



TAKE PRIDE

in

RULES OBSERVANCE

For employes 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 employes under their supervision.

TAKE TIME FOR SAFETY

SAFETY FIRST



MISSOURI PACIFIC RAILROAD CO.

SYSTEM

TIMETABLE No. 20

Effective 12:01 a.m. Sunday, JULY 10, 1983

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

**FOR THE GOVERNMENT OF
EMPLOYES CONCERNED.**

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

**R. K. DAVIDSON, Senior Vice President—Operation.
C. E. DETTMANN, Vice President—Transportation.
N. W. DERRYBERRY, Asst. Gen. Mgr.—Transportation.
J. B. McCORMACK, Director of Terminals.**

SYSTEM

| | |
|----------------|---|
| R.B. Schoultz | Asst. to Vice Pres.-O. St. Louis, Mo. |
| W.F. Sutton | Asst. Gen. Mgr.-Transportation-St. Louis, Mo. |
| C.D. Barton | Chief Engineer-St. Louis, Mo. |
| M.L. Wall | Chief Mechanical Officer-St. Louis, Mo. |
| J.D. Hope | Supt. Motive Power-St. Louis, Mo. |
| D.J. Roderique | Supt. Car Dept.-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. |
| W.F. Hillebrandt | General Manager-N. Little Rock, Ark. |
| R.B. King | Asst. General Manager-N. Little Rock, Ark. |
| D.K. Barnes | General Supt.-N. Little Rock, Ark. |
| K.R. Welch | Dist. Engr.-N. Little Rock, Ark. |
| R.W. Diamond | Mech. Supt.-N. Little Rock, Ark. |

| Division | Superintendent | Headquarters |
|-------------|----------------|----------------------|
| Chicago | R.D. Naro | Yard Center, Ill. |
| Illinois | K.C. Packard | Chester, Ill. |
| Arkansas | L.J. Wagner | N. Little Rock, Ark. |
| Little Rock | | |
| Terminal | M.D. Dealy | N. Little Rock, Ark. |
| Louisiana | L.A. Roach | Monroe, La. |
| St. Louis | | |
| Terminal | F.A. Lopez | St. Louis, Mo. |

WESTERN DISTRICT

| | |
|---------------|--|
| E.C. May | General Manager-Kansas City, Mo. |
| PL. Tucker | Asst. General Manager-Kansas City, Mo. |
| M.F. Kelly | General Supt.-Kansas City, Mo. |
| T.L. Gibson | Dist. Engr.-Kansas City, Mo. |
| J.H. Sheridan | Mech. Supt.-Kansas City, Mo. |

| Division | Superintendent | Headquarters |
|-------------|----------------|------------------|
| Northern | R.L. McCoy | Kansas City, Mo. |
| Kansas City | | |
| Terminal | W.J. Wright | Kansas City, Mo. |
| Kansas | A.L. Smallwood | Osawatomie, Ks. |
| Central | L.D. Smith | Coffeyville, Ks. |

SOUTHERN DISTRICT

| | |
|--------------|------------------------------------|
| W.J. Farrell | Vice President-Spring, Tex. |
| G.T. Graham | General Manager-Spring, Tex. |
| R.G. Lang | Asst. General Manager-Spring, Tex. |
| C. Aadnesen | General Supt.-Spring, Tex. |
| G.R. Lilly | Dist. Engr.-Spring, Tex. |
| J.G. Dunlap | Mech. Supt.-Dallas, Tex. |

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

TEXAS DISTRICT

| | |
|--------------|------------------------------------|
| W.J. Farrell | Vice President-Spring Tex. |
| A.W. Rees | General Manager-Dallas, Tex. |
| B.E. Kerlee | Asst. General Manager-Dallas, Tex. |
| R.L. Short | General Supt.-Dallas, Tex. |
| J.W. Heavin | Dist. Engr.-Dallas, Tex. |
| J.G. Dunlap | Mech. Supt.-Dallas, Tex. |

| Division | Superintendent | Headquarters |
|------------------|-------------------|-----------------|
| Palestine | G.O. Everett, Jr. | Palestine, Tex. |
| Red River | K.D. Milam | Longview, Tex. |
| Rio Grande | L.L. Carmichael | Ft. Worth, Tex. |
| Dallas-Ft. Worth | | |
| Terminal | W.E. Richmond | Ft. Worth, Tex. |

CHIEF DISPATCHERS

| | |
|---------------|----------------------|
| D.D. Beggs | N. Little Rock, Ark. |
| D.E. Hoover | Spring, Tex. |
| R.G. Swindler | Kansas City, Mo. |

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CHICAGO DIVISION JURISDICTION — CHICAGO TO WOODLAND JCT.

| Maximum Speed | MPH | Business Tracks | MP | Sta. No. |
|--|-----|-----------------|-------|----------|
| Between Dolton Jct. and Gorham (Except as below) | 60 | Dolton | 19.5 | ZA-16 |
| Dolton Jct. to Thornton Jct. | 20 | South Holland | 21.7 | ZA-22 |
| Thornton Jct. to MP 30-00 | 40 | Thornton | 28.8 | ZA-29 |
| MP 49-00 — MP 51-00 | 50 | Steger | 30.4 | ZA-30 |
| MP 60-10 — MP 61-35 Northward track | 55 | Crete | 32.5 | ZA-33 |
| MP 146-36 — MP 146-37 | 35 | Balmo | 37.6 | ZA-38 |
| MP 153-17 — MP 153-20 | 20 | Beecher | 41.0 | ZA-41 |
| MP 164-33 — MP 165-00 | 30 | Sollitt | 44.7 | ZA-45 |
| MP 175-28 — MP 176-22 | 30 | Grant Park | 57.9 | ZA-58 |
| MP 193-35 — MP 194-23 | 20 | Wichert | 64.2 | ZA-64 |
| MP 195-01 — MP 195-14 | 35 | Papineau | 67.7 | ZA-68 |
| MP 202-28 — MP 203-21 | 50 | Martinton | 71.5 | ZA-72 |
| MP 218-16 — MP 219-02 | 20 | Pittwood | 79.6 | ZA-80 |
| MP 224-13 — MP 224-20 | 20 | Coaler | 81.8 | ZA-82 |
| MP 252-00 — MP 254-07 | 30 | Woodland | 87.5 | ZB-88 |
| MP 264-40 — MP 265-10 | 55 | Bryce | 96.1 | ZB-96 |
| MP 266-14 — MP 266-29 | 55 | Fountain Creek | 103.4 | ZB-103 |
| MP 270-14 — MP 270-38 | 50 | Reilly | 116.5 | ZB-117 |
| MP 275-38 — MP 277-00 | 30 | Railey | 120.0 | ZB-120 |
| MP 298-00 — MP 299-10 | 30 | Royal | 129.1 | ZB-129 |
| MP 299-10 — MP 302-23 | 55 | Tipton | 140.0 | ZB-140 |
| Through sidings Benton and Bush | 10 | Bongard | 148.9 | ZB-149 |
| MP 314-00 — MP 318-00 | 40 | West Ridge | 159.4 | ZB-159 |
| MP 318-00 — MP 323-00 | 50 | Bourbon | 173.1 | ZB-173 |
| MP 323-00 — MP 336-00 | 40 | Chippis | 185.2 | ZB-185 |
| MP 338-00 — Chester Subdiv. Conn. | 20 | Findlay | 193.9 | ZC-194 |
| North leg wye Gorham | 10 | Shelbyville | 212.9 | ZC-213 |

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

Southward trains originating Yard Center secure clearance.

Northward SBD trains secure MP clearance at Danville.

Yard Limits between Dolton Jct. and Thornton Jct.

ABS — Between Yard Center and Gorham.

CTC — Between southward interlocking signal Watseka and Gorham.

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

Signal Indication with current of traffic, Rules 450-453 inc. 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.

Trains originating Watseka secure clearance.

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 46-45; *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 287-05; #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, Kell and Bush.

Chicago Subdiv. trains secure clearance Villa Grove and Salem.

Trains to and from Pinckneyville Subdiv. secure clearance at Mt. Vernon.

Cissna Park Industrial lead: (max. speed 20 MPH) Breaks out at Goodwine (5.9 miles).

Claytonville 94.2 ZF-94

Cissna Park 97.9 ZF-93

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

PANA SUBDIV. — ILLINOIS DIVISION

| Maximum Speed: | MPH | Radio communication via Channel One, call-in Two | Stations | Station Nos. | Sidings |
|--|----------|--|----------|--------------|---------|
| Findlay Jct.-Lenox (Except as below) | 60 | | | | |
| MP 205.1 — MP 205.4 | 35 | | | | |
| Maximum speed on controlled sidings 35 MPH unless otherwise restricted. | | | | | |
| ABS-CTC — Findlay Jct. to Lenox. | | | | | |
| Two main tracks designated east and west tracks between Vierling Jct. and Lenox. | | | | | |
| Northward trains secure clearance at Lenox. | | | | | |
| Southward BN trains secure MP clearance at Toland. | | | | | |
| BUSINESS TRACKS | Sta. No. | | | | |
| Sohigro | MP 188.8 | ZB-189 | | | |
| Westervelt | MP 191.8 | ZB-192 | | | |
| Rosamond | MP 209.4 | ZB-209 | | | |
| Taylor | | | | | |
| Springs | MP 234.4 | ZB-234 | | | |
| Granite City | MP 281.1 | ZB-282 | | | |
| Madison | MP 284.0 | ZB-284 | | | |
| E. St. Louis | MP 286.7 | C-3 | | | |
| Remote control switches are No. 16. | | | | | |
| Hot Box and Dragging Equipment Detectors located at: #MP 219-13 and #MP 260-27 (also light array). | | | | | |
| 185.2 | | FINDLAY JCT. | ① | ZB-186 | |
| 205.1 | | PANA@CSX@ | ①② | ZB-205 | 8100 |
| 213.5 | | OHLMAN | ② | ZB-213 | 10550 |
| 218.2 | | NOKOMIS | ② | ZB-218 | |
| 222.9 | | WITT | ② | ZB-222 | |
| 227.4 | | IRVING | ② | ZB-227 | |
| 232.1 | | HILLSBORO | ②-2 | ZB-232 | 10560 |
| 243.7 | | WALSH JCT. | | | |
| 248.1 | | JOAN | ② | ZB-243 | 14600 |
| 265.1 | | GARD | ② | ZB-260 | 10550 |
| 273.7 | | VIERLING JCT. | | | |
| 275.1 | | MITCHELL YARD. | | ZB-277 | Yd. |
| 275.7 | | LENOX@ | ①② | | |
| 290.0 | | ST. LOUIS, MO. | ①②③ | MX-001 | |
| | | | 104.8 | | |
| | | St. Louis Terminal jurisdiction: St. Louis - MP 273.7. | | | |

Operation over CR-ICG joint track Lenox-Granite City and TRRA Granite City-St. Louis.

| Radio Communication via Channel One, Call-in Two. Exception: Yard Center yard engs. via Channel Two. | STATIONS | Station Nos. | Sidings Feet |
|--|-------------------------|--------------|--------------|
| 0.0 | CHICAGO | ZA-0 | |
| 3.3 | 37TH STREET | ZA-3 | |
| 16.9 | DOLTON JCT. | ZA-17 | |
| 18.0 | 1.1 YARD CENTER@T@ | ZA-18 | Yd. |
| 20.1 | 2.1 THORNTON JCT. @GTW@ | ZA-20 | |
| 27.0 | 6.9 JAY@EJ&E@ | ZA-26 | |
| 27.8 | 0.8 CHICAGO HEIGHTS | ZA-27 | Yd. |
| 49.7 | 21.9 PENCE@CR@ | ZA-49 | |
| 49.9 | 0.2 MOMENCE | ZA-50 | n5535 s3806 |
| 60.1 | 10.2 ST. ANNE@KBS@ | ZA-60 | |
| 77.5 | 17.4 WATSEKA@TPW@ | ZA-77 | |
| 82.6 | 5.1 WOODLAND JCT. | ZA-83 | |
| 94.0 | 11.4 GOODWINE | ZB-92 | 10800 |
| 108.0 | 14.0 ELLIS | ZB-108 | 9550 |
| 125.9 | 17.9 GLOVER@CR@ | ZB-126 | 8547 |
| 135.6 | 9.7 BLOCK | ZB-136 | 12185 |
| 145.1 | 9.5 VILLA GROVE | ZB-145 | 13173 |
| 153.4 | 8.3 TUSCOLA@ICG,CSX@ | ZB-153 | 9894 |
| 164.7 | 11.3 ARTHUR@PACY@ | ZB-165 | |
| 169.1 | 4.4 CADWELL | ZB-168 | 10550 |
| 176.1 | 7.0 SULLIVAN@ICG@ | ZB-176 | |
| 185.2 | 9.1 FINDLAY JCT. | ZB-186 | 10000 |
| 199.8 | 14.6 CLARKSBURG | ZC-200 | 10150 |
| 204.5 | 4.7 MODE@NS@ | ZC-205 | |
| 218.9 | 14.4 ALTAMONT@CSX@ | ZC-219 | 10072 |
| 224.6 | 5.7 ST. ELMO@CR@ | ZC-224 | |
| 235.7 | 11.1 ST. PETER | ZC-236 | 10900 |
| 242.4 | 6.7 KINMUNDY@ICG@ | ZC-242 | |
| 252.1 | 9.7 SALEM | ZC-252 | 14761 |
| 254.1 | 2.0 @CSX@ | | |
| 263.3 | 9.2 KELL | ZC-263 | 9718 |
| 274.9 | 11.6 MT. VERNON@NS,SBD@ | ZC-276 | 7180 |
| 287.2 | 12.3 INA | ZC-287 | 8336 |
| 298.2 | 11.0 BENTON JCT.@ICG@ | ZC-298 | |
| 301.8 | 3.6 BENTON | ZC-302 | 10618 |
| 306.1 | 4.3 @BN@ | | |
| 314.9 | 8.8 BUSH | CD-24 | 7056 |
| 335.5 | 20.6 GRIMSBY | CD-3 | 6112 |
| 338.7 | 3.2 GORHAM | C-93 | Yd. |
| | 338.7 | | |

JOINT MP-SBD

Dragging equipment detectors at MP 190-04 and 197-31. When white revolving light is activated, stop and inspect train immediately.

Between Thornton Jct. and Signal 292 on northward track, Thornton Jct. and Jay on southward track and Pence and Signal 514 on northward 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. Before issuing permit, control operator must ascertain that all operators involved 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 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. Control operators and operators: Between Thornton Jct. and Signal 292 — Control Operator at Yard Center, Operators at Thornton Jct. and Jay; Between Pence and Signal 514 — Control Operator-Operator at Pence.

| SOUTH | | NORTH | | Sta- tion Nos. | Sid- ings Feet |
|-------|---------------------|-------|------|----------------------|----------------------|
| Miles | STATIONS | | | | |
| 0.0 | VALLEY JCT. ⓄTRRA Ⓞ | | ⓄⓄ | C-9 | |
| 0.2 | SSW CONNECTION | | | | |
| 1.5 | AIRPORT | | | | |
| 1.7 | PARKS | | | | |
| 4.3 | NO. DUPO | | Ⓞ | C-13 | |
| 6.0 | DUPO | | ⓄⓄT | C-15 | Yd. |
| 7.5 | 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 | | ⓄⓄT | C-70 | 7585 |
| 65.7 | FORD | | | C-73 | n6522 s6160 |
| 70.3 | ROCKWOOD JCT. | | | C-77 | |
| 72.4 | CORA | | | C-80 | |
| 73.0 | CORA JCT. | | | C-81 | |
| 76.3 | RADDLE JCT. | | Ⓞ | C-85 | |
| 81.4 | JACOB | | | C-90 | |
| 84.2 | GORHAM | | ⓄT | C-93 | Yd. |
| 84.8 | CHAP | | | C-94 | |
| 90.5 | HOWARDTON JCT. | | Ⓞ | C-100 | |
| 95.0 | HALSEY JCT. | | Ⓞ | C-104 | |
| 108.0 | POTTS | | | C-117 | |
| 115.5 | NILE, ILL. | | | C-125 | |
| 119.7 | SIMBCO | | | C-129 | |
| 120.7 | CAIRO JCT. | | T | C-130 | |
| 122.7 | CAPEDEAU 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 | | Ⓞ-1 | XD-24 | 6488 |
| 178.7 | IVES | | | XD-13 | 9205 |
| 172.1 | JUNLAND | | | XD-6 | 9560 |
| 165.7 | POPLAR BLUFF | | Ⓞ-1T | X-166 | Yd. |
| 196.5 | | | | | |

| Maximum Speed | MPH | BUSINESS TRACKS | MP | Sta. No. |
|---|-----|-------------------|-------|----------|
| (Except as below) | 60 | Warnock | 15.1 | C - 24 |
| Valley Jct. Interlocking | 10 | Fountain | 17.5 | C - 26 |
| MP 0-00—MP 7-01 | 30 | Valmeyer | 22.5 | C - 31 |
| Both legs wye Chester and both sidings Ford | 10 | Prairie du Rocher | 41.7 | C - 50 |
| MP 72-32—MP 73-00 | 35 | Menard | 60.5 | C - 69 |
| North leg wye Gorham | 10 | Raddle | 77.0 | C - 86 |
| Chicago Subdiv. Conn. Gorham | 20 | Powder Plant | 98.6 | C - 98 |
| All yard tracks Gorham | 5 | Wolf Lake | 99.7 | C - 107 |
| MP 116-14—MP 117-21 | 50 | Ware | 104.0 | C - 113 |
| MP 117-21—MP 119-10 | 40 | McClure | 113.0 | C - 122 |
| MP 119-10—MP 119-19 | 30 | Dudley | 182.8 | XD- 17 |
| MP 189-10—Dexter Jct. | 25† | Bess | 179.7 | XD- 14 |
| Missouri Jct.—MP 191-00 | 35 | Fisk | 176.1 | XD- 11 |
| | | Boeing | 170.0 | XD- 4 |

TIMETABLE NO. 20

St. Louis Terminal jurisdiction MP 0-MP 9-30.
Stations on SSW between Illmo and Paragould:

| Circular 7 Station Number | SSW Mile Post Number | City | State |
|------------------------------|-------------------------|------------------|-------|
| C-133 | Mo Pac | Illmo | MO |
| C-135 | 5.2 | Ancell | MO |
| C-136 | — | Scott City | MO |
| C-138 | 9.6 | Quarry | MO |
| D-074 | Mo Pac | Delta | MO |
| C-149 | 21.4 | Randles | MO |
| C-151 | 23.7 | Perkins | MO |
| C-154 | 26.4 | Mesler | MO |
| C-156 | 28.6 | Neagy | MO |
| C-157 | 29.7 | Bell City | MO |
| C-159 | 32.2 | Ardeola | MO |
| C-162 | 35.0 | Lozeta | MO |
| C-164 | 37.0 | Avert | MO |
| C-174 | 47.1 | Paront | MO |
| C-175 | 48.8 | Mo. Jct. | MO |
| XD026 | Mo Pac | Dexter Jct. | MO |
| XD024 | Mo Pac | Dexter | MO |
| C-185 | 59.5 | Bernie | MO |
| C-190 | 64.3 | Airscole | MO |
| C-191 | 67.7-57.9 | Malden | MO |
| C-194 | 64.4 | Campbell | MO |
| C-206 | 69.9 | St. Francis | MO |
| C-212 | 75.6 | Piggott | AR |
| C-215 | 78.8 | Greenway | AR |
| C-222 | 85.6 | Rector | AR |
| C-227 | 90.7 | Jay | AR |
| C-229 | 92.9 | Marmaduke | AR |
| C-239 | 103.0 | Blytheville Jct. | AR |
| C-243 | Mo Pac | Paragould | AR |

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.

