station Nos.	Two main tracks between Lesperance St. and Nagel St. Maximum Speed . . . 20 MPH (except as below) Elevated Track Between 8th St., and Rutger St.: Tangent . . . . . 15 Curves . . . . . 10 Gratiot St. Through Interlocking . . . . . 10
	SOUTH STATIONS	NORTH		
1.1	LESPERANCE ST.	⊙⊙⊙	X-3	
6.8	DAVIS JCT.	⊙	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	(Piggybacks, loaded tri-levels and Vert-A-Pac cars will not clear.) Crews handling cars make sure will clear bridge approach.	
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		Radio Communication via Channel Two, call-in One.		NORTH FIRST CLASS	
21 Psgr.				22 Psgr.	
Sun. Tues. Thurs.	Miles	STATIONS	Station Nos.	Sidings	Mon. Wed. Fri.
				Cars Ft.	
PM 11 20	0.5	ST. LOUIS.....ⓄⓈⓈⓈ	MX-1		AM 7 05
	2.3	GRAND AVE.....ⓄⓈⓈⓈ			
	3.6	IRON MTN. JCT.....ⓄⓈ	X-1		
	3.7	ⓄBN.....Ⓞ			
	10.6	DAVIS JCT.....TⓈ	X-8		
6.8	9.5	BARRACKS JCT.....Ⓢ	X-10		5 35
	18.7	WICKES.....	X-19	93 4842	
	26.5	RIVERSIDE.....□-1 T	X-26	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.....	2 43
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 Flyer Yard, MP 6.04.  
Flyer 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 25.

PEA RIDGE SUBDIV. — ARKANSAS DIVISION

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

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

DE SOTO SUBDIV. — ARKANSAS DIVISION 11

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

Maximum Speed	MPH Psgr. Frt.	Maximum Speed	MPH Psgr. Frt.
(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 165-18.....	40 —
MP 3-25 — MP 3-29.....	15 15	MP 165-16 — MP 165-37.....	20 20
Between Iron Mtn. Jct. and Davis St.....	25 25	<b>BUSINESS TRACKS</b> MP No.	
Thru turnouts Davis Jct.....	15 15	Triangle Spur.....	10.8 X-11
MP 6-33 — MP 8-00.....	15 15	Bussen Spur.....	11.6 X-12
MP 9-21 — MP 12-29.....	55 —	Whitehouse.....	16.0 X-16
MP 17-16 — MP 21-12.....	50 —	Hillcrest.....	17.8 X-17
MP 21-12 — MP 33-00.....	55 —	Sulphur Spring Spur.....	22.8 X-23
MP 35-29 — MP 38-00.....	55 —	Perey.....	27.3 X-27
MP 41-21 — MP 42-33.....	30 30†	Horine.....	28.5 X-30
MP 42-33 — MP 45-29.....	55 —	Evergreen.....	57.7 X-38
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-93
MP 100-16 — MP 165-37.....	55 40	Chloride.....	100.1 X-101
(Except as below).....	55 40	North Des Arc.....	111.8 X-112
MP 105-29 — MP 108-29.....	45 —	Leeper.....	133.1 X-133
MP 125-16 — MP 126-12.....	45 —	Mill Spring.....	134.5 X-135
MP 129-25 — MP 131-00.....	45 —	Wilby.....	155.4 X-155
MP 135-04 — MP 138-29.....	45 —	Lumtie Industrial Lead: Maximum speed 10 MPH (Mineral Point—Lumtie)	
MP 136-29 — MP 137-16.....	35 35	Lumtie.....	62.0 XB-1
MP 146-16 — MP 148-37.....	35 35		

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	Radio Communication via Channel One.		Station Numbers	Rule 99 (d) in effect.	
	SOUTH STATIONS	NORTH STATIONS		Maximum Speed	MPH
163.2	JACKSON.....	Ⓢ	DC-16	Between Jackson and Charleston	
147.5	ALLENVILLE.....	Ⓢ	D-72	(Except as below).....	80
149.4	DELTA ⓄSSW.....	G	D-74	Jackson to MP 147-05.....	10
157.4	ⓄBN.....	G		Allenville to Delta.....	20
158.1	ORAN.....	Ⓢ	D-83	Around wye-Charleston.....	10
162.0	MORLEY.....	Ⓢ	D-87	Between Dexter Jct. and Charleston	
178.3	CHARLESTON.....	ⓈT	D-103	(Except as below).....	80
219.5	BERTRAND.....	Ⓢ	XD-54	MP 211-02 — MP 213-10.....	10
211.4	SIKESTON.....	Ⓢ	XD-46	MP 213-10 — MP 213-24.....	20
211.0	ⓄBN.....	Ⓢ		(Approach Highway 61 Crossing prepared to stop for highway traffic.)	
205.4	MOREHOUSE.....	Ⓢ	XD-40	Flagging distance 3,360 ft.	
195.6	ESSEX.....	Ⓢ	XD-30		
191.3	DEXTER JOT.....	ⓈSSW	XD-26		
	80.3			Max. wt. Jackson to Delta 220,000 lbs.,	
				<b>BUSINESS TRACKS</b> MP No.	Sta. No.
				Newman Spur.....	180.2 D-85
				Dichstadt.....	173.5 D-98
				Hunterville.....	198.7 XD-33
				Miner.....	214.5 XD-49
				Buckeye.....	217.3 XD-52

Yard Limits: 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; MP 162-00 to End of Track.

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

Operation over subdiv. governed by General Order.



SOUTH FIRST CLASS		Radio Communication via Channel One, call-in Two.	Station No.	Siding	NORTH FIRST CLASS	
21 Pgr.	STATIONS				22 Pgr.	Sun. Tues. Thurs.
Mon. Wed. Fri.	Miles			Cars	Ft.	
AM 2 52	165.5	POPLAR BLUFF... T①	X-166	Yd.		AM s 2 40
	170.0	4.5 STANLEY..... I	X-170			
	172.9	2.9 HARVIELL JCT..... ⊖	X-173			
	180.4	7.5 NEELYVILLE, MO..... T	X-180	162 8457		
	192.2	11.8 CORNING, ARK..... ⊖-2	X-192	161 8376		
	199.0	5.8 KNOBEL.....	X-199	188 9800		
	202.9	3.9 PEACH ORCHARD.....	X-203	155 8088		
	214.4	11.5 O'KEAN.....	X-214	160 8338		
	223.6	9.2 MURTA JCT..... ⊖	X-223			
s 3 43	224.9	1.3 WALNUT RIDGE.....	X-225			s 1 47
	226.3	1.4 HOXIE @ B. N..... A ⊖-2	X-226	166 8641		
	228.5	2.2 MINTURN JCT..... ⊖	X-228			
	238.9	10.4 ALICIA.....	X-239	162 8448		
	251.8	12.9 TUCKERMAN.....	X-252	162 8436		
	258.1	6.3 CAMPBELL JCT.....	X-258			
	259.4	1.3 DIAZ JCT..... IT	X-259			
s 4 19	261.7	2.3 NEWPORT... ⊖ ⊖-2 ⊖ I	X-262	Yd.		s 1 13
	263.9	2.2 NORTH BRIDGE JCT... X-264	X-264			
	264.1	0.2 WHITE RIVER... ⊖ ⊖				
	264.5	0.4 SOUTH BRIDGE JCT... X-265	X-265			
	269.7	5.2 JIFFY..... I	X-269			
	274.3	4.6 GLAISE JCT..... ⊖	X-275			
	278.1	3.8 BRADFORD.....	X-278	190 9893		
	286.7	8.6 RUSSELL JCT.....	X-286			
	288.4	1.7 BALD KNOB... ⊖-2 IT	X-288	110 5763		
	289.7	1.3 JUD..... I	X-289			
	296.4	6.7 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 ② T①	X-344	Yd.		
s 5 41 AM	345.6	2.0 L. ROCK AMTK. STA... X-346	X-346			s 11 57 PM
	180.1					

MAXIMUM SPEED		MPH	BUSINESS TRACKS	MP No.	Sta. No.
(Except as below)		Pgr. Frt.			
MP 172-04 — MP 172-37	70	—	Harriell	173.0	X-174
MP 179-08 — MP 179-12	65	—	Delaplaine	207.6	X-208
MP 184-37 — MP 185-04	70	—	Minturn	232.4	X-232
MP 191-21 — MP 192-33	50	40	Olyphant	269.8	X-270
MP 192-33 — MP 193-12	70	55	Judsonia	292.6	X-293
MP 224-12 — MP 227-29	50	50†	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 207-22, \*MP 232-17, \*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	Radio Communication via Channel One, call-in Two.		Station Numbers	Siding		Yard Limits Entire Subdiv.
	SOUTH STATIONS	NORTH STATIONS		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 Sta.
191.2	5.0 OXLY.....		XE-11			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		Radio Communication via Channel One, call-in One.  Radio communication at Texarkana via Channel 2.	STATIONS	Station Nos.	Sidings Cars Ft.	NORTH FIRST CLASS	
21 Psg.	22 Psg.						
Mon. Wed. Fri.	Miles					Sun. Tues. Thurs.	PM
AM	343.6		NO. LITTLE ROCK... I ⊕ T ⊕	X-344	Yd.		
	345.3		ARK RIVER..... ⊕ ⊕				
s 5 46	345.6		L. ROCK AMTK Sta. I	X-346		s 11 52	
	346.0		⊕ C.R.I. & P..... ⊕				
	351.7		ENSGN..... I	X-352			
	358.9		ALEXANDER..... I	X-359			
	364.1		BAUXITE JCT..... ⊕	X-364	104 5411		
	368.3		SHERIDAN JCT..... I	X-368			
	368.7		BENTON..... □ T ⊕ -1	X-369			
	370.2		SALINE JCT..... ∅	X-370			
	373.3		HASKELL..... †	X-373	215 11187		
	377.3		TRASKWOOD..... †	X-377	118 6181		
	384.6		GIFFORD..... †	X-385	121 6311		
s 6 31	388.7		MALVERN..... □ T ⊕ -1	X-389		s 10 49	
	392.2		ABCO.....	X-390	177 9238		
	399.6		DONALDSON.....	X-400	119 6215		
	405.6		WITHERSPOON.....	X-406	118 6196		
	411.0		ARKADLPHIA..... ⊕ -1	X-411	169 8839		
	422.3		CURTIS JCT.....	X-422			
	426.3		GURDON..... □ I ⊕ -1	X-426	Yd.		
	429.3		BEIRNE JCT.....	X-429			
	437.6		BOUGHTON.....	X-438	160 8331		
	442.4		PRESOTT..... †	X-442	174 9094		
	449.6		EMMET..... †	X-450	124 6564		
	457.7		HOPE ⊕ BN..... ⊕ ⊕ T ⊕	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			
s 8 12	490.2		TEXARKANA..... □ T	X-491	Yd.	s 9 10	
AM			146.6				PM

ABS — CTC between No. Little Rock and Sig. 4888 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.

Yard Limits: Sig. 4888 at Texarkana and SSW crossing.

Between Signal 4888 and Texarkana on East track and between Texarkana and SSW crossing on South track - no superiority of trains.

Between Signal 4888 and Texarkana on West track and between Texarkana and SSW crossing on North track all trains and engines must 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. Exception: Trains and engines may occupy this track on the time of No. 22 and No. 21 on authority of the yardmaster at Texarkana.

No. 21 must not pass Signal 4888, regardless of indication displayed, without first receiving permission from the yardmaster at Texarkana.

No. 22 must not pass eastward signal at National Jct., regardless of indication displayed, without first receiving permission from the yardmaster at Texarkana.

# LITTLE ROCK SUBDIV. — ARKANSAS DIVISION 15

Maximum Speed (Except as below)	MPH Psg. Frt.	BUSINESS TRACKS	MP No.	Sta. No.
MP 339-20 — MP 347-15	40 40	Vogels East 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 364-20 — MP 366-11	65 —	AG West Main	356.3	X-356
MP 382-18 — MP 385-35	60 55	Ark Power & Light-East Main	356.5	X-356
MP 388-05 — MP 389-19	35 35	Enmar-East Main	356.7	X-357
MP 414-04 — MP 414-29	70 —	Jacuzzi Bros.-West Main	357.2	X-357
MP 425-31 — MP 426-35	40 40†	Ark. Cont. Corp.	357.4	X-357
MP 434-28 — MP 435-34	65 —	Bryant-West Main	362.7	X-363
MP 441-26 — MP 442-29	50 50†	Perla	386.7	X-387
MP 457-12 — MP 458-09	30 30	Daleville	410.0	X-410
MP 470-20 — MP 471-09	70 —	Gum Springs	415.5	X-415
MP 471-16 — MP 471-21	40 40	Belrne	430.1	X-430
MP 483-07 — MP 483-21	65 —			
MP 485-35 — MP 488-32	60 —			
MP 488-32 — MP 490-08	25 20			
Union Station Tracks Little Rock	10 10			
Malvern Wye Tracks	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.

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.

# HOT SPRINGS SUBDIV.—ARKANSAS DIVISION

Miles	Radio communication via Channel One.		Station Numbers	Sidings Feet	Maximum Speed
	SOUTH V	NORTH A			
424.3	MOUNTAIN PINE..... ⊕		XH-90		Mountain Pine to MP Jct. 20 MP Junction to MP 397.7 (except as below).... 25 MP 407.6 to MP 407.4... 20 MP 401.2 to MP 399.9... 20 MP 398.6 to MP 398.3... 20 MP 397.7 to Malvern (except as below).... 35
411.4	HOT SPRINGS..... ⊕ ⊕ T ⊕		XH-77	Yd.	MP 396.8 to MP 396.6... 20 Butterfield Industrial Lead: Butterfield-Haskell 12.6 miles (Maximum Speed 10 MPH)
408.2	MP JCT..... ⊕		XH-74		Natl. Lead Ind. Lead: (Max. Speed 10 MPH)
398.5	JONES MILL..... ⊕ ⊕		XH-64	1331	Item 9, Special Instructions ap- plies Hot Springs 7:00 p.m. - 7:00 a.m.
393.7	BUTTERFIELD..... ⊕		XH-59	Yd.	
388.7	MALVERN..... T ⊕ ⊕ -1 ⊕		X-389	Yd.	
	36.7				

Operation on this Subdivision governed by General Order.

Yard Limits: Mountain Pine - MP Jct.: MP 398.9 to MP 397.0, MP 394.7 to Malvern.

Business Tracks	MP No.	Sta. No.
Mountain Pine		
Spur Track	422.4	XH-88
Sutco	407.9	XH-75
Lake Catherine		
Norris Dispenser	404.5	XH-71
Union Carbide	403.2	XH-70
Ark. Aluminum	402.4	XH-69
Pirelli Cable	402.2	XH-68
Rolling Mill	399.9	XH-66
Natl. Lead		
Ind. Lead	393.7	XH-60
Cuffman Lbr. Co.	391.6	XH-55



16 COTTER SUBDIV. — ARKANSAS DIVISION

Radio Communication via Channel Two, call-in One.		Station Numbers	Sidings	
SOUTH	NORTH		Cars	Feet
Miles	STATIONS			
381.5	COTTER.....	WR-125	Yd.	.....
357.4	NORFORK.....	WR-102	100	5950
339.5	ORES WELL.....	WR-83	48	2539
329.6	MOUNT OLIVE.....	WR-73	158	7913
312.4	GUION.....	WR-56	45	2364
307.6	MYERSVILLE.....	WR-50	86	4738
304.9	BILTMORE.....	WR-49	49	2553
293.0	EARNHARTS.....	WR-36	49	2594
286.1	BATESVILLE.....	WR-29	47	2492
265.5	PAROQUET.....	WR-9	83	4363
258.8	DIAZ JOT.....	X-259	.....	.....
122.7				

Yard Limits: Diaz Jct. 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.  
 Hot Box and Dragging Equipment Detector located \*MP 325-00.

Max. Speed	MPH	BUSINESS TRACKS	MP	Sta. No.
(Except as Below)	49	ZZ Siding	259.5	WR-1
MP 258-24 — MP 259-13	35	Independence	267.7	WR-12
MP 263-28 — MP 264-07	30	Newark	270.3	WR-14
MP 275-00 — MP 277-21	40	Arkansas Eastman	273.6	WR-17
MP 277-21 — MP 279-15	35	Sulphur Rock	276.3	WR-20
MP 279-15 — MP 284-00	40	Moorefield	281.4	WR-25
MP 284-00 — MP 285-10	30	Pfeiffer Spur	283.6	WR-27
MP 285-10 — MP 286-00	20	Cushman Spur	288.1	WR-31
MP 286-00 — MP 286-15	10	Sylamore	325.0	WR-68
MP 286-15 — MP 288-03	30	Calico Rock	341.4	WR-85
MP 305-20 — MP 306-21	25	When operating over Arkansas Eastman, Pfeiffer Spur and Cushman Spur do not exceed 10 MPH.		
MP 308-05 — MP 308-07	45			
MP 318-23 — MP 319-18	25			
MP 339-10 — MP 341-20	30			
MP 359-03 — MP 360-11	25			
MP 374-09 — MP 376-02	35			

Flagging distance 9,600 ft.

MEMPHIS SUBDIV. — ARKANSAS DIVISION 17

Radio Communication via Channel One, call-in Two.		Station Numbers	Sidings		MPH Maximum Speed 50 (except as below) MP 298-08 MP 299-03 40 MP 331-29 — MP 336-05 40 North and South wye Bald Knob 15 20 MPH between Briark and Kentucky St. Southward trains secure clearance Kentucky Street.
SOUTH	NORTH		Cars	Feet	
Miles	STATIONS				
380.7	MEMPHIS(Sargent Yd.)	XG-93	Yd.	.....	
380.6	KO JOT @SOU..G...				
378.2	TEXAS ST @IOG...@				
378.1	KENTUCKY ST @□@				
375.8	BRIDGE JOT...@BN@	XG-88			
375.2	BRIARK.....	XG-87			
370.0	PRESLEY JOT...@BN@	XG-82			
361.5	ORAWFORDSVILLE...	XG-74	190	9882	
332.4	WYNNE.....@MP@	C-304	171	8935	Business Tracks MP Sta. No.
318.8	FAIR OAKS...@SSW@	XG-31	162	8472	Rio Vista ... 292.8 XG-6 Patterson ... 307.3 XG-19 McCrary ... 309.3 XG-21 Hamlin ... 324.7 XG-37 Levesque ... 337.5 XG-50 Parkin ... 346.9 XG-59 Smithdale ... 348.9 XG-60 Earle ... 352.1 XG-64 Gavin ... 368.0 XG-80 W. Memphis Ind. Ld. ... 370.0 XG-85
300.0	NEW AUGUSTA.....	XG-12	124	6474	Tenark Ind. Lead: Maximum Speed... 10 MPH CRIP Jct. to Tenark ABS-CTC Briark to CRIP Jct. via CRIP RR. CRIP Jct. ... 355.6 Tenark ... 354.5 CH-42
298.5	WHITE RIVER.....@				
287.9	BALD KNOB...@-2T	X-288			
92.8					

Movement of trains and engines between Sargent Yard and Kentucky St. must be made at low speed and only on authority of 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	Radio Communication via Channel One.		Station Numbers
BUSINESS TRACKS	MP Sta. No.		SOUTH STATIONS	NORTH STATIONS	
Bannister Spur	379 KH-34	368.3	SHERIDAN JCT. . . . .	Ⓞ	X-368
		368.6	ⓄC.R.I. & P . . . . .	Ⓞ	
		390.2	SHERIDAN . . . . .		XH-24
			21.9		

Note: Trains and engs. must stop and proceed only after member of crew has protected crossing at Highway No. 270, Sheridan.

## NORMAN SUBDIV.—ARKANSAS DIVISION

Rule 99 (d) in effect.		Miles	Radio Communication via Channel One.		Station Numbers
Maximum Speed (except as below)	MPH		SOUTH STATIONS	NORTH STATIONS	
MP 457-20 — MP 457-25	10	426.3	GURDON . . . . .	Ⓞ Ⓞ -1T Ⓞ	X-426
MP 472-00 — MP 472-02	10	441.0	OKOLONA . . . . .		XL-15
Flagger Distance 2,760 ft.		446.5	DELIGHT JCT. . . . .		XL-20
Yard Limits — Gurdon to MP 430-00.		454.0	GRAYSONIA . . . . .		XL-28
Business Tracks	MP. Sta. No.	465.3	AMITY . . . . .		XL-39
Summit	433.1 XL-7	473.5	GLENWOOD . . . . .		XL-47
Rosboro	469.8 XL-43	480.7	CADDO GAP . . . . .		XL-54
Birds Mill	478.9 XL-52	485.9	NORMAN . . . . .		XL-60
Delight Industrial Lead:			59.6		
Delight Jct.—Delight					
Max. speed 20 MPH					
Antoine	447.9 EF-1				
Delight	452.1 EF-6				
Operation on this subdivision governed by General Order.					