SSW southward trains originating Valley Jct. secure clearance.

MP southward trains originating Dupo secure clearance South Dupo.

Northward trains secure clearance Poplar Bluff.

Road crews originating Dupo enroute to A&S secure clearance South Dupo before leaving Dupo.

Train order signal at South Dupo applies only to SSW trains and MP southward trains originating Valley Jct.

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

MP trains enroute Paragould secure MP clearance at Illmo.

Trains originating Chester and trains from Pinckneyville Subdiv., except trains destined to Ford secure clearance Chester.

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

Arkansas Division jurisdiction 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 and operate push button to actuate flashing light signal crossing U.S. Highway 60.

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

Normal position of north wye switch in Chester siding to Pinckneyville Subdiv. is for movement to Pinckneyville Subdiv. Before occupying siding from either Pinckneyville or Chester Subdiv. authority must be obtained from Chester Subdivision Dispatcher who may authorize such movement by signal indication.

TIMETABLE NO. 20

| Rule 99 (d) in effect. | | SOUTH STATIONS | | NORTH STATIONS | | Station Nos. |
|---------------------------|-------|----------------|-------------|----------------|---|--------------|
| Maximum Speed | MPH | Miles | | | | |
| 25 MPH | | 122.7 | DANVILLE | | | ZD-123 |
| Business Tracks | MP | | 10.1 | | | |
| Hastings | 150.1 | 132.8 | WESTVILLE | | | ZD-132 |
| Longview | 159.7 | | 9.3 | | | |
| Zeigler | | 142.1 | INDIANOLA | | | ZD-142 |
| Mine No. 5 | 161.0 | 145.6 | SIDELL JCT. | | T | ZE-141 |
| Fairland | 161.9 | | 0.9 | | | |
| Industrial Lead | | 146.5 | SIDELL | | | ZD-146 |
| Jamaica Spur | | | 6.1 | | | |
| Breaks out at Sidell Jct. | | 152.6 | ALLERTON | | | ZD-153 |
| Jamaica | 150.9 | | 3.1 | | | |
| (Max. speed 10 MPH) | | 155.7 | BROADLANDS | | | ZD-156 |
| | | | 9.2 | | | |
| | | 164.9 | VILLA GROVE | | T | ZB-145 |
| | | | 42.2 | | | |

Yard Limits: Entire Subdiv.
 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.

PINCKNEYVILLE SUBDIV. — ILLINOIS DIVISION

| Maximum Speed | MPH | Radio communication via Channel Two, call-in Two. | | Station Nos. | Sidings |
|--|----------|---|--|----------------|------------|
| (Except as below) | | Miles | SOUTH STATIONS | NORTH STATIONS | |
| 35 | | 63.7 | CHESTER | | C-70 |
| MP 64-02 | 10 | | 8.1 | | |
| MP 64-14 | 30 | 71.8 | WELGE | | CA-10 4479 |
| MP 77-00 | 10 | | 5.4 | | |
| MP 90-00 | 20 | 77.3 | STEELEVILLE | | CA-16 8700 |
| MP 95-20 | 10 | | 2.1 | | |
| Pinckneyville to Pyatts via ICG | 10 | 79.4 | PERCY | | CA-18 |
| North leg of wye | 10 | | 4.2 | | |
| Pinckneyville | 10 | 83.7 | NEW WILSON | | CA-23 5165 |
| MP 101-30 | 25 | | 8.8 | | |
| MP 103-10 | 10 | 92.5 | PINCKNEYVILLE | | CA-31 Yd. |
| MP 111-00 | 10 | | 2.7 | | |
| MP 121-21 | 10 | 95.5 | SHAKE RAG | | CA-34 |
| MP 121-26 | 20 | | 7.4 | | |
| MP 121-26 | 20 | 102.7 | TAMAROA | | CA-41 |
| Mt. Vernon | 20 | | 8.5 | | |
| Special Instructions | | 111.2 | SCHELLER | | CA-49 Yd. |
| Item 13(1) not in effect MP 93.0 to Chester. | | 111.6 | ICG | | |
| BUSINESS TRACKS | Sta. No. | 115.0 | WALTONVILLE | | CA-53 |
| Pyatt-Fidelity | | | 2.8 | | |
| Mine (via ICG at Pinckneyville) | CA-39 | 121.8 | JSW JCT. | | CA-60 |
| Leahy (via ICG at Percy) | CA-22 | | 7.2 | | |
| 10 MPH | | 124.6 | MT. VERNON | | ZC-276 Yd. |
| Between Percy and Leahy operation on ICG. | | | 60.8 | | |
| | | | Yard Limits: Chester Subdiv. Conn. to MP 65-24; MP 76-20 to MP 84-00; MP 90-00 to MP 93-00; MP 120-00 to Mt. Vernon. | | |

Absolute block in effect between Pinckneyville MP 93.0 and JSW Jct. MP 120.0. Authority for occupancy must be obtained from train dispatcher.

Block Limits established between:

- MP 93.0 to MP 95.6;
- MP 95.6 to MP 103.0;
- MP 103.0 to MP 111.3;
- MP 111.3 to MP 120.0.

Normal position of North Wye switch in Chester siding to Pinckneyville Subdiv. is for movement to Pinckneyville Subdiv. Before occupying siding from either Pinckneyville or Chester Subdiv., authority must be obtained from Chester Subdivision Dispatcher who may authorize such movement by signal indication.

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 Communication Via Channel 2.

| Over Scale 300 feet west of No. 1 | Lead 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 | |
| BN | 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 | |
| Inland No. 1 | 291.1 ZC-275 | |
| Old Ben 21 | 293.1 ZC-277 | |
| Old Ben 26 | CA-053 | |

| Radio communication via Channel One | | Station Nos. | Sidings | Yard Limits: |
|-------------------------------------|----------------|----------------|-------------|---|
| Miles | SOUTH STATIONS | NORTH STATIONS | Feet | MP 303-00 to MP 309-20 |
| 298.2 | BENTON JCT. | | ZC-298 | Buckhorn Ind. Lead breaks out at Jenkins |
| | 6.8 | | | |
| 305.0 | WEST FRANKFORT | | ZC-305 | Zeigler-Orient Mines Lead Max. Speed... 10 MPH |
| | 3.8 | | | |
| 308.8 | JENKINS | | ZC-309 3870 | |
| | 7.6 | | | |
| 316.4 | MARION | | ZC-317 2700 | Business Tracks Sta. No. Johnston City 310.7 ZC-311 Orient #4 313.3 ZC-313 Hudgens 321.8 ZC-322 Chasco 348.5 ZK-348 Cook (on BN) ZK-367 Metropolis (on BN) ZK-370 |
| | 7.6 | | | |
| 324.0 | NEILSON JCT. | | ZC-324 | |
| | 5.3 | | | |
| 329.3 | GOREVILLE | | ZC-329 2655 | |
| | 4.7 | | | |
| 334.0 | OMAR | | ZC-333 2700 | |
| | 5.7 | | | |
| 339.7 | VIENNA JCT. | | ZC-340 | |
| | 5.6 | | | |
| 345.3 | CYPRESS | | ZC-345 2565 | |
| | 6.2 | | | |
| 351.5 | KARNAK | | ZK-352 6840 | |
| | 11.8 | | | |
| 363.3 | JOPPA | | ZK-363 Yd. | |
| | 65.1 | | | |

| Maximum Speed | MPH | Maximum Speed | MPH |
|-------------------|-----|--------------------------|-----|
| (Except as below) | 35 | Joppa Jct. Wye | 20 |
| MP 324-07 | 20 | MP 363-04 — End of track | 10 |
| MP 324-15 | 20 | | |
| MP 334-20 | 20 | | |
| MP 334-26 | 20 | | |
| MP 347-06 | 25 | | |
| MP 363-04 | 25 | | |

Trains originating West Frankfort enroute Chicago Subdiv. secure clearance at West Frankfort.

Operation on BN R.R. between Vienna Jct. and Cook.
 Special Instructions Item 13(1) not in effect between Neilson Jct. and Vienna Jct.
 Absolute Block in effect between Benton Jct. and MP 303.00; MP 309.20 and Neilson Jct.; Vienna Jct. and Joppa. Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 13, Paragraph 27.

CAIRO SUBDIV. — ILLINOIS DIVISION

| Radio communication via Channel One | | Station Nos. | Yard Limits: Entire Subdiv. |
|-------------------------------------|----------------|----------------|-----------------------------|
| Miles | SOUTH STATIONS | NORTH STATIONS | |
| 120.7 | CAIRO JCT. | | C-130 |
| | 10.1 | | |
| 130.8 | MILLER CITY | | CG-10 |
| | 11.8 | | |
| 142.6 | ICG | | |
| | 1.6 | | |
| 144.2 | CT | | |
| | 0.8 | | |
| 145.0 | CAIRO | | CG-24 |
| | 24.3 | | |

Maximum Speed 10 MPH
 Maximum wt. 220,000 lbs.

CAPE GIRARDEAU SUBDIV. — ILLINOIS DIVISION

| Radio communication via Channel One, call-in One | | Station Nos. | Maximum Speed 30 MPH except: Through cuts between Hendrix and Williams Street, Cape Girardeau 5 MPH. |
|--|----------------|----------------|--|
| Miles | SOUTH STATIONS | NORTH STATIONS | |
| 122.8 | CAPEDEAU JCT. | | C-132 |
| | 4.2 | | |
| 127.0 | MARQUETTE | | CF-4 |
| | 1.5 | | |
| 128.5 | RUSH JCT. | | CF-6 |
| | 0.1 | | |
| 128.6 | BN G | | |
| | 1.6 | | |
| 130.2 | CAPE GIRARDEAU | | CF-7 |
| | 7.4 | | |

MP 128.6 to End of Track 10 MPH
 Yard Limits: MP 128.5 to MP 130.2
 Normal position of switch Rush Jct. is lined for movement to and from BN connection.

Vertical clearance Morgan Oak and Goodhope Streets at Cape Girardeau will not clear cars in excess of Plate "C".
 Absolute block in effect between Rush Jct. and Capedeau Jct. Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 13, Paragraph 27.

| Rule 99 (d) in effect. | | Radio Communication via Channel Two, Call-in One | | Station Nos. |
|--|--|--|---------------------|--------------|
| | | SOUTH | NORTH | |
| Yard Limits: Riverside-Crystal City | | Miles | STATIONS | |
| | | 0.0 | RIVERSIDE | X-27 |
| Trains originating St. Louis enroute Ste. Genevieve secure BN clearance at Carroll St. | | 1.9 | HERCULANEUM | MC-2 |
| Maximum Speed..... MPH | | 4.5 | CRYSTAL JCT..... | MC-5 |
| Except Ste. Genevieve Depot-Mosher..... 10 | | 5.2 | CRYSTAL CITY | MC-6 |
| | | 24.0 Miles Via BN | | |
| Business Tracks | | 83.0 | STE. GENEVIEVE..... | MB-2 |
| MP No. | | 29.2 | | |
| McClay Spur..... 6.2 MC-6 | | 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). | | |
| Ag-Nit Spur..... 8.0 MC-8 | | Operation on PPG Co. tracks between Crystal City and Crystal Jct. | | |
| Thomure — Track and time must be granted by BN train dispatcher before switches are lined for BN main. | | Max. gross wt. Crystal City to end of track 220,000 lbs. | | |
| Stations on BN R.R. between Crystal City and Thomure: | | Thomure Industrial Lead Ste. Genevieve to Derby Jct.: | | |
| Name | | Maximum Speed | | |
| Crystal City..... 40.0 | | (Except as below)..... 20 MPH | | |
| Selma..... 46.6 | | MP 83.0 — MP 87.0..... 10 | | |
| Rush Tower..... 46.8 | | MP 110.0 — MP 118.2..... 10 | | |
| Brickeys..... 53.2 | | Monsanto Lead and wye..... 5 | | |
| Coral..... 56.6 | | Derail on lead at MP 97.5. | | |
| Duren..... 61.5 | | Business Tracks | | |
| | | MP No. | | |
| | | Thomure..... 83.0 MB-0 | | |
| | | Mosher..... 87.0 MB-5 | | |
| | | Zell..... 91.5 MB-9 | | |
| | | Weingarten..... 97.4 MB-14 | | |
| | | Ogborn..... 110.7 MB-27 | | |
| | | Esther..... 115.2 MB-32 | | |
| | | Central §..... 117.0 MB-34 | | |
| | | Derby Jct..... 118.2 MB-36 | | |
| | | Trains or engs. must not occupy following public crossings at grade without first providing flag protection for vehicular traffic by a member of the crew on the ground at the crossing: MP 116.4 Route 32; MP 114.3 Route 0; MP 110.8 Route D; MP 101.7 Route 32. | | |

SPARTA SUBDIV. — ILLINOIS DIVISION

| Maximum Speed | | Radio Communication via Channel Two, Call-in Two | | Station Nos. | Sidings Feet |
|--|--|---|------------------------------|--------------|--------------|
| | | SOUTH | NORTH | | |
| MPH | | Miles | STATIONS | | |
| (Except as below)..... 35 | | 0.0 | SALEM | ZC-252 | |
| Chicago Subdiv. Conn. | | 11.1 | BRANCH JCT. ⑤ | MI-12 | |
| — MP 0-00..... 10 | | 13.5 | CENTRALIA | MI-14 | |
| MP 0-00 — MP 10-20..... 25 | | 14.0 | ICG JCT. ② BN G | MI-15 | |
| MP 10-20 — MP 11-03..... 10 | | 14.5 | BIG BEN | MI-16 | 2077 |
| MP 13-25 — MP 28-00..... 25 | | 32.6 | NASHVILLE ② SBD ② | MI-34 | |
| MP 54-20 — MP 56-05..... 10 | | 48.7 | COULTERVILLE. ② ICG ② | MI-49 | 1948 |
| MP 80-06 — MP 83-00..... 10 | | 56.6 | ② ICG ② | MI-57 | |
| Between Branch Jct. and ICG Jct., operation over ICG. | | 57.4 | SPARTA | MI-58 | Yd. |
| Yard Limits: MP 48-17 to MP 60-0 and MP 80.2 to End of Track at Kellogg. | | 68.5 | PAUTLER..... | MI-69 | 2855 |
| BUSINESS TRACKS | | 77.7 | GAGE JCT..... | | |
| MP No. | | 2.5 Mi. Via Chester Subdiv. | | | |
| Selmaville..... 3.0 MI-4 | | 80.2 | FLINTON | MI-80 | Yd. |
| Hoyleton..... 23.2 MI-24 | | 83.0 | KELLOGG | MI-82 | Yd. |
| Meinert..... 30.9 MI-31 | | 83.0 | | | |
| Oakdale..... 40.9 MI-41 | | Absolute Block in effect between Salem and MP 48-17 and between MP 60-0 and Gage Jct. Be governed by Special Instructions Item 13(27). The train dispatcher is authorized to grant occupancy. | | | |
| 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 | | | | | |

Manchester Ave. and Chippewa-Christy Lead — Stop and flag crossing.
On Municipal Bridge — Maximum speed 20 MPH, except 10 MPH through all turnouts.
Radio communications St. Louis Terminal via channel 2.

CARONDELET SUBDIV. — ST. LOUIS TERM. DIV.

| Yard Limits: Entire Subdiv. | | Radio Communication via Channel Two, Call-in Two | | Station Nos. |
|-----------------------------|--|--|----------------------|--------------|
| | | SOUTH | NORTH | |
| | | Miles | STATIONS | |
| | | 13.0 | KIRK JCT. | MX-12 |
| | | 13.6 | ② BN ③ | |
| | | 16.6 | GRANT | GH-4 |
| | | 23.8 | BROADWAY JCT. T | GH-11 |
| | | 10.8 | | |

② Crestwood, MP 13.9 to MP 15.8.
Maximum Speed 20 MPH.
Green and red flashing light indicators located each side highway crossings MP 15-10 and MP 22-13, unless indicator is green stop and member of crew flag highway traffic.

Absolute block in effect between Kirk Jct. and Broadway Jct. 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 27.

LESPERANCE SUBDIV. — ST. LOUIS TERM. DIV.

| Yard Limits: Entire Subdiv. | | Radio Communication via Channel Two, Call-in Two | | Station Nos. |
|-----------------------------|--|--|-----------------------------|--------------|
| | | SOUTH | NORTH | |
| | | Miles | STATIONS | |
| | | 0.0 | GRATIOT ST. | |
| | | 0.5 | POPLAR ST. JCT. | |
| | | 1.1 | LESPERANCE ST. ② ③ ④ ⑤ | X-3 |
| | | 6.8 | DAVIS JCT. | X-8 |
| | | 6.8 | | |

Two main tracks between Lesperance St. and Nagel St.
Maximum Speed MPH (except as below)..... 20
Elevated Track
Between 8th St., and Rutger St. 10
Gratiot St. Through Interlocking 10

Crossover from the northward to the southward main track at Nagel Street, is the end of two main tracks; 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 northward to southward track. All southward trains and engines using northward 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 move against current of traffic between Nagel St. and Jefferson Barracks.

| SOUTH | | Radio Communication via Channel Two, call-in One. | | NORTH | | | |
|-----------------|----------|---|-----------------------|--------------|-------------|----------------|----------|
| First Class | 21 Psgr. | Miles | STATIONS | Station Nos. | Siding Feet | First Class | 22 Psgr. |
| Sun. Tues. Fri. | | | | | | Mon. Wed. Sat. | |
| PM | 11 05 | 0.5 | ST. LOUIS | MX-1 | | AM | 7 05 |
| | | 1.8 | GRAND AVE. .. | | | | |
| | | 2.3 | IRON MTN. JCT. .. | X-1 | | | |
| | | 3.6 | DAVIS JCT. | X-8 | | | |
| | | 3.7 | BARRACKS JCT. | X-10 | | | 5 35 |
| | | 6.8 | WICKES | X-19 | 4842 | | |
| | | 10.6 | RIVERSIDE. | X-26 | 4953 | | |
| | | 11 43 | HEMATITE | X-36 | | | |
| | | 18.7 | DE SOTO | X-42 | 6370 | | |
| | | 26.5 | BLACKWELL | X-51 | 4404 | | |
| | | 35.6 | CADET | X-57 | 4630 | | |
| | | 42.2 | MINERAL POINT | X-61 | 4390 | | |
| | | 51.0 | BISMARCK .. | X-75 | 5023 | | |
| | | 57.0 | TIP TOP | X-92 | 4244 | | |
| | | 60.9 | ANNAPOLIS | X-108 | 4554 | | |
| | | 75.3 | GADS HILL | X-120 | 4348 | | |
| | | 91.8 | PIEDMONT | X-127 | 6570 | | |
| | | 107.9 | WILLIAMSVILLE .. | X-146 | 4471 | | |
| | | 117.7 | BLACK RIVER JCT. | X-164 | | | |
| | | 127.3 | POPLAR BLUFF .. | X-166 | | Yd. | 2 43 |
| | | 145.4 | | | | | |
| | | 164.6 | | | | | |
| | | 165.5 | | | | | |
| | | AM | 162.3 | | | | AM |

St. Louis Terminal jurisdiction St. Louis to Barracks Jct.
 Between Grand Avenue and Barracks Jct. two main tracks designated east track and west track signaled for movement with current of traffic only.
 Between Grand Ave. and Iron Mt. Jct. and between Davis Jct. and Barracks Jct. Rules 450-453 in effect. Yard Limits in effect between Grand Ave. and Iron Mtn. Jct. and Davis Jct. and Barracks Jct.
 Between Iron Mtn. Jct. and Davis Jct. absolute block in effect and absolute blocks established between:
 Koeln Ave., MP 9.61 and Wilmington Ave., MP 8.24.
 Wilmington Ave., 8.24 and Fyler Yard, MP 6.04.
 Fyler Yard, MP 6.04 and Iron Mountain Jct.
 Authority for occupancy must be obtained from control operator Grand Ave. Be governed by Special Instructions Item 13 Paragraph 27.

PEA RIDGE SUBDIV. — ARKANSAS DIVISION

| Yard Limits: MP 57-25 to MP 59-00. | | Radio Communication via Channel Two, call-in One. | | Station Nos. |
|--|--------|---|----------------------|--------------|
| Maximum Speed | 25 MPH | WEST | EAST | |
| Switch point derail installed main track MP 83-10. | | Miles | STATIONS | |
| Special Instructions Item 13(1) not in effect. | | 57.7 | CADET | X-57 |
| | | 58.6 | NEW FOUNTAIN FARM .. | XA-58 |
| | | 72.4 | INDIAN CREEK | XA-72 |
| | | 84.1 | PEA RIDGE | XA-84 |
| | | 26.4 | | |

Absolute Block in effect between New Fountain Farm (MP 59.0) and Pea Ridge (MP 84.1).

Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 13 Paragraph 27.

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 engine stop before passing push button box and operate push button to activate flashing light signals before crossing Missouri Highway 185.

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

| MPH | | STATIONS | MP | Sta. No. |
|---|------------|---|-------|----------|
| Maximum Speed | Psgr. Frt. | | | |
| (Except as below) | 60 40 | Triangle Spur | 10.8 | X-11 |
| Thru Grand Ave. Interlocking | 10 10 | Bussen Spur | 11.6 | X-12 |
| Between Grand Ave. and Iron Mountain Jct. | 45 35 | Hillcrest | 17.8 | X-17 |
| MP 3-25 — MP 3-29 | 15 15 | Sulphur Spring Spur | 22.9 | X-23 |
| Between Iron Mtn. Jct. and Davis St. | 25 25 | Pevely | 27.3 | X-27 |
| Thru turnouts Davis Jct. | 15 15 | Horine | 29.5 | X-30 |
| MP 6-33 — MP 8-00 | 25 25 | Iron Mountain | 80.7 | X-81 |
| MP 9-21 — MP 12-29 | 55 — | Middlebrook | 83.1 | X-83 |
| MP 17-16 — MP 21-12 | 50 — | Pilot Knob | 87.0 | X-86 |
| MP 21-12 — MP 33-00 | 55 — | Arcadia-Ironton | 88.6 | X-89 |
| MP 35-29 — MP 36-00 | 55 — | Glover | 97.8 | X-99 |
| MP 41-21 — MP 42-33 | 30 30† | Chloride | 100.1 | X-101 |
| MP 42-33 — MP 45-29 | 55 — | North Des Arc | 111.8 | X-112 |
| MP 52-37 — MP 54-21 | 45 — | Leeper | 133.1 | X-133 |
| MP 54-21 — MP 70-12 | 55 — | Mill Spring | 134.5 | X-135 |
| MP 70-12 — MP 71-04 | 45 — | Wilby | 155.4 | X-155 |
| MP 71-04 — MP 78-04 | 55 — | | | |
| MP 98-00 — MP 98-16 | 55 — | | | |
| MP 100-16 — MP 165-37 | | | | |
| (Except as below) | 55 40 | Lumtie Industrial Lead 1.7 miles: | | |
| MP 105-29 — MP 108-29 | 45 — | Maximum speed 10 MPH | | |
| MP 125-16 — MP 126-12 | 45 — | (Mineral Point — Lumtie) | | |
| MP 129-25 — MP 131-00 | 45 — | Lumtie | 62.0 | XB-1 |
| MP 135-04 — MP 136-29 | 45 — | Bonne Terre Ind. Lead 15.8 miles: (Max. speed 10 MPH) breaks out at Bismarck. | | |
| MP 136-29 — MP 137-16 | 35 35 | Bismarck | 126.0 | X-75 |
| MP 146-16 — MP 148-37 | 35 35 | Derby Jct. | 118.2 | MB-38 |
| MP 148-37 — MP 151-00 | 45 — | Rivermines | 37.6 | MC-38 |
| MP 153-08 — MP 154-08 | 45 — | Flat River | 37.1 | MC-37 |
| MP 164-21 — MP 165-16 | 40 — | Desloge | 35.6 | MC-35 |
| No. 15, 16, 20 turnouts | 25 25 | Dolomite | 34.0 | MC-34 |
| | | McDowell Spur | 32.3 | MC-32 |
| | | Bonne Terre | 31.1 | MC-32 |

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

| Radio Communication via Channel One. | | Station Nos. | Rule 99 (d) in effect. |
|--------------------------------------|------------------|--------------|---|
| SOUTH | NORTH | | |
| Miles | STATIONS | | |
| 163.2 | JACKSON | DC-16 | Maximum Speed MPH |
| 147.5 | ALLENVILLE | D-72 | Between Jackson and Charleston (Except as below) |
| 149.4 | DELTA | D-74 | Jackson to MP 147-05 |
| 157.4 | ALLENVILLE | | Allenville to Delta |
| 158.1 | DELTA | | Around wye-Charleston |
| 162.0 | ALLENVILLE | | Between Dexter Jct. and Charleston (Except as below) |
| 178.3 | DELTA | | MP 211-02 — MP 213-10 |
| 219.5 | ALLENVILLE | | MP 213-10 — MP 213-24 |
| 211.4 | ALLENVILLE | | (Approach Highway 61 Crossing, Sikeston, prepared to stop for highway traffic.) |
| 211.0 | ALLENVILLE | | Max. wt. Jackson to Delta 220,000 lbs. |
| 205.4 | ALLENVILLE | | |
| 195.6 | ALLENVILLE | | |
| 191.3 | ALLENVILLE | | |
| | 80.3 | | |

Yard Limits: MP 209-10 to MP 215-00. Permission must be secured from SSW Dispatcher before occupying SSW siding or lead track to siding Delta.

| SOUTH | | Radio Communication via Channel One, call-in Two. | Station Nos. | Sidings Feet | NORTH | |
|----------------------------|-------|---|--------------|--------------|-------------|----------------------------|
| First Class 21 Psgr. | Miles | | | | STATIONS | First Class 22 Psgr. | Sun. Tues. Fri. |
| AM 2 44 | 165.5 | POPLAR BLUFF @-2 T&O | X-166 | Yd. | AM s2 33 | |
| | 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 | 8457 | | |
| | 192.2 | 11.8 CORNING, ARK. @-2 | X-192 | 8376 | | |
| | 199.0 | 6.8 KNOBEL | X-199 | 9800 | | |
| | 202.9 | 3.9 PEACH ORCHARD | X-203 | 8088 | | |
| | 214.4 | 11.5 O'KEAN | X-214 | 8338 | | |
| | 223.6 | 9.2 MURTA JCT. ⊖ | X-223 | | | |
| s3 35 | 224.9 | 1.3 WALNUT RIDGE | X-225 | | s1 40 | |
| | 226.3 | 1.4 HOXIE @BN @-2 | X-226 | 8641 | | |
| | 228.5 | 2.2 MINTURN JCT. ⊖ | X-228 | | | |
| | 238.9 | 10.4 ALICIA | X-239 | 8448 | | |
| | 251.8 | 12.9 TUCKERMAN | X-252 | 8436 | | |
| | 258.1 | 6.3 CAMPBELL JCT. | X-258 | | | |
| | 259.4 | 1.3 DIAZ JCT. IT | X-259 | | | |
| s4 11 | 261.7 | 2.3 NEWPORT . @-2 I&O | X-262 | Yd. | s1 06 | |
| | 263.9 | 2.2 NORTH BRIDGE JCT. | X-264 | | | |
| | 264.1 | 0.2 WHITE RIVER @ @ | | | | |
| | 264.5 | 0.4 SOUTH BRIDGE JCT. | X-265 | | | |
| | 269.7 | 5.2 JIFFY I | X-269 | | | |
| | 274.3 | 4.6 GLAISE JCT. ⊖ | X-275 | | | |
| | 278.1 | 3.8 BRADFORD | X-278 | 9893 | | |
| | 286.7 | 8.6 RUSSELL JCT. | X-286 | | | |
| | 288.4 | 1.7 BALD KNOB @-2 IT | X-288 | 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 N. LITTLE ROCK I | X-344 | Yd. | | |
| s5 33 AM | 345.6 | 2.0 L. ROCK AMTK STA. T&O | X-346 | | 11 50 PM | |
| | | 180.1 | | | | |

| MAXIMUM SPEED (Except as below) | MPH | | BUSINESS TRACKS | MP | Sta. No. |
|------------------------------------|------|------|-----------------|-------|----------|
| | Psg. | Frt. | | | |
| | 75 | 60 | Delaplaine | 207.6 | X-208 |
| MP 172-04 — MP 172-37 | 70 | — | Minturn | 232.4 | X-232 |
| MP 179-08 — MP 179-12 | 65 | — | Olyphant | 269.8 | X-270 |
| MP 184-37 — MP 185-04 | 70 | — | Judsonia | 292.6 | X-293 |
| MP 191-21 — MP 192-33 | 50 | 40 | Higginson | 299.7 | X-300 |
| MP 192-33 — MP 193-12 | 70 | 55 | McRae | 308.2 | X-308 |
| MP 224-12 — MP 227-29 | 50 | 50+ | Ward | 317.6 | X-318 |
| Minturn Jct. — thru turnout | 45 | 45 | Cabot | 323.0 | X-323 |
| MP 258-00 — MP 263-37 | 50 | 50+ | Valentine | 336.1 | X-336 |
| MP 263-37 — MP 264-21 | 35 | 35 | | | |
| MP 264-21 — MP 265-00 | 70 | — | | | |
| MP 266-21 — MP 266-33 | 70 | — | | | |
| 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 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 | | | |

Jacksonville Ind. Lead 2.8 miles: (Max. Speed 10 MPH) breaks out at Jacksonville: Jacksonville - LRAF.B.

DK&S Ind. Lead (Max. Speed 25 MPH, except 10 MPH on curves) 5.5 miles between Kensett, Doniphan and Searcy.

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.

N. 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 N. Little Rock or Little Rock Amtrak Station, secure clearance.

ABS — CTC between Poplar Bluff and N. 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. & N. Little Rock.

LITTLE ROCK TERMINAL DIVISION

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

| SOUTH | | Radio Communication via Channel One, call-in One. | | | | NORTH | |
|----------------|-------|---|---------|--------------|--------------|-----------------|------|
| First Class | 21 | Radio Communication at Texarkana via Channel 2. | | | | First Class | 22 |
| Psg. | Psg. | STATIONS | | Station Nos. | Sidings Feet | Sun. Tues. Fri. | Psg. |
| Mon. Wed. Sat. | Miles | | | | | | |
| AM | 343.6 | N. LITTLE ROCK | ⊙I⊕T⊙ | X-344 | Yd. | | PM |
| | 345.3 | 1.7 | | | | | |
| | | 0.3 | | | | | |
| s5 38 | 345.6 | L. ROCK AMTK STA. | I | X-346 | | s11 45 | |
| | | 0.4 | | | | | |
| | 346.0 | ⊙LR&W⊙ | | | | | |
| | | 5.7 | | | | | |
| | 351.7 | ENSIGN | I | X-352 | | | |
| | | 7.2 | | | | | |
| | 358.9 | ALEXANDER | I | X-359 | | | |
| | | 5.2 | | | | | |
| | 364.1 | BAUXITE JCT. | ⊙-1 | X-364 | 5411 | | |
| | | 4.2 | | | | | |
| | 368.3 | SHERIDAN JCT. | I | X-368 | | | |
| | | 0.4 | | | | | |
| | 368.7 | BENTON | □T⊙ | X-369 | | | |
| | | 1.5 | | | | | |
| | 370.2 | SALINE JCT. | ⊙ | X-370 | | | |
| | | 3.1 | | | | | |
| | 373.3 | HASKELL | ↑ | X-373 | 11187 | | |
| | | 4.0 | | | | | |
| | 377.3 | TRASKWOOD | ↑ | X-377 | 6181 | | |
| | | 7.3 | | | | | |
| | 384.6 | GIFFORD | ↑ | X-385 | 6311 | | |
| | | 4.1 | | | | | |
| s6 23 | 388.7 | MALVERN | □T⊙-1 | X-389 | | s10 42 | |
| | | 3.5 | | | | | |
| | 392.2 | ABCO | ↑ | X-390 | 9238 | | |
| | | 7.4 | | | | | |
| | 399.6 | DONALDSON | ↑ | X-400 | 6215 | | |
| | | 6.0 | | | | | |
| | 405.6 | WITHERSPOON | ↑ | X-406 | 6198 | | |
| | | 5.4 | | | | | |
| | 411.0 | ARKADELPHIA | ⊙-1↑ | X-411 | 8839 | | |
| | | 11.3 | | | | | |
| | 422.3 | CURTIS JCT. | | X-422 | | | |
| | | 4.0 | | | | | |
| | 426.3 | GURDON | ⊙I⊕-1T⊙ | X-426 | Yd. | | |
| | | 3.0 | | | | | |
| | 429.3 | BEIRNE JCT. | | X-429 | | | |
| | | 8.3 | | | | | |
| | 437.6 | BOUGHTON | ↑ | X-438 | 8331 | | |
| | | 4.8 | | | | | |
| | 442.4 | PRESCOTT | ↑ | X-442 | 9094 | | |
| | | 7.2 | | | | | |
| | 449.6 | EMMET | ↑ | X-450 | 6564 | | |
| | | 8.1 | s-↑⊙-1 | | n10477 | | |
| | 457.7 | HOPE | ⊙BN⊙ | X-458 | s5769 | | |
| | | 5.3 | ⊙T⊙ | | | | |
| | 463.0 | GUERNSEY | ↑ | X-463 | 6186 | | |
| | | 7.3 | | | | | |
| | 470.3 | FULTON | ↑ | X-471 | 9509 | | |
| | | 7.9 | | | | | |
| | 478.2 | HOMAN | ↑ | X-478 | 8729 | | |
| | | 2.2 | | | | | |
| 7 42 | 480.4 | CLEAR LAKE JCT. | ⊙ | X-481 | | | |
| | | 9.8 | ⊙I⊕T⊙ | | | | |
| s8 04 | 490.2 | TEXARKANA | ⊙T | X-491 | Yd. | 9 03 | |
| AM | | 146.6 | | | | | PM |

ABS — CTC between N. Little Rock and Sig. 4888 at Texarkana. Yard Limits: Sig. 4888 at Texarkana and SSW crossing. Two main tracks designated East and West tracks between N. Little Rock and Saline Jct.; Curtis Jct. and Beirne Jct.; Clear Lake Jct. and Texarkana.