## NASHVILLE SUBDIV.—ARKANSAS DIVISION

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

## GURDON SUBDIV.—ARKANSAS DIVISION

Maximum Speed (Except as below)		Miles	Radio Communication via Channel One.		Station Numbers	Sidings	
MPH			SOUTH STATIONS	NORTH STATIONS		Cars	Ft.
MP 456-06 — MP 456-25	30	426.3	GURDON . . . . .	Ⓞ Ⓞ -1T Ⓞ	X-426	Yd.	
MP 458-26 — MP 460-27	20	452.4	LESTER . . . . .		E-26	65	3412
MP 487-05 — MP 492-25	20	459.8	CAMPDEN . . . . .	Ⓞ Ⓞ Ⓞ	E-33		
Monsanto Lead 10 MPH		460.8	ⓄSSW . . . . .	Ⓞ			
Flagger Distance 6,500 ft.		463.1	CULLENDALE . . . . .	Ⓞ	E-37		
Yard Limits—Gurdon: Little Rock Subdiv. Conn. to MP 430-00; MP 457-17 to MP 463-20; El Dorado: MP 487-05 to MP 495-29.		474.5	LOUANN . . . . .		E-48	121	6321
Catesville Industrial Lead:		487.5	MONSANTO . . . . .	Ⓞ	E-61	61	3222
Maximum Speed 10 MPH		492.2	EL DORADO . . . . .	Ⓞ Ⓞ T Ⓞ	E-66	Yd.	
MP Sta. No.			65.9				
Georgia Pacific	105-30 XI-105						
Catesville	108-12 XI-108						
BUSINESS TRACKS	MP No.						
Barringer	431.5 E-5						
Reader	437.6 E-11						
Childster	444.7 E-18						
Kraft	461.3 E-35						
Smackover	473.3 E-52						
Norphlet	484.5 E-58						

## WYNNE SUBDIV.—LOUISIANA DIVISION 19

Radio Communication via Channel One.		Miles	SOUTH STATIONS	NORTH STATIONS	Station Numbers	Sidings		Maximum Speed MPH MP 235-10 MP 408-10 (Except as below) . . . 30 MP 295-23 — MP 296-09 . . . 20 Flagger distance 3,590 ft. Yard Limits: 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. . . . .		C-245			
		235.3	JONESBORO JCT. . . . .		C-259			
		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 ⓄORIP . . . . .	Ⓞ Ⓞ	C-319	28	1456	
		296.4	DEX SIDING . . . . .		C-320	41	2145	
		313.1	MARIANNA . . . . .	Ⓞ T	C-337	112	5589	
		325.5	LEXA . . . . .	Ⓞ	C-349			
		326.5	HELENA JCT. . . . .	T Ⓞ	C-351			
		347.1	ELAINE . . . . .		C-371	58	3019	
		368.8	SNOW LAKE . . . . .		C-392	97	5068	
		377.8	WHITE RIVER . . . . .	Ⓞ Ⓞ				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.
		381.1	MEDINA . . . . .		C-405	79	4123	
		382.0	ARKANSAS RIVER . . . . .	Ⓞ				
		387.0	WATSON . . . . .		C-411	88	4586	
		408.1	McGEEHEE . . . . .	Ⓞ Ⓞ T Ⓞ C	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	282.4	C-286	Barton	329.2	CK-12	Vestal Spur	377.4	C-401
Cherry Valley	267.5	C-291	Onelda	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 SSW.

SSW Stations Paragould Jct. and Jonesboro Jct.:

Station	SSW 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.

After passing over White River Lift Bridge MP 377 Pole 8, bridge must be observed to see that it returns to open or raised position. If bridge fails to return to open position dispatcher must be notified.

SSW 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-8
Helena	338.6	CJ-12



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

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

Maximum Speed	MPH
Between Little Rock and Texmo Jct.:	
(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
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

BUSINESS TRACKS	MP	Sta. No.
Drury Spur .....	350.3	K-5
Sweet Home .....	351.7	K-6
Redfield .....	368.0	K-28
Baldwin .....	381.8	K-36
Fairfield .....	394.7	K-49
Noble Lake .....	398.3	K-53
Moscow .....	402.5	K-57
Varner .....	415.0	K-70
Tillar .....	440.7	K-85
Helena Chem. ....	446.6	K-100
Jerome .....	424.8	C-448
E. Ashley .....	435.6	C-459
Parkdale .....	445.0	C-469
Bayou .....	446.8	C-470
Muller .....	454.0	C-477
McGlnty .....	454.1	C-478
Jones .....	457.2	C-481
Galion .....	467.3	C-491
Hancock .....	489.3	C-513
Sieard .....	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 .....	548.9	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 Industrial Lead:		
Maximum Speed 10 MPH		

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. 2 inches and on Smith No. 1 19 ft. 0 inches ATR without restrictions.

Radio Communication via Channel One.		Station Numbers	Sidings	
Miles	SOUTH STATION NORTH		Cars	Feet
345.6	LITTLE ROCK.....	Ⓞ	X-346	.....
346.4	ROCK ST. JOT.....	1.2	.....	.....
343.6	NO. LITTLE ROCK.....	Ⓞ Ⓢ Ⓣ Ⓠ Ⓡ	X-344	.....
345.0	ARKANSAS RIVER.....	1.3	.....	.....
346.4	ROCK ST. JOT.....	0.1	.....	.....
346.9	Ⓞ O. R. I. & P.....	0.4	.....	.....
349.1	EAST LITTLE ROCK.....	Ⓞ L.R.P.A. Ⓢ	K-4	.....
354.1	HIGGINS.....	4.9	K-9	175 9150
364.5	HENSLEY.....	10.4	K-19	167 8700
370.5	WHITE BLUFF.....	6.0	K-25	.....
388.4	PINE BLUFF.....	17.9	K-43	220 11385
409.6	GRADY.....	21.2	K-64	194 10138
420.2	GOULD.....	10.5	K-75	59 3108
427.9	DUMAS.....	7.6	K-82	79 4147
431.0	PICKENS.....	3.1	K-86	187 9731
447.2	McGEHEE.....	16.2	C-432	Yd. ....
408.1	DERMOTT.....	7.5	C-439	115 5996
415.6	HUDSPETH.....	6.3	C-446	170 8873
422.0	MONTROSE.....	10.1	C-456	110 5729
432.1	PORTLAND.....	4.2	C-460	84 4368
436.4	SUNSHINE.....	3.7	C-464	175 9139
440.1	WILMOT, ARK.....	9.1	C-473	.....
449.3	BONITA, LA.....	11.4	C-484	181 9445
460.8	MER ROUGE.....	12.7	C-497	102 5323
473.5	COLLINSTON.....	7.4	C-505	180 9360
481.0	SWARTZ.....	10.7	C-515	176 9181
491.8	HUTTIG JOT.....	9.2	C-524	.....
501.0	Ⓞ IOG.....	0.1	.....	.....
501.1	MONROE.....	1.8	C-525	Yd. ....
502.9	BOSCO.....	13.7	C-540	181 9433
516.6	OUACHITA RIVER.....	11.6	.....	.....
528.2	GRAYSON.....	6.7	C-558	176 9200
535.1	OLLA.....	13.6	C-572	152 7952
548.7	URANIA.....	4.1	C-576	109 5696
552.8	TULLOS.....	3.7	C-580	56 2946
556.5	GEORGETOWN.....	5.0	C-585	153 8003
561.6	ANTONIA.....	15.3	C-601	184 9584
576.9	TIOGA.....	14.2	C-616	154 8029
592.6	Ⓞ KOS.....	2.5	.....	.....
595.1	RED RIVER.....	1.4	.....	.....
596.5	RED RIVER JOT.....	0.1	C-620	.....
596.6	TEXMO JOT.....	1.1	TB-196	.....
597.8	ALEXANDRIA.....	3.7	C-625	Yd. ....
601.5	.....	.....	.....	.....
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	Miles	Radio Communication via Channel One.		Station Numbers
		SOUTH ▼	NORTH ▲	
MP 524-21 — MP 524-29 ..... 20		<b>SOUTH STATIONS NORTH</b>		
MP 553-20 — MP 553-22 ..... 10				
MP 563-00 — MP 565-00 ..... 10				
MP 566-00—Huttig Jct. 10				
Inside IMC Plant Sterlington ..... 5	492.2	<b>EL DORADO</b> .....	☐ ⊕ ⊙ T § ⊕	E-66
Flagging distance 3,590 ft.		14.5		
	506.8	<b>URBANA</b> .....		E-80
		6.0		
	512.8	<b>STRONG</b> .....		E-86
		12.6		
	527.2	<b>HUTTIG, ARK.</b> .....	⊕ §	F-3
		3.1		
	530.3	<b>LITROE, LA.</b> .....		F-6
		12.4		
	542.8	<b>HAILB.</b> .....		F-18
		10.9		
	553.7	<b>OUACHITA RIVER</b> .....	⊕ ⊕ ⊕	
		0.2		
	554.0	<b>STERLINGTON</b> .....	⊕	F-30
		14.4		
	568.1	<b>A. &amp; L. M.</b> .....	⊕ ⊕	
		0.5		
	568.6	<b>HUTTIG JCT.</b> .....	⊕ ⊕	
		0.4		
		<b>MONROE</b> .....	☐ 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 Huttig Jct.

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	Radio Communication via Channel One.		Station Numbers
		SOUTH ▼	NORTH ▲	
	422.6	<b>DERMOTT</b> .....	⊕	C-439
		22.6		
	445.3	<b>MONTICELLO</b> ⊕ A.D. & N. ⊕	⊕	KC-29
		16.1		
	461.4	<b>WARREN</b> .....	⊕	KC-45
		38.7		

BUSINESS TRACKS	MP	Sta. No.
Baxter	426.5	KC-10
Cominto	434.0	KC-17
Killin	442.5	KC-28
Willmar	454.0	KC-37

## COLLINSTON SUBDIV.—LOUISIANA DIVISION 23

Miles	Radio Communication via Channel One.		Station Numbers	Sidings		Rule 99 (d) in effect.
	SOUTH ▼	NORTH ▲		Cars	Feet	
	<b>BASTROP IND. LEAD 6.8 MILES (COLLINSTON-BASTROP)</b>					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.
	<b>VIDALIA IND. LEAD 9.3 MILES (FERRIDAY-VIDALIA)</b>					Yard Limits: MP 560-00 — MP 561-25; MP 637-05 — Ferriday
560.4	<b>COLLINSTON</b> .....	⊕ T ⊕	C-505			<b>BUSINESS TRACKS</b> MP 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
	7.1					
567.5	<b>OAK RIDGE</b> .....		E-141			
	10.4					
577.9	<b>RAYVILLE</b> ⊕ ICG.....	G	E-151	45	2371	
	11.6					
589.6	<b>MANGHEAM</b> .....		E-163			
	10.7					
600.3	<b>WINNSBORO</b> .....		E-174	49	2550	
	14.0					
614.4	<b>WISNER</b> .....		E-188			
	9.0					
623.5	<b>SICILY ISLAND</b> .....		E-197			
	12.4					
635.9	<b>TENSAS RIVER</b> .....	⊕				
	1.3					
637.2	<b>CLAYTON JCT.</b> .....	⊕	E-211			
	5.5					
642.2	<b>FERRIDAY</b> .....	⊕	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	Radio Communication via Channel One.		Station Numbers	Sidings		Rule 99 (d) in effect
	SOUTH ▼	NORTH ▲		Cars	Feet	
408.1	<b>M-GEHEE</b> .....	☐ ⊕ ⊕ T § ⊕	C-432	Yd.		Maximum Speed.. 25 MPH Except: MP 481-00 — MP 487-00... 20 MPH Flagging distance 3,360 ft.
	16.0					
424.1	<b>MAON LAKE</b> .....		K-118			<b>BUSINESS TRACKS</b> MP No. Trippe ..... 412.1 K-106 Chicot ..... 440.0 K-135 Shelburn ..... 463.1 K-158 H & W Warehouse 463.8 K-159 Hollybrook . 474.4 K-169 Transylvania 478.5 K-173 Talla Bena T. 490.9 K-188 Somerset ... 516.0 K-212 Goldman ... 544.4 K-240 Azucena ... 549.4 K-245
431.3	<b>LAKE VILLAGE</b> .....	T	K-126	49	2574	
	7.2					
446.8	<b>EUDORA, ARK.</b> .....		K-141	51	2654	
	15.5					
457.7	<b>MILLIKIN, LA.</b> .....		K-152			
	10.9					
470.1	<b>LAKE PROVIDENCE</b> .....		K-165	49	2597	
	17.3					
487.4	<b>SONDHEIMER</b> .....		K-182			
	11.0					
498.4	<b>TALLULAH</b> ⊕ ICG.....	⊕	K-194	39	2051	
	13.1					
511.5	<b>QUIMBY</b> .....		K-207			
	11.8					
523.3	<b>NEWELLTON</b> .....		K-219	50	2607	
	10.4					
533.7	<b>ST. JOSEPH</b> .....		K-229			
	12.4					
546.1	<b>WATERPROOF</b> .....		K-242			
	11.1					
557.2	<b>CLAYTON JCT.</b> .....	⊕ ⊕	E-211			
	149.1					

Operation on this subdivision governed by General Order.



24 SEDALIA SUBDIV. — NORTHERN DIVISION

WEST				Miles	STATIONS	Station Numbers	Sidings	EAST			
First Class								Cars	Feet	First Class	
71	69	31	33							30	32
FFT Frt. Daily	CSP-Frt. Daily	Pagr. Daily	Pagr. Daily					Pagr. Daily	Pagr. Daily		
PM 9 30		PM 5 00	AM 8 00	0.5	ST. LOUIS	MX-1		PH 1 30	PM 11 20		
				1.3	23rd STREET						
				1.5	OHIO AVE						
				2.3	GRAND AVE	MX-2					
				3.6	IRON MTN. JOT	X-1					
				6.8	MAPLEWOOD	MX-7					
				10.8	WEBSTER	MX-11					
				13.2	KIRK JOT	MX-12					
1030 3 01	PM 5 27	PM 8 27		13.4	KIRKWOOD	MX-13		12 48	10 28		
				18.7	PARK	MX-18					
				23.4	BOYD	MX-22					
				32.2	DOZIER	MX-31					
				37.0	SUMMIT	MX-36					
				46.5	SOUTH POINT	MX-52					
				51.7	WASHINGTON	MX-54					
				54.9	FACE	MX-58					
				57.7	GASCONADE JOT	MX-86					
				86.2	MORRISON JOT	MX-91					
				90.9	OHAMONIS	MX-100					
				100.2	BONNOT JOT	MX-116					
				116.7	OSAGE JOT	MX-117					
				117.3	MOREAU	MX-124					
				124.3	JEFFERSON CITY	MX-125		11 02	8 42		
1232 5 30	PM 7 13	PM 10 13		125.3	RIVER JOT	MX-128		10 53	8 33		
1245	PM 7 17	PM 10 17		127.9	CENTER TOWN	MX-140	71 4082	10 40	8 20		
1259	7 30	10 30		140.2	McGIRK	MX-144	73 4304	10 36	8 15		
1 05	7 35	10 35		144.7	CALIFORNIA	MX-150	62 4017	10 30	8 10		
1 12	7 40	10 40		150.3	DOW	MX-166	150 9240	10 15	7 56		
1 30	7 55	10 55		166.1	OTTEVILLE	MX-175	40 2542	10 05	7 45		
1 42	8 05	11 05		175.7	SMITHTON	MX-181	56 3758	10 01	7 41		
1 50	8 11	11 11		181.1	SEDALIA	MX-188	38 1937	9 53	7 33		
				187.7	DRESDEN	MX-195	153 7664	9 44	7 24		
1 59	8 18	11 18		188.9	LAMONTE	MX-200	48 2890	9 39	7 19		
2 09	8 31	11 31		195.7	KNOBNOTER	MX-208	110 6167	9 32	7 12		
2 15	8 36	11 39		200.9	WARRENSBURG	MX-218	39 2740	9 22	7 02		
2 24	8 43	11 46		208.1	CENTERVIEW	MX-224	150 9508	9 13	6 53		
2 37	8 55	11 58		218.4	HOLDEN	MX-232	51 3398	9 05	6 45		
2 46	9 02	12 05		224.4	KINGSVILLE	MX-237	44 2867	9 01	6 41		
2 57	9 10	12 14		232.8	STRASBURG	MX-243	73 4293	8 55	6 35		
3 03	9 14	12 18		237.5	PLEASANT HILL	MX-249	181 9862				
3 10	9 20	12 24		243.0	AVON	MX-252	76 4166				
				249.2	LEE'S SUMMIT	MX-259	155 8840	8 37	6 17		
				252.3	LITTLE BLUE	MX-265	61 3279				
				259.8	INDEPENDENCE	MX-273	117 6350				
				265.1	ROOK OR. JOT	MX-276					
				273.2	KANS. CITY	MX-282		8 00	5 40		
4 01	10 35	1 45		283.0	(Un.Sta.)			AM	PM		
AM	PM	PM		278.8							

TIMETABLE NO. 18

SEDALIA SUBDIV. — NORTHERN DIVISION 25

SPECIAL INSTRUCTIONS

Maximum Speed	MPH	MPH
(Except as below)	Pagr. Frt.	Pagr. Frt.
Thru Grand Ave. Interlocking	75 60	75 60
Between Grand Ave. and Iron Mountain Jct.	45 35	45 35
MP 3-25 — MP 13-13	50 40	50 40
MP 13-13 — MP 13-25	30 30	30 30
MP 13-25 — MP 13-37	50 50	50 50
MP 13-37 — MP 15-14	65 50	65 50
MP 15-14 — MP 15-24	65 —	65 —
MP 17-03 — MP 21-00	70 —	70 —
MP 21-00 — MP 21-25	60 55	60 55
MP 21-25 — MP 23-11	70 —	70 —
MP 23-11 — MP 27-04	60 —	60 —
MP 27-04 — MP 28-28	80 55	80 55
MP 30-21 — MP 31-12	65 55	65 55
MP 32-25 — MP 33-31	70 —	70 —
MP 33-31 — MP 34-29	80 —	80 —
MP 34-29 — MP 35-08	50 50	50 50
MP 35-08 — MP 44-15	70 —	70 —
MP 48-33 — MP 49-29	70 —	70 —
MP 49-29 — MP 55-17	70 —	70 —
MP 55-17 — MP 58-37	70 —	70 —
MP 61-29 — MP 66-37	80 55	80 55
MP 66-37 — MP 67-08	60 50	60 50
MP 70-25 — MP 71-12	65 —	65 —
MP 72-08 — MP 75-28	50 50	50 50
MP 80-10 — MP 81-16	50 50	50 50
MP 83-34 — MP 84-36	55 55	55 55
MP 84-36 — MP 86-08	70 50	70 50
MP 86-08 — MP 87-37	65 55	65 55
MP 87-37 — MP 89-10	45 45	45 45
MP 89-10 — MP 89-27	60 55	60 55
MP 89-27 — MP 92-06	70 —	70 —
MP 92-06 — MP 93-03	60 55	60 55
MP 93-03 — MP 94-13	70 —	70 —
MP 94-13 — MP 97-22	65 —	65 —
MP 97-22 — MP 97-30	60 55	60 55
MP 106-33 — MP 107-01	60 55	60 55
MP 107-01 — MP 108-32	70 —	70 —
MP 108-32 — MP 109-04	65 —	65 —
MP 109-04 — MP 109-35	70 —	70 —
MP 113-33 — MP 114-02	70 —	70 —
MP 115-27 — MP 126-29	75 55	75 55
(Except as below)	55 —	55 —
MP 115-27 — MP 116-34	60 50	60 50
MP 116-34 — MP 117-12	50 —	50 —
MP 117-12 — MP 118-25	60 —	60 —
MP 118-25 — MP 121-20	70 —	70 —
MP 123-25 — MP 124-24	65 —	65 —
MP 124-24 — MP 126-29	45 45	45 45
(Except as below)	70 55	70 55
MP 126-29 — MP 128-18	55 —	55 —
MP 128-18 — MP 129-28	55 50	55 50
MP 129-28 — MP 132-15	60 —	60 —
MP 132-15 — MP 132-28	55 50	55 50
MP 132-28 — MP 136-18	80 —	80 —
MP 136-18 — MP 139-00	65 45	65 45
MP 139-00 — MP 143-32	60 —	60 —
MP 146-04 — MP 147-20	60 —	60 —
MP 147-20 — MP 148-37	65 —	65 —
MP 150-04 — MP 151-07	50 50	50 50
MP 151-07 — MP 151-21	65 —	65 —
MP 153-21 — MP 155-35	60 —	60 —
MP 156-30 — MP 162-04	65 —	65 —
MP 162-04 — MP 163-00	50 50	50 50
MP 166-38 — MP 168-13	65 —	65 —
MP 168-13 — MP 171-07	55 50	55 50
MP 171-07 — MP 173-31	65 —	65 —
MP 173-31 — MP 174-11	60 —	60 —
MP 174-11 — MP 178-10	65 —	65 —
MP 178-10 — MP 178-27	60 —	60 —
MP 183-24 — MP 187-25	65 —	65 —
MP 187-25 — MP 190-04	40 40	40 40
MP 190-04 — MP 193-18	60 —	60 —
MP 200-25 — MP 201-04	55 —	55 —
MP 205-11 — MP 208-04	65 —	65 —
MP 208-04 — MP 208-07	55 —	55 —
MP 208-07 — MP 208-25	65 —	65 —
MP 211-38 — MP 212-18	65 —	65 —
MP 216-25 — MP 218-28	35 35	35 35
MP 218-28 — MP 221-14	55 50	55 50
MP 221-14 — MP 222-14	60 —	60 —

Following No. 16 and No. 20 turnouts: East end siding Centerville, both ends sidings Dow and Dresden, and hand throw crossovers West Labadie, New Haven and Hermann.

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

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

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

Independence-Pixley Spur: Maximum overhead clearance 16 ft. 6 inches. Maximum speed 10 MPH.

Hand Throw Crossovers Between Main Tracks:

- Pacific ..... MP 34-20
- West Labadie ..... MP 43-26
- Washington ..... MP 55-22
- New Haven ..... MP 67-12
- Hermann ..... MP 81-02
- Jefferson City ..... MP 126-20
- MP 125-00

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

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

Yard Limits: Grand Ave. to MP 6-29. Conditional Yard Limits: MP 187-20 to MP 194 — 9:01 am to 5:01 pm.

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

Operation on TRRA between St. Louis and Grand Ave.

Business Tracks:

Sta. No.	MP	MX
Lake Jct.	8.0	MX 8
Webster Groves	10.0	MX 10
Barretts	16.5	MX 16
Valley Park	18.9	MX 18
Jedburg	23.9	MX 24
Eureka	27.9	MX 29
Pacific @-2	31.8	MX 34
Gray Summit	39.9	MX 40
West Labadie	43.7	MX 44
Midwest Jolst	56.8	MX 56
New Haven @-2	67.3	MX 67
Berger	75.1	MX 74
Hermann @-2	81.0	MX 80
Gasconade @-2	88.5	MX 88
Morrison	92.9	MX 92
Bonnot's Mill	113.1	MX 112
Shell Spur	151.6	MX 151
Clarksburg	156.5	MX 156
Tipton @-2	182.8	MX 182
Syracuse	188.1	MX 188
Montserrat	211.5	MX 211
Missouri Public Spur	257.3	MX 257
Western Electric Spur	261.0	MX 261

Remote control switches are either No. 15, 16, or 20 except Jet. switch with Carthage Subdivision at Pleasant Hill.

Loaded cars of missile motors must have missiles inspected at Jefferson City before departure.