At Texarkana between power crossover at MP 488 pole 30 and SSW Crossing the following will apply:

1. Southward or Westward main track is designated as No. 1 main and Eastward or Northward main track is designated as No. 2 main.
2. There is no superiority of trains on No. 2 main and all trains and engines must move at speed prescribed by Rule 93 for second and inferior class trains and engines.
3. Unless instructed otherwise by the operator at Texarkana, No. 22 will operate on No. 1 main and Rule D-93 will not apply.
4. On No. 1 main, all trains and engines must clear the schedule times of No. 21 and No. 22 as prescribed by Rule 93 except they may be authorized to occupy the track upon those schedule times by the operator at Texarkana.
5. No. 21 must not pass southward signal at MP 488 pole 30 and No. 22 must not pass eastward signal at National Jct. without permission from the operator at Texarkana regardless of indication displayed by those signals.

| Maximum Speed (Except as below) | MPH | | Sta. No. |
|-------------------------------------|------|------|--|
| | Psg. | Frt. | |
| MP 339-20 — MP 347-15 | 75 | 60 | BUSINESS TRACKS |
| MP 347-15 — MP 351-07 | 40 | 40 | Vogels East Main..... 351.0 X-351 |
| MP 351-07 — MP 351-13 | 60 | — | Cash Whlsl-East Main..... 352.3 X-352 |
| MP 351-13 — MP 357-24 | 50 | 50 | Ark. Power & Light-West Main |
| MP 361-03 — MP 363-10 | 60 | 50 | Midwest Castings-West Main |
| MP 363-10 — MP 364-20 | 70 | — | 354.0 X-354 |
| MP 364-30 — MP 366-11 | 65 | — | Mabelvale-West Main..... 355.0 X-355 |
| MP 382-18 — MP 385-35 | 60 | 55 | AG West Main..... 356.3 X-356 |
| MP 388-05 — MP 389-19 | 35 | 35 | Ark. Power & Light-East Main |
| MP 414-04 — MP 414-29 | 70 | — | 356.5 X-356 |
| MP 425-31 — MP 426-35 | 40 | 40† | Enmar-East Main..... 356.7 X-357 |
| MP 434-28 — MP 435-34 | 65 | — | Jacuzzi Bros.-West Main..... 357.2 X-357 |
| MP 441-26 — MP 442-29 | 50 | 50† | Ark. Cont. Corp..... 357.4 X-357 |
| MP 457-12 — MP 458-09 | 30 | 30 | Bryant-West Main..... 362.7 X-363 |
| MP 470-20 — MP 471-09 | 70 | — | Perla..... 386.7 X-387 |
| MP 471-16 — MP 471-21 | 40 | 40 | Daleville..... 410.0 X-410 |
| MP 483-07 — MP 483-21 | 65 | — | Gum Springs..... 415.5 X-415 |
| MP 485-35 — MP 488-32 | 60 | — | Beirne..... 430.1 X-430 |
| 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:
N. 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 ⊙ LR&W, 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 LR&W automatic interlocking at MP 346.0.

Trains originating N. Little Rock and Texarkana must secure clearance.

Hot Box and Dragging Equipment Detectors located: *MP 373-35, *MP 395-10, *MP 415-20, *MP 431-37 and *MP 462-00.

HOT SPRINGS SUBDIV. — ARKANSAS DIVISION

| Miles | Radio communication via Channel One. | | Station Nos. | Sidings Feet | Maximum Speed | MPH |
|-------|--------------------------------------|-------|--------------|--------------|---------------------------------------|-----|
| | SOUTH | NORTH | | | | |
| | | | | | 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 |
| 424.3 | MOUNTAIN PINE | | XH-90 | | MP 397.7 to Malvern | |
| | 12.9 | | | | (except as below) | 35 |
| 411.4 | HOT SPRINGS | ⊙T | XH-77 | Yd. | MP 396.8 to MP 396.6 | 20 |
| | 3.2 | | | | Butterfield Industrial Lead: | |
| 408.2 | MP JCT. | | XH-74 | | Butterfield-Haskell 12.6 miles | |
| | 9.7 | | | | (Maximum Speed 10 MPH) | |
| 398.5 | JONES MILLS | | XH-64 | 1331 | Special Instructions, Item 9, applies | |
| | 4.8 | | | | Hot Springs 7:00 p.m. until | |
| 393.7 | BUTTERFIELD | | XH-59 | Yd. | 7:00 a.m. | |
| | 5.0 | | | | | |
| 388.7 | MALVERN | T⊙⊙-1 | X-389 | Yd. | | |
| | 35.6 | | | | | |

Yard Limits: MP 392.0 to Malvern.
Between MP 392.0 and Mountain Pine absolute block in effect. Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 13 paragraph 27.

| Business Tracks | MP | Sta. Nos. |
|------------------|-------|-----------|
| 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 |
| General 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 |

| Radio Communication via Channel Two, call-in One. | | | | | |
|---|------------|-----------------------------------|------------|-----------------|----------------------|
| Miles | SOUTH ▼ | STATIONS | NORTH ▲ | Station Nos. | Sid- ings Feet |
| | | | | | |
| | | 24.1 | | | |
| 357.4 | | NORFORK ①-1 | | WR-102 | 8342 |
| | | 17.9 | | | |
| 339.5 | | CRESWELL ① ② | | WR-83 | 2539 |
| | | 9.9 | | | |
| 329.6 | | MOUNT OLIVE ① | | WR-73 | 7913 |
| | | 17.2 | | | |
| 312.4 | | GUION ① ② | | WR-56 | 2364 |
| | | 4.8 | | | |
| 307.6 | | MYERSVILLE ① | | WR-50 | 8097 |
| | | 2.7 | | | |
| 304.9 | | BILTMORE ① | | WR-49 | 2553 |
| | | 11.9 | | | |
| 293.0 | | EARNHARTS ① | | WR-36 | 2594 |
| | | 4.1 | | | |
| 288.9 | | CUSHMAN ① | | WR-30 | 8294 |
| | | 2.8 | | | |
| 286.1 | | BATESVILLE ① ②-1 ③ ④ | | WR-29 | 2492 |
| | | 20.6 | | | |
| 265.5 | | PAROQUET ① | | WR-9 | 4363 |
| | | 6.7 | | | |
| 258.8 | | DIAZ JCT. T ① | | X-259 | ..... |
| | | 122.7 | | | |

Yard Limits: Diaz Jct. to MP 260-20; MP 380-24 to MP 382-19.

Conditional Yard Limits: MP 283 to MP 289 — 8:01 am to 6:01 pm;
MP 306 to MP 308 — 9:01 am to 4:01 pm; MP 311 to MP 313 — 8:01 am to
6:01 pm.

Engs. must not go beyond Midwest Line 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 clear-
ance Newport.

Hot Box and Dragging Equipment Detector located *MP 325-00.

| Max. Speed (Except as Below) | MPH | BUSINESS TRACKS | MP | Sta. No. |
|---|-----|----------------------------|-------|-------------|
| MP 258-24 — MP 259-13 | 35 | ZZ Siding | 259.5 | WR-1 |
| MP 263-28 — MP 264-07 | 30 | Independence | 267.7 | WR-12 |
| MP 275-00 — MP 277-21 | 40 | Newark | 270.3 | WR-14 |
| MP 277-21 — MP 279-15 | 35 | Arkansas Eastman | 273.6 | WR-17 |
| MP 279-15 — MP 284-00 | 40 | Sulphur Rock | 276.3 | WR-20 |
| MP 284-00 — MP 285-10 | 30 | Moorefield | 281.4 | WR-25 |
| MP 285-10 — MP 286-00 | 20 | Pfeiffer Spur | 283.6 | WR-27 |
| MP 286-00 — MP 286-15 | 10 | Cushman Spur | 288.1 | WR-31 |
| MP 286-15 — MP 288-03 | 30 | Sylamore | 325.0 | WR-68 |
| MP 305-20 — MP 306-21 | 25 | Calico Rock | 341.4 | WR-85 |
| 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 | | | |

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

| Radio Communication via Channel One, call-in Two | | | | | |
|---|-----------|---|-----------|-----------------|----------------------|
| Miles | WEST ▼ | STATIONS | EAST ▲ | Station Nos. | Sid- ings Feet |
| | | | | | |
| | | 0.1 | | | |
| 380.6 | | KC JCT. ① NS G. | | | |
| | | 2.4 | | | |
| 378.2 | | TEXAS ST. ① ICG | | | |
| | | 0.1 | | | |
| 378.1 | | KENTUCKY ST. ① | | | |
| | | 2.3 | | | |
| 375.8 | | BRIDGE JCT. ① BN | | XG-88 | |
| | | 0.6 | | | |
| 375.2 | | BRIARK | | XG-87 | |
| | | 5.2 | | | |
| 370.0 | | PRESLEY JCT. ① BN | | XG-82 | |
| | | 8.5 | | | |
| 361.5 | | CRAWFORDSVILLE | | XG-74 | 9882 |
| | | 13.2 | | | |
| 348.3 | | SMITHDALE | | XG-60 | 8328 |
| | | 15.9 | | | |
| 332.4 | | WYNNE ① MP ① . . . ① T ① | | C-304 | 8935 |
| | | 13.6 | | | |
| 318.8 | | FAIR OAKS ① SSW | | XG-31 | 8472 |
| | | 18.8 | | | |
| 300.0 | | NEW AUGUSTA | | XG-12 | 6474 |
| | | 1.5 | | | |
| 298.5 | | WHITE RIVER ① | | | |
| | | 10.6 | | | |
| 287.9 | | BALD KNOB ① ②-T | | X-288 | |
| | | 92.8 | | | |

| Maximum Speed (except as below) | MPH |
|--|-----|
| North and South wye | 60 |
| Bald Knob | 15 |
| MP 298-03 | — |
| MP 298-20 | 30 |
| MP 298-20 | — |
| MP 299-03 | 40 |
| MP 331-29 | — |
| MP 336-05 | 40 |
| MP 345-17 | — |
| MP 346-13 | 50 |
| MP 375-08 | — |
| MP 378-04 | 25 |
| Westward trains secure clearance Kentucky Street. | |

| Business Tracks | MP | Sta. No. |
|---|-----------|-------------|
| Rio Vista | 292.8 | XG-6 |
| Patterson | 307.3 | XG-19 |
| McCrorry | ①-2.309.3 | XG-21 |
| Hamlin | 324.7 | XG-37 |
| Levesque | 337.5 | XG-50 |
| Parkin | 346.9 | XG-59 |
| Earle | ①-2.352.1 | XG-64 |
| Gavin | 368.0 | XG-80 |
| W. Memphis Ind. Ld. | 370.0 | XG-85 |
| Tenark Ind. Lead 0.9 miles: (Max. Speed 10 MPH) SSW Jct. to Tenark. | | |
| ABS-CTC Briark to SSW Jct. via SSW RR. | | |
| SSW Jct. | 355.6 | |
| Tenark | 354.5 | CH-42 |

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 St.

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 NS RR crossing MP 380.6 may be left lined as last used.

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

Wynne ①-Wynne Subdiv. train dispatcher is the operator per Rule 340. Communication
via Channel Two.

Trains originating Little Rock, N. 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 yardmaster or control operator at Locust St.

| Maximum Speed | MPH |
|--|-----|
| N. Little Rock — MP 371-08 (Except as below)..... | 50 |
| Little Rock — | |
| Rock St. Jct. | 10 |
| MP 343-20 — MP 347-25 | 10 |
| MP 347-25 — MP 349-21 | 35 |
| MP 371-08 — MP 528-03 (Except as below)..... | 60 |
| MP 385-28 — MP 389-24 | 20 |
| MP 408-12 — MP 409-07 | 20 |
| MP 427-15 — MP 428-08 | 35 |
| MP 446-05 — MP 447-23 | 20 |
| MP 455-07 — MP 455-18 | 50 |
| MP 473-02 — MP 474-00 | 25 |
| MP 480-28 — MP 481-01 | 25 |
| MP 486-10 — MP 498-27 | 50 |
| MP 498-27 — MP 504-10 | 20 |
| MP 507-10 — MP 507-13 | 50 |
| MP 524-18 — MP 525-03 | 50 |
| MP 528-03 — MP 531-20 | 30 |
| MP 531-20 — Texmo Jct. (Except as below)..... | 50 |
| MP 537-03 — MP 538-03 | 30 |
| MP 571-27 — MP 575-10 | 40 |
| MP 582-11 — MP 585-25 | 40 |
| MP 593-02 — MP 593-04 | 30 |
| MP 596-14 — Texmo Jct. | 20 |

Remote control switches are No. 16 except — North end siding Higgins, South end sidings Hensley, White Bluff, Texmo Jct. and South end Monroe.

No. 16 switches North end sidings Grady, Pickens, Hudspeth, Sunshine, Bonita, 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 485-01, MP 525-23, *MP 545-26, MP 569-18 and MP 586-24.

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 N. 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.

Pine Bluff ① in effect 10:00 p.m. until 6:00 a.m.

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 Nos. | Sidings Feet |
|--------------------------------------|-------------------------------------|--------------|--------------|
| Miles | SOUTH STATIONS NORTH | | |
| 345.6 | LITTLE ROCK | ① | X-346 |
| | 1.2 | | |
| 346.4 | ROCK ST. JCT. | | |
| 343.6 | N. LITTLE ROCK | ① ② ③ ④ | X-344 |
| | 1.3 | | |
| 345.0 | ARKANSAS RIVER ② ③ | ① | |
| | 0.1 | | |
| 346.4 | ROCK ST. JCT. | | |
| | 0.4 | | |
| 346.9 | ③ LR&W ② | | |
| | 2.2 | | |
| 349.1 | EAST LITTLE ROCK ... ③ LRPA ② | | K-4 |
| | 4.9 | | |
| 354.1 | HIGGINS | | K-9 9150 |
| | 10.4 | | |
| 364.5 | HENSLEY | | K-19 8700 |
| | 6.0 | | |
| 370.5 | WHITE BLUFF | ① | K-25 |
| | 17.9 | | |
| 388.4 | ③ SSW ② | | |
| | 2.5 | | |
| 390.9 | PINE BLUFF | ② ③ ④ ⑤ | K-43 11385 |
| | 18.7 | | |
| 409.6 | GRADY | | K-64 10138 |
| | 10.5 | | |
| 420.2 | GOULD | ① | K-75 3108 |
| | 7.6 | | |
| 427.9 | DUMAS | | K-82 4147 |
| | 3.1 | | |
| 431.0 | PICKENS | | K-86 9731 |
| | 16.2 | | |
| 447.2 | McGEHEE | ① ② ③ ④ | C-432 Yd. |
| 408.1 | 7.5 | | |
| 415.6 | DERMOTT | | C-439 5996 |
| | 6.3 | | |
| 422.0 | HUDSPETH | | C-446 8873 |
| | 10.1 | | |
| 432.1 | MONTROSE | | C-456 5729 |
| | 4.2 | | |
| 436.4 | PORTLAND | ① | C-460 4368 |
| | 3.7 | | |
| 440.1 | SUNSHINE | | C-464 9139 |
| | 9.1 | | |
| 449.3 | WILMOT, ARK. | | C-473 |
| | 11.4 | | |
| 460.8 | BONITA, LA. | | C-484 9445 |
| | 12.7 | | |
| 473.5 | MER ROUGE | | C-497 5323 |
| | 7.4 | | |
| 481.0 | COLLINSTON | ① T | C-505 9360 |
| | 10.7 | | |
| 491.8 | SWARTZ | | C-515 9181 |
| | 9.2 | | |
| 501.0 | HUTTIG JCT. | T | C-524 |
| | 0.1 | | |
| 501.1 | ③ ICG ② | ② ③ | |
| | 1.8 | | |
| 502.9 | MONROE | ① ② ③ ④ | C-525 Yd. |
| | 13.7 | | |
| 516.6 | BOSCO | | C-540 9433 |
| | 11.6 | | |
| 528.2 | OUACHITA RIVER ② ③ | | |
| | 6.7 | | |
| 535.1 | GRAYSON | ① | C-558 9200 |
| | 13.6 | | |
| 548.7 | OLLA | | C-572 7952 |
| | 4.1 | | |
| 552.8 | URANIA | | C-576 5696 |
| | 3.7 | | |
| 556.5 | TULLOS | | C-580 2946 |
| | 5.0 | | |
| 561.6 | GEORGETOWN ③ LOAM ② | ① | C-585 8003 |
| | 15.3 | | |
| 576.9 | ANTONIA | | C-601 9584 |
| | 14.2 | | |
| 592.6 | TIOGA ③ L&A ② | | C-616 8029 |
| | 2.5 | | |
| 595.1 | ③ KCS ② | | |
| | 1.4 | | |
| 596.5 | RED RIVER ② | | |
| | 0.1 | | |
| 596.6 | RED RIVER JCT. | ① | C-620 |
| | 1.1 | | |
| 597.8 | TEXMO JCT. ② | ① | TB-196 |
| | 3.7 | | |
| 601.5 | ALEXANDRIA | ② ③ ④ ⑤ | C-625 Yd. |
| | 294.0 | | |

Operation between Texmo Jct. and Alexandria on Shreveport Subdiv. Radio communication at Alexandria: operator channel one, yardmaster channel two.

| | | Radio Communication via Channel One. | | | Station Nos. |
|--|------------|--------------------------------------|----------|-------|--------------|
| | | SOUTH | STATIONS | NORTH | |
| Maximum Speed (Except as below) | MPH | | | | |
| MP 524-21 — | 20 | | | | |
| MP 553-20 — | 10 | | | | |
| MP 553-22 — | 10 | | | | |
| MP 563-00 — | 10 | | | | |
| Huttig Jct. | 10 | | | | |
| Inside IMC Plant | | | | | |
| Sterlington | 5 | | | | |
| Note — Trains and engines must stop and proceed only after a member of crew has protected crossing at 19th St. MP 566-00; Loop Road MP 564-09 and DeSiard St. MP 568-10. | | | | | |
| | | 75.6 | | | |
| Business Tracks | MP No. | | | | |
| LaPile | 518.1 E-92 | | | | |
| Upco | 547.6 F-22 | | | | |
| Spencer | 548.7 F-24 | | | | |
| Lamkin | 561.5 F-37 | | | | |

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.

WARREN SUBDIV. — LOUISIANA DIVISION

| | | Radio Communication via Channel One. | | | Station Nos. |
|--|-------------|--------------------------------------|----------|-------|--------------|
| | | SOUTH | STATIONS | NORTH | |
| Rule 99 (d) in effect. | | | | | |
| Yard Limits: MP 442-00 to MP 447-10; MP 460-10 to end of track. | | | | | |
| Maximum Speed | 30 MPH | | | | |
| Note — Trains and engines move over crossing, MP 445-22 when protected by crew member. | | | | | |
| | | 38.7 | | | |
| BUSINESS TRACKS | MP No. | | | | |
| Baxter | 426.5 KC-10 | | | | |
| Cominto | 434.0 KC-17 | | | | |
| Killin | 442.5 KC-28 | | | | |
| Wilmar | 454.0 KC-37 | | | | |

| | | Radio Communication via Channel One | | | Station Nos. | Sidings Feet | Rule 99 (d) in effect | |
|-------|---------------------------|-------------------------------------|----------|-------|--------------|--------------|---|--------|
| | | SOUTH | STATIONS | NORTH | | | Maximum Speed (Except as below) | MPH |
| Miles | | | | | | | | |
| 408.1 | McGEHEE | 16.0 | | | C-432 | Yd. | Ferriday | 10 |
| 424.1 | MACON LAKE | 7.2 | | | K-118 | | Vidalia Ind. Lead | 10 |
| 431.3 | LAKE VILLAGE | 15.5 | T | | K-126 | 2574 | BUSINESS TRACKS | MP No. |
| 446.8 | EUDORA, ARK. | 23.3 | | | K-141 | 2654 | Trippe | 412.1 |
| 470.1 | LAKE PROVIDENCE | 17.3 | | | K-165 | 2597 | Chicot | 440.0 |
| 487.4 | SONDHEIMER | 11.0 | | | K-182 | | Shelburn | 463.1 |
| 498.4 | TALLULAH @ICG@ | 13.1 | | | K-194 | 2051 | H & W Warehouse | 463.8 |
| 511.5 | QUIMBY | 11.8 | | | K-207 | | Hollybrook | 474.4 |
| 523.3 | NEWELLTON | 10.4 | | | K-219 | 2607 | Transylvania | 474.4 |
| 533.7 | ST. JOSEPH | 12.4 | | | K-229 | | Talla Bena | 490.9 |
| 546.1 | WATERPROOF | 11.1 | | | K-242 | | Somerset | 516.0 |
| 557.2 | CLAYTON | 5.5 | | | E-210 | | Goldman | 544.4 |
| 637.2 | FERRIDAY | | | | E-216 | Yd. | Azucena | 549.4 |
| 642.2 | | | | | | | Concordia Jct. | 643.4 |
| | | | | | | | Vidalia | 651.6 |
| | | | | | | | Natchez @ @ □ | E-226 |
| | | | | | | | YARD LIMITS | E-227 |
| | | | | | | | McGehee to MP 410.2 | |
| | | | | | | | MP 557.0 to Ferriday | |
| | | | | | | | Talla Bena Ind. Lead | |
| | | | | | | | 2.2 miles — Maximum | |
| | | | | | | | speed 10 MPH | |
| | | | | | | | Vidalia Ind. Lead | |
| | | | | | | | 9.3 miles (Ferriday | |
| | | | | | | | to Vidalia) | |

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

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

Two main tracks between Gratiot St. and River Jct. (except between Gasconade Jct. and Morrison Jct. and between Bonnot Jct. and Osage Jct.) and between Independence Jct. and Rock Creek Jct.

Between Gratiot St. and Grand Avenue, authority of train dispatcher is not required to enter main track. Movement will be made only on authority of yardmaster Lesperance Street and must not exceed 20 MPH. Train or engines must not enter, foul or re-enter after having cleared main track at hand operated switch without obtaining authority from yardmaster Lesperance Street.

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 enter, 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 62-13, MP 95-33, *MP 120-11, *MP 152-31, *MP 184-11, *MP 230-09 and *MP 255-28.

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

All Carthage Subdiv. trains secure clearance at Carthage.

Aurora is register station for originating and terminating trains only.

YARD LIMITS:

Jct. Sedalia Subdiv. to MP 250-20; Carthage — MP 361-20 to MP 524-20; MP 490-00 to MP 487-00 and MP 383-20 to MP 380-24.

BUSINESS TRACKS:

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

BUSINESS TRACKS:

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

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

TUNNELS —

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

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

Dragging equipment detector located at 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.

Hot Box and Dragging Equipment detectors located at: *MP 426-00 and *MP 474-00.

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 462-30 — MP 460-04 | 35 |
| (Except as below) | 49 | MP 460-04 — MP 459-18 | 30 |
| MP 258-14 — MP 259-30 | 40 | MP 459-18 — MP 453-05 | 35 |
| MP 298-24 — MP 299-20 | 25 | MP 448-10 — MP 447-21 | 35 |
| MP 317-20 — MP 317-28 | 35 | MP 447-21 — MP 445-15 | 25 |
| MP 364-01 — MP 364-03 | 15 | MP 445-15 — MP 436-24 | 35 |
| MP 527-30 — MP 468-14 | | MP 436-24 — MP 429-13 | 30 |
| (Except as below) | 49 | MP 423-29 — MP 422-18 | 35 |
| MP 527-30 — MP 527-00 | 15 | MP 420-22 — MP 420-12 | 30 |
| MP 511-24 — MP 511-19 | 40 | MP 411-10 — MP 409-33 | 35 |
| MP 490-15 — MP 488-00 | 20 | MP 409-33 — MP 381-25 | |
| MP 483-07 — MP 481-18 | 35 | (Except as below) | 49 |
| MP 481-18 — MP 478-01 | 45 | MP 404-27 — MP 399-03 | 35 |
| MP 478-01 — MP 477-30 | 30 ⁺ | MP 399-03 — MP 393-21 | 45 |
| MP 471-05 — MP 470-21 | 35 | MP 393-21 — MP 392-02 | 40 |
| MP 468-14 — MP 409-33 | | MP 385-25 — MP 381-25 | 35 |
| (Except as below) | 40 | | |
| MP 467-26 — MP 467-15 | 30 | | |

CARTHAGE SUBDIV. — NORTHERN DIVISION

| Miles | SOUTH ▼ | Radio communication via Channel One, Call-in One | NORTH ▲ | Sta- tion Nos. | Sid- ings Feet |
|-------|------------|---|------------|----------------------|----------------------|
| | | | | | |
| 249.2 | | PLEASANT HILL T①-1① | | MX-249 | 9862 |
| 249.1 | | ①SSW① | | | |
| 253.7 | | ORE | | P-5 | 4258 |
| 258.8 | | HARRISONVILLE②BN② T | | P-10 | 2264 |
| 265.4 | | LONE TREE | | P-16 | 4039 |
| 277.6 | | ADRIAN | | P-29 | 7500 |
| 287.1 | | BUTLER ①-1 | | P-38 | 4623 |
| 298.9 | | RICH HILL | | P-50 | 6523 |
| 302.4 | | PANAMA | | P-54 | 5066 |
| 307.4 | | HORTON | | P-58 | 2363 |
| 317.4 | | NEVADA②MKT② ①-1① | | P-69 | Yd. |
| 319.3 | | NASSAU JCT. T | | P-71 | |
| 330.8 | | SHELDON | | P-82 | 4368 |
| 341.1 | | LAMAR②BN② | | P-93 | 7762 |
| 353.5 | | JASPER | | P-105 | 4434 |
| 364.1 | | CARTHAGE②BN② ① ② ③ ④ T ⑤ | | P-115 | |
| 527.6 | | PEARL | | | 7473 |
| 525.8 | | STOTTS CITY | | WR-250 | 7740 |
| 506.8 | | ②BN② | | | |
| 489.6 | | AURORA ① ② ③ | | WR-232 | 3178 |
| 489.1 | | CRANE ① | | WR-221 | 8042 |
| 477.8 | | REDS SPRING | | WR-204 | 2308 |
| 460.7 | | GRETNA | | WR-194 | 6658 |
| 450.9 | | BRANSON ① ② | | WR-191 | |
| 447.3 | | HOLLISTER, MO | | WR-189 | 2166 |
| 445.7 | | CRICKET, ARK. | | WR-176 | 2029 |
| 432.7 | | BERGMAN | | WR-159 | 7594 |
| 415.5 | | YELLVILLE | | WR-136 | 2891 |
| 392.3 | | COTTER ① ② ③ | | WR-125 | 8077 |
| 381.5 | | | | | |
| | | 261.7 | | | |

| | | | | |
|--|-------|------------------|------------|--------------|
| All tracks at Springfield are yard tracks. | | | | |
| Miles | SOUTH | STATIONS | NORTH | Station Nos. |
| | ▼ | | ▲ | |
| 488.2 | | AURORA..... | ⊙ ⊙ ⊙ | WR-232 |
| VIA BN 29.9 MILES | | | | |
| 511.1 | | SPRINGFIELD..... | ⊙ BN ⊙ ⊙ ⊙ | 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 |

WEBB CITY SUBDIV. — NORTHERN DIVISION

| | | | | |
|----------------------------|-------|----------------|--|--|
| YARD LIMITS ENTIRE SUBDIV. | | Station Nos. | Max. Wt. Joplin to end of track 220,000 lbs. | Maximum Speed MPH (Except as below)..... 20 MP 364-23 — MP 366-09... 15 MP 381-03 — MP 381-15... 15 |
| Miles | SOUTH |  |  |  | STATIONS | NORTH |
| | ▼ | | ▲ | |
| 364.1 | | CARTHAGE..... | ⊙ ⊙ ⊙ ⊙ ⊙ | P-115 |
| | | 10.8 | | |
| 374.9 | | WEBB CITY..... | ⊙ | P-126 |
| | | 6.6 | | |
| 381.5 | | JOPLIN..... | ⊙ ⊙ | P-133 |
| | | 17.4 | | |

Cars with heights in excess of 18 feet 6 inches must not be handled south of MP 364.7.

| | | | | | |
|---|------|---------------------|-----------|--------------|--------------|
| ABS — Between Jefferson City and Rock Creek Jct. CTC — Between Jefferson City and River Jct; Eton Jct. and Congo. | | | | | |
| Miles | WEST | STATIONS | EAST | Station Nos. | Sidings Feet |
| | ▼ | | ▲ | | |
| 125.3 | | JEFFERSON CITY..... | ⊙ ⊙ ⊙ | MX-125 | Yd. |
| | | 2.6 | | | |
| 127.9 | | RIVER JCT..... | | MX-128 | |
| | | 15.9 | | | |
| 143.8 | | SANDY HOOK..... | ⊙-1 | G-15 | 9353 |
| | | 12.9 | | | |
| 156.7 | | WOOLDRIDGE..... | ⊙ | G-27 | 8873 |
| | | 14.1 | | | |
| 170.8 | | BOONVILLE..... | ⊙-1 ⊙ | G-41 | 6450 |
| | | 7.6 | | | |
| 178.4 | | LAMINE..... | | G-50 | 12905 |
| | | 8.5 | | | |
| 186.9 | | BLACKWATER..... | | G-58 | 5810 |
| | | 8.1 | | | |
| 195.0 | | NAPTON..... | | G-66 | 7813 |
| | | 7.1 | | | |
| 202.1 | | MIAMI..... | T | G-73 | 6426 |
| | | 13.1 | | | |
| 215.2 | | MALTA BEND..... | ⊙-1 | G-86 | 9219 |
| | | 15.4 | | | |
| 230.6 | | HODGE..... | ⊙ | G-101 | 9473 |
| | | 17.0 | | | |
| 247.6 | | MYRICK..... | ⊙-1 ⊙ | G-118 | 11345 |
| | | 10.4 | | | |
| 258.0 | | NAPOLEON..... | | G-129 | |
| | | 7.1 | | | |
| 265.1 | | BUCKNER..... | | G-136 | |
| | | 3.5 | | | |
| 268.6 | | LAKE CITY..... | | G-139 | 9430 |
| | | 5.6 | | | |
| 274.2 | | RIPLEY JCT..... | | G-144 | |
| | | 2.0 | | | |
| 276.2 | | ETON JCT..... | ⊙-1 | G-145 | |
| | | 7.6 | | | |
| 283.8 | | CONGO..... | | G-153 | |
| | | 0.7 | | | |
| 284.5 | | ROCK CREEK JCT.⊙ | | MX-276 | |
| | | 1.4 | | | |
| 285.9 | | SOUTHWEST JCT..... | ⊙ KCS ⊙ | MX-277 | |
| | | 0.8 | | | |
| 286.7 | | NEFF YARD..... | ⊙ T ⊙ ⊙ ⊙ | MX-283 | Yd. |
| | | 161.4 | | | |

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

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

Trains secure clearance at Jefferson City and Neff Yard. Remote control switches are No. 15, 16 or 20. Ripley Jct. and all sidings Sandy Hook to East End Lake City inclusive No. 20 turnout except Napton and west end Boonville.

Hot Box and Dragging Equipment Detectors located *MP 139-02, MP 160-33, MP 223-18 and *MP 263.31.

Southwest Jct. wye ⊙ KCS G. Between Leeds and Neff Yard and between S.W. Jct. and Neff Yard trains and engines will use the main track on authority of and under the directions of the yardmaster at East Bowl Tower, including movements against the current of traffic and between Lydia Ave. and Neff Yard trains and engines will use the main track on authority of and under direction of the yardmaster at Topping Ave., including movements against the current of traffic. Between the above points all movements must be made at restricted speed and flag protection will not be required.

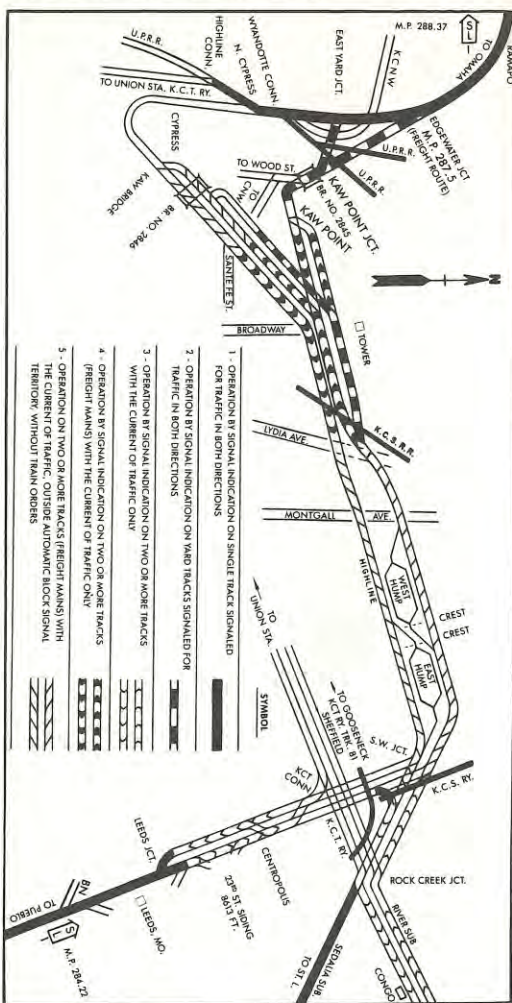
Marshall—protect all crossings and do not drop or kick cars over crossings. Employees are prohibited from walking, standing or performing any service for M.F.A on the north side of their track.

Special Instructions, Item 11, par. 2 will not apply between Jefferson City and River Jct.

| | | | |
|-----------------------------|-----|---|---------------|
| Maximum Speed | MPH | Maximum Speed | MPH |
| (Except as below) | | MP 443.7 — MP 444.2 | 40 |
| MP 129-09 — MP 129-27 | 35 | Congo E. Crossover & Mo Pac Conn | 30 |
| MP 137-16 — MP 137-33 | 35 | Congo W. Crossover | 40 |
| MP 137-33 — MP 139-31 | 40 | *Except, trains averaging 90 tons or more per car or over 5000 tons — 45 MPH. | |
| MP 163-11 — MP 163-16 | 45 | | |
| MP 169-00 — MP 175-00 | 45 | | |
| MP 175-21 — MP 177-05 | 35 | Business Tracks | MP No. |
| MP 183-00 — MP 194-21 | 40 | Renz Spur..... | 133.0 G-8 |
| MP 197-03 — MP 207-29 | 45 | Lupus..... | 151.1 G-22 |
| MP 215-11 — MP 219-00 | 40 | Overton..... | 161.0 G-32 |
| MP 220-23 — MP 229-28 | 40 | Nelson..... | 189.6 G-60 |
| MP 236-09 — MP 237-18 | 45 | Stanhope..... | 209.5 G-80 |
| MP 242-00 — MP 242-06 | 45 | Blosser..... | 211.0 G-82 |
| MP 252-20 — MP 252-35 | 40 | Coyne Spur..... | 212.9 G-83 |
| MP 252-35 — MP 253-34 | 45 | Waverly..... | 224.5 G-95 |
| MP 265-01 — MP 265-23 | 35 | Levasy..... | 261.5 G-132 |
| On AT&SF, (Except as below) | 55* | Blue Valley..... | 270.4 G-141 |
| Eton Crossover | 40 | Marshall..... | ⊙-1 202.1 G-2 |
| Mo Pac Conn. | 30 | (Ind. lead 2 mi. Miami - Marshall) | |
| MP 437.5 — MP 437.8 | 35 | (Ind. lead 1.9 miles Myrick - Lexington) | |
| MP 437.9 — MP 438.4 | 45 | Lexington Electric Light Spur 245.2 | LA-56 |
| | | Lexington..... | 249.3 LA-55 |
| | | Lexington — north side of Farmers Assn. | |
| | | Elevator — do not ride side of equipment beyond close clearance signs. | |

Radio communication via Channel One, Call in One

Operating Instructions (including Map).



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

Rock Creek Jct. to River Subdiv.

Wyandotte — UP conn. — 2 switches.

Kaw Point — CNW yard 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.

Rock Creek Jct. inbound River Subdiv. to Sedalia Subdiv.

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

⊗ BN ⊙ Santa Fe St.