TIMETABLE NO. 18



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

Mile	STATIONS	Station Numbers	Sidings	
			Cars	Feet
249.2	PLEASANT HILL.. ①-1 ④ ⑤ T	MX-249	181	9862
249.1	④SSW..... ④			
253.7	ORE..... ④	P-5	78	4258
258.8	HARRISONVILLE.. T ④B.N.	P-10	35	2264
265.4	LONE TREE..... ④	P-16	73	4039
277.6	ADRIAN..... ④	P-29	81	4751
287.1	BUTLER..... ①-1	P-38	79	4623
298.9	RIOH HILL..... ④	P-50	115	6523
302.4	PANAMA..... ④	P-54	76	5066
307.4	HORTON..... ④	P-58	44	2363
317.4	NEVADA..... ①-1 ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	P-69	Yd.	
319.3	NASSAU JOT..... T	P-71		
330.8	SHELDON..... ④	P-82	74	4368
342.2	LAMAR..... ④B.N. ④	P-93	81	4699
353.5	JASPER..... ④	P-105	74	4434
364.1				
527.6	CARTHAGE ④B.N. ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	P-115		
506.8	STOITS CITY..... ④	WR-250	91	4956
489.6	④B.N. ④			
489.1	AURORA..... ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	WR-232	56	3178
477.8	CRANE..... ④ ⑤	WR-221	Yd.	
460.7	REEDS SPRING..... ④	WR-204	36	2308
450.9	GREINA..... ④	WR-194	125	6658
447.3	BRANSON..... ④ ⑤	WR-191	45	2609
445.7	HOLLISTER, MO..... ④	WR-189	36	2166
432.7	CRICKET, ARK..... ④	WR-176	33	2029
415.5	BERGMAN..... ④	WR-159	135	7594
392.3	YELLVILLE..... ④	WR-136	53	2891
381.5	COTTER..... ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	WR-125	72	3829
261.7				

CARTHAGE SUBDIV. — NORTHERN DIVISION 27

Nevada is register station for originating and terminating trains only.

Train order signal Pleasant Hill governs 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:		BUSINESS TRACKS:		MP	Sta. No.
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.		Milo .....	324.0	P-75	
		Irwin .....	335.7	P-86	
		Carytown .....	358.3	P-109	
		Empire Spur .....	512.2	WR-258	
		La Russell .....	513.1	WR-256	
		Hoberg .....	499.0	WR-242	
		Galena .....	468.0	WR-211	
		Pyatt .....	403.0	WR-146	
		Filppin .....	386.5	WR-130	
BUSINESS TRACKS:		MP	Sta. No.		
Archle .....	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		MP 468-14 — MP 409-33	
(Except as below)..... 49		(Except as below)..... 40	
MP 258-14 — MP 259-30..... 40		MP 467-26 — MP 467-15..... 30	
MP 264-20 — MP 274-30..... 40		MP 460-04 — MP 459-20..... 30	
MP 298-24 — MP 299-20..... 25		MP 454-15 — MP 454-10..... 35	
MP 317-20 — MP 317-28..... 15		MP 448-20 — MP 446-17..... 25	
MP 364-01 — MP 364-03..... 15		MP 436-24 — MP 432-15..... 30	
MP 527-30 — MP 468-14		MP 432-15 — MP 431-23..... 10	
(Except as below)..... 49		MP 431-23 — MP 429-13..... 30	
MP 527-30 — MP 527-00..... 15		MP 422-25 — MP 422-18..... 35	
MP 511-24 — MP 511-19..... 40		MP 420-22 — MP 420-12..... 30	
MP 490-15 — MP 488-00..... 20		MP 409-33 — MP 381-25	
MP 483-07 — MP 481-18..... 40		(Except as below)..... 49	
MP 481-18 — MP 477-25..... 45		MP 404-27 — MP 399-03..... 40	
MP 471-05 — MP 470-21..... 40		MP 399-03 — MP 393-21..... 45	
		MP 393-21 — MP 392-02..... 40	
		MP 385-25 — MP 381-25..... 40	

Flagging distance 2 miles



## 28 SPRINGFIELD SUBDIV.—NORTHERN DIVISION

All tracks at Springfield are yard tracks.

Max. Speed 10 MPH over crossings at Springfield at Highway, College, Kansas and Walnut Streets.

At Springfield stop and protect crossing at Walnut Street when switching General Warehouse Spur. Stop and protect crossings at Jefferson, Roblnson, Boonville, Campbell and Main Streets when switching on Phelps Avenue.

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

YARD LIMITS ENTIRE SUBDIV.		Station Numbers	Max. Wt. Joplin to end of track 220,000 lbs.	MPH
Miles	SOUTH STATIONS NORTH			
364.1	CARTHAGE.....	P-115	Maximum Speed ..... 20 (Except as below)	MPH
374.9	WEBB CITY.....	P-126	MP 364-23—MP 366-09... 15 MP 381-03—MP 381-15... 15	
381.5	JOPLIN.....	P-133	Business Tracks MP	
17.4			Dumont .....	367.9 P-119
			Hercules—Dynamite .....	369.9 P-120
			Center Creek .....	371.3 P-122
			Clisco .....	376.0 P-127
			Atlas .....	380.0 HC-6
Cars with heights in excess of 18 feet 6 inches must not be handled south of MP 364.				
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 EAST			
CSP-Frt.	Miles	▲	Cars	Feet
Daily				
PM 5 30	125.3	JEFFERSON CITY.....	MX-125	Yd. ....
5 40	127.9	RIVER JOT.....	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	BLACKWATER.....	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 JOT.....	G-144	.....
.....	276.2	ETON JOT.....	G-145	.....
.....	283.8	OONGO.....	G-153	.....
.....	284.5	ROOK CREEK JOT.....	MX-276	.....
9 44	285.9	SOUTHWEST JOT.....	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 Rook 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 223-18, and \*MP 256-35.

Rook 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

(Except as below) ..... 50

MP 129-09 — MP 129-27 ..... 35

MP 137-16 — MP 137-33 ..... 25

MP 137-33 — MP 139-31 ..... 40

MP 163-11 — MP 163-16 ..... 45

MP 169-00 — MP 175-00 ..... 45

MP 175-21 — MP 177-05 ..... 35

MP 183-00 — MP 184-21 ..... 40

MP 197-03 — MP 207-29 ..... 45

MP 218-11 — MP 219-00 ..... 40

MP 220-23 — MP 229-28 ..... 40

MP 236-09 — MP 237-18 ..... 45

MP 242-00 — MP 242-06 ..... 45

MP 252-20 — MP 252-35 ..... 40

MP 252-35 — MP 253-34 ..... 45

MP 265-01 — MP 265-23 ..... 35

On AT&SF RY. (Except as below) 55

Eton Crossover & Mo Pac Conn. .... 30

MP 437.5 — MP 437.8 ..... 40

MP 437.9 — MP 438.5 ..... 45

Flagging distance 2 miles

Maximum Speed: MPH

MP 443.7 — MP 444.2 ..... 45

Congo-E Crossover & Mo Pac Conn. .... 30

Congo W Crossover ..... 40

Business Tracks MP No.

Renz Spur ..... 133.0 G-8

Lupus ..... 151.1 G-22

Overton ..... 161.0 G-82

Nelson ..... 189.6 G-60

Stanhope ..... 209.5 G-80

Blosser ..... 211.0 G-82

Coyne Spur ..... 212.9 G-83

Waverly ..... 224.5 G-95

Neece Spur ..... 253.1 G-124

Lerasy ..... 261.5 G-132

Midas ..... 265.0 G-134

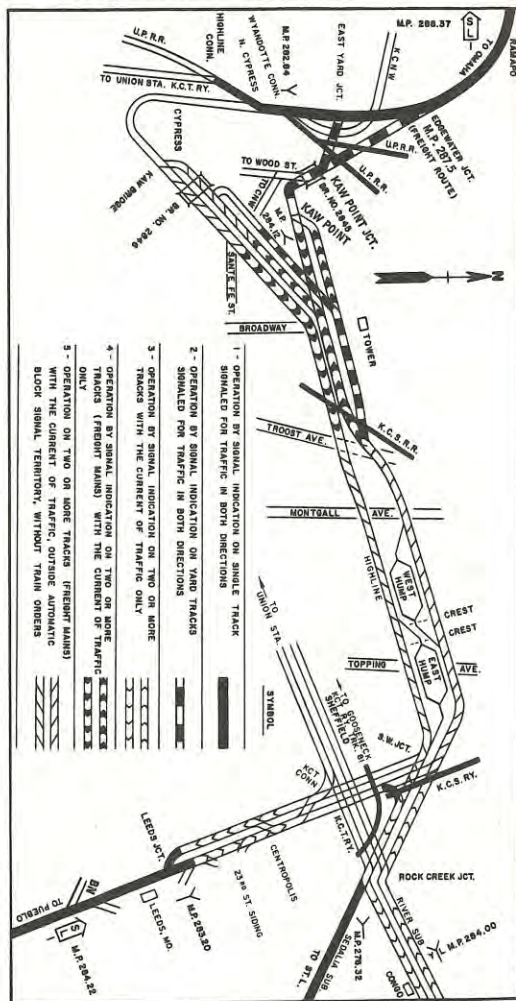
Blue Valley ..... 270.4 G-141

Marshall ..... 304.1 GB-2

(Ind. lead 2 mi. Miami - Marshall)



## Operating Instructions (including Map.)



Remote control switches are No. 15, 18 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, Ka. 220,000 lbs.  
⊗ ATSF ..... Santa Fe St.

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

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

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

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

Maximum Speed: MPH

Location	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	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	LUNCASTER	⊗	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	⊗	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	BROADWAY	⊗				
282.0	⊗KCS	⊗				
280.0	NEFF YD., Mo.	⊗	MX283	Yd.		
	199.6					

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

Trains originating Neff Yard, Omaha and Atchison secure clearance.

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

Atchison Yard: Stop before crossing ATSF.

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 434-23 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..... 45  
MP 434-25 — MP 437-00..... 25  
MP 439-04 — MP 439-16..... 45  
MP 447-15 — MP 448-17..... 30  
MP 461-04 — MP 463-25..... 45  
MP 466-08 — MP 466-29..... 45

Omaha (Except as below)..... 25  
All grade crossings..... 15  
Commercial and 30th St..... 10  
Cass St. (UP Conn.) and Webster St. (UP Conn.) and 5  
Flagging 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..... 453.9 0-176  
Plattsmouth..... 462.3 0-180  
Ft. Crook..... 471.3 0-189



## 32 OMAHA SUBDIV. — NORTHERN DIVISION

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

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

Do not leave cars south of MP 308-26 on Leavenworth Storage Track. Trains when picking up or setting out southbound leave train north of 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	Rule 99 (d) in effect.	
					Maximum Speed	MPH
330.7	ATCHISON	1.6	0-48	Yd.	MP 332-12 —	25
332.3	NORKAN JCT.	15.6	0-49		MP 368-00	25
347.9	EFFINGHAM	7.3	8-17		MP 418-00 —	30
355.2	MUSCOTAH	6.2	8-25		(Except as below)	
361.4	WHITING	5.9	8-31		MP 491-08 —	
367.3	NETAWAKA	12.5	8-37	65 4678	MP 491-14	10
379.8	GOFF	5.9	8-49		Washington	
385.7	CORNING	7.2	8-55	73 4134	Industrial Lead	10
392.9	CENTRALIA	7.5	8-62		Flagging distance	5,650 ft.
400.4	VERMILLION	8.4	8-70		Business Tracks: MP	
408.8	FRANKFORT	4.9	8-78	36 2574	Sta. No.	
413.7	TUTTLE	9.1	8-83	98 5265	Vlets	404.0 8-74
425.6	BLUE RAPIDS	4.9	8-95		Ames	478.8 8-149
430.5	WATERVILLE	7.2	8-100		Rice	478.8 8-149
437.7	BARNES	5.9	8-107		GIJbert	509.5 8-179
443.6	GREENLEAF	7.0	8-113	53 3133	Solomon	
450.6	LINN	4.8	8-120		Rapids	512.8 8-189
455.4	PALMER	9.0	8-125		Glen Elder	526.8 8-195
464.4	CLIFTON	1.6	8-134	50 3731	Cawker City	532.9 8-202
466.0	CONCORDIA	5.0	8-141		Bloomington	553.7 8F-15
471.0	CLYDE	14.1	8-141		Washington Ind. Lead	
485.1	CONCORDIA	0.3	8-155	Yd.	Max. Wt. 220,000 lbs.	
485.4	HASTINGS JCT.	4.8	8-159		Cloutman	449.0 8C 5
490.2	YUMA	0.1	8-160	38 2219	Washington	450.5 8C 7
496.3	BURR OAK JCT.	8.0	8-166		CTC — ABS — Norkan	
496.4	JAMESTOWN	0.1	8-166	20 1436	Jct. to Atchison.	
502.8	SCOTTSTOWN	6.4	8-172		Yard Limits: MP 332-33	
514.4	BELOIT	11.6	8-184	22 1663	to MP 338-00; MP 442-18	
524.1	GLEN	9.7	8-194	36 1968	to MP 444-25; MP 484-00	
533.3	CAWKER	9.2	8-203	32 1754	to MP 496-25; MP 514-00	
538.6	DOWNS	5.3	8-208	Yd.	to MP 515-00; MP 537-80	
548.5	OSBORNE	9.9	8F-10		to MP 539-18; MP 578-20	
562.1	ALTON	13.6	8F-23		to end of track Stockton.	
570.4	WOODSTON	8.3	8F-32		CONCORDIA: Washington	
580.4	STOCKTON	10.0	8F-42	Yd.	Ave. and Cedar St. — Stop	
		246.9			and protect.	

## 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	0-199		
	OMAHA		0-205	Yd.	
38.9					

## LINCOLN SUBDIV. — NORTHERN DIVISION

WEST Miles	STATIONS	EAST Miles	Station Numbers	Sidings	
				Cars	Feet
Rule 99 (d) in effect.					
Maximum Speed (Except as below) 25 MPH					
Between 33rd Street and Lincoln 10 Miles					
447.4	UNION	12.0	0-165		
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.	0.9			
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 derrails, 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 (Except as below) 25 MPH					
Flagging distance 4,320 ft.					
416.4	CRETE JCT.	11.5	0-134		
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.
490.2	HASTINGS JCT. .... ①T	S-159	<b>BUSINESS TRACKS</b> MP Sta. 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 579-00 to end of track.  Hastings: Stop and protect Burlington St. crossing.
492.3	②AT&SF ..... G		
504.1	③CRI&P ..... ④		
504.8	SOANDIA ..... 0.7	SD-15	
513.8	REPUBLIC, KAN. .... 9.0	SD-24	
528.5	⑤ATSF ..... ⑥		
529.6	SUPERIOR, NEB. .... 1.1	SD-39	
530.1	⑦BN ..... 25.2		
555.3	⑧BN ..... 25.0		
580.3	HASTINGS ..... 90.1	SD-89	

### BURR OAK SUBDIV.—NORTHERN DIVISION

Miles	WEST STATIONS EAST	Station Numbers	At Mankato — Stop and protect crossing — U.S. Highway 36. Flagging distance 4,510 ft. Rule 99 (d) in effect. Maximum Speed .....25 MPH Yard Limits: MP 496-11 to MP 497-02.
496.4	JAMESTOWN ..... ①	S-166	<b>Business Tracks:</b> 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.
538.6	①DOWNS ..... ②T ③	S-208	Yard Limits: MP 538-28 — MP539-16. MP 622-10 — Lenora.  <b>BUSINESS TRACKS:</b> MP Sta. Nos. Harlan .....552.9 S-222 Claudell .....567.8 S-237 Speed .....589.8 S-259
547.7	PORTIS ..... 9.1	S-217	
557.8	GAYLORD ..... 10.1	S-227	
563.0	CEDAR ..... 5.2	S-233	
572.6	KIRWIN ..... 9.6	S-242	
583.1	GLADE ..... 10.5	S-253	
598.5	LOGAN ..... 15.4	S-268	
612.9	EDMOND ..... 14.4	S-282	
623.3	LENORA ..... 10.4	S-293	
	84.7		

### 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. Fourth St. Second and Cedar Highway 759 at Artesian Ice Plant. If crossing signal does not operate — before occupying Packers Ave. Spur 759 Highway flag each side crossing with red flag by day or fusee by night.
349.9	ST. JOSEPH ..... ①T ②	OA-21	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.
347.8	FRENCH ..... 1.4		
340.7	HALLS ..... 7.1		
337.0	③ATSF ..... ④		
334.6	ARMOUR ..... 2.4		
331.1	WINTHROP, MO. .... 3.5		
330.8	DRAWBRIDGE (Mo. River) ⑤		
330.7	ATCHISON, KAN. .... ⑥T ⑦	0-48	

### KANSAS CITY SUBDIV.—KANSAS DIVISION 35

WEST First Class		Miles	STATIONS EAST	Station Numbers	Siding Cars Feet
69 CSP-Frt. Daily	71 FFT-Frt. Daily				
PM	AM	279.0	NEFF YARD. ①T ②	MX-283	
9 44	4 05	278.2	0.8 SOUTHWEST JCT. ③T	MX-277	
		278.6	0.4 ④ICG ..... ⑤		
		279.1	0.5 ⑥K.O.T. .... ⑦		
		279.2	0.1 K.C.T. CONN. .... ⑧		
		280.4	1.2 CENTROPOLIS. .... ⑨	MX-288	
10 25	4 15	283.4	6.2 LEEDS JCT. .... ⑩T ⑪	MX-291	
		290.0	6.2 DODSON ..... ⑫-1	MX-298	E88 4431 w171 8567
		297.1	7.1 MARTIN CITY, Mo. .... ⑬	MX-305	
		299.8	2.7 KENNETH, KAN. .... ⑭	MX-308	134 7215
		310.9	11.1 BUCYRUS ..... ⑮	MX-319	139 7451
		317.2	6.2 WAGSTAFF ..... ⑯-1	MX-326	135 7289
		326.2	8.7 PAOLA ..... ⑰	MX-334	
		326.8	0.6 ⑱BN ..... ⑲		
		326.9	0.1 ⑳M.K.T. .... ㉑		
		328.5	1.6 BROWN ..... ㉒	MX-336	203 10803
11 50	5 35	334.4	5.9 ㉓OSAWATOMIE T ⑳ ㉔	MX-341	Yd. ....
PM	AM	334.9	0.5 MP. .... ㉕		
			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 ① 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 MPB

Neff Yard — 296-34  
 (Except as below) ..... 40  
 Neff Yard — MP 280-11 ..... 25  
 MP 286-05 — MP 286-06 ..... 25  
 MP 289-21 — MP 289-22 ..... 25  
 MP 296 34 — MP 334-16

(Except as below) ..... 60  
 MP 325-07 — MP 326-44 ..... 30  
 MP 326-44 — MP 327-35 ..... 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 Sta. No.

Alexander .....284.8 MX-291  
 Missey Spur .....285.6 MX-293  
 Jack Jones Lbr. Co.292.1 MX-300  
 Long Bell Lbr. Co.296.2 MX-305  
 Owens Plastic .....297.2 MX-305  
 Stilwell .....306.4 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
368.3	LOMAX ..... 38.2	MX-376	MPH
406.5	①A. T. & S. F. .... ②		MAXIMUM SPEED ..... 25 Flagging distance 3,500 ft.
407.6	TOPEKA ..... ③T ④	T-130	<b>BUSINESS TRACKS:</b> MP Sta. 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. — Lake — Council Grove. Hot box and dragging equipment detector located at *MP 364-31 and *MP 390-33.		EAST A	
69 CSP-Frt.	71 FFT-Frt.	Miles	STATIONS	Station Numbers	Sidings Cars Feet
Daily	Daily				
AM	AM				
PM	AM	334.4	<b>OSAWATOMIE</b> .....	MX-341	Yd. ....
11 50	5 35	8.9			
12 05	5 45	343.3	<b>RANTOUL</b> .....	MX-351	126 6972
		10.8			
12 22	6 01	354.1	<b>OTTAWA</b> ..... @-1	MX-362	135 7535
		0.3			
		354.4	<b>⊙A.T. &amp; S.F.</b> ..... ⊙		
		2.7			
		357.1	<b>⊙A.T. &amp; S.F.</b> ..... ⊙		
		11.6			
12 45	6 20	368.7	<b>LOMAX</b> ..... ⊙	MX-376	83 4661
		8.1			
12 56	6 30	376.8	<b>FLINT</b> .....	MX-385	124 6732
		1.8			
		378.6	<b>LYNDON</b> .....	MX-386	
		7.6			
		386.2	<b>⊙A.T. &amp; S.F.</b> ..... ⊙		
		0.2			
1 12	6 45	386.4	<b>OSAGE CITY</b> ..... ⊙-1	MX-394	116 6468
		15.5			
1 33	7 05	401.9	<b>ADMIRE</b> .....	MX-410	117 6517
		10.3			
1 56	7 17	412.2	<b>LAKE</b> .....	MX-420	117 6128
		13.4			
2 20	7 30	425.6	<b>COUNCIL GROVE</b> .....	MX-432	Yd. ....
AM	AM				
		91.2			

Business Tracks MP Sta. No.  
 Richter ..... 360.5 MX-388  
 Vassar ..... 375.3 MX-383  
 Miller ..... 395.3 MX-403  
 Allen ..... 405.8 MX-414  
 Bushong ..... 411.0 MX-419

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.  
 Conditional Yard Limits: 7:30 a.m. to 10:30 a.m. MP 368-20 — MP 369-18

### 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 lo- cated at both ends of yard.		EAST A	
69 CSP-Frt.	71 FFT-Frt.	Miles	STATIONS	Station Numbers	Sidings Cars Feet
Daily	Daily				
AM	AM				
2 20	7 30	425.6	<b>COUNCIL GROVE</b> .....	MX-432	Yd. ....
		0.2			
2 25	7 35	425.8	<b>PETE</b> .....	MX-433	
		10.5			
2 40	7 50	436.3	<b>WILSEY</b> .....	MX-444	117 6524
		9.3			
2 53	8 01	445.6	<b>PRAIRIE</b> .....	MX-454	171 8922
		5.4			
3 02	8 09	451.0	<b>HERINGTON</b> ..... @-1	MX-459	85 4642
		0.5			
		451.5	<b>⊙S.S.W.</b> ..... ⊙		
		7.1			
3 15	8 18	458.6	<b>HOPE</b> .....	MX-467	85 4637
		0.6			
		459.2	<b>⊙A.T. &amp; S.F.</b> ..... ⊙		
		8.8			
3 28	8 28	468.0	<b>ELMO</b> .....	MX-476	111 6092
		8.1			
3 40	8 38	476.1	<b>CODY</b> .....	MX-485	121 6443
		1.9			
		478.0	<b>GYPSUM</b> ..... ⊙ @-1	MX-487	
		0.3			
		478.3	<b>SALINA JOT</b> ..... T	MX-488	
		12.9			
4 10	8 55	491.2	<b>BRIDGEPORT</b> .....	MX-499	124 6577
		4.7			
		495.9	<b>⊙ U. P.</b> ..... ⊙		
		0.3			
4 19	9 02	496.2	<b>LINDSBORG</b> .....	MX-504	
		9.4			
4 32	9 13	505.6	<b>MARQUETTE</b> ..... ⊙ @-1	MX-513	117 6497
		12.6			
4 48	9 26	518.2	<b>CRAWFORD</b> .....	MX-526	82 4461
		6.9			
4 58	9 34	524.5	<b>GENESEO</b> ..... ⊙ T @-1	MX-532	206 12262
		5.2			
		529.7	<b>⊙ B. N.</b> ..... ⊙		
		7.9			
5 14	9 49	537.6	<b>BUSHTON</b> .....	MX-545	80 4677
		7.6			
5 25	10 01	545.2	<b>CLAFLIN</b> .....	MX-553	127 6872
		13.6			
5 48	10 15	558.8	<b>HOISINGTON</b> .....	MX-567	Yd. ....
AM	AM				
		133.3			