Radio communication Kansas City Terminal via Channel Two

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

Between Leeds Jct. and Neff Yard and between Southwest Jct. and Neff Yard trains and engines will use the main track on authority of and under directions of the yardmaster at East Bowl Tower, including movement against the current of traffic. Between Lydia Ave. and Neff Yard trains and engines will use the main track on authority of and under directions of the yardmaster at Topping Ave. including movements against the current of traffic.

Between the above points all movements must be made at restricted speed and flag protection is not required.

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

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

| Maximum Speed: | MPH |
|---|-----|
| Omaha Subdiv.: | |
| Neff Yard to MP 287-20 | 25 |
| Except over State Line Ave. and Montgall Ave. | 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 | 40 |
| (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 | SOUTH STATIONS | NORTH ▲ | Station Nos. | Sidings Feet |
|-------|-------------------|---------|--------------|--------------|
| 487.2 | OMAHA (Grace St.) | ⊙ ⊙ ⊙ | O-205 | Yd. |
| 482.4 | CASS ST. | ⊙ ⊙ ⊙ | | |
| | via UP-9.3 Miles. | | | |
| 473.1 | GILMORE JCT. | ⊙ | O-191 | |
| 467.1 | LA PLATE | | O-185 | 3587 |
| 465.5 | ⊗ BN ⊙ | | | |
| 465.2 | ⊗ BN ⊙ | | | |
| 454.8 | MURRAY | | O-172 | 3703 |
| 447.4 | UNION | ⊙ ⊙ ⊙ | O-165 | 3243 |
| 437.7 | MONTANA | | O-155 | 3609 |
| 436.9 | NEBRASKA CITY | ⊗ BN ⊙ | O-153 | |
| 428.7 | PAUL | ⊙ ⊙ ⊙ | O-146 | 3637 |
| 423.5 | JULIAN | | O-141 | 3286 |
| 416.4 | CRETE JCT. | ⊙ | O-134 | |
| 414.1 | AUBURN | ⊙ ⊙ ⊙ | O-132 | 6215 |
| 401.2 | STELLA | | O-119 | 3593 |
| 394.8 | VERDON | | O-112 | 6407 |
| 389.5 | STRAUSVILLE | | O-107 | 3708 |
| 384.3 | FALLS CITY, NEB. | ⊗ BN ⊙ | O-102 | Yd. |
| 379.1 | RESERVE, KAN. | ⊙ ⊙ ⊙ | O-97 | |
| 370.3 | HLAWATHA | ⊙ | O-88 | 4684 |
| 369.7 | ⊙ UP ⊙ | | | |
| 358.2 | WILLIS | | O-76 | 6453 |
| 351.7 | EVEREST | | O-69 | |
| 346.7 | HURON | | O-64 | 6279 |
| 341.3 | LANCASTER | | O-59 | |
| 338.1 | SHANNON | | O-56 | 6387 |
| 332.3 | NORKAN JCT. | | O-49 | |
| 330.7 | ATCHISON | ⊙ ⊙ ⊙ | O-48 | Yd. |
| 320.0 | OAK MILLS | | O-38 | 7561 |
| 314.2 | WADE | | O-32 | 5145 |
| 309.6 | LEAVENWORTH | ⊙ ⊙ | O-27 | 4646 |
| 309.2 | CNW CONN. | ⊙ ⊙ | | |
| 305.6 | COCHRANE | | O-23 | 5786 |
| 298.8 | WOLCOTT | ⊙ -1 | O-16 | 8593 |
| 292.7 | NEARMAN | ⊙ | O-10 | 6276 |
| 287.5 | EDGEWATER JCT. | | O-05 | |
| 284.8 | ⊙ UP ⊙ | | | |
| 284.7 | ⊙ UP ⊙ | | | |
| 284.5 | KAW PT., KAN. | ⊙ | | |
| 283.0 | BROADWAY | ⊙ ⊙ | | |
| 282.0 | ⊙ KCS ⊙ | | | |
| 280.0 | NEFF YD., Mo. | T ⊙ ⊙ | MX283 | Yd. |

Remote control switches No. 15 except South Switch Atchison, CNW conn., South end siding Leavenworth, North end BPU Spur, Nearman.

Radio communication via Channel One, Call-in One
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 AT&SF.

Yard Limits: MP 383-00 to MP 385-20; MP 413-06 to MP 416-20; MP 434-28 to MP 437-21; MP 446-15 to MP 448-15; MP 478-02 to Omaha.

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

Maximum Speed: MPH

| Between Neff Yard and MP 287-20 | MPH |
|---|-----|
| MP 287-20 | 25 |
| Between MP 287-20 and Omaha (Except as below) | 50 |
| MP 291-04 — MP 291-24 | 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 447-10 — MP 448-17 | 30 |
| MP 461-04 — MP 462-30 | 45 |
| MP 466-08 — MP 466-29 | 45 |
| Omaha (Except as below) | 25 |
| All grade crossings | 15 |
| Commercial and 30th St. | 10 |
| Cass St. (UP Conn.) and Webster St. | 5 |

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

Between Leeds Jct. and Neff Yard and between Southwest Jct. and Neff Yard trains and engines will use main track on authority of and under directions of yardmaster at East Bowl Tower including movements against the current of traffic. Between Lydia Ave. and Neff Yard trains and engines will use the main track on authority of and under directions of yardmaster at Topping Ave. including movements against the current of traffic.

Between the above points all movements must be made at restricted speed and flag protection will not be required.

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

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

At Hiawatha on Old Mill Spur, do not operate engines over pit and look out for the open pit.
At Wallcott Smoot Grain Co. Elevator do not operate engine over pit on No. 2 track.

CONCORDIA SUBDIV. — NORTHERN DIVISION

| Miles | WEST ▼ | STATIONS | EAST ▲ | Sta- tion Nos. | Sid- ings Feet | |
|-------|-----------|---------------------------------|-----------|----------------------|----------------------|---|
| | | | | | | |
| 330.7 | | ATCHISON 1.6 | ⓂⓈ TⓈ Ⓞ | O-48 | Yd. | |
| 332.3 | | NORKAN JCT. 15.6 | Ⓞ | O-49 | | |
| 347.9 | | EFFINGHAM 7.3 | | S-17 | | |
| 355.2 | | MUSCOTAH 6.2 | | S-25 | | Rule 99 (d) in effect |
| 361.4 | | WHITING 5.9 | | S-31 | | Maximum Speed MPH (Except as below) . . . 35 |
| 367.3 | | NETAWAKA 12.5 | | S-37 | 4678 | MP 418-00 — MP 580-16 30 (Except as below) |
| 379.8 | | GOFF 5.9 | | S-49 | | MP 491-08 — MP 491-14 10 |
| 385.7 | | CORNING 7.2 | | S-55 | 4134 | Washington Industrial Lead . . . 10 |
| 392.9 | | CENTRALIA 7.5 | | S-62 | | |
| 400.4 | | VERMILLION 8.4 | | S-70 | | Business Tracks MP Sta. No. |
| 408.8 | | FRANKFORT ⓄUPⓄ 4.9 | | S-78 | 2574 | Vhets 404.0 S-74 Ames 473.8 S-143 Rice 479.8 S-149 Gilbert 509.5 S-179 Solomon Rapids 519.3 S-189 Glen Elder 525.6 S-195 Cawker City 532.9 S-202 Blooming- ton 553.7 SF-15 |
| 413.7 | | TUTTLE 9.1 | | S-83 | 5265 | |
| 425.6 | | BLUE RAPIDS 4.9 | | S-95 | | Washington Ind. Lead Max. Wt. 220,000 lbs. Cloutman 449.0 SC 5 Washington 450.5 SC 7 |
| 430.5 | | WATERVILLE 7.2 | | S-100 | | |
| 437.7 | | BARNES 5.9 | | S-107 | | ABS — CTC: Norkan Jct. to Atchison. |
| 443.6 | | GREENLEAF 7.0 | | S-113 | 3133 | Yard Limits: MP 332-33 to MP 338-00; MP 484-00 to MP 496-25; MP 514-00 to MP 515-00; MP 537-30 to MP 539-16; MP 578-20 to end of track Stockton. |
| 450.6 | | LINN 4.8 | | S-120 | | CONCORDIA: Washington Ave. and Cedar St. — Stop and protect. |
| 455.4 | | PALMER 9.0 | | S-125 | | At Osborne, stop and pro- tect U. S. Highway 281 crossing. |
| 464.4 | | CLIFTON 1.6 | | S-134 | 3731 | |
| 466.0 | | ⓄKYLEⓄ 5.0 | | | | |
| 471.0 | | CLYDE 14.1 | | S-141 | | |
| 485.1 | | ⓄAT&SⓄ 0.3 | | | | |
| 485.4 | | CONCORDIA ⓄⓄⓄⓄ 4.8 | | S-155 | Yd. | |
| 490.2 | | HASTINGS JCT. T 0.1 | | S-159 | | |
| 490.3 | | YUMA 6.0 | | S-160 | 2219 | |
| 496.3 | | BURR OAK JCT. Ⓞ 0.1 | | S-166 | | |
| 496.4 | | JAMESTOWN Ⓞ 6.4 | | S-166 | | |
| 502.8 | | SCOTTSVILLE 11.6 | | S-172 | | |
| 514.4 | | BELOIT ⓄUP Ⓞ 9.7 | | S-184 | 1663 | |
| 524.1 | | GLEN 9.2 | | S-194 | 1968 | |
| 533.3 | | CAWKER 5.3 | | S-203 | 1754 | |
| 538.6 | | DOWNS ⓄⓄ TⓄⓄ 9.9 | | S-208 | Yd. | |
| 548.5 | | OSBORNE 13.6 | | SF-10 | | |
| 562.1 | | ALTON 8.3 | | SF-23 | | |
| 570.4 | | WOODSTON 10.0 | | SF-32 | | |
| 580.4 | | STOCKTON Ⓞ T 246.9 | | SF-42 | Yd. | |

| Rule 99 (d) in effect | | WEST ▼ | STATIONS | EAST ▲ | Sta- tion Nos. | Sid- ings Feet |
|---|--|-----------|------------------------------------|-----------|----------------------|----------------------|
| Yard Limits: | | Miles | | | | |
| MP 456-00 to MP 467-00. | | 449.2 | AVOCA | | OD-35 | |
| MP 483-00 to Omaha. | | 454.0 | 4.8 LOWLINE JCT. | | OD-40 | |
| Maximum Speed MPH | | 455.1 | 1.1 WEeping WATER. ⓄⓄⓄⓄ | | OD-41 | Yd. |
| (Except as below) . . . 25 | | 456.0 | 0.9 OMAHA JCT. Ⓞ | | OD-42 | |
| MP 449-02 — | | 459.9 | 3.9 MANLEY Ⓞ | | OD-46 | 1243 |
| MP 450-18 10 | | 465.6 | 5.7 LOUISVILLE Ⓞ | | OD-52 | 1804 |
| MP 466-00 — | | 465.9 | 0.3 ⓄBNⓄ | | | |
| MP 466-10 10 | | 471.6 | 5.7 SPRINGFIELD | | OD-58 | 1376 |
| Omaha: | | 479.5 | 7.9 ⓄUPⓄ | | | |
| All grade crossings | | 485.6 | 6.1 ⓄC&NWⓄ | | | |
| Commercial and | | 489.1 | 3.5 LOUISVILLE JCT. Ⓞ | | O-199 | |
| 30th St. 10 | | | 4.7 OMAHA ⓄⓄⓄⓄⓄ | | O-205 | Yd. |
| Max. Wt.: Avoca to Weeping Water, 220,000 lbs. | | | 44.6 | | | |

LINCOLN SUBDIV. — NORTHERN DIVISION

| Rule 99 (d) in effect | | WEST ▼ | STATIONS | EAST ▲ | Sta- tion Nos. | Sid- ings Feet |
|--|--|-----------|---------------------------------------|-----------|----------------------|----------------------|
| Maximum Speed MPH | | Miles | | | | |
| (Except as below) . . . 25 | | 447.4 | UNION ⓄⓄT | | O-165 | |
| Between 33rd Street and Lincoln 10 | | 460.4 | 13.0 WEeping WATER ⓄⓄⓄⓄⓄ | | OD-41 | |
| 14th Street and end of track 10 | | 461.4 | 1.0 OMAHA JCT. | | OD-42 | |
| Weeping Water, First street east of depot. . . 10 | | 471.5 | 10.1 ELMWOOD | | OF-24 | |
| Business Tracks MP Sta. No. | | 494.2 | 22.7 ⓄCRI&PⓄ | | | |
| Nehawka 451.7 OF-4 | | 495.1 | 0.9 LINCOLN ⓄⓄⓄⓄ | | OF-48 | Yd. |
| Wabash 467.6 OF-20 | | | 47.7 | | | |
| Eagle 479.1 OF-32 | | | | | | |
| Walton 486.5 OF-39 | | | | | | |

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

CRETE SUBDIV. — NORTHERN DIVISION

| Max. Wt.: 220,000 lbs. Brock to Crete. | | WEST ▼ | STATIONS | EAST ▲ | Sta- tion Nos. | Sid- ings Feet |
|---|--|-----------|---------------------------|-----------|----------------------|----------------------|
| Maximum Speed MPH | | Miles | | | | |
| 25 | | 416.4 | CRETE JCT. Ⓞ | | O-134 | |
| Business Tracks MP Sta. No. | | 427.9 | 11.5 TALMAGE | | OD-14 | |
| Brock 423.2 OD-9 | | 466.6 | 38.7 BN JCT. | | | |
| Tangeman 431.9 OE-3 | | 486.1 | 19.5 CRETE Ⓞ | | OE-58 | Yd. |
| Cook 437.8 OE-9 | | | 69.7 | | | |
| Nissen Spur 440.1 OE-12 | | | | | | |
| Burr 445.6 OE-17 | | | | | | |
| Douglas 451.4 OE-23 | | | | | | |
| Panama 458.5 OE-30 | | | | | | |
| Hickman 465.6 OE-37 | | | | | | |
| Kramer 480.3 OE-52 | | | | | | |
| Rule 99 (d) in effect. | | | | | | |
| Yard Limits: Crete Jct. to MP 419-00. | | | | | | |

34 HASTINGS SUBDIV. — NORTHERN DIVISION

| Miles | WEST ▼ STATIONS | EAST ▲ | Station Nos. | |
|-------|--------------------|-----------|--------------|---|
| 490.2 | HASTINGS JCT..... | ⊙ T | S-159 | Rule 99 (d) in effect. Maximum Speed 30 MPH BUSINESS TRACKS MP Sta. No. 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 MP 491-11; MP 579-00 to end of track. Hastings: Stop and protect Burlington St. crossing. |
| 492.3 | ② AT&SF G | | | |
| 504.1 | ③ KYLE | ⊙ | | |
| 504.8 | SCANDIA | | SD-15 | |
| 513.8 | REPUBLIC, KAN. | | SD-24 | |
| 528.5 | ② AT&SF | ⊙ | | |
| 529.6 | SUPERIOR, NEB. | | SD-39 | |
| 530.1 | ② BN G | | | |
| 555.3 | ② BN | ⊙ | | |
| 580.3 | HASTINGS | ⊙ | SD-89 | |
| | 90.1 | | | |

BURR OAK SUBDIV. — NORTHERN DIVISION

| Miles | WEST ▼ STATIONS | EAST ▲ | Station Nos. | |
|-------|--------------------|-----------|--------------|--|
| 496.4 | JAMESTOWN | ⊙ | S-166 | At Mankato — Stop and protect crossing — U.S. Highway 36. Rule 99 (d) in effect. Maximum Speed 25 MPH Yard Limits: MP 496-11 to MP 497-02. Business Tracks MP Sta. No. Randall 506.7 SE-11 Jewell 512.9 SE-17 Mankato 521.5 SE-26 |
| 529.7 | BURR OAK | | SE-34 | |
| | 33.3 | | | |

LENORA SUBDIV. — NORTHERN DIVISION

| Miles | WEST ▼ STATIONS | EAST ▲ | Station Nos. | |
|-------|--------------------|-----------|--------------|---|
| 538.6 | DOWNNS | ⊙ ⊙ T ⊙ ⊙ | S-208 | Rule 99 (d) in effect. Maximum Speed 25 MPH Yard Limits: MP 538-28 to MP 539-16 MP 622-10 to Lenora BUSINESS TRACKS MP Sta. No. Harlan 552.9 S-222 Claudell 567.8 S-237 Speed 589.8 S-259 At Glade stop and protect Kan. Highway 183 crossing. |
| 547.7 | PORTIS | | S-217 | |
| 557.8 | GAYLORD | | S-227 | |
| 563.0 | CEDAR | | S-233 | |
| 572.6 | KIRWIN | | S-242 | |
| 583.1 | GLADE | | S-253 | |
| 598.5 | LOGAN | | S-268 | |
| 612.9 | EDMOND | | S-282 | |
| 623.3 | LENORA | ⊙ | S-293 | |
| | 84.7 | | | |

ST. JOSEPH SUBDIV. — NORTHERN DIVISION

| Miles | WEST ▼ STATIONS | EAST ▲ | Station Nos. | |
|-------|------------------------|-----------|--------------|---|
| 349.9 | ST. JOSEPH | ⊙ ⊙ T ⊙ | OA-21 | Operation from Atchison to Winthrop over MP-BN Joint Bridge; BN tracks between Winthrop and St. Joseph. Flagging distance and maximum speed: Be governed by BN Special Instructions. St. Joseph: 1. Stop and protect following crossings: Illinois Ave., Fourth St., Second and Cedar, Highway 759 at Artesian Ice Plant. 2. 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. 3. Do not ride side of equipment, tracks 771 and 772 beyond close clearance signs Farmland Fertilizer. |
| 347.8 | FRENCH | | | |
| 340.7 | HALLS | | | |
| 337.0 | ② AT&SF | ⊙ | | |
| 334.6 | ARMOUR | | | |
| 331.1 | WINTHROP, MO. | | | |
| 330.8 | DRAWBRIDGE (Mo. River) | ⊙ | | |
| 330.7 | ATCHISON, KAN. | ⊙ ⊙ T ⊙ | O-48 | |
| | 18.5 | | | |