TIMETABLE NO. 18

### COUNCIL GROVE SUBDIV. — KANSAS DIVISION 37

Maximum Speed	MPH	BUSINESS TRACKS:	MP	Sta. No.
(Except as Below)	55			
MP 425-26 — MP 428-26	25	Delavan	443.9	MX-452
MP 430-22 — MP 430-34	50	Dillon	462.9	MX-471
MP 432-18 — MP 434-42	45	Carlton	470.9	MX-479
City Limits Herington	30	Frederick	530.4	MX-538
MP 495-32 — MP 498-37	40	Procco	535.4	MX-539
Over street crossings Geneseo	40	Redwing	552.8	MX-561
MP 544-35 — MP 545-35	30†			
No. 71 Maximum Speed 60 MPH.				
Hot Box and Dragging Equipment Detector located at *MP 440-08 and *MP 533-00.				
		Flagging distance 2 miles		

Remote control switches No. 20 turnouts except No. 10 at west end No. 1 track Council Grove.  
 No. 20 turnouts east end Hope.  
 No. 20 turnouts both ends of Prairie, Elmo and Cody.  
 Yard Limits: MP 556-02 to MP 559-36  
 Conditional Yard Limits: MP 524 — MP 527 — 10:01 pm to 8:01 am; MP 505-15 — MP 507-38 — 10:01 am to 2:01 pm; MP 476-35 — MP 479-20 — 10:01 am to 2:01 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, Hoising- ton are No. 15, or No. 20.		EAST A	
69 CSP-Frt.	71 FFT-Frt.	Miles	STATIONS	Station Numbers	Sidings Cars Feet
Daily	Daily				
AM	AM				
5 48	10 15	558.8	<b>HOISINGTON</b> .....	MX-567	Yd. ....
		15.7			
6 10	10 30	568.9	<b>OLMITZ</b> .....	MX-577	162 8643
		6.7			
6 19	10 38	575.6	<b>OTIS</b> .....	MX-583	64 4043
		8.3			
6 29	10 48	584.1	<b>BISON</b> .....	MX-592	113 6289
		6.2			
6 40	10 58	590.3	<b>LA CROSSE</b> ..... @-1	MX-598	68 3942
		15.0			
6 59	11 16	605.3	<b>McCRACKEN</b> .....	MX-613	137 7625
		10.7			
7 12	11 28	616.0	<b>BROWNELL</b> ..... @-1	MX-624	73 4058
		6.1			
7 20	11 36	622.1	<b>OSGOOD</b> .....	MX-630	115 6136
		5.2			
7 28	11 43	627.3	<b>RANSOM</b> .....	MX-635	71 3945
		6.5			
7 37	11 51	633.8	<b>ARNOLD</b> .....	MX-642	44 2591
		6.5			
7 46	11 59	640.3	<b>UTICA</b> ..... @-1T	MX-648	117 6499
		655.6	<b>SHIELDS</b> .....	MX-663	117 6374
		9.4			
8 07	12 15	655.6	<b>HEALY</b> ..... @-1	MX-673	
		665.0			
8 20	12 29	670.2	<b>RANCH</b> .....	MX-678	118 6281
		681.7	<b>⊙A.T. &amp; S.F.</b> ..... ⊙		
		11.5			
8 46	12 51	682.5	<b>SCOTT CITY</b> ..... @-1	MX-690	67 3850
		0.8			
		682.8	<b>⊙A.T. &amp; S.F.</b> ..... ⊙		
		9.3			
8 58	1 02	692.1	<b>MODOO</b> .....	MX-700	120 6379
		699.2	<b>MARIENTHAL</b> .....	MX-707	
		707.1	<b>LEOTI</b> ..... @-1	MX-715	70 4038
		10.0			
9 18	1 20	707.1	<b>SELKIRK</b> .....	MX-725	116 6159
		717.1	<b>TRIBUNE</b> .....	MX-737	44 2591
		729.0			
9 31	1 31	717.1	<b>HOIS</b> .....	MX-739	Yd. ....
		11.9			
9 46	1 44	729.0			
		1.8			
10 05	1 50	730.8	<b>HORACE</b> ..... @-1T	MX-739	Yd. ....
AM	PM				
		171.8			

Maximum Speed ..... 55  
 (Except as Below)  
 MP 588-36 — MP 589-11 ..... 50  
 City Limits LaCrosse ..... 45  
 MP 681-29 — MP 682-34 ..... 40  
 Hot Box and Dragging Equipment  
 Detectors located MP 595-21, \*MP  
 625-27, \*MP 679-16 and \*MP  
 705-23.  
 Flagging distance 2 miles  
 No. 71 Maximum Speed 60 MPH.

BUSINESS TRACKS: MP Sta. No.  
 Kanbrick (Hoisington) .. 561.4 GD-9  
 Boyd ..... 562.9 MX-571  
 Hargrave ..... 598.0 MX-606  
 Pen Dennis ..... 649.4 MX-657  
 Manning ..... 671.4 MX-679  
 Coronado ..... 704.1 MX-712  
 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. 18



WEST First Class		Miles	STATIONS	MOUNTAIN STANDARD TIME EAST ▲	Station Numbers	Sidings	
69 CSP-Frt. Daily	71 FFT-Frt. Daily					Cars	Feet
AM	PM						
9 05	12 50	730.8	HORACE	9.7	MX-739	Yd.	
9 25	1 05	740.5	WALKINGHOOD, KAN.	6.1	MX-748	175	8750
9 34	1 13	746.6	TOWNER, COLO.	5.9	MX-754		
9 43	1 20	752.5	STUART	5.6	MX-760	118	6039
9 52	1 28	758.1	SHERIDAN LAKE	13.7	MX-766	72	3834
10 09	1 43	771.8	CHIVINGTON	14.0	MX-780	117	6251
10 27	1 59	785.8	EADS	22.9	MX-794	118	6435
10 56	2 25	807.7	HASWELL	22.8	MX-816	122	6597
11 25	2 50	830.5	HEATH	10.7	MX-838	120	6462
11 39	3 02	841.2	SUGAR CITY	5.2	MX-849		
11 47	3 08	846.4	ORDWAY	16.7	MX-854	138	7304
12 07	3 26	863.1	PULTNEY	6.3	MX-871	118	6140
12 15	3 34	869.4	NA JCT.	11.8	MX-876		
		891.8	AVONDALE	6.0	MX-889	155	8153
		603.6	DEVINE	2.2	MX-895		
		609.6	BAXTER	6.0	MX-897	150	7500
		611.8	PUEBLO JCT.	1.2	MX-903		
		617.8	PUEBLO	1.2	MX-905	Yd.	
4 30	9 15	897.1					
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 761.04 — MP 767.00	40
MP 893.06 — MP 895.06	20
(Industrial Lead West of Fountain River Bridge, Pueblo, Colo. — Old Main Line.)	

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

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

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

Time applies at the station for trains operating through Horace. Operation in Pueblo Terminal will be governed by DRGW timetable and Special Instructions of Pueblo Union Depot.

MP trains must secure MP clearance before leaving Pueblo (ATSF clearance not required). Hot Box and 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 V		Miles	STATIONS	EAST ▲	Station Numbers	Sidings	
MPH						Cars	Feet
Maximum Speed (Except as below)	20						
Ohio Street Salina	10	479.1	SALINA JCT.	15.7	MX-488		
Yard Limits Entire Sub-division		494.8	⊗ O. K. T.	0.0			
		494.8	⊗ U. P.	0.1			
BUSINESS TRACKS:	Sta. No.	494.9	SALINA	0.4	GK-16	Yd.	
Kipp	484.7	GK-6	495.3	SALINA UNION DEPOT	3.8		
Smolan	504.5	GK-26	499.1	TRIGO		GK-21	39 2184
Phillips	506.5	GK-28	511.3	FALUN		GK-32	25 1652
Mackie	518.5	GK-38	521.0	MARQUETTE		MX-513	
				41.6			

TIMETABLE NO. 18

WEST V		Miles	STATIONS	EAST ▲	Station Numbers	Sidings	
MPH						Cars	Feet
Rule 99 (d) in effect between Conway Springs and Hardtner only.						485.9	HARDTNER JCT.
		487.9	⊗ A. T. & S. F.	0.9			
Yard Limits: Hardtner Jct. to MP 514-21.		488.8	⊗ A. T. & S. F.	5.5			
		494.3	FRONTIER	2.3	H-196	118	6428
		496.6	BAYNEVILLE	4.8	H-197	21	1307
Maximum Speed: MPH		501.4	CLEARWATER	5.5	H-202	14	1199
(Except as Below) ... 30		506.9	MILLERTON	6.0	H-208	18	1394
MP 512-09 —		512.9	CONWAY SPRINGS	11.4	NL-135	Yd.	
MP 569-24 25		524.3	ARGONIA	0.2	H-225		
MP 569-24 —		524.5	⊗ A. T. & S. F.	6.7			
MP 573-19 20		531.2	FREEPORT	10.4	H-232	32	2250
Flagging distance 4,000 ft.		541.6	ANTHONY	0.3	H-243		
		541.9	⊗ A. T. & S. F.	0.1			
Business Tracks: MP	Sta. No.	542.0	⊗ A. T. & S. F.	16.8			
Murray		558.8	CORWIN	5.2	H-260		
Gill 493.3 H-194		564.0	HAZELTON	7.2	H-265		
CG&F Elevator 493.8 H-195		571.2	KIOWA	1.3	H-272		
Clearwater		572.5	⊗ A. T. & S. F.	0.6			
Co-op 500.4 H-201		573.1	⊗ A. T. & S. F.	3.7			
Waterworks Spur		576.8	STUBBS	4.7	H-278		
Shook 543.9 H-245		581.5	HARDTNER		H-283		
548.2 H-250							
Ruella 552.0 H-253							
				95.6			

### STAFFORD SUBDIV. — KANSAS DIVISION

WEST V		Miles	STATIONS	EAST ▲	Station Numbers	Sidings	
MPH						Cars	Feet
Max. Wt. 220,000 lbs. between Olcott and Iuka, except on authority of Superintendent.						558.7	CONWAY SPRINGS
Rule 99 (d) in effect.		567.1	MILTON	5.1	NL-144		
Yard Limits: Conway Springs to MP 559-30, MP 610-01 to End of Track Iuka.		572.2	⊗ A. T. & S. F.	20.1			
		592.3	KINGMAN	0.8	NL-169		
		593.1	⊗ A. T. & S. F.	0.8			
		593.9	⊗ A. T. & S. F.	4.5			
		598.4	BROWNS SPUR	7.4	NL-175		
Maximum Speed MPH		605.8	PENALOSA	4.2	NL-183		
(Except as below) ... 30		610.0	OLCOTT	9.9	NL-187		
Between Olcott and Iuka ... 20		619.9	PRESTON	0.2	NC-10	10	500
Preston, Through Turnout at end of siding. 15		620.1	⊗ S. S. W.	9.9			
Flagging distance 4,000 ft.		630.0	IUKA		NC-20		
		614.5	TURON	0.5	NL-191		
Business Tracks: MP	Sta. No.	615.0	⊗ S. S. W.	13.6			
Norwich		628.6	STAFFORD	1.0	NL-205		
571.4 NL-148		629.6	⊗ A. T. & S. F.	9.7			
Belmont		639.3	HUDSON	9.0	NL-216		
Alameda		648.3	SEWARD	5.4	NL-225		
585.3 NL-162		653.7	RADIUM		NL-230		
Neola 620.9 NL-198				95.0			

TIMETABLE NO. 18



## 40 HUTCHINSON SUBDIV. — KANSAS DIVISION

WEST Miles	STATIONS	EAST ▲	Station Numbers	Sidings		Maximum Speed MPH
				Cars	Feet	
482.0	WICHITA YD. □ ⊙ ⊕ T § ⊕		H-183	Yd.		Between Wichita and Geneseo (Except as below) ... 30
482.4	⊙ B. N. .... (A)					MP 482-00
482.6	⊙ O. K. T. .... (A)					MP 486-00 . 10
483.0	⊙ W. T. A. .... (A)					MP 530-19 —
483.0	⊙ A. T. & S. F. .... (A)					MP 533-25 . 20
485.9	HARDTNER JCT. .... ⊙ T		M-1			MP 559-06
495.0	MAIZE ..... (A)		M-10	23	1532	MP 561-01 . 20
499.1	COLWICH ..... (A)		M-14	21	1546	Flagging distance 3,730 ft.
509.9	MT. HOPE ..... (A)		M-25	54	3059	BUSINESS Sta. TRACKS: MP Nos.
516.9	HAVEN ..... (A)		M-32	48	2918	Wichita Sand 490.5 M-5
522.4	YODER ..... (A)		M-37	15 40	1140 2222	Superior Sand 490.9 M-6
531.5	⊙ A. T. & S. F. .... (A)					Berret 496.0 M-11
531.6	⊙ A. T. & S. F. .... (A)					Lock- Joint 497.7 M-13
532.0	⊙ S. S. W. .... (A)					KGCo. 498.3 M-14
532.6	HUTCHINSON. .... ⊙ ⊕ § ⊕		M-48	Yd.		Andale . 504.2 M-19
533.5	⊙ A. T. & S. F. .... (A)					Small Spur 511.1 M-26
537.5	YA JCT. .... (A)					Elmer 528.0 M-41
	Via A.T. & S.F. 13.09 Mi.					Yaggy . 535.8 M-54
550.1	ST JCT. .... (A)					Nickerson (between YA Jct. & ST Jct. . 544.0 M-59
559.2	⊙ B. N. .... (A)					Kanopolis 14.3 M-103
560.5	LYONS. .... ⊙ ⊕ ⊕ ⊕		M-76	39	2566	Stations on AT&SF Ry. between YA Jct. and ST Jct.: Name ATSF MP
561.0	⊙ A. T. & S. F. .... (A)					YA Jct. . 222.7
524.5	GENESEO. .... ⊙ ⊕ ⊕ ⊕		MX-532	59	3841	Yaggy . 223.2
	91.2					Nickerson 228.6
						ST Jct. . 235.6

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 ▲	Station Numbers	Sidings		Yard Limits: MP 537-09 to MP 558-00.
				Cars	Feet	
522.9	ARKANSAS CITY. .... □		NB-25			Maximum Speed MPH
	43.3Mi. Via AT&SF					Between Belle Plaine & Conway Springs 20
537.9	BELLE PLAINE. .... (A)		NL-115			Winfield Ind. Lead 5.0 miles opens off ATSF MP 249.7 Max. speed 20 MPH.
544.5	⊙ O. K. T. .... (A)					Business Tracks: MP No.
558.7	CONWAY SPRINGS. .... ⊙ ⊕ T ⊕		NL-135	Yd.		Riverdale 544.4 NL-121
	68.7					Anson . 552.2 NL-120
						Winfield . 517.2 NL-94
	Operation over ATSF Belle Plaine to Arkansas City Item 17(a) Special Instruction.					

TIMETABLE NO. 18

## WICHITA SUBDIV. — CENTRAL DIVISION 41

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

Maximum Speed: MPH  
Durand to Iola ..... 20  
Durand to MP 420-20 40  
MP 420-20—  
MP 421-20 25  
MP 421-20—  
to Wichita. 40  
Both legs of Wye-Durand 10  
Flagging distance 4,700 ft.  
Yard Limits: MP 387-25 to end of track Iola; MP 451-30 to MP 458-10; MP 476-06 to Wichita.  
Piqua-Humboldt Ind. Lead 10.83 miles. Max. speed 20 MPH.  
Humboldt .HU-10

Business Tracks: MP No.  
Athens ..... 378.9 H-80  
Toronto ..... 399.5 H-101  
Neal ..... 407.6 H-109  
Reece ..... 430.5 H-182

Business Tracks: MP No.  
Rosalia . ⊙-2. 441.9 H-143  
Towanda ..... 463.6 H-164  
Benton ..... 469.4 H-170  
Electric Spur ..... 471.0 H-172  
Greenwich ... 474.4 H-175

## McPHERSON SUBDIV.—CENTRAL DIVISION

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

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

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

Business Tracks: MP 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. 18



## 42 PITTSBURG SUBDIV. — CENTRAL DIVISION

Miles	WEST	STATIONS	EAST	Station Numbers	Sidings		
					Cars	Feet	
319.3		NASSAU JOT.....	⊙T	P-71			Rule 99 (d) in effect between Chetopa and Nassau Jct. only.
333.2		BRONAUGH.....		N-16			
343.3		LIBERAL, MO.....		N-26			Trains arriving Nassau Jct. will secure authority from train dispatcher or operator at Nevada before fouling Main Track on Carthage Subdiv.
343.4		⊙ B. N.....	Ⓐ				
352.8		COORNELL, KAN.....		N-35	40	2802	
357.6		⊙ K. C. S.....	G				
358.0		PITTSBURG.....	⊙ⓂⓈ	N-41	Yd.		Yard Limits: Nassau Jct. — MP 321-17; Pittsburg, MP 355-00 to MP 360-13; MP 422-00 to Coffeyville.
362.8		FLEMING.....		N-46	35	1991	
365.6		⊙ B. N.....	Ⓢ				Maximum Speed MPH (Except as below) .. 80 MP 392-09 MP 392-30 .... 15 Flagging distance 4,700 ft.
365.8		CHEROKEE.....		N-48	10	834	
366.8		⊙ B. N.....	G				Business Tracks MP No. Moundville .328.0 N-11 Bartlett ...400.0 N-83
379.6		SHERWIN⊙B. N.....	G	N-62	21	1320	
386.1		FAULKNER.....		N-68	24	1561	
392.8		CHETOPA.....	Ⓢ	N-75	30	1820	
393.2		⊙ M. K. T.....	G				
408.1		EDNA.....		N-91			
413.2		VALEDA.....		N-96	14	930	
423.0		⊙A. T. & S.F.⊙MKT.....	Ⓢ				
423.3		COFFEYVILLE.....	ⓈⓂⓈⓈ	R-135	Yd.		
104.0							

## PARIS SUBDIV.—CENTRAL DIVISION

Rule 99 (d) in effect.		SOUTH	STATIONS	NORTH	Station Numbers	Sidings	
Yard Limits: Ft. Smith: B.N. Conn. to 515-00.	MPH					Miles	Cars
Maximum Speed (Except as below) ... 30	MPH	497.2	VAN BUREN.ⓈⓈⓂⓈⓈ	ⓈⓂⓈⓈ	L-158	Yd.	
City Limits Ft. Smith... 25		508.0	FT. SMITH...ⓈⓂⓈⓈ	ⓈⓂⓈⓈ	LD-5		
B.N. Conn.—		509.3	⊙B. N.....	G			
MP 508-00 ..... 15		509.4	⊙K. C. S.....	Ⓢ			
MP 510-20—		512.8	SO. FT. SMITH.....		LD-10		
MP 510-21 ..... 10		519.4	FORT CHAFFEE.....		LD-17		
MP 512-05—		535.3	CHARLESTON.....		LD-33		
MP 512-11 ..... 10		536.0	THESSING.....		LD-34	35	1500
Flagging distance 4,510 ft.		553.1	PARIS.....		LD-51		
Business Tracks: MP No.		46.6					
Barling .....518.1 LD-16							
Lavaca .....526.3 LD-24							
Branch .....540.0 LD-38							
Ratcliff .....544.1 LD-42							
Ft. Smith Yard:							
⊙ Nth. R St.....B.N.G							
⊙ Nth. L St.....KCS⊙							

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

## COFFEYVILLE SUBDIV.—CENTRAL DIVISION 43

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

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

Fredonia: Reached via ATSF from Benedict. (See Item 17(a) Special Instructions)

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

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

Trains originating Osawatomi, Coffeyville and Durand must secure clearance.

Maximum Speed	MPH	BUSINESS TRACKS:	MP	Sta. No.
(Except as below).....	50	Greeley.....	348.1	R-15
MP 334-31 — MP 334-41.....	30	Birch.....	361.8	R-29
MP 340-39 — MP 341-34.....	40	Westphalia.....	373.6	R-41
MP 343-23 — MP 344-01.....	45	New Strawn		
MP 348-03 — MP 348-24.....	25	Spur.....	375.6	R-43
MP 348-24 — 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	DMA.....	461.2	R-129
MP 418-01 — MP 418-11.....	45	Fredonia.....	426.5	RC12
MP 426-10 — MP 428-20.....	40	Flagging distance —	2 miles.	
MP 433-27 — MP 435-09.....	30			
MP 448-06 — MP 450-10.....	40			
MP 462-02 — MP 462-09.....	45			

### YARD LIMITS:

MP 466-23 — Coffeyville.

Maximum speed on controlled sidings 35 MPH unless otherwise restricted.

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

TIMETABLE NO. 18



44 WAGONER SUBDIV. — CENTRAL DIVISION

VAN BUREN SUBDIV. — CENTRAL DIVISION 45

Miles	STATIONS	Station Numbers	Sidings	
			Cars	Feet
662.8	COFFEYVILLE, KAN.	R-135	Yd	....
660.5	②M-K-T	④		
651.0	LENAPAH, OKLA	L-311	140	7743
640.1	NOWATA	L-300	76	4881
634.4	OLEM	L-294	175	9460
622.1	OOLOGAH	L-282	168	8440
610.3	②B. N.	④		
607.3	PRATT	L-267	142	7566
596.9	INOLA	L-257	170	9577
581.4	WAGONER ②MKT	L-242		
579.6	COOKSON	L-239	175	9415
575.5	OKAY JCT	L-233		
568.7	OG & E SPUR	L-229		
557.5	BRAGGS	L-218	160	8814
540.8	UPSON	L-201	123	6533
537.4	VIAN	L-197		
526.7	②K. O. S.	④		
525.8	SALLISAW	L-186	26	1530
519.7	HANSON	L-180	154	8214
513.1	MULDROW	L-173	59	3580
504.7	GREENWOOD OKLA	L-164	150	9057
498.4	②B. N.	④		
497.2	VAN BUREN, ARK.	L-158	Yd	....
165.6				

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

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

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

No. 20 turnout north end Braggs, both ends Hanson and Greenwood.

Trains must secure clearance Coffeyville.

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	
MP 525-07 — MP 526-27	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	
MP 567-25 — MP 568-20	40	
MP 580-17 — MP 582-29	25	
MP 592-00 — MP 594-00	35	
MP 596-20 — MP 597-04	35	
MP 609-10 — MP 610-12	30	
MP 617-18 — MP 618-29	40	
MP 621-12 — MP 622-07	45	
MP 639-24 — MP 640-26	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
Fort Gibson	567.9	L-228
Gore	546.5	L-206
Bekaert Steel	500.5	L-158

Flagging distance 2 miles

Maximum speed on controlled sidings 35 MPH unless otherwise restricted.

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
MP 371-00 — MP 382-02	45
MP 385-31 — MP 386-05	45
MP 391-13 — MP 392-30	30
MP 412-28 — MP 412-34	45
MP 415-00 — MP 419-30	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
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-98
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
Lambrick 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	382.3	L-19
Maumelle	355.3	L-13
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.

Both ends Scotia and Menifee No. 20 turnouts. Mayflower — both ends siding No. 16 turnouts.

APB in effect between southward absolute signal Mayflower, MP 363-00, and northward absolute signal North Little Rock, MP 344-12.

Southward absolute signal at Mayflower is controlled by the control operator Locust Street Tower.

Northward trains and engines must not pass absolute signal, MP 344-12 North Little Rock, regardless of indication displayed, without permission of control operator.

Before granting permission for a northward train or engine to leave North Little Rock, control operator must receive permission of dispatcher, must know that there are no opposing movements between Mayflower and North Little Rock, and must display stop indication on southward absolute signal, Mayflower, and apply blocking devices as prescribed by Rule 375(10).

Before permitting a southward train or engine to leave Mayflower control operator must receive permission of Yardmaster, North Little Rock, and train dispatcher, and must know that there are no opposing trains between North Little Rock and Mayflower.

Southward trains and engines stopped by stop indication, at south end Mayflower must stop back 500 feet from clearance point.

Within this territory train, engines, and employees may be authorized to occupy main track within specified limits for time period stated and move in either direction without train order authority or flag protection, by issuance of "Track Permit" by control operator but all movements must be made at low speed. Before issuing permit, control operator must display stop indication on southward absolute signal, Mayflower, and apply blocking devices as prescribed by Rule 375(10) and must not permit other movements into APB territory unless authorized by track permit. 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. Trains and engines must continuously occupy the limits or main track switch must be left open. If permit is to be released before time expires, all equipment must be clear of limits and fact reported to control operator. If not clear by the time permit expires, protection must be afforded in both directions as prescribed by Rule 99. If permits are issued to more than one train, engine or employee in the same limits, each must be notified. All operating rules not modified by these instructions remain in effect.

Miles	STATIONS	Station Numbers	Sidings	
			Cars	Feet
497.2	VAN BUREN	L-158	Yd	....
489.4	ALMA	L-149	72	3810
470.0	POPING	L-130	118	6178
464.8	OZARK	L-125	74	3859
456.5	ALIX	L-117	115	6014
443.0	SPADRA	L-105	144	7517
435.6	CLARKSVILLE JCT.	L-93		
427.5	SCOTIA	L-85	162	8437
417.7	RUSSELLVILLE	L-75	118	6143
417.6	D. & R. CONN.			
410.7	WORTHEN	L-68	122	6388
400.0	BLACKVILLE	L-57	89	4628
392.5	MORRILTON	L-50	90	4850
381.3	MENIFEES	L-38	145	7556
373.1	CONWAY	L-30	186	9682
363.6	MAYFLOWER	L-21	205	1028
343.6	No. LITTLE ROCK	X-344	Yd	....
153.2				

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

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

End of main track Van Buren Subdivision MP 344 Pole 12.

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



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

WEST		DALLAS SUBDIVISION				EAST	
First Class		Miles	STATIONS	Station Numbers	Sidings		First Class
21					Cars	Feet	22
Psg.							Psg.
Mon. Wed. Fri.							Sun. Tues. Thurs.
AM		0.0	TEXARKANA ARK.....	TP-0	Yd.		PM 8 55
8 27			0.5	SSW.....			
		1.8	NATIONAL JCT. TEX.....				8 45
			0.6	K.C.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	7426	
		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 7 46
		70.5	QUINCY.....	TP-70	86	4748	
		75.3	KEOKUK.....	TP-75	138	7484	
		81.5	LANSING JCT.....	TP-83			
		87.7	RED.....				
s 10 18		89.6	LONGVIEW.....	TP-90	Yd.		s 7 20
		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	6900	
			TOWER 19.....				
s 1 30			DALLAS.....	TP-215			s 4 45
		1 31	TERMINAL JCT.....	TP-216			4 38
		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			3 45
PM		251.1	CENTENNIAL YD.....	TP-250			PM

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

Yard Limits: Sig. 4888 at Texarkana and SSW crossing; MP 244-02 and MP 248-01.

Maximum Speed	MPH	Maximum Speed	MPH
(Except as below)	Psg. Frt.	Eastward Absolute Sig. Tower 19	Psg. Frt.
MP 0-00 — MP 1-00.....	20 20	— Terminal Jct. ....	20 20
MP 1-00 — MP 2-33.....	50 50	Thru curve at Terminal Jct.	
MP 5-14 — MP 6-11.....	65 —	(Both main tracks) .....	10 10
MP 11-04 — MP 13-04.....	70 —	MP 214-24 — MP 221-25.....	20 20
MP 15-11 — MP 18-11.....	70 —	MP 224-15 — MP 225-29.....	50 50
MP 20-32 — MP 21-24.....	70 —	MP 225-29 — MP 226-25.....	30 30
MP 23-22 — MP 23-33.....	20 20†	MP 226-25 — MP 228-32.....	50 50
MP 30-27 — MP 31-04.....	55 50	MP 228-32 — MP 235-15.....	40 40
MP 36-12 — MP 38-00.....	50 50	MP 235-15 — MP 238-28.....	70 —
MP 42-07 — MP 42-25.....	70 —	MP 238-28 — MP 239-06.....	55 40
MP 45-00 — MP 45-18.....	60 —	MP 239-06 — MP 245-18.....	40 40
MP 46-20 — MP 47-22.....	70 —	MP 245-18 — MP 248-01.....	15 15
MP 48-20 — MP 49-00.....	70 —	Maximum Speed on controlled sidings 35	
MP 50-06 — MP 50-14.....	50 50	MPH unless otherwise restricted.	
MP 50-14 — MP 51-17.....	30 30	In siding Marshall:	
MP 51-17 — MP 54-00.....	65 —	MP 66-15 — MP 66-23.....	15 15
MP 56-11 — MP 56-25.....	65 —	Through sidings and turnouts	
MP 59-00 — MP 65-16.....	65 —	East Yard Ft. Worth.....	15 15
MP 65-16 — MP 67-06.....	30 30	Flagging distance 2 miles	
MP 67-06 — MP 68-33.....	65 —	<b>Business</b>	
MP 80-07 — MP 80-19.....	65 —	<b>Tracks</b>	<b>Sta.</b>
MP 80-19 — MP 81-16.....	60 —	Hoot .....	6.5 TP7
MP 81-16 — MP 85-00.....	65 —	South Texarkana .....	11.4 TP11
MP 86-06 — MP 95-08.....	40 40	Pirkey .....	76.1 TP76
MP 100-21 — MP 104-30.....	40 40†	Heat Research .....	84.6 TP85
MP 112-33 — MP 112-34.....	45 45	Pumps .....	87.0 TP87
MP 112-34 — MP 113-11.....	65 —	Hawkins .....	118.6 TP119
MP 126-14 — MP 126-25.....	70 —	Debbie .....	128.9 TP129
MP 131-14 — MP 132-07.....	65 —	Amoco .....	156.3 TP157
MP 136-00 — MP 136-12.....	40 40†	Forney .....	194.0 TP194
MP 139-29 — MP 141-07.....	70 —	Mesquite .....	202.0 TP202
MP 143-07 — MP 148-36.....	60 —	Dalworth Paint .....	202.3 TP203
MP 148-36 — MP 149-19.....	40 40	Skyline .....	205.6 TP205
MP 156-00 — MP 157-00.....	60 35	Harrys .....	218.0 TP218
MP 166-09 — MP 167-01.....	35 35†	Eagle Ford .....	220.0 TP220
MP 182-06 — MP 183-09.....	40 40	Cloudy .....	222.0 TP224
MP 183-26 — MP 184-18.....	60 —	June Pit .....	223.2 TP225
MP 192-07 — MP 193-00.....	70 —	Mt. Creek .....	223.8 TP226
MP 193-07 — MP 194-10.....	45 40	Great Southwest .....	231.2 TP231
MP 194-10 — MP 196-14.....	65 —	Handley .....	239.2 TP239
MP 196-14 — MP 201-10.....	70 —	Poly .....	241.1 TP241
MP 201-10 — MP 203-00.....	45 45	Jamestown .....	242.9 TP243
MP 203-00 — MP 205-15.....	70 —	Fort Worth .....	245.8 BV272
MP 205-15 — MP 209-29.....	20 20		
MP 209-29 — S.P. MP 2.1 ..	20 20		
S.P. MP 2.1 — S.P. MP 1.8 ..	15 15		
S.P. MP 1.8 — Forest Ave. ..	20 20		
Forest Ave. — Eastward Ab-			
bsolute Sig. Tower 19.....	10 10		

Yard Limits: Sig. 4888 at Texarkana to SSW crossing. Between Signal 4888 and Texarkana on East track and between Texarkana and SSW crossing on South track - no superiority of trains.

Between Signal 4888 and Texarkana on West track and between Texarkana and SSW crossing on North track all trains and engines must 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. Exception: Trains and engines may occupy this track on the time of No. 22 and No. 21 on authority of the yardmaster at Texarkana.

No. 21 must not pass Signal 4888, regardless of indication displayed, without first receiving permission from the yardmaster at Texarkana.

No. 22 must not pass eastward signal at National Jct., regardless of indication displayed, without first receiving permission from the yardmaster at Texarkana.

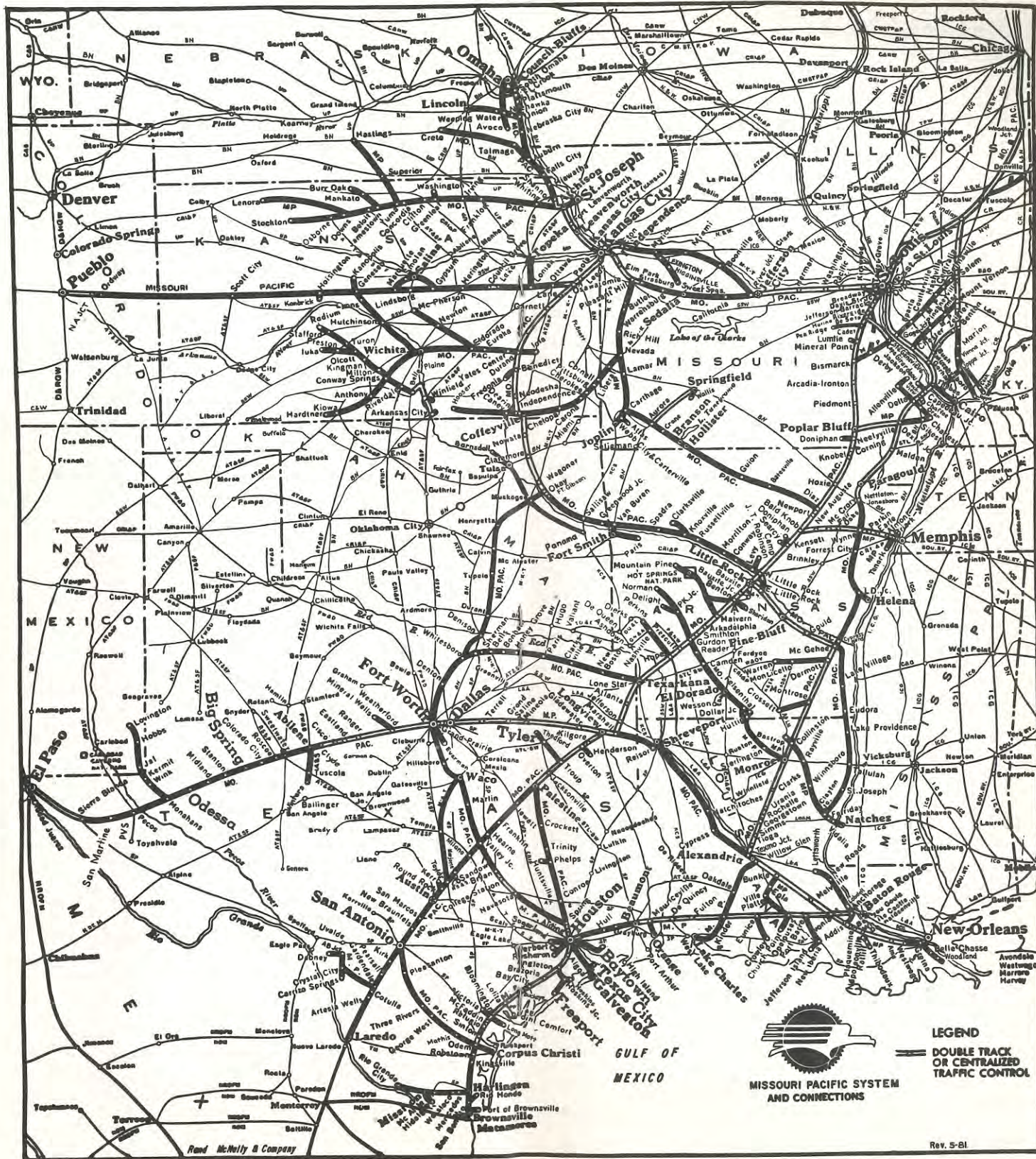
ABS — SSW Texarkana to MP 248-01, Centennial Yard. CTC between SSW crossing Texarkana and MP 244-02.

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.





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.

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.

Kelly 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".  
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) ... 40	SOUTH Miles	STATIONS	NORTH Miles	Station Numbers	Sidings	
					Cars	Feet
MP 128-08— MP 128-12... 10	120.2	OKAY JCT. ... ⊖		L-233		
City Limits Muskogee ... 25†	122.5	VERDIGRIS RIVER ... ⊕ ⊙				
Muskogee Over MP ⊕ ... 20	128.3	⊙ M-K-T ... ⊕ ⊙				
Broadway & Okmulgee Sta. Muskogee ... 12	133.8	MUSKOGEE ⊙ MP ... ⊕ ⊙ ⊕ ⊙		MG-3	Yd.	
MP 187-14 to MP 187-20... 45	145.9	WAINWRIGHT ...		MG-146	143	7766
MP 173-00 to MP 175-00... 25	158.5	HITOHITA ...		MG-159	62	3420
MP 184-22— MP 185-01... 40	174.1	HENRYETTA ... T ⊕ ⊙		MG-174	77	4140
MP 202-00 to MP 217-00... 40	189.6	TANNER ...		MG-189	85	4543
Except: Calvin—Over OKT... ⊕ 20	202.2	MINA ... ⊕		MG-202	142	7560
MP 231-03 to MP 231-13... 45	215.3	⊙ O.K.T. ... ⊕				
MP 242-16 to MP 246-13... 40	216.3	CALVIN ...		MG-216	77	4303
MP 256-19 to MP 256-27... 30	230.0	ALLEN ... ⊕		MG-230	89	5042
MP 267-22 to MP 273-17... 40	252.5	TUPELO ... ⊕		MG-252	147	7798
MP 291-19 to MP 295-18... 30	269.5	WAPANUOKA ... ⊕		MG-270		
Thru Conn. KO&G Jct. ... 15	278.0	OAIN ...		MG-279	134	7760
Flagging distance 8,970 ft.	297.6	KO&G JCT, OKLA ... ⊕		MG-298		
		RAY-DENISON, TEX } Via ⊕ MKT ⊕		MK-662	Yd.	
		198.3				
	Yard Limits:		Business Tracks:	MP Sta. No.		
	Muskogee: MP 128-00 —		Fansteel ...	126.4	MG-126	
	MP 134-25		Council Hill ...	152.6	MG-153	
	KO&G Jct.: MP 296-05 —		Coleman ...	277.6	MG-278	
	KO&G Jct.		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 —		RAY-DENISON TEX ... ⊕ ⊙		MK-622	Yd.	
MP 173-20... 35	173.1	WHITESBORO JOT ... ⊕ ⊙ ⊕			Yd.	
MP 191-15 —		6.4				
MP 192-04... 40	179.5	COLLINSVILLE ...		TA-179	65	4143
MP 203-10 —		12.0				
MP 203-20... 45	191.5	PILOT POINT ...		TA-191	139	7874
MP 207-33 —		13.1				
MP 210-04... 20	204.6	MINGO ...			121	7610
MP 221-20 —		4.5				
MP 222-05... 30	209.1	DENTON ... ⊙ ⊕ T ⊕		TA-209	123	7208
MP 237-05 —		16.3				
MP 243-30... 80	225.4	ROANOKE ...		TA-225	144	7967
MP 243-30 —		10.1				
Tower 55... 15	235.5	WATAUGA ...		TA-235	44	2654
Tower 55 —		2.6				
Tower 55 —	238.1	⊕ SSW ... ⊕ ⊕				
Through Interlocking... 15	240.0	HODGE ... ⊕		TA-240	98	5332
On wye tracks Tower 55... 10	244.5	TOWER 55 ... ⊕ ⊕ ⊕ ⊕		TP-245	Yd.	
Flagging distance 2 miles		92.3				
Yard Limits:						
Whitesboro Jct.:						
MP 171-26 —						
MP 175-00						
Tower 55:						
MP 237-00 —						
MP 244-20						

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

Rule 99 (d) in effect.

Yard limits: MP 92-32 to MP 101-04; MP 148-04 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
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	WEST STATIONS	EAST	Sta. No.	Cars	Ft.
0.0	TEXARKANA		TP-0	Yd.	
0.6	K. O. S.				
14.8	HOOKS		TA15	75	4051
34.2	DE KALB		TA34	57	4053
61.0	CLARKSVILLE		TA61	85	4979
91.0	PARIS		TA91	Yd.	
91.7	AT & SF-S.P.				
128.1	BONHAM		TA128	Yd.	
141.6	MKT		TA142		
154.5	S.P.				
154.6	SHERMAN		TA155	Yd.	
173.1	WHITESBORO JOT		TA173	Yd.	
173.1					

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

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

Flagging distance 4,320 ft.

### BUSINESS TRACKS

	MP	Sta. No.
Nash	5.1	TA-5
Proetz Lbr. Co.	6.0	TA-6
Anglo-American Paper	6.6	TA-7
Lone Star Ord. Plant	15.7	TA-12
Red River Army Depot	17.3	TA-17
New Boston	22.0	TA-22
Annona	53.5	TA-53
Mulberry Lbr.	59.4	TA-58
Detroit	74.2	TA-74
Blossom	81.2	TA-81
Brookston	100.0	TA-100
Honey Grove	112.0	TA-112
Windom	117.3	TA-117
Savoy	139.2	TA-139
TP&L	140.0	TA-140
Whitesboro	173.1	TA-173

Yard Limits: MP 0-00 to MP 2-09, MP 59-00 to MP 63-00, MP 88-07 to MP 93-00, MP 126-00 to MP 132-06, MP 152-06 to MP 156-03, MP 171-26 to MP 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	WEST STATIONS	EAST	Station Numbers	Sidings	Cars	Feet
192.1	ALEXANDRIA		TB-195	Yd.		
195.7	TEXMO JOT		TB-196			
203.7	RAPIDES		TB-204	64	4105	
225.2	FERN		TB-225	76	4124	
235.8	CYPRESS		TB-236	87	5094	
246.0	CANE		TB-246	63	4066	
247.5	NATCHITOCHE		TB-247			
265.7	LAKE END		TB-265	50	2935	
286.0	WESTDALE		TB-286	87	4777	
308.6	LUCAS		TB-308	90	4805	
311.7	K.O.S.					
313.9	S.P.					
315.0	OUT OFF JOT		TB-315	Yd.		
315.6	HOLLYWOOD JOT		TB-316	Yd.		
1.5	HOLLYWOOD YD.		TS-326			
322.3	REISOR, LA.		TB-319	150	13850	
332.5	WASKOM, TEX		TB-331	91	5289	
343.1	SCOTTSVILLE		TB-342	72	4028	
351.4	MARSHALL		TP-67	142	7551	
156.9						

Yard Limits: MP 190.5 - MP 196.5, MP 310.6 - MP 317.9, MP 347.5 - MP 351.1.

Maximum Speed: MPH (except as below) . . . . . 50  
 MP 190.4 — MP 195.8 . . . . . 40  
 MP 208.6 — MP 209.1 . . . . . 15  
 MP 235.8 — MP 236.2 . . . . . 40  
 MP 245.8 — MP 247.8 . . . . . 25  
 MP 310.9 — MP 320.8 . . . . . 20  
 MP 348.6 — MP 350.6 . . . . . 40  
 MP 350.7 — MP 351.4 . . . . . 30

Flagging distance 2 miles

Business Tracks	MP	Sta. No.
England AFB	199.8	TB199
Boyce	208.7	TB209
Rodemacher	211.9	TB212
Plywood Spur	243.0	TB243
Powhatan	251.0	TB251
Gahagan	258.8	TB258
Grand Bayou	276.1	TB275
Bayou Pierre	280.1	TB280
Caspiana	285.0	TB285
Gayles	286.6	TB296
Olin	302.4	TB302
Flournoy	303.9	TB304
Greenwood	317.7	TB319
Jonesville	326.4	TB325
	335.4	TB334

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 Detectors: \*MP 337-01, \*MP 292-00, \*MP 268-27, \*MP 242-05 and \*MP 216-08.

All trains and engines stop and protect Levy Street, Shreveport.