TIMETABLE NO. 20

KANSAS CITY SUBDIV. — KANSAS DIVISION

35

| Miles | SOUTH ▼ STATIONS | NORTH ▲ | Station Nos. | Sidings Feet |
|-------|---------------------|------------|--------------|-----------------|
| 279.0 | NEFF YARD | ⊙ ⊙ T ⊙ | MX-283 | |
| 278.2 | SOUTHWEST JCT | T | MX-277 | |
| 278.6 | ② ICG | ⊙ | | |
| 279.1 | ② KCT | ⊙ | | |
| 279.2 | KCT CONN. | | | |
| 280.4 | CENTROPOLIS | | MX-288 | |
| 283.4 | LEEDS JCT. | ⊙ | MX-291 | |
| 290.0 | DODSON | ⊙ -1 | MX-298 | n4431 s8567 |
| 297.1 | MARTIN CITY, MO. | | MX-305 | |
| 299.8 | KENNETH, KAN. | | MX-308 | 7215 |
| 310.9 | BUCYRUS | | MX-319 | 7451 |
| 317.2 | WAGSTAFF | ⊙ -1 | MX-326 | 7289 |
| 326.2 | PAOLA | | MX-334 | |
| 326.8 | ② BN | ⊙ | | |
| 326.9 | ② MKT | ⊙ | | |
| 328.5 | BROWN | | MX-336 | 10803 |
| 334.4 | OSAWATOMIE | ⊙ ⊙ T ⊙ | MX-341 | Yd. |
| 334.9 | ② MP | ⊙ | | |
| | 56.7 | | | |

Remote control switches are No. 15, 16 or 20 except: Osawatomie-Coffeyville Subdiv. main track to running track — Osawatomie Subdiv. main track to running track and to yard lead at south end.

| | |
|---|--|
| ABS From ⊙ ICG crossing to Osawatomie. Signal indication with current of traffic Southwest Jct.-Leeds Jct. CTC Leeds Jct. to Osawatomie. | Maximum Speed MPH Neff Yard to MP 296.34 (Except as below) 40 Neff Yard — MP 280-11 25 MP 296-34 to MP 334-16 (Except as below) 60 MP 325-07 — MP 326-44 30 MP 326-44 — MP 327-33 55 MP 331-12 — MP 331-23 55 MP 332-35 — MP 335-00 25 Osawatomie — Around wye 10 MPH |
| Operation on Kansas City Term. Div., Neff Yard-Leeds Jct. Two main tracks Neff Yard- Leeds Jct. | Business Tracks MP Sta. No. Alexander 284.8 MX-291 Missey Spur 285.6 MX-293 Barry-Gann Lbr. Co. 292.1 MX-300 International Paper Co. ... 296.2 MX-305 Armour Co. 297.2 MX-305 Stilwell 306.4 MX-314 |
| Trains secure clearance before leaving Neff Yard. Northward trains secure clearance at Osawatomie. | Hot Box and Dragging Equipment Detector located at *MP 314-04. |

Between Leeds Jct. and Neff Yard and between Southwest Jct. and Neff Yard trains and engines will use main track on authority of and under direction of yardmaster at East Bowl Tower, including movement against the current of traffic, and between Lydia Ave. and Neff Yard trains and engines will use the main track on authority of and under the direction of yardmaster at Topping Ave., including movements against the current of traffic. Between the above points all movements must be made at restricted speed and flag protection will not be required.

TOPEKA SUBDIV. — KANSAS DIVISION

| Miles | WEST ▼ STATIONS | EAST ▲ | Station Nos. | |
|-------|--------------------|-----------|--------------|--|
| 368.3 | LOMAX | | MX-376 | Rule 99 (d) in effect. Yard Limits: MP 400-15 to end of track Topeka. |
| 406.5 | ② AT&SF | ⊙ | | |
| 407.6 | TOPEKA | ⊙ ⊙ T ⊙ | T-130 | MAXIMUM SPEED MPH 25 BUSINESS TRACKS MP Sta. No. Michigan 374.4 T-97 Overbrook 381.6 T-104 Pauline 401.1 T-124 |
| | 39.3 | | | |

TIMETABLE NO. 20

| WEST ▼ | ABS — Osawatomie — Council Grove CTC — Lake — Council Grove Hot box and dragging equipment detector located at *MP 364-31 and *MP 390-33. | | Station Nos. | Sid- ings Feet | EAST ▲ |
|-----------|--|-----------------------------|-----------------|----------------------|-----------|
| | Miles | STATIONS | | | |
| 334.4 | | OSAWATOMIE T S ① ② ③ | MX-341 | Yd. | |
| | | 8.9 | | | |
| 343.3 | | RANTOUL | MX-351 | 7244 | |
| | | 10.8 | | | |
| 354.1 | | OTTAWA ①-1 | MX-362 | 7535 | |
| | | 0.3 | | | |
| 354.4 | | ③ AT&SF ④ | | | |
| | | 2.7 | | | |
| 357.1 | | ③ AT&SF ④ | | | |
| | | 11.6 | | | |
| 368.7 | | LOMAX | MX-376 | 4661 | |
| | | 8.1 | | | |
| 376.8 | | FLINT | MX-385 | 6732 | |
| | | 1.8 | | | |
| 378.6 | | LYNDON | MX-386 | | |
| | | 7.6 | | | |
| 386.2 | | ③ AT&SF ④ | | | |
| | | 0.2 | | | |
| 386.4 | | OSAGE CITY ①-1 | MX-394 | 6468 | |
| | | 15.5 | | | |
| 401.9 | | ADMIRE | MX-410 | 6517 | |
| | | 10.3 | | | |
| 412.2 | | LAKE | MX-420 | 6128 | |
| | | 13.4 | | | |
| 425.6 | | COUNCIL GROVE ①-1 ② ③ | MX-432 | Yd. | |
| 91.2 | | | | | |

| Business Tracks | MP | Sta. No. | Maximum Speed (Except as below) | MPH |
|-----------------|-------|-------------|------------------------------------|-----|
| | | | | |
| Vassar | 375.3 | MX-383 | MP 332-35 — MP 335-00 | 25 |
| Miller | 395.3 | MX-403 | MP 338-34 — MP 339-29 | 45 |
| Allen | 405.8 | MX-414 | MP 353-29 — MP 354-32 | 20 |
| Bushong | 411.0 | MX-419 | MP 357-05 — MP 357-13 | 50 |
| | | | MP 385-00 — MP 387-03 | 40+ |
| | | | MP 400-15 — MP 400-27 | 50 |
| | | | MP 425-26 — MP 426-26 | 25 |

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.

Radio communication via
Channel One, Call-in One

COUNCIL GROVE SUBDIV. — KANSAS DIVISION

| WEST ▼ | ABS — Council Grove-Hoisington CTC — Council Grove-Pete Hoisington — Rule 425 in effect between remote control switches located at both ends of yard. | | Station Nos. | Sid- ings Feet | EAST ▲ |
|-----------|---|------------------------------|-----------------|----------------------|-----------|
| | Miles | STATIONS | | | |
| 425.6 | | COUNCIL GROVE ①-1 ② ③ | MX-432 | Yd. | |
| | | 0.2 | | | |
| 425.8 | | PETE | MX-433 | | |
| | | 10.5 | | | |
| 436.3 | | WILSEY | MX-444 | 6524 | |
| | | 9.3 | | | |
| 445.6 | | PRAIRIE | MX-454 | 8922 | |
| | | 5.4 | | | |
| 451.0 | | HERINGTON ①-1 | MX-459 | 4642 | |
| | | 0.5 | | | |
| 451.5 | | ③ SSW ④ | | | |
| | | 7.1 | | | |
| 458.6 | | HOPE | MX-467 | 4637 | |
| | | 0.6 | | | |
| 459.2 | | ③ AT&SF ④ | | | |
| | | 8.8 | | | |
| 468.0 | | ELMO | MX-476 | 6092 | |
| | | 8.1 | | | |
| 476.1 | | CODY | MX-485 | 6443 | |
| | | 1.9 | | | |
| 478.0 | | GYP SUM ① ② ③ | MX-487 | | |
| | | 0.3 | | | |
| 478.3 | | SALINA JCT. T | MX-488 | | |
| | | 12.9 | | | |
| 491.2 | | BRIDGEPORT | MX-499 | 6577 | |
| | | 4.7 | | | |
| 495.9 | | ③ UP ④ | | | |
| | | 0.3 | | | |
| 496.2 | | LINDSBORG | MX-504 | | |
| | | 9.4 | | | |
| 505.6 | | MARQUETTE ①-1 | MX-513 | 6497 | |
| | | 12.6 | | | |
| 518.2 | | CRAWFORD | MX-526 | 4461 | |
| | | 6.3 | | | |
| 524.5 | | GENESEO ① T ② ③ | MX-532 | 12262 | |
| | | 5.2 | | | |
| 529.7 | | ③ BN ④ | | | |
| | | 7.9 | | | |
| 537.6 | | BUSHTON | MX-545 | 4677 | |
| | | 7.6 | | | |
| 545.2 | | CLAF LIN | MX-553 | 6872 | |
| | | 13.6 | | | |
| 558.8 | | HOISINGTON ① T ② ③ ④ ⑤ | MX-567 | Yd. | |
| 133.3 | | | | | |

Radio communication via
Channel One, Call-in One

TIMETABLE NO. 20

| Maximum Speed (Except as Below) | MPH | BUSINESS TRACKS | MP | Sta. No. |
|------------------------------------|-----|--------------------|-------|-------------|
| MP 425-26 — MP 426-26 | 25 | Delavan | 443.9 | MX-452 |
| MP 430-22 — MP 430-34 | 50 | Dillon | 462.9 | MX-471 |
| MP 432-18 — MP 434-42 | 45 | Carlton | 470.9 | MX-479 |
| City Limits Herington | 30 | Frederick | 530.4 | MX-538 |
| MP 495-32 — MP 496-37 | 30 | Prodo | 535.4 | MX-539 |
| Over street crossings Geneseo | 40 | Redwing | 552.8 | MX-561 |
| MP 544-35 — MP 545-35 | 30+ | | | |

Hot Box and Dragging Equipment Detectors located at *MP 440-08 and *MP 533-00.

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; MP 524-00 to MP 527-00 and MP 476-35 to MP 479-20.

HOISINGTON SUBDIV. — KANSAS DIVISION

| WEST ▼ | ABS — Hoisington-Horace Hoisington — Rule 425 in effect between remote control switches located at both ends of yard. | | Station Nos. | Sid- ings Feet | EAST ▲ |
|-----------|--|----------------------------|-----------------|----------------------|-----------|
| | Miles | STATIONS | | | |
| 558.8 | | HOISINGTON ① ② ③ ④ ⑤ | MX-567 | Yd. | |
| | | 10.1 | | | |
| 568.9 | | OLMITZ | MX-577 | 8643 | |
| | | 6.7 | | | |
| 575.6 | | OTIS | MX-583 | 4043 | |
| | | 8.3 | | | |
| 584.1 | | BISON | MX-592 | 6289 | |
| | | 6.2 | | | |
| 590.3 | | LA CROSSE ①-1 | MX-598 | 3942 | |
| | | 15.0 | | | |
| 605.3 | | McCRACKEN | MX-613 | 7625 | |
| | | 10.7 | | | |
| 616.0 | | BROWNELL ①-1 | MX-624 | 4058 | |
| | | 6.1 | | | |
| 622.1 | | OSGOOD | MX-630 | 6136 | |
| | | 5.2 | | | |
| 627.3 | | RANSOM | MX-635 | 3945 | |
| | | 6.5 | | | |
| 633.8 | | ARNOLD | MX-642 | 2591 | |
| | | 6.5 | | | |
| 640.3 | | UTICA ①-1 ② | MX-648 | 6499 | |
| | | 15.3 | | | |
| 655.6 | | SHIELDS | MX-663 | 6374 | |
| | | 9.4 | | | |
| 665.0 | | HEALY ①-1 | MX-673 | | |
| | | 5.2 | | | |
| 670.2 | | RANCH | MX-678 | 6281 | |
| | | 11.5 | | | |
| 681.7 | | ③ AT&SF ④ | | | |
| | | 0.8 | | | |
| 682.5 | | SCOTT CITY ①-1 | MX-690 | 3850 | |
| | | 0.3 | | | |
| 682.8 | | ③ AT&SF ④ | | | |
| | | 9.3 | | | |
| 692.1 | | MODOC | MX-700 | 6379 | |
| | | 7.1 | | | |
| 699.2 | | MARIENTHAL | MX-707 | | |
| | | 7.9 | | | |
| 707.1 | | LEOTI ①-1 | MX-715 | 4038 | |
| | | 10.0 | | | |
| 717.1 | | SELKIRK | MX-725 | 6159 | |
| | | 11.9 | | | |
| 729.0 | | TRIBUNE | MX-737 | 2591 | |
| | | 1.8 | | | |
| 730.8 | | HORACE ① ② ③ ④ | MX-739 | Yd. | |
| 171.8 | | | | | |

| Maximum Speed (Except as Below) | MPH | BUSINESS TRACKS | MP | Sta. No. |
|---|-----|--------------------------|-------|-------------|
| MP 588-36 — MP 589-11 | 50 | Kanbrick (Hoisington) | 561.4 | GD- 3 |
| City Limits LaCrosse | 45 | Boyd | 562.9 | MX-571 |
| MP 681-29 — MP 682-34 | 40 | Hargrave | 598.0 | MX-606 |
| Hot Box and Dragging Equipment Detectors located at MP 595-21, *MP 625-27, *MP 679-16 and *MP 705-23. | | Pen Dennis | 649.4 | MX-657 |
| | | Manning | 671.4 | MX-679 |
| | | Coronado | 704.1 | MX-712 |
| | | Whitelaw | 724.6 | MX-732 |

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

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.

| MOUNTAIN STANDARD TIME | | | | | |
|------------------------|--|--------|--------------|---------|--|
| WEST | Radio communication via Channel One, Call-in One | EAST | Station Nos. | Sidings | |
| Miles | STATIONS | | | Feet | |
| 730.8 | HORACE | ①②-1T③ | MX-739 | Yd. | |
| 740.5 | WALKINGHOOD, KAN. | | MX-748 | 8750 | |
| 746.6 | TOWNER, COLO. | | MX-754 | | |
| 752.5 | STUART | | MX-760 | 6039 | |
| 758.1 | SHERIDAN LAKE | ①-1 | MX-766 | 3834 | |
| 771.8 | CHIVINGTON | | MX-780 | 6251 | |
| 785.8 | EADS | ①-1③ | MX-794 | 6435 | |
| 807.7 | HASWELL | ①-1 | MX-816 | 6597 | |
| 830.5 | HEATH | | MX-838 | 6462 | |
| 841.2 | SUGAR CITY | T | MX-849 | | |
| 846.4 | ORDWAY | ①-1 | MX-854 | 7304 | |
| 863.1 | PULTNEY | | MX-871 | 6140 | |
| 869.4 | NA JCT. | ① | MX-876 | | |
| 591.8 | AVONDALE | ①-1③ | MX-889 | 8153 | |
| 603.6 | DEVINE | | MX-895 | | |
| 609.6 | BAXTER | | MX-897 | 7500 | |
| 611.8 | PUEBLO JCT.② | | MX-903 | | |
| 617.8 | PUEBLO | T②①-1③ | MX-905 | Yd. | |
| 897.1 | | | | | |
| 166.8 | | | | | |

| Maximum Speed | MPH |
|---|-----|
| (Except as below) | 55 |
| City Limits Eads | 40 |
| City Limits Ordway | 40 |
| NA Jct. — Pueblo Jct. | |
| (Except as below) | 60 |
| Boone (until crossing occupied) | 40 |
| AT&SF MP 615.9 — MP 616.0 | 50 |
| AT&SF MP 617.2 — MP 617.6 | 25 |
| Pueblo Jct.: AT&SF MP 617.6 — MP 617.8 | 15 |
| MP 893-06 — MP 895-06 | 20 |
| (Industrial Lead West of Fountain River Bridge, Pueblo, Colo. — Old Main Line.) | |

| Business Tracks | MP | Sta. No. |
|-----------------|-------|----------|
| Astor | 736.9 | MS-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 Jct. CTC — Between NA Jct. and Pueblo Jct. Operation between NA Jct. and Pueblo Jct. over joint MP-AT&SF track controlled by AT&SF dispr. at La Junta. Uniform Code of Operating Rules apply except as modified by AT&SF Rules shown under Item 17 (a) of Special Instructions. No. 16 turnouts both ends sidings Baxter and Avondale. AT&SF 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 (AT&SF clearance not required).

Hot Box and Dragging Equipment Detectors located at *MP 792-05, MP 851-00 and AT&SF *MP 595-1.