56 BAIRD SUBDIV. — RIO GRANDE DIVISION

Maximum Speed Except as below MP	Speed (below) MP	MPH	WEST		All yard tracks between MP 248.1 and West end Centennial Yard. Do not exceed 20 MPH.	STATIONS		Station Numbers	Sidings		MPH
			FIRST CLASS	61 DEZ Frl.		EAST ▲	Cars		Feet	60	
258-00	259-03	55									
260-26	262-05	55									
264-14	264-24	55									
266-14	266-25	55									
276-03	276-29	50									
277-22	281-30	55									
285-15	285-20	55									
294-17	295-19	40									
298-14	298-21	55									
326-05	326-25	45									
329-28	337-03	40									
340-14	341-10	45									
343-05	345-18	45									
360-11	363-24	45									
372-05	372-13	55									
378-19	378-26	55									
383-06	384-23	50									
386-20	388-18	45									
392-00	393-15	30†									
405-11	406-04	45									
406-04	409-07	30									
422-02	423-23	55									
446-30	448-14	35									
448-14	450-26	50									
476-15	477-10	50									
507-20	509-00	50									
509-00	510-00	20									
510-00	517-00	50									
Flagging distance 2 miles											
Maximum speed on con- trolled sidings 35 MPH unless otherwise restrict- ed.											
Business Tracks	MP	Sta. Nos.									
Bomber	252	TP-252									
Beckman											
Const. Co.	253	TP-253									
Benbrook	254	TP-255									
Aledo	263	TP-264									
Johnson											
Mines	324	TP-324									
Olden	347	TP-347									
Putnam	373	TP-374									
Bandag	401	TP-401									
Air Base Spur	413	TP-413									
Pyramid	445	TP-445									
Reef Field	504	TP-504									
Sand Springs	504	TP-504									
ABS — Centennial Yd. to Big Spring. CTC between Cen- tennial Yd. and west end siding Clyde.											
Yard Limits: MP 403-15 to MP 410-20; MP 444-10 to MP 449- 24; MP 507-27 to MP 517-00.											
Conditional Yard Limits: MP 454-00 to MP 458-00—11:01 am to 11:01 pm.											
Extra trains ori- ginating Centennial Yd. secure clearance.											
Hot Box and Dragging Equipment Detectors located *MP 282-30, MP 317-02, MP 347-09, *MP 377-00, MP 416-00, MP 453-00, MP 485-14. No. 16 Turnouts: Old E. Main—West end Centennial Yd.; Big Spring—E. end old main; all sidings except: Ranger, Baird, Tye, Trent, Colorado City and Ziler; E. end Roscoe, Loraine; W. end Holder, Eskota, Dome and Iatan.											

W.W.W.&N.W. SUBDIV.—RIO GRANDE DIV.

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

TOYAH SUBDIV.—RIO GRANDE DIVISION 57

Maximum Speed Except as listed below) MP	MPH	WEST		STATIONS	STATION Numbers	Siding		Maximum Speed Except as listed below) MP	MPH
		FIRST CLASS	61 DEZ Frl.			Cars	Feet		
507-20	517-00							50	
533-26	535-00							50	
551-19	555-15							25*	
570-10	573-27							45	
587-03	587-17							55	
608-00	611-00							35	
646-25	647-04							45	
692-26	693-00							55	
735-08	735-19							50	
741-10	744-00							45	
Flagging distance 2 miles									
*Until eng. occupies last crossing.									
Business Tracks	MP	Sta. Nos.							
Baden	540.1	TP-540							
Tex- Harvey	541.0	TP-541							
Ind. Warfield	557.6	TP-558							
Sid Rich- ardson	562.7	TP-563							
Badger	583.0	TP-583							
Racks	590.3	TP-590							
Texas Elec.	613.6	TP-614							
Monsanto	617.5	TP-618							
Barstow	640.0	TP-640							
Millwhite	729.0	TP-729							
Crusher	744.2	TP-744							
Talch.	757.0	TP-757							
No. 16 switch at west end siding Arcade, Pegasus and Boracho and east end of sidings Morita, Stanton, Monahans, and Metz.									

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

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

Yard Limits: MP 507-27 to MP 517-00; MP 567-33 to MP 576-17; MP 607-28 to MP 611-02; MP 684-25 to MP 688-20; SP connection, Sierra Blanca, to MP 767-00.  
Conditional Yard Limits: MP 551-00 to MP 557-00 12:01 PM to 12:01 AM.

Engines must not use Bin track, No. 3, or Eng. Spur at Crusher, Allamore.

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

Westward trains secure SP clearance Toyah.

Sierra Blanca — Time applies at SP connection.

STATIONS BETWEEN SIERRA BLANCA AND EL PASO

Station	S. P. Mile Post	Sta. No.	Station	S. P. Mile Post	Sta. No.
LASCA	746.1	TP-777	RABENS	800.1	TP-831
SMALL	751.3	TP-785	CLINT	807.3	TP-839
FINLAY	758.1	TP-790	BELEN	815.2	TP-848
MENARY	770.1	TP-803	YSELETA	817.0	TP-848
ISER	783.6	TP-815	ALPALPA	822.8	TP-854
TORNILLO	794.2	TP-826	TOWER 47		
			SP CONN	827.5	



SOUTH						NORTH	
First Class						First Class	
21						22	
Mon. Wed. Fri.	Miles	STATIONS	Station No.	Sidings Cars Feet	Sun. Tues. Thurs.		
	0.0	PALESTINE	AX-81	Yd.			
	1.0	WEST JCT	AX-81				
	8.5	TUCKER	AX-90	69 3448			
	18.0	OAKWOOD	AX-99	139 6953			
	34.7	BUFFALO	AX-116	58 2909			
	43.8	JEWETT	AX-125	72 3600			
	54.8	MARQUEZ	AX-136	178 8909			
	70.4	EASTERLY	AX-152	71 3552			
	77.1	FRANKLIN	AX-158	169 8488			
	89.6	HEARNE	AX-171	108 5427			
	93.9	VALLEY JCT	AX-175	96 4816			
	99.6	GAUSE	AX-181	150 7500			
	110.0	MILANO	AX-191	150 7500			
	119.1	ROOKDALE	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					AM		
s 6 55	144.8	TAYLOR	AX-226	Yd.	s11 45		
7 02	150.8	HESTES	AX-232	145 7250	11 20		
7 05	153.4	HUTTO	AX-235	61 3088	11 17		
7 15	161.6	ROUND ROCK	AX-243	136 6844	11 07		
7 21	166.0	McNEIL	AX-247	91 4564	10 57		
7 29	173.8	SNEED	AX-253	157 7880	10 47		
s 7 38	179.1	AUSTIN	AX-262	48 2700	s10 37		
	179.6	COLORADO BRIDGE	AX-263				
7 51	187.3	BERGSTROM	AX-268	144 7211	10 18		
8 01	194.2	BUDA	AX-276		10 08		
8 07	201.0	KYLE	AX-282	141 7050	10 02		
8 14	208.7	CENTEX	AX-288	141 7050	9 55		
8 15	208.8	M-K-T JCT	AX-290		9 54		
s 8 18	209.7	SAN MARCOS	AX-291		s 9 51		
8 32	221.5	GOODWIN	AX-302	190 9545	9 38		
	227.3	NEW BRAUNFELS	AX-308				
	227.4	M-K-T					
8 42	227.8	LANDAS PARK	AX-309	47 2382	9 28		
8 49	234.5	CORBYN YD	AX-316	Yd.	9 21		
8 56	241.0	BRACKEN	AX-322	159 7995	9 14		
9 06	251.5	NORTH LOOP	AX-333	145 7250			
9 08	254.0	ADAMS	AX-335	73 3684	9 02		
	259.1	SAN ANTONIO	AX-340				
9 30	259.8	APACHE JCT	AX-341		8 50		
	260.4	S. P.					
	264.3	SOSAN	AX-345	Yd.			

264.3

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

Gate at SP crossing at Apache Jct. MP 259.8 may be left lined and secured as last used.

TIMETABLE NO. 18

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 crossing at MP 260.4.

The arrival of No. 21 and departure of No. 22 at Apache Jct. will be registered on train register Sosan upon verbal advice of conductor.

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 257-20 to MP 268-00. All trains secure clearance Taylor.

Conditional yard limits: MP 43-0 to MP 46-5, 10:01 AM to 4:01 PM; MP 89-00 to MP 94-20, 8:01 AM to 8:01 PM; MP 170-15 to MP 184-05, 8:01 AM to 8:01 PM; MP 226-20 to MP 238-00, 6:01 AM to 4:01 PM; MP 255-25 to MP 257-20, 11:01 PM to 7:01 AM.

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

Maximum Speed	MPH	Maximum Speed	MPH
(Except as shown below)	50	(Except as shown below)	70 50
MP 0-0 — MP 1-00	20	MP 144-32 — MP 145-28	25 25
City Limits Palestine	30†	MP 145-28 — MP 146-24	40 40
MP 13-00 — MP 14-00	30	MP 146-24 — MP 147-20	60 —
MP 17-02 — MP 18-15	45†	MP 160-00 — MP 161-24	60 —
MP 21-03 — MP 21-11	45	MP 166-32 — MP 171-00	60 —
MP 61-28 — MP 62-07	45	MP 171-00 — MP 179-04	35 .35†
MP 64-06 — MP 64-18	45	MP 179-04 — MP 180-08	15 15
MP 65-16 — MP 65-22	45	MP 180-08 — MP 186-01	35 .35†
MP 75-20 — MP 77-29	45†	MP 190-24 — MP 191-32	60 —
MP 88-12 — MP 91-05	25†	MP 191-32 — MP 195-00	65 —
MP 93-11 — MP 93-12	20	MP 201-28 — MP 203-04	55 —
MP 94-20 — MP 94-26	45	MP 205-12 — MP 207-08	55 —
MP 109-27 — Over ATSF		MP 207-08 — MP 211-04	30 30
Crossing	40	MP 219-32 — MP 220-00	60 —
MP 113-00 — MP 114-00	35	MP 225-32 — MP 228-08	20 20†
MP 118-00 — MP 121-15	45†	MP 228-08 — MP 229-12	60 —
RS&S Yard	10	MP 229-12 — MP 231-36	65 —
MP 131-08 — MP 133-14	45†	MP 231-36 — MP 232-04	60 —
MP 143-00 — MP 146-14	25†	MP 232-04 — MP 234-24	65 —
MP 144-10 — MP 144-32	15	MP 240-08 — MP 240-20	60 —
Flagging distance 2 miles		MP 242-24 — MP 244-08	60 —
		MP 247-12 — MP 249-12	60 —
		MP 252-04 — MP 256-04	45 45
		MP 256-04 — MP 257-12	40 40
		MP 257-12 — MP 258-16	30 30
		MP 258-16 — MP 259-32	20 20†
		MP 259-32 — SP Crossing	
		No. 1 until crossing occupied.	06 06
		MP 260-00 — MP 260-36	30 30
		MP 260-36 — MP 264-20	35 35
		MP 264-20 — MP 264-28	15 15

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Long Lake	12.3	AX-93	Steck Paper Co.	172.1	AX-253
Champion	33.3	AX-114	Vinson	183.8	AX-265
Beavens	42.8	AX-115	Bergstrom Ind. Lead	5.0	miles
Koch (Conn. F.W.D.R.R.)	45.7	AX-127	Vinson to end of track.	Max. Speed	20 MPH.
New Baden	73.1	AX-154	Texas Cement	196.1	AX-278
Marjorie (Conn. R.S.&S.R.R.)	124.4	AX-205	Dittlinger	231.1	AX-312
Round Rock	161.6	AX-243	Parker Bros.	231.2	AX-312
Georgetown Ind. Lead	2.0	mi.	Ogden	236.7	AX-318
Round Rock to Kerr DX-0002.			Wetmore	247.7	AX-329
Max. Speed 20 MPH.			Longhorn Industrial Lead	4.0	miles.
IBM	169.0	AX-251	Max. Speed 20 MPH.		
Charles	170.4	AX-252	Longhorn	249.2	AX-330
Hooper	171.1	AX-254	Green Light Spur	250.0	AX-331
Stripling Blake	171.9	AX-253	Towne Spur	251.8	AX-333
			Cementville	253.6	AX-334

TIMETABLE NO. 18



Miles	STATIONS	Sta. Nos.	Sidings	
			Cars	Feet
264.3	SOSAN ..... @T@	AX345	Yd.	.....
266.5	HEAFER ..... 2.2	AX348	.....	.....
282.1	LYTLE ..... 15.6	AX363	.....	.....
291.5	DEVINE ..... 9.4	AX373	37	1879
313.0	PEARSALL ..... 21.5	AX394	41	2093
318.0	MELON ..... 5.0	AX399	140	7018
321.9	DERBY ..... 3.9	AX403	.....	.....
329.1	DILLEY ..... 7.2	AX410	.....	.....
339.5	GARDENDALE ..... 10.4	AX422	140	7018
345.8	OOTULLA ..... 6.3	AX427	92	4616
367.6	ATLEE ..... 21.8	AX449	63	3191
374.1	ENCINAL ..... 6.5	AX455	48	2422
385.3	CALLAGHAN ..... 11.2	AX467	46	2303
408.3	NYE ..... 23.0	AX490	.....	.....
412.0	Tex-Mex ..... 3.7	.....	.....	.....
412.2	LAREDO ..... 0.2	AX494	Yd.	.....
147.9				

Yard Limits: MP 257-20 to MP 268-00; MP 406-02 to end of Track Laredo.

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

Maximum Speed	MPH	Business	Sta.
(Except as below)	Frt.	Tracks	MP No.
MP 264-20 — MP 264-28	15	Natalia	287.1 AX-368
MP 264-28 — MP 267-00	35	Armour	
MP 281-12 — MP 282-20	30†	Chemical	310.1 AX-390
MP 290-04 — MP 291-20	40†	Medina Electric	310.5 AX-391
MP 312-00 — MP 314-01	30†	Burns Stock	
MP 407-14 — MP 410-12	30	Pens	331.0 AX-412
MP 410-12 — MP 412-08	15	Artesia Wells	356.9 AX-438

Flagging distance 9,600 ft.

## CRYSTAL CITY SUBDIV. — PALESTINE DIVISION

Rule 99 (d) in effect.	Miles	SOUTH STATIONS	NORTH	Sta. Nos.	Sidings	
					▲	Cars
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 ..... 3.5	▲	HX18	.....	.....
	187.3	BLEWETT@URA@ ..... 41.5	▲	HX14	.....	.....
Yard Limits: MP 105-00 to MP 107-00; MP 143-00 to MP 148-00.	145.8	CRYSTAL CITY@T@ ..... 2.4	▲	FX146	Yd.	.....
	143.4	RIVER ..... 8.9	▲	FX143	Yd.	.....
Maximum Speed Crystal City — Gardendale 30 MPH; Crystal City — Dabney 20 MPH except 15 MPH MP 173-23 to MP 173-02; Wye tracks Crystal City 15 MPH.	134.5	BRUNDAGE ..... 7.4	▲	FX134	86	4324
	127.1	BIG WELLS ..... 8.8	▲	FX127	.....	.....
Flagging distance 5,920 ft.	118.3	COUNTY LINE ..... 13.3	▲	FX118	41	2058
	105.0	GARDENDALE ..... 85.8	▲	AX422	.....	.....
Business Tracks				MP	Sta. No.	
Kelley				172.9	GX-173	
LaPryor				136.9	GX-164	

TIMETABLE NO. 18

Miles	SOUTH STATIONS	NORTH	Station Nos.	Sidings	
				Cars	Feet
0.0	PALESTINE ..... 1.0	▲	AX-81	Yd.	.....
0.0	WEST JCT ..... 12.2	▲	A-81	.....	.....
12.2	ELKHART ..... 12.3	▲	A-94	150	7512
24.5	GRAPELAND ..... 13.0	▲	A-106	59	2960
37.5	CROCKETT ..... 13.7	▲	A-119	156	9121
51.2	LOVELADY ..... 13.6	▲	A-133	65	3292
64.8	TRINITY ..... 6.9	▲	A-146	165	10200
71.7	RIVERSIDE ..... 12.3	▲	A-153	62	3138
84.0	PEHELPS ..... 11.7	▲	A-165	156	7807
95.7	NEW WAVERLY ..... 8.0	▲	A-177	83	4175
103.7	WILLIS ..... 8.0	▲	A-185	83	4188
111.7	CONROE@AT@SFA ..... 8.9	▲	A-193	142	7100
120.6	TAMINA ..... 7.1	▲	A-202	68	3426
127.7	SPRING ..... 10.1	▲	A-209	YD.	.....
137.8	ALDINE ..... 8.0	▲	A-219	167	8387
145.8	BELT JCT. @SP@ ..... 1.7	▲	A-227	.....	.....
147.5	GULF COAST JCT. .... 2.7	▲	B-379	Yd.	.....
150.1	SETTEGAST YD. .... 150.1	▲			

Maximum Speed MPH (Except as shown below) ..... 50  
 MP 0-00 to MP 1-18 ..... 30  
 MP 1-18 — MP 5-04 ..... 40  
 MP 9-05 — MP 9-15 ..... 45  
 MP 11-28 — MP 12-12 ..... 45†  
 MP 14-12 — MP 14-19 ..... 45  
 MP 15-19 — MP 15-23 ..... 45  
 MP 17-08 — MP 17-22 ..... 45  
 MP 25-08 — MP 26-22 ..... 45  
 MP 23-26 — MP 24-31 ..... 30  
 MP 36-21 — MP 38-17 ..... 40†  
 MP 63-21 — MP 65-15 ..... 40†  
 MP 82-19 — MP 82-26 ..... 45  
 MP 109-25 — .....  
 MP 113-10 ..... 30†  
 MP 142-00 — Belt Jct. .... 40  
 Belt Jct. — .....  
 Gulf Coast Jct. .... 40  
 Gulf Coast Jct. — .....  
 Settegast Yd. .... 20  
 Maximum Speed on controlled sidings 35 MPH unless otherwise restricted.  
 Flagging distance 2 miles

Business Tracks MP Sta. No.  
 Salmon ..... 18.3 A-100  
 Nuclear ..... 23.1 A-104  
 Southland ..... 32.8 A-114  
 Texas Power & Light Co. .... 33.2 A-114  
 Cut ..... 43.3 A-125  
 Davy ..... 52.5 A-134  
 Dodge ..... 79.6 A-161  
 Huntsville Ind. Lead: 7-0 mi. Phelps to Huntsville AD-7. Max. Speed 20 MPH. Bus Tracks: Townley MP 3 St. No. AD-4.  
 La. Pacific ..... 93.2 A-175  
 Camp Strake ..... 114.0 A-196  
 Tin Barn ..... 117.9 A-197  
 Bison ..... 117.4 A-198  
 Westfield ..... 131.3 A-213  
 Jetero & Drillico ..... 136.3 A-218  
 Texas Crushed Stone ..... 138.9 A-220  
 Frohlick ..... 140.2 A-221  
 Hardy ..... 142.3 A-224  
 Houston, Tex. — B-372

Hot Box and Drugging Equipment Detectors located at MP 33-11; MP 67-12; MP 97-16; MP 132-00.

Trains and engines must secure clearance before moving north of Belt Jct.

Trains and engines originating at Spring must not move on main track until clearance is received or crew has received verbal advice from train dispatcher or operator at Spring that there are no track restriction orders in effect which will affect their movement.

DeQUINCY DIV. JURISDICTION MP 126-32 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 Settegast 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.

All radio communication with Spring Yard & HB&T Terminal operation are to be handled exclusively on Channel 2.

No. 15, 16 or 20 turnouts:

Palestine — So. End Frt. route West Jct. Old psgr. main conn	Spring — Both ends siding and conn. to Ft. Worth Subdiv.	Belt Jct. Gulf Coast Jct. Settegast Yd. — Both ends sidings — Aldine, Conroe, Phelps, Trinity, Crockett and Elkhart.
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TIMETABLE NO. 18







### 64 CORPUS CHRISTI SUBDIV.—KINGSVILLE DIV.

Miles	SOUTH STATIONS	NORTH	Sta. Nos.	Sidings		Cars	Feet	Station No.
				Yd.	MPH			
3.1	SOSAN	AX345	Yd.					
20.3	LEHR	CC20	51	2570				
34.3	PLEASANTON	CC34	166	8307				
55.2	OAMBELLTON	CC55	158	7898				
77.3	THREE RIVERS	CC77	42	2110				
88.1	GEORGE WEST	CC88	157	7850				
113.0	MATHIS	CC113						
124.7	HUBERT	CC124	63	3176				
132.2	ODEM	B-155	Yd.					
141.2	VIOLA	CC141						
145.6	M. P. JOT							
145.9	C. O. T. A.							
149.0	CORPUS CHRISTI	CC150	Yd.					
145.9								

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

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. Max.  
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	B-25		(Except as below)	30
8.3	LA FERIA	BR-8		MP 32-09 — MP 36-26	15
13.9	MERCEDES	BR-14		Flagging distance 3,590 ft.	
18.8	WESLACO	BR-19		Hidalgo-Mission Industrial Lead—7.6 miles	
22.8	DONNA	BR-23		Max. speed 15 MPH except over Bridge 2.8 10 MPH	
26.9	ALAMO	BR-27		Max. wt. 220,000 lbs.	
29.3	SAN JUAN	BR-29		Business Tracks MP No.	
31.0	PHARE	BR-31		Madero 7.4 BY-56	
34.2	MCALLEN	BR-34			
34.5	CS. P.				
40.0	MISSION YD	BR-40			
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 Lead: (Mission to Rio Grande City—33.3 miles)
C.P.L. Spur	1.3	BR-1	Max. Speed 20 MPH
Kipter	1.9	BR-2	Max. Wt. 240,000 lbs.
Adams Gardens	6.2	BR-6	
Weslaco Salvage			
Spur	20.6	BR-21	
Gross-Wearden	21.7	BR-22	
Val Verde	24.8	BR-26	
Hausser	32.5	BR-32	
McCull	33.0	BR-33	
Peace Thornton			
Lbr. Co.	36.9	BR-37	
Sharyland	37.6	BR-37	
Dowell			
Chemical Co.	38.0	BR-38	

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

TIMETABLE NO. 18

### SUGARLAND SUBDIV.—DeQUINCY DIVISION 65

Miles	SOUTH STATIONS	NORTH	Station No.
	SETTEGAST Yd.		B-379
	Via HBT 17.2 Miles		
8.5	MYRTLE		AE-8
9.4	ALMEDA		AE-11
18.8	ARCO LA		AE-19
21.1	HAUDON		AE-21
25.1	A. T. & S. F.		
33.1	END OF TRACK		
33.1			

Maximum Speed	MPH
Belt Jct. to MP 20-01	20
MP 20-01 to End of track	15
Rosharon Ind. Lead	10

Flagging distance 1 mile

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

### BAYTOWN SUBDIV.—DeQUINCY DIVISION

Miles	WEST STATIONS	EAST	Station No.	Yard Limits Entire Subdiv.
33.4	BAYTOWN		BG-33	Maximum Speed MPH
30.7	E. O. CO.			(Except as below)
28.5	DURHAM YARD	T	BG-28	San Jacinto Ordinance 20
27.0	COADY YARD		BG-27	Arco Industrial Lead 10
22.5	HIGHLANDS		BG-22	U.S. Steel Industrial Lead 15
18.0	CHANNELVIEW		BG-18	MP 19-29 — MP 20-24 (San Jacinto River Bridge) 15
9.5	MARKET ST.		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		B-379	All radio communication in connection with HB&T Terminal operation are to be handled exclusively on Channel 2.
29.6				

BUSINESS TRACKS:	MP	Sta. No.
Miller-Estes Spur	10.3	BG-10
Sheffield Road		
Team	12.4	BG-12
Arco	12.6	BG-13
Walton Barge Terminal	13.1	BG-13

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.

### ORANGE SUBDIV.—DeQUINCY DIVISION

Miles	SOUTH STATIONS	NORTH	Station No.	Maximum Speed	MPH
477.7	MAURICEVILLE		B-477	(Except as below)	20
482.9	PEVETO		BE-482	MP 489-06 — MP 490-15	10
486.9	S. P.			Doc Brown: Dupont Industrial Lead	10
488.0	DOC BROWN	T	BE-488	Dupont Industrial Lead	10
490.5	ORANGE		BE-490	East Conn.	10
12.9					

Business Tracks:	MP	No.
Bancroft	485.0	BE-485
Kilowatt	486.5	BE-486

TIMETABLE NO. 18



## 66 BEAUMONT SUBDIV. — DeQUINCY DIVISION

ABS—Settegast Jct. to DeQuincy. CTC—Settegast Jct. to Dyersdale and Elizabeth to DeQuincy.	WEST Miles	STATIONS	EAST Miles	Station Nos.	Sidings	
					Cars	Feet
Trains secure clearance - DeQuincy.	508.0	DEQUINCY, LA. . . . .		B-508	167	8386
Trains originating Houston receive clearance.	507.3	O.S. JUNCTION . . . . .		B-507		
Crews arriving and departing Settegast Yard will register in and out on the HB&T Railway Co. Register.	504.0	HELME . . . . .		B-504	96	4820
Two main tracks between Langham Road and KCS Ry. drawbridge Beaumont.	499.2	LUCAS . . . . .		B-499	95	4784
Beaumont—Operation on SP R.R. between Langham Rd. and 11th St. crossover—MP rules, timetable and Special Instructions apply.	492.3	STARKS . . . . .		B-492	150	7511
Yard Limits: MP 450-00 to West Switch Elizabeth.	487.0	RULIFF . . . . .		B-487	92	4646
Maximum Speed MPH (Except as shown below) 50	477.4	MAURICEVILLE, TEX. . . . .		B-477	197	9863
Gulf Coast Jct. to Settegast Jct. . . . . 20	467.2	VIDOR . . . . .		B-467	260	13018
MP 378-00—MP 383-18 45	462.8	SP JCT . . . . .				
MP 453-19—GCL Jct. . . . . 20†	461.8	DRAWBRIDGE . . . . .				
MP 507-11—MP 508-25 20†	461.6	SP-ATSF . . . . .				
Flagging distance 2 miles	460.8	GOL JCT . . . . .				
Business Tracks: MP Sta. No.	460.3	SP-KCS . . . . .				
Hardin . . . . . 422.4 B-422	459.1	BEAUMONT. . . . .		B-461	Yd.	
Sandune . . . . . 418.6 B-418	455.1	ELIZABETH . . . . .		B-455	155	7768
Int. Chem. Co. . . . . 418.5 B-418	441.3	GRAYBURG . . . . .		B-441	110	5541
Kenefick . . . . . 413.9 B-413	427.2	HULL . . . . .		B-427	138	6942
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.	409.0	MARTHA . . . . .		B-409	93	4664
All radio communication in connection with HB&T Terminal operation are to be handled exclusively on Channel 2.	398.8	HUFFMAN . . . . .		B-398	141	7068
Operation over KCS Ry. between GCL Jct. and CS Jct. Be governed by Uniform Code of Operating Rules and Special Instructions Items 17(c).	385.0	DYERSDALE . . . . .		B-385	108	5440
	381.6	SETTEGAST JCT . . . . .		B-382	Yd.	
	378.0	GULF COAST JCT . . . . .		B-379		
					130.2	

## ANCHORAGE SUBDIV. — NEW ORLEANS DIVISION 67

ABS—DeQuincy to Anchorage Yd. CTC — DeQuincy to MP 641-15.	WEST Miles	STATIONS	EAST Miles	Station Nos.	Sidings	
					Cars	Feet
Trains secure clearance - DeQuincy.	643.9	ANCHORAGE . . . . .		B-644	Yd.	
Yard Limits:	631.5	ERWINVILLE . . . . .		B-631		
MP 641-15 to end of track.	621.1	LIVONIA . . . . .		B-622		
Maximum Speed MPH (Except as shown below) 50	610.4	ATOHA FALAYA Riv. . . . .				
MP 507-11—MP 508-25 20	597.6	KROTZ SPRINGS . . . . .		B-610	82	4114
MP 543-27—MP 544-23 20†	590.7	PORT BARRE . . . . .		B-597	104	5221
City Limits Elton . . . . . 35†	590.2	OPELOUSAS . . . . .		B-590		
MP 568-24—MP 571-12 20†	590.1	SP . . . . .				
City Limits Opelousas . . . . . 20†	584.2	LAWTELL . . . . .		B-584		
MP 597-10—MP 598-02 30†	570.3	EUNICE . . . . .		B-570	111	6550
MP 610-15—MP 611-00 35	559.5	BASELIE . . . . .		B-559	82	4116
Between MP 641.2 and Anchorage . . . . . 20	544.5	KINDER . . . . .		B-544	Yd.	
Flagging distance 2 miles	532.3	REAVES . . . . .		B-532	145	8294
Business Tracks: MP Sta. No.	515.3	GORDON . . . . .		B-515	110	5616
Boudreaux . . . . . 637.8 B-635	508.4	K. O. S. . . . .				
McDearnon (Big River Ind.) . . . . . 630.8 B-630	508.0	DEQUINCY, LA. . . . .		B-508	167	8386
Livonia . . . . . 622.5 B-622						
Lottile . . . . . 617.2 B-617						
East Krotz Springs . . . . . 611.2 B-611						
Hazelwood . . . . . 600.1 B-600						
Tyone . . . . . 565.1 B-565						
Unatex . . . . . 563.6 B-563						
Elton . . . . . 553.6 B-553						
LeBlanc . . . . . 538.5 B-538						
Bel . . . . . 530.0 B-530						
Fulton . . . . . 523.2 B-523						
Gekop . . . . . 510.0 B-510						

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

No. 15, 16 or 20 turnouts DeQuincy lead and CS Jct.—KCS conn.; west siding switch Reaves; west siding switch Kinder; west wye switch Anchorage.

## NEW IBERIA SUBDIV. — NEW ORLEANS DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Rule 99 (d) in effect.	
				Business Tracks	MP Sta. No.
0.0	PORT BARRE . . . . .		B-597	Lever	30.3 BB-31
11.2	ARNAUDVILLE . . . . .		BB-12	Gondron	37.3 BB-38
17.5	CECELIA . . . . .		BB-18	Cajun Sugar Mill	43.4 BB-43
25.5	PARKS . . . . .		BB-26	Bryant	45.9 BB-46
30.3	ISLE LABBE . . . . .		BB-31	Jefferson Island	56.3 BC-57
39.4	LOREAUVILLE . . . . .		BB-40	Yard Limits: MP 0.0 to MP 2.5; MP 40.0 to MP 46.4.	
41.0	TECHE BAYOU . . . . .			Max. Speed: MPH (Except as below) . . . . . 25	
46.4	NEW IBERIA . . . . .		BB-48	MP 0-0 — MP 2-15 . . . . . 10	
				MP 40-0 — SP Crossing . . . . . 10	
				Jefferson Island Ind. Lead commences at SP connection switch)	
				Max. Speed 20 MPH except:	
				MP 48-01 — MP 48-07 . . . . . 10 MPH	
				MP 55-00 — MP 56-00 . . . . . 10 MPH	
				MP 57-22 — End of track . . . . . 10 MPH	
				Jefferson Island Industrial Lead, 25 MPH. Except MP 48-01 — MP 48-07 — 10 MPH and MP 57-22 — End of track 10 MPH.	
				Jefferson Island Lead:	
				⊗ SP ⊗	
				⊗ SP ⊗	
				Flagging distance 2,500 ft.	

Normal position for drawbridge at Teche Bayou is open for water traffic and will be closed only when trains are ready to cross.

Hot Box and Dragging Equipment Detectors located at \*MP 444-18.

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	Kort	764.9
750.2	MP Crossing		
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



### 68 LAKE CHARLES SUBDIV.—NEW ORLEANS DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	Station No.	Sidings		Maximum Speed MPH (Except as below)
				Cars	Feet	
601.6	ALEXANDRIA... @-2 T		C-625	Yd.	.....	MP 602-10 — MP 602-20 — 35
610.6	WOODWORTH.....		C-634	59	2997	MP 623-24 — MP 624-11 — 35† City limits Oakdale — 25†
615.7	BRINGHURST.....		C-640	115	5764	On ATSF Tracks — Oakdale — 5
623.6	GLENMORA.....		C-647	67	3464	MP 661-07 — MP 690-02 — 30
635.6	OAKDALE.....		C-659	125	7080	MP 690-02 — MP 693-07 — 20
636.0	A.T. & S.F.....					Wharves & Apron Docks 5
654.1	ELDER.....		C-679	97	4850	Flagging distance 2 miles
660.6	KINDER... T M.P. G		B-544	Yd.	.....	Rule 99(d) in effect between Kinder and Lake Charles.
680.0	IOWA JCT..... S.P. A		C-704		.....	
690.2	S.P.....					
694.2	LAKE CHARLES... T		C-720	Yd.	.....	
95.0						

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Long Leaf	621.2	C-645	Fontenot	664.2	C-688
McNary	622.6	C-646	Fenton	669.4	C-694
Oberlin	650.3	C-674	Woodlawn	675.0	C-700
			American Harbor	680.5	C-703
			Cyanamid	688.0	C-712
			Harbor	690.0	C-718

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

Yard Limits: MP 601-00 to MP 603-25; MP 634-00 to MP 638-10; MP 658-24 to MP 662-01; MP 688-18 to Lake Charles.

Lake Charles Goss Port lead @ SP @  
@ KCS @

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

Harbor ind. lead — Lake Charles to Harbor 12.4 miles — max. speed tangent track 25 MPH; curved track 10 MPH.

All radio communication in connection with Alexandria Terminal operation are to be handled exclusively on Channel 2.

### CROWLEY SUBDIV.—NEW ORLEANS DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Maximum Speed MPH (Except as below)	
				MP	MPH
570.3	EUNICE..... □ T		B-570	10	10
577.9	MOWATA.....		BD-578	10	10
582.4	MAXIE.....		BD-582	10	10
592.3	CROWLEY.....		BD-592	10	10
22.0					

Industrial Lead Entire Subdiv.  
Crowley-Mill Row lead @ SP @

**BUSINESS TRACKS:** MP No.  
Gulf States ..... 575.5 BD-575  
American ..... 577.7 BD-577  
Cyanamid

### ALEXANDRIA SUBDIV.—NEW ORLEANS DIVISION 69

Miles	SOUTH STATIONS	NORTH STATIONS	Sta. Nos.	Sidings		Maximum Speed MPH (except as below)
				Crs	Feet	
192.1	ALEXANDRIA... @-2 T		C-625	Yd.	.....	MP 195.8—MP 192.0 40† MP 192.0—MP 190.4 20 MP 179.2—MP 178.4 45 MP 170.9—MP 170.3 35 MP 163.3—MP 162.5 20 MP 128.8—MP 128.1 45 MP 118.9—MP 117.6 40 MP 109.9—MP 108.9 35 MP 102.5—MP 101.0 35 MP 95.1—MP 94.9 35 MP 91.4—MP 88.7 20 MP 86.7—MP 84.0 20 MP 75.5—MP 75.0 20 MP 66.0—MP 64.0 20† MP 52.0—MP 51.0 35 MP 13.8—MP 10.2 20
190.4	WILLOW GLEN...		TB190		.....	Flagging distance 2 miles
177.0	MEEKER.....		TB177	209	10453	Yard limits: MP 190.3 to MP 196.5 and MP 13.8 to MP 0.0.
171.1	CHENEYVILLE.....		TB170		.....	
170.2	SOUPAC JCT.....		TB169		.....	
163.1	BUNKIE... @-2 T		TB163	205	10249	
152.0	MORROWS.....		TB153	154	8960	
138.5	PALMETTO.....		TB139	239	11970	
129.5	MELVILLE @-2		TB129		.....	
119.1	FORDOCHE.....		TB118	84	4230	
114.1	LIVONIA @MP		TB114	223	11165	
109.3	MARINGOUIN @-2		TB109		.....	
101.8	GROSSE TETE....		TB102	232	11647	
95.0	MORLEY... @ @		TB95		.....	
90.1	ADDIS... @-2 T		TB90	382	19342	
85.4	PLAQUEMINE... Y		TB85		.....	
84.2	DOVER..... Y		TB82		.....	
75.8	WHITE CASTLE...		TB75	121	6048	
67.8	MC CALL..... C		TB68	136	6806	
64.7	DONALDSONVILLE		TB65	209	10457	
53.1	ST. JAMES.....		TB52	169	10843	
40.0	JOHNSON.....		TB40	226	11336	
28.5	TAFT.....		TB28		.....	
22.1	LULING.....		TB22		.....	
20.8	AMA JCT.....				.....	
19.3	FARMERS..... I				.....	
17.1	SELLERS..... I				.....	
16.5	CYANAMID.....		TB16		.....	
13.9	WILLS..... I				.....	
11.4	AVONDALE... @ @			Yd.	.....	
10.2	W. BRIDGE JCT. Y			Yd.	.....	
.....	NEW ORLEANS... @-2 T		C-817	Yd.	.....	
192.1						

Trains originating Addis secure clearance.

All radio communications in connection with Alexandria, Addis and Avondale are to be handled exclusively on Channel 2.

ABS—CTC Willow Glen to MP 13.8.

Two main tracks designated East and West tracks between Ama Jct. and Avondale.

No. 15, 16 or 20 turnouts located both ends sidings Meeker, Palmetto, Livonia, Grosse Tete, Addis, Donaldsonville, Johnson, Ama Jct. and North End Drill Track Avondale.

Engines may occupy main track between switching limit signs Willow Glen, MP 190.5 and MP 189.9 upon signal indication after authority has been obtained from train dispatcher. Such authority may be obtained through the operator at Alexandria.

Drill Track Switch — MP 13.9 designated arriving and leaving switch for Avondale Yard.

Operation W. Bridge Jct. to New Orleans via New Orleans Public Belt R.R.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Chambers	184.0	TB-185	LeMoyen	148.7	TB-149
MFC Spur	182.8	TB-183	Rosa	145.1	TB-146
LeCompte	178.5	TB-179	McKneely	120.9	TB-121
Red Barn			Marrineaux		
Chem. Co.	169.8	TB-170	Spur	114.0	TB-114
Sid Richardson	89.3	TB-89	Sid Richardson	89.3	TB-89
St. Delphine	89.0	TB-89	St. Delphine	89.0	TB-89
Firestone	88.9	TB-88	Firestone	88.9	TB-88
Dow	88.8	TB-88	Dow	88.8	TB-88
Allemania	81.3	TB-83	Allemania	81.3	TB-83
Georgia Pacific	81.3	TB-81	Georgia Pacific	81.3	TB-81
Hercules	81.3	TB-81	Hercules	81.3	TB-81
Cora-Texas	74.5	TB-74	Cora-Texas	74.5	TB-74
Triad	62.3	TB-63	Triad	62.3	TB-63
Melamine Chem.	62.3	TB-63	Melamine Chem.	62.3	TB-63
Central Farmers	62.5	TB-63	Central Farmers	62.5	TB-63
Gulf	61.0	TB-61	Gulf	61.0	TB-61
Co-op Refinery	53.5	TB-54	Co-op Refinery	53.5	TB-54
Vacherie	46.3	TB-46	Vacherie	46.3	TB-46
Armant	45.7	TB-46	Armant	45.7	TB-46
Columbia	35.8	TB-36	Columbia	35.8	TB-36
Hahnville	25.0	TB-26	Hahnville	25.0	TB-26
Dufresne	23.3	TB-23	Dufresne	23.3	TB-23
Monsanto	21.4	TB-21	Monsanto	21.4	TB-21
Ama	19.3	TB-19	Ama	19.3	TB-19
Farmers Export	19.2	TB-19	Farmers Export	19.2	TB-19
Service Foundry	14.0	TB-14	Service Foundry	14.0	TB-14

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

Between Temo Jct. and Willow Glen movement of trains and engines will be governed by instructions of yardmaster.



## 70 AVOYELLES SUBDIV. — NEW ORLEANS DIVISION

MPH Maximum Speed (Except as below)	SOUTH Miles	STATIONS	NORTH Miles	Station Nos.	Sidings Cars	Feet
35	735.9	LETTSWORTH		TD-58	40	2002
City Limits— Morganza	742.6	6.7 BACHELOR		TD-51	83	4163
City Limits— New Roads	750.9	8.3 MORGANZA		TD-42	24	1234
All L&A Tracks other than main tracks, through turnouts and crossovers	760.9	10.0 NEW ROADS		TD-33	75	3768
Between West Jct. and East Jct.	768.3	7.4 GLYNN		TD-25	33	1655
Between East Jct. and M.P. Jct.	779.9	11.6 LOBDELL		TD-13	154	7741
MP 11-25	780.7	0.8 LOBDELL JCT.		TD-12		
MP 11-25	781.5	3.3 WEST JCT.		TD-11		
MP 11-25	784.8	0.6 EAST JCT.				
MP 0-00	785.5	1.0 M. P. JCT.				
Flagging distance 5,100 ft.	648.0	1.0 NO. BATON ROUGE		B-647	Yd.	
Business Tracks	12.8	0.9 LOBDELL JCT.				
MP No.	11.9	1.3 B. R. JCT.		TD-10		
Innis	10.6	1.3 ANCHORAGE JCT.		TD-9		
La Cour	10.4	0.2 M. P.				
La Barre	7.8	2.2 PORT ALLEN		TD-8		
Dawson	6.5	1.3 CANAL		TD-6		
Morrison	0.0	6.5 ADDIS		TD-90	Yd.	
Beaud		62.4				

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

Normal position of hand operated switch at B. R. Jct. will be for movement through connection to North 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.) Maximum speed over Bridge at MP 767.7 — 20 MPH except trains handling wrecker 10 MPH.

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

Industrial Lead Entire Subdiv.	Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Cars	Feet
Maximum Speed						
(Except as below)						
MP 11-25—MP 11-29	0.0	BUNKIE	@-2 T	TB-163		
MP 19-11—MP 20-18	3.6	EOLA	S. P.	TL-4		
MP 35-00—MP 36-26	8.8	ST. LANDRY		TL-9	9	470
MP 36-26—MP 47-03	20.0	VILLE PLATTE		TL-20	38	1927
MP 47-03	26.7	LEDoux		TL-27	12	705
End of track	36.0	OPELOUSAS	M.P.	TX-23	12	611
Business Tracks	47.9	CHURCH POINT		TX-36	15	752
MP Sta.						
Cleco						
Tate Cove						
Lithcote						
Swift Co.						
Canal Refinery						
Spur						

## THIBODAU SUBDIV. — NEW ORLEANS DIVISION

Miles	WEST STATIONS	EAST STATIONS	Station Nos.	Yard Limits: Entire Subdiv.	MPH Maximum Speed (Except as below)
0.0	McCALL		TB-68		20
1.4	PALO ALTO		TH-3		10
8.0	FAINCOURTVILLE		TH-11		10†
3.1	MUNSON		TH-14		
0.6	NAPOLEONVILLE		TH-15		
17.9	THIBODAU		TG-29		
31.0					

Business Tracks MP No. Sta. No.  
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

## NOLC SUBDIV. — NEW ORLEANS DIVISION

Miles	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Maximum Speed: (Except as below)	MPH
	W. BRIDGE JCT.				
	WESTWEGO		C-809		
	MARRERO		C-812		
	HARVEY		C-813		
	GRETNA		C-814		
1.0	GOULDSBORO		C-815		
	S. P.		Y-1		
9.2	BELLE CHASSE		Y-10		
38.2	END OF TRACK				
46.2					

Service Roads - Each side -  
Westbank Expressway  
MP 2.5 — MP 2.7 10\*  
Marie Dr. Gretna MP 3 10\*  
MP 15.6 — MP 17.0 10  
MP 20.5 — MP 22.0 10  
MP 23.6 — MP 24.3 10  
MP 32.5 — MP 32.8 10

Yard limits entire subdiv.  
Business Tracks: MP Sta. No.  
McDonoughville Y-2  
Chevron Chem. 12.0 Y-12  
Alliance 21.4 Y-21  
Myrtle Grove 22.2 Y-26  
Lift Bridge over Algiers Canal  
MP 6-15. @ @  
Lift Bridge over Harvey Canal  
MP 4.2 @ @

\*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.



STANDARD TIME MAY BE OBTAINED BY  
CALLING 622-3183

### 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, 1400-1424, 1500-1522, 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 (Except as specified on schedule page) .....	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 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	
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 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:

Frt. 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) .....

Four axle scale test cars and scale monitor cars may be moved without restriction. 30 MPH

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 .....

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. 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 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.

### 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:

- 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.
- 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.
- 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	GP9	GP15 SW15 MP15	SW7 9 SW12	
TRAIL UNITS	GP5G GP35 U23B B23-7 SL-1	10MPH 1125 AMP	10MPH 1275 AMP	10MPH 1230 AMP	10MPH 1100 AMP	10MPH 980 AMP	10MPH 900 AMP	10MPH 870 AMP	10MPH 825 AMP
	GP9 GP18 28 38 SD40 U30C	10MPH 1125 AMP	10MPH 1275 AMP	9.5MPH 1274 AMP	9.5MPH 1150 AMP	9.5MPH 1025 AMP	9.5MPH 950 AMP	9.5MPH 890 AMP	9.5MPH 840 AMP
	SW7 9 12 SW15 MP15 GP15	10MPH 1125 AMP	10MPH 1275 AMP	9.5MPH 1275 AMP	9.5MPH 1150 AMP	9.5MPH 1025 AMP	9.5MPH 950 AMP	7MPH 1065 AMP	7MPH 950 AMP

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

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

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

#### D. Shoving or Back-Up Movements:

Second and third paragraph of Rule 409 of "Air Brake and Train Handling Instructions" changed as follows:  
GP Units 1804-1849, 1856-1881, 1900-1944; SW Units



## ITEM 10. (CONTINUED)

1100-1299, 1400-1424 and 1500-1522 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, GP-50, 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 approximately 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

## ITEM 11. (CONTINUED)

not enter a siding at a spring switch or hand operated switch unless authorized by dispatcher.

- (4) Definition: Absolute Permissive Block (APB): A designated section of track or tracks within which the movement of trains and engines is governed by block signals, without requiring timetable or train order authority and without regard to the superiority of trains. The block signals may be controlled manually or automatically.

## ITEM 12. EMPLOYEES MUST PROVIDE THEMSELVES WITH:

- (1) Uniform Code of Operating Rules.
- (2) Uniform Code of Safety Rules.
- (3) Radio Rules.
- (4) Circular 81.
- (5) Air Brake and Train Handling Instructions.
- (6) Timetable insert Form 2114.

## 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. Rule 10(k) will not apply when red flag or light is preceded by temporary speed restriction sign.

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

(6) 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



**ITEM 13. (CONTINUED)**

of the crew, and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employees are clear and the engineer so advised by the same employee.

Blue signal protection is not required at derailment operations.

**RULE 26 (a).** When workmen are on, under, or between rolling equipment on a main track:

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

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

- (1) Each manually operated switch providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch.
- (2) A derail capable of restricting access to that portion of a track on which such equipment is located is placed at least 150 feet from the end of the rolling equipment, and locked with an effective locking device in the derailing position. A blue signal must be displayed at each derail. Exception: Within engine service facilities and carshop repair tracks, a speed of five (5) miles per hour must not be exceeded, and derail may be placed at least 50 feet from rolling equipment.
- (3) When workmen are working on, under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine.

**RULE 26 (c) ENGINE SERVICING FACILITIES**

An engine may not be moved onto or off a designated engine servicing track under the exclusive control of mechanical forces unless the blue signal is first removed:

- (1) From the entrance switch or derail of the service track, and the engine which is placed on the track is stopped short of coupling to another engine, or
- (2) From the controlling unit to be moved and from the service track departure switch or derail, before the engine is removed from the track.

An engine protected by blue signals may be moved on a track within the designated engine servicing area under the exclusive control of mechanical forces, when operated by an authorized employee under the direction of the employee in charge of the workmen, after the blue signal has been removed from the controlling engine to be repositioned, and the workmen on the track have been notified and are clear of the movement.

**RULE 26 (d) CAR SHOP OR REPAIR TRACK PROTECTION**

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

- (1) A blue signal must be displayed at each switch providing access to the area.
- (2) Each switch providing access to the area must be lined away from movement to the area and locked with an effective locking device.
- (3) If operated by an authorized employee under the direction of the person in charge of the workmen, a car mover may 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.

**ITEM 13. (CONTINUED)****RULE 26 (e). HUMP YARD TRACKS & TRACKS WITH REMOTELY CONTROLLED SWITCHES**

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

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

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

- (1) The date and time he received notification of work to be performed;
- (2) The name and craft of the employee in charge who provided the notification;
- (3) The number or other designation of the track involved;
- (4) The date and time he notified the employee in charge that protection has been provided; and
- (5) The date and time he was informed that the work had been completed, and the name and craft of the employee in charge who provided this information.

Each manually operated switch providing access to that track must be protected per Rule 26 (B).

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

It is the engineer's responsibility to have each employee located in the operating compartment maintain a vigilant 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.

(8) **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



**ITEM 13. (CONTINUED)**

hours. Rule 93 will be in effect only during hours and within the limits specified.

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

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

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

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

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

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

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

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

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

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

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

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.

**ITEM 13. (CONTINUED)**

- (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 flagging distance for that track is not known.

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

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

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

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

**Exceptions To Rule 99(g) In CTC Territory:**

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

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

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

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

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

(10) **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.

(11) **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.

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

(13) **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



## ITEM 13. (CONTINUED)

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.

(14) RULE 220: Conductor and engineer of train being tied-up short of terminal and leaving train before relieving crew arrives will secure all train orders and clearances held by his crew which have not been fulfilled. Conductor will leave orders for rear of train in envelope on conductor's desk with waybills. Engineer will leave orders for head end of train in envelope on engine. Both conductor and engineer will show correct designation of the train, date and location on outside of envelope and will sign below this information.

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

(15) RULE 223: MAX. may be used for abbreviations of maximum.

AMTK is authorized abbreviation for Amtrak.

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

(17) RULE 340 AND M/W 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.

(18) RULE 344: Automatic Interlocking. In absence of favorable signal indication and illuminated indicator light after working time release it may be determined that signals on the conflicting route indicate stop as follows:

Crew members will go both directions on conflicting route and observe that absolute signals display stop indication and signify such by giving hand proceed signal to member of crew located at the crossing, or directly to the Engineer if member of crew at signal is in view of the Engineer and that crew member has received a pre-agreed proceed signal from crew member located at the other signal. Crew members will remain at the signals on conflicting route and observe that they continue to display stop indication until conflicting route is fouled by their train.

If dark signal is encountered or members of crew on conflicting route are out of view protection per Rule 99 must be afforded on conflicting route.

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

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

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

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

(21) 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.

## ITEM 13. (CONTINUED)

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.

(22) 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.

## (23) 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 reissued daily when there is a change in location or removal of any of the restrictions. The individual locations may be annulled to trains holding the order until it is practicable to reissue it as follows: (Example)

"Line 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 between those mile posts as specified by Rule 10(g) indicate the actual area of the restriction.

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.

i. To issue a restricting train order for delivery at a station where the operator has not been on duty continuously, or the station is not equipped with a train order signal the dispatcher must, if practicable, notify the crew that they are to receive a restricting order at that station and must not leave there without a clearance. He must get acknowledgment from both the conductor and engineer that they received and understand these instructions. He must make record of this acknowledgement in the train order book.

An absolute signal within CTC territory or at a manual interlocking may be used to insure that the train does not pass the station without receiving the train order. If the signal is controlled by an operator other than the one who is to deliver the order, the train order must also be addressed to him, and the controlling operator must block signal in stop position until the order has been delivered, the crew has been notified they are to receive the order or train order signal has been displayed at stop at delivering station. If delivery of the train order cannot be insured, as prescribed above, the operator must be instructed to place torpedoes and be in position to flag the train



## ITEM 13. (CONTINUED)

sufficient distance from the point where it will be restricted before the train order is transmitted. The train dispatcher must verify that the operator understands what is to be done and how to flag the train.

- j. Crew of train tied up on main track will be relieved of providing flag protection upon verbal advice from train dispatcher that train order protection will be provided. Train dispatcher must issue train order to all trains which may use the main track at that location worded as follows:

"Main track blocked with cars unprotected between MP \_\_\_\_\_ and MP \_\_\_\_\_."

All movements between the designated points must be made at restricted speed.

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

(25) ABSOLUTE BLOCK: Absolute blocks will be designated 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.

(26) DISTANT SIGNAL: Definition distant signal — A signal outside ABS territory governing approach to a block or interlocking signal. Distant signals convey information concerning indication being displayed by next signal only and do not protect against trains, engines, obstructions, switch not properly lined or broken rails.

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

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

(27) 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.

## ITEM 13. (CONTINUED)

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."

## 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 in case of emergency. This will not apply when radio is used to relay hand signals which are not visible to the engineer.

(e) Radio channels assigned other rail roads: (to be used only when on that railroad or when authorized by division officer)

Channel No.	R.R.	Channel No.	R.R.
3	— UP No. 1 Road Channel	8	— ICG No. 1 Rd. Channel
4	— UP Channel No. 2	9	— ICG No. 2 Channel
5	— BN Road Channel	10	— L&N No. 1 Rd. Channel
6	— SP Road Channel	11	— L&N No. 2 Channel
7	— AT&SF Road Channel	12	— SOU Road Channel



### ITEM 15. AIR BRAKE AND TRAIN HANDLING INSTRUCTIONS:

(a) 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.

(b) Rule 807 Fourth Paragraph. Train crew member, after observing that running test has been made and brakes released, will give signal from train to indicate that brakes are operating properly.

### ITEM 16. HOT BOX AND DRAGGING EQUIPMENT DETECTORS:

(Also shown on Schedule Page).

SUBDIV.	MP	SUBDIV.	MP	SUBDIV.	MP
Alexandria	45-06	Coffeyville	438-08	Monroe	438-05
Alexandria	71-10	Cotter	325-00	Monroe	469-08
Alexandria	109-07	Council Grove	440-08	Monroe	537-13
Alexandria	134-04	Council Grove	533-00	Monroe	589-18
Alexandria	168-06	Dallas	29-15	Oklahoma	169-25
Anchorage	529-32	Dallas	54-24	Oklahoma	199-04
Anchorage	563-32	Dallas	80-05	Oklahoma	236-25
Anchorage	596-02	Dallas	108-05	Oklahoma	271-18
Anchorage	119-24	Dallas	162-11	Osawatomie	384-31
Austin	163-29	Dallas	190-18	Osawatomie	390-33
Austin	198-03	Ft. Worth	19-10	River	139-02
Austin	282-30	Ft. Worth	85-12	River	160-28
Baird	317-02	Ft. Worth	107-24	River	223-18
Baird	347-09	Ft. Worth	132-20	River	258-35
Baird	377-00	Ft. Worth	169-00	Sedalia	28-24
Baird	416-00	Hoisington	595-21	Sedalia	62-18
Baird	453-00	Hoisington	626-27	Sedalia	95-33
Baird	485-14	Hoisington	679-16	Sedalia	120-11
Beaumont	444-18	Hoisington	705-23	Sedalia	152-31
Brownsville	189-20	Horace	792-05	Sedalia	184-11
Brownsville	270-08	Horace	861-00	Sedalia	230-09
Brownsville	330-00	Horace	695-1	Sedalia	255-28
Chester	28-02	Hoxie	188-22	Shreveport	316-03
Chester	57-20	Hoxie	207-23	Shreveport	342-05
Chester	92-28	Hoxie	232-17	Shreveport	363-27
Chester	111-25	Hoxie	255-09	Shreveport	392-00
Chester	182-17	Hoxie	283-14	Shreveport	337-01
Chicago	46-45	Hoxie	312-10	Toyah	544-00
Chicago	73-30	Kansas City	314-04	Toyah	682-00
Chicago	98-11	Little Rock	373-35	Toyah	613-20
Chicago	122-24	Little Rock	403-03	Toyah	644-15
Chicago	139-39	Little Rock	431-37	Toyah	706-10
Chicago	160-31	Little Rock	462-00	Trinity	33-11
Chicago	179-22	Longview	25-12	Trinity	67-12
Chicago	212-32	Longview	52-01	Trinity	97-15
Chicago	237-29	Memphis	292-17	Trinity	132-00
Chicago	267-05	Memphis	324-25	Van Buren	368-20
Chicago	293-20	Memphis	348-15	Van Buren	463-20
Chicago	321-00	Monroe	373-06	Whitesboro	194-08
Coffeyville	366-21	Monroe	398-10	Whitesboro	219-12
		Monroe	421-20		

#### 16.1 General Instructions

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

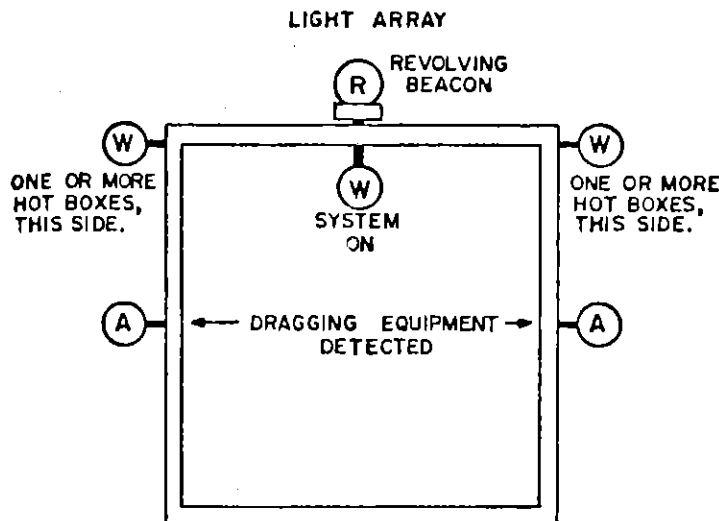
- Train speed of at least 10 MPH must be maintained while train is moving over detector. If speed is less than 10 MPH over detector, make inspection of entire train.
- Do not stop train over detector equipment when practicable.
- Avoid braking, if practical, while approaching or passing detector. Excessive 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:

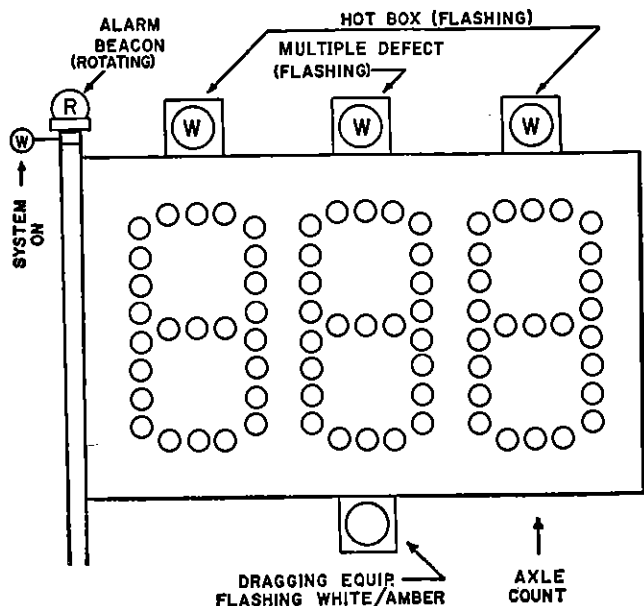
- Revolving Red Beacon — Revolving red beacon at top center of indicator array will normally be dark. Beacon will be actuated when a hot journal and/or dragging equipment is detected.
- White light - lower center — White light at lower center of indicator array will be displayed continuously during passage 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

## DISPLAY PANEL



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

- 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.
- System On—white light must be illuminated during passage entire train. See paragraph 16.1(g).
- 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.
- White or Amber indicator light below panel—Flashing white or amber light indicates that dragging equipment has been detected.
- 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.
- The revolving red beacon, display panel indicators, and numeral display are normally dark. When actuated by any defect, the revolving red beacon is illuminated, the proper indicator on the display board begins to flash, and the numeral display will begin to count off the number of axles to the end of the train. White indicator lights, numerals, and revolving red beacon will remain illuminated for approxi-

## ITEM 16. (CONTINUED)

mately 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:

- 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.
  - 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.
  - 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.
  - 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.
  - 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.
- 16.4 Hot box and dragging equipment detectors may be removed from service by train order worded as follows:  
 "Hot box and dragging equipment detector located at MP \_\_\_\_\_ pole \_\_\_\_\_ removed from service".  
 Crew holding this order will be relieved of requirements of Special Instructions for making walking inspection of their train.  
 If it is desired that all trains (or specific trains) make walking inspection, the order may be modified as follows:  
 "Crews of all (or "Northward" or "Southward") trains (or "all trains except those designated by symbol \_\_\_\_\_ on clearance") must make walking inspection of train."  
 If it is desired that walking inspection be made at location other than at the detector, the order may be further modified by adding:  
 "between MP \_\_\_\_\_ and MP \_\_\_\_\_."

## 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. &amp; S. F. TRACKS BETWEEN: (UNIFORM CODE OF OPERATING RULES APPLY EXCEPT AS MODIFIED BELOW.)

- Tecific and Sweetwater.
- Eton Jct. and Congo.
- Benedict and Fredonia.
- Belle Plaine and Arkansas City.
- YA Jct. and ST Jct.
- NA Jct. and Pueblo Jct.
- New South Yard and Algora.
- Temple (ATSF MP 218.2) and MKT connection (MP 217.5) two main tracks. North track is to right as viewed by No. 21. ABS-CTC in effect. Maximum authorized speed 20 MPH except 10 MPH through turuouts and on MKT connection.



## ITEM 17(a). (CONTINUED)

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

- (1) Signal Indication: Yellow over yellow or flashing yellow  
Name: Approach—medium  
Indication—Proceed: approach next signal not exceeding medium speed and be prepared to enter diverging route at prescribed speed.
- (2) Red over Diverging Proceed through diverging route; prescribed speed through turnout. Approach next signal prepared to stop; if exceeding medium speed, immediately reduce to that speed.  
Flashing Yellow Approach
- (3) Flashing Red or Red over Yellow—Restricting—Proceed at restricted speed.
- (4) Restricted Speed: A speed that will permit stopping within half the range of vision, but not exceeding 20 miles per hour.
- (5) Medium Speed— A speed not exceeding 40 MPH.
- (6) Trainmen and enginemen will, when practicable, observe whether signals passed by their trains or engines assume proper indication. When a train or engine passes a signal which fails to assume its proper indication, it will proceed with front end protected by flagman to the end of that block, and rear end protected until entire train has passed out of block.
- (7) Exception to Rule 330 shown on Page 109 of the Uniform Code of Operating Rules will not apply on AT&SF tracks. On the AT&SF each movement made past a stop signal must be authorized by AT&SF control operator or train dispatcher.
- (8) When a block signal is observed "pumping", changing indications intermittently, or working erratically, trains must comply with the most restrictive indication the signal can display. A prompt report must be made to the train dispatcher and control operator.
- (9) Maximum authorized speed for wrecking derricks 10 MPH at any point where train order speed restriction is 20 MPH or less, except if speed restriction is less than 10 MPH the more restrictive speed will govern.
- (10) A train finding a fusee burning on or near its track must stop and extinguish it or wait until it has burned out. The train may then proceed at restricted speed for one mile.
- (11) A complete and detailed report must be made by wire to the AT&SF Trainmaster joint with the AT&SF Chief Dispatcher, covering all railroad accidents, accidents at grade crossings, personal injuries, unusual or defective track, signal or any other conditions that would affect the movement of a train or engine.
- (12) When running on track to the left horn signal of one extra long and one short must be sounded approaching stations, junctions, curves and other obscure places.
- (13) Approach Order (Form U) (Example)  
8:01 AM to 5:01 PM approach Gang No. \_\_\_\_\_ between 15 poles west of MP 10 and MP 11 between D and E prepared to stop short of men or machines fouling track until proper proceed signal received by (title and name of employee in charge and gang number) that track is clear of men and machines.

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

## ITEM 17(a). (CONTINUED)

engine is released from requirement of moving prepared to stop short of men and machines.

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

## ITEM 17(b). USE OF BN TRACKS BETWEEN:

1. Crystal City and Ste. Genevieve.
2. Springfield and Aurora.
3. Van Buren and Ft. Smith.
4. Cherokee Yard and BN-ATSF 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 exceeding 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, Superintendents' 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 recorded 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 protection 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



## ITEM 17(b). (CONTINUED)

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 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.

## ITEM 17(b). (CONTINUED)

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 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 TIMETABLE AND SPECIAL INSTRUCTIONS EXCEPT AS MODIFIED BELOW:**

- (1) Rule 10(g): Temporary Speed Restriction and Resume speed signs will not be used.  
Rule 10(h): Green Resume speed signs not used.
- (2) Rule 20(a): When the number of other than the leading unit is used to identify the engine of a train, signals per Rule 20(a) will be displayed on the identifying unit.
- (3) S-89(a) — add: Subject to slower restrictions, trains must not exceed 25 MPH when meeting or passing other trains on adjacent tracks.
- (4) Rule 99(i) — add: When flagman of preceding train is riding engine of following train, following train must proceed at restricted speed while flagman is on engine, regardless of any specific flagging instructions.
- (5) Rule 103 — add: Trains and engines will not follow a preceding movement over a public crossing closer than 5 minutes unless such crossing is protected by a flagman or crossing gate.
- (6) Rule 104(c): Second paragraph will not apply.
- (7) Rule 217. Delivery Orders: Last paragraph does not apply. (Restricting orders must not be sent for delivery.)
- (8) Track Work Protection Order: (KCS Form "U")

Pre-printed multiple location: (Example)

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

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

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

(Form contains 8 lines for up to 8 locations)

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

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

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

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

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

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

**ITEM 17(c). (CONTINUED)**

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

- (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**  
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.

**SOCIAL SERVICES COUNSELORS:**

Bob Eakin  
2600 S.W. Freeway  
Houston, Tex.

Russ Haney  
220 Willow St.  
N. Little Rock, Ark.

J. T. Golden  
4625 Lindell Blvd.  
St. Louis, Mo.

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


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


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


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


**ROADWAY SIGNS**



 STATION ONE MILE SIGN  
ONE MILE FROM STATION OR FIRST SWITCH OF SIDING WHICHEVER IS NEARER, ON SINGLE TRACK IN TRAIN ORDER TERRITORY. NOT USED ON BRANCH LINES.



 PERMANENT SPEED RESTRICTION SIGN



 APPROACH SIGN



 WHISTLE SIGN  
NUMERAL, WHEN ATTACHED, DENOTES NUMBER OF CROSSINGS



 PERMANENT RESUME SPEED SIGN



 STOP SIGN



 RAILROAD CROSSING-JUNCTION DRAWBRIDGE ONE MILE SIGN

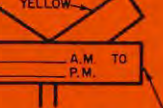

 TEMPORARY SPEED RESTRICTION SIGN



 TEMPORARY RESUME SPEED SIGN


 YARD LIMIT SIGN


 END OF ABS


 STOP SIGN (PER RULE 10(J))


 SPRING SWITCH SIGN


 BLACK NUMERAL & LETTERS ON WHITE BACKGROUND CONDITIONAL YARD LIMIT SIGN