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

SALINA SUBDIV. — KANSAS DIVISION

| MOUNTAIN STANDARD TIME | | | | | |
|------------------------|--|--------|--------------|---------|--|
| WEST | Radio communication via Channel One, Call-in One | EAST | Station Nos. | Sidings | |
| Miles | STATIONS | | | Feet | |
| 479.1 | SALINA JCT. | ① | MX-488 | | |
| 494.8 | ①OKT② | | | | |
| 494.8 | ①UP② | | | | |
| 494.9 | SALINA | ①② T S | GK-16 | Yd. | |
| 495.3 | SALINA UNION DEPOT | ① | | | |
| 499.1 | TRIGO | | GK-21 | 2184 | |
| 511.3 | FALUN | | GK-32 | 1652 | |
| 521.0 | MARQUETTE | ①② | MX-513 | | |
| 41.6 | | | | | |

| MOUNTAIN STANDARD TIME | | | | | |
|------------------------|--|-------|--------------|---------|--|
| WEST | Radio communication via Channel One, Call-in One | EAST | Station Nos. | Sidings | |
| Miles | STATIONS | | | Feet | |
| 485.9 | HARDTNER JCT. | ① T | M-001 | | |
| 487.9 | ②AT&SF③ | | | | |
| 488.8 | ③AT&SF④ | | | | |
| 494.3 | FRONTIER | | H-196 | 6428 | |
| 496.6 | BAYNEVILLE | | H-197 | 1307 | |
| 501.4 | CLEARWATER | | H-202 | 1199 | |
| 506.9 | MILLERTON | | H-208 | 1394 | |
| 512.9 | CONWAY SPRINGS | ①②③ T | NL-135 | Yd. | |
| 524.3 | ARGONIA | | H-225 | | |
| 524.5 | ②AT&SF③ | | | | |
| 531.2 | FREEPORT | | H-232 | 2250 | |
| 541.6 | ANTHONY | | H-243 | | |
| 541.9 | ③AT&SF④ | | | | |
| 542.0 | ③AT&SF④ | | | | |
| 558.8 | CORWIN | | H-260 | | |
| 564.0 | HAZELTON | | H-265 | | |
| 571.2 | KIOWA | | H-272 | | |
| 572.5 | ③AT&SF G | | | | |
| 573.1 | ③AT&SF④ | | | | |
| 576.8 | STUBBS | | H-278 | | |
| 581.5 | HARDTNER | T | H-283 | | |
| 95.6 | | | | | |

STAFFORD SUBDIV. — KANSAS DIVISION

| MOUNTAIN STANDARD TIME | | | | | |
|------------------------|--|-------|--------------|---------|--|
| WEST | Radio communication via Channel One, Call-in One | EAST | Station Nos. | Sidings | |
| Miles | STATIONS | | | Feet | |
| 558.7 | CONWAY SPRINGS | ①②③ T | NL-135 | Yd. | |
| 567.1 | MILTON | | NL-144 | | |
| 572.2 | ③AT&SF G | | | | |
| 592.3 | KINGMAN | | NL-169 | | |
| 593.1 | ③AT&SF G | | | | |
| 593.9 | ③AT&SF④ | | | | |
| 598.4 | BROWNS SPUR | | NL-175 | | |
| 605.8 | PENALOSA | | NL-183 | | |
| 610.0 | OLCOTT | T | NL-187 | | |
| 619.9 | PRESTON | ① | NC-10 | 500 | |
| 620.1 | ③SSW G | | | | |
| 630.0 | IUKA | ① T | NC-20 | | |
| 614.5 | TURON | | NL-191 | | |
| 615.0 | ③SSW④ | | | | |
| 628.6 | STAFFORD | □ | NL-205 | | |
| 629.6 | ③AT&SF④ | | | | |
| 639.3 | HUDSON | | NL-216 | | |
| 648.3 | SEWARD | | NL-225 | | |
| 653.7 | RADIUM | | NL-230 | | |
| 95.0 | | | | | |

| WEST | | EAST | | Sta- tion Nos. | Sid- ings Feet | Maximum Speed MPH |
|-------|-------------------------|--------|------|----------------------|----------------------|--|
| Miles | STATIONS | | | | | |
| 482.0 | WICHITA YD. ①②③④⑤⑥ | H-183 | Yd. | | | Between Wichita and Geneseo (Except as below) 30 MP 482-00 — 10 MP 486-00 — 10 MP 530-19 — 20 MP 533-25 — 20 MP 559-06 — 20 MP 561-01 — 20 |
| 482.4 | ⑥BN⑥ | | | | | |
| 482.6 | ⑥OKT⑥ | | | | | |
| 483.0 | ⑥WTA⑥ | | | | | |
| 483.0 | ⑥AT&SF⑥ | | | | | |
| 485.9 | HARDTNER JCT. ⑦T | M-1 | | | | BUSINESS Sta. TRACKS MP No. Wichita Sand 490.5 M-5 Superior Sand 490.9 M-6 Berwet 496.0 M-11 Lock-Joint 497.7 M-13 KGE Co. 498.3 M-14 Andale 504.2 M-19 Small Spur 511.1 M-26 Elmer 526.0 M-41 Yaggy 535.8 M-54 Nickerson (between YA Jct. & ST Jct.) 544.0 M-59 Kanopolis 14.3 M-103 |
| 495.0 | MAIZE | M-10 | 1532 | | | Stations on AT&SF between YA Jct. and ST Jct.: Name AT&SF MP YA Jct. 222.7 Yaggy 223.2 Nickerson 228.6 ST Jct. 235.6 |
| 499.1 | COLWICH | M-14 | 1546 | | | |
| 509.9 | MT. HOPE | M-25 | 3059 | | | |
| 516.9 | HAVEN | M-32 | 2918 | | | |
| 522.4 | YODER | M-37 | 2222 | | | |
| 531.5 | ⑥AT&SF⑥ | | | | | |
| 531.6 | ⑥AT&SF⑥ | | | | | |
| 532.0 | ⑥SSW⑥ | | | | | |
| 532.6 | HUTCHINSON ⑦⑧⑨⑩ | M-48 | Yd. | | | |
| 533.5 | ⑥AT&SF⑥ | | | | | |
| 537.5 | YA JCT. | | | | | |
| | Via AT&SF 13.09 Mi. | | | | | |
| 550.1 | ST JCT. | | | | | |
| 559.2 | ⑥BN⑥ | | | | | |
| 560.5 | LYONS ⑪⑫⑬ | M-76 | 2566 | | | |
| 561.0 | ⑥AT&SF⑥ | | | | | |
| 573.2 | GENESEO ⑭⑮⑯ | MX-532 | 3841 | | | |
| 524.5 | | | | | | |
| 91.7 | | | | | | |

Rule 99(d) in effect between Hardtner Jct. and Lyons only.

Yard Limits: Wichita to MP 487-23; MP 530-19 to MP 537-13; MP 558-04 to MP 562-00 and MP 570-20 to Geneseo.

Operations via AT&SF, 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.

Hutchinson: In yard ⑦ SSW 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 7:01 am until 5:01 pm, sounding whistle signal per last paragraph Uniform Code of Operating Rules 14(1) expecting to find track cars.

CONWAY SPRINGS SUBDIV. — KANSAS DIVISION

| WEST | | EAST | | Sta- tion Nos. | Sid- ings Feet | Yard Limits: MP 537-09 to MP 558-00. |
|---|---------------------------|--------|-----|----------------------|----------------------|--|
| Miles | STATIONS | | | | | |
| 522.9 | ARKANSAS CITY ⑰ | NB-25 | | | | Maximum Speed MPH Between Belle Plaine & Conway Springs . 20 |
| 43.3 Mi. Via AT&SF | | | | | | |
| 537.9 | BELLE PLAINE | NL-115 | | | | Winfield Ind. Lead 5.0 miles opens off AT&SF MP 249.7 Max. speed 20 MPH. |
| 544.5 | ⑥OKT⑥ | | | | | |
| 558.7 | CONWAY SPRINGS ⑱⑲⑲⑲ | NL-135 | Yd. | | | Business Tracks MP No. Sta. No. Riverdale. 544.4 NL-121 Anson 552.2 NL-129 Winfield. 517.2 NL-94 |
| 68.7 | | | | | | |
| Operation over AT&SF Belle Plaine to Arkansas City Special Instructions Item 17(a). | | | | | | |

| WEST | | EAST | | Sta- tion Nos. | Sid- ings Feet |
|---|---|--|------|----------------------|----------------------|
| Miles | STATIONS | | | | |
| 367.4 | IOLA | H-68 | | | |
| 367.8 | ③AT&SF③ | | | | |
| 374.7 | PIQUA | H-76 | 1590 | | |
| 383.6 | DURAND ⑳T⑳-2⑳⑳ | H-85 | 4902 | | |
| 386.0 | YATES CENTER ㉑ | H-87 | | | |
| 394.4 | BATESVILLE | H-96 | 4881 | | |
| 420.7 | EUREKA | H-122 | | | |
| 438.6 | SUMMIT | H-140 | 4286 | | |
| 452.7 | WALNUT | H-154 | 4502 | | |
| 454.5 | ELDORADO ㉒⑳㉒⑳ | H-155 | | | |
| 454.6 | McPHERSON JCT. T | H-155 | | | |
| 482.0 | WICHITA YD. ㉓㉓⑳㉓⑳ | H-183 | Yd. | | |
| 114.6 | | | | | |
| Business Tracks MP No. Sta. No. | Business Tracks MP No. Sta. No. | Business Tracks MP No. Sta. No. | | | |
| Durand to Iola 20 Durand to MP 418-00 (except as below) 49 MP 408-00 — 40 MP 411-00 — 40 MP 418-00 — 40 MP 420-20 — 25 MP 421-20 — 40 MP 431-00 — 35 MP 438-00 — 40 MP 438-00 — 40 Both legs of Wye-Durand 10 | | | | | |
| Yard Limits: MP 387-25 to end of track Iola; MP 451-30 to MP 458-10 and MP 476-20 to Wichita. Piqua-Humboldt Ind. Lead 10.33 miles. Max. speed 20 MPH. Humboldt — HU-10 | | | | | |
| Business Tracks MP No. Sta. No. | Business Tracks MP No. Sta. No. | Business Tracks MP No. Sta. No. | | | |
| Athens 378.9 H-80 Toronto 399.5 H-101 Neal 407.6 H-109 Reece 430.5 H-132 | Rosalia... ④-2 441.9 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. — KANSAS DIVISION

| WEST | | EAST | | Sta- tion Nos. | Sid- ings Feet |
|---|--|---------------------------------|------|----------------------|----------------------|
| Miles | STATIONS | | | | |
| 454.6 | McPHERSON JCT. ㉔T | H-155 | | | |
| 467.1 | POTWIN | PB-13 | | | |
| 474.5 | WHITEWATER | PB-20 | 1117 | | |
| 474.7 | ⑥OKT⑥ | | | | |
| 486.8 | NEWTON | PB-32 | 1006 | | |
| 487.0 | ⑥AT&SF⑥ | | | | |
| 495.1 | HESSTON | PB-41 | 1992 | | |
| 501.6 | MOUND RIDGE | PB-47 | 1488 | | |
| 514.9 | ⑥SSW⑥ | | | | |
| 516.2 | McPHERSON ㉕⑵ | PB-62 | Yd. | | |
| 61.6 | | | | | |
| Rule 99 (d) in effect between McPherson Jct. and Newton only. | | | | | |
| Maximum Speed MPH (Except as below) 30 City Limits Potwin 25 City Limits Mound Ridge 20 MP 486-11 — 15 MP 488-03 15 | | | | | |
| 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. Sta. No. | Business Tracks MP No. Sta. No. | Business Tracks MP No. Sta. No. | | | |
| Oil Hill 456.7 PB-2 Brainerd 471.6 PB-17 McLains 481.4 PB-27 | Marvel Industries 488.8 PB-34 Zimmerdale 491.7 PB-37 Cent.-Kan. Hatchery 500.9 PB-46 Elyria 509.3 PB-56 | | | | |

PARIS SUBDIV. — CENTRAL DIVISION

| SOUTH | | NORTH | | Sta- tion Nos. | Sid- ings Feet |
|---|---------------------------------|---------------------------------|------|----------------------|----------------------|
| Miles | STATIONS | | | | |
| 497.2 | VAN BUREN ㉖⑶⑶⑶ | L-158 | Yd. | | |
| 508.0 | FT SMITH ㉗⑶⑶ | LD-5 | | | |
| 509.3 | ⑥BN⑥ | | | | |
| 509.4 | ⑥KCS⑥ | | | | |
| 509.4 | ⑥KCS⑥ | | | | |
| 512.8 | SO. FT. SMITH ㉘ | LD-10 | | | |
| 519.4 | FORT CHAFFEE | LD-17 | | | |
| 535.3 | CHARLESTON | LD-33 | | | |
| 536.0 | THESSING | LD-34 | 1500 | | |
| 553.1 | PARIS | LD-51 | | | |
| 46.6 | | | | | |
| Rule 99 (d) in effect. | | | | | |
| Yard Limits: Ft. Smith: BN Conn. to MP 515.00. | | | | | |
| Maximum Speed MPH (Except as below) 30 City Limits Ft. Smith 25 BN Conn. 15 MP 508-00 15 MP 510-20 — 10 MP 510-21 10 MP 512-05 — 10 MP 512-11 10 MP 512.26 — 5 MPH until South 31st St. is occupied. | | | | | |
| Business Tracks MP No. Sta. No. | Business Tracks MP No. Sta. No. | Business Tracks MP No. Sta. No. | | | |
| 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. ⑶BN G Nth. L St. ⑶KCS⑶ | | | | | |
| Operation over BN between Van Buren and Ft. Smith. See Item 17(b) Special Instructions. Crew member must communicate with BN train dispr. before operating time release at Ark. River bridge 4106. | | | | | |

| Miles | WEST ▼ STATIONS | EAST ▲ | Sta- | Sid- | Rule 99 (d) in effect between Chetopa and Nassau Jct. only. | |
|-------|-----------------------|-----------|--------------|--------------|--|---|
| | | | tion Nos. | ings Feet | | |
| 319.3 | NASSAU JCT. | ⊙T | P-71 | ..... | Trains arriving Nassau Jct. will secure authority from train dispatcher or operator at Nevada before fouling main track on Carthage Subdiv. | |
| 333.2 | BRONAUGH 10.1 | | N-16 | ..... |  |  |
| 343.3 | LIBERAL, MO. 0.1 | | N-26 | ..... |  |  |
| 343.4 | ⊙BN⊙ 9.4 |  |  | ..... |  |  |
| 352.8 | CORNELL, KAN. 4.8 | | N-35 | 2802 | | |
| 357.6 | ⊙KCSG 0.4 |  |  | ..... |  |  |
| 358.0 | PITTSBURG 4.8 | ⊙⊙⊙ | N-41 | Yd. | | Yard Limits: Nassau Jct. to MP 321-17; Pittsburg, MP 355-00 to MP 360-18 and MP 422-00 to Coffeyville. |
| 362.8 | FLEMING 2.8 | | N-46 | 1991 | | |
| 365.6 | ⊙BN⊙ 0.2 | | | | | Maximum Speed MPH (Except as below) ... 30 MP 392-09 — MP 392-30 15 |
| 365.8 | CHEROKEE 1.0 | | N-48 | 834 | | |
| 366.8 | ⊙BN G 12.8 |  |  | ..... | Business Tracks Sta. MP No. Moundville .. 328.0 N-11 Bartlett 400.0 N-83 | |
| 379.6 | SHERWIN ⊙BN G 6.5 | | N-62 | 1320 | | |
| 386.1 | FAULKNER 6.7 | | N-68 | 1561 | | |
| 392.8 | CHETOPA 0.4 | | N-75 | 1820 | | |
| 393.2 | ⊙MKT G 14.9 |  |  | ..... |  |  |
| 408.1 | EDNA 5.1 | | N-91 | ..... |  |  |
| 413.2 | VALEDA 9.8 | | N-96 | 930 | | |
| 423.0 | ⊙AT&SF⊙MKT⊙ 0.3 |  |  | ..... |  |  |
| 423.3 | COFFEYVILLE | ⊙ T⊙⊙⊙⊙ | R-135 | Yd. | | |
| 104.0 | | | | | | |

MIDLAND VALLEY SUBDIV. — CENTRAL DIVISION

| Miles | WEST ▼ STATIONS | EAST ▲ | Sta- | Sid- | Rule 99 (d) in effect. |
|-------|-----------------------|-----------|--------------|--------------|--|
| | | | tion Nos. | ings Feet | |
| 20.8 | PANAMA 8.5 | | MV21 | ..... | Yard limits: MP 93-00 to MP 101-04 and MP 146-04 to MP 154-23. |
| 29.3 | ⊙FS & VB⊙ 11.6 |  |  | ..... |  |
| 40.9 | KEOTA 14.3 | | MV41 | ..... | 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 142-00—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 187-06 (Except as below) ... 25 MP 169-14—MP 169-20 10 |
| 55.2 | STIGLER 12.3 | | MV55 | ..... |  |
| 67.5 | PORUM 9.7 | | MV67 | ..... |  |
| 77.2 | WARNER 18.6 | | MV77 | ..... |  |
| 95.8 | SHOPTON ⊙T⊙⊙ | | MV96 | Yd. | |
| 97.1 | ⊙BN⊙ 0.1 |  |  | ..... |  |
| 97.2 | ⊙MKT G 2.9 |  |  | ..... |  |
| 100.1 | MUSKOGEE⊙MP G... ⊙T⊙ | | MV97 | ..... | BUSINESS Sta. TRACKS MP No. Bokoshe 27.2 MV-27 Gloco 47.4 MV-47 Kerr McGee 50.5 MV-50 Perdue 54.3 MV-55 Carbonex Coal 69.7 MV-67 Turley 157.5 MV-158 Skiatook ... 166.6 MV-167 |
| 117.3 | HASKELL 16.7 | | MV117 | ..... |  |
| 134.0 | BIXBY 7.5 | | MV134 | ..... |  |
| 141.5 | JENKS 6.6 | | MV142 | ..... |  |
| 148.1 | TULSA ⊙T⊙⊙⊙ | | MV152 | Yd. | |
| 152.3 | ⊙SS RY⊙ 34.9 |  |  | ..... |  |
| 187.2 | BARNSDALL | | MV187 | ..... |  |
| 166.4 | | | | | |

Operation via BN between MP 97.2 and MP 97.8.

Operation via BN between Cherokee Yd. and AT&SF yard lead, Tulsa. Secure verbal authority from BN dispatcher before entering CTC territory for movement in either direction. Refer to Special Instructions, Item 17 (b). Max. speed 20 MPH except 10 MPH over 17th St. Cherokee Yd.

Tulsa Industrial Lead MP 151.8 reached via AT&SF yard lead.

| Miles | SOUTH ▼ STATIONS | Radio communication via Channel One, Call-in Two | NORTH ▲ | Sta- | Sid- |
|-------|-----------------------------|---|------------|--------------|--------------|
| | | | | tion Nos. | ings Feet |
| 334.4 | OSAWATOMIE ⊙-2 ⊙T⊙ | | | MX-341 | Yd. |
| 334.9 | ⊙MP⊙ 0.5 | | | | |
| 336.0 | TOLER 1.1 | | | | |
| 338.9 | BALDWIN 2.9 | | | | |
| 343.5 | LANE JCT. 4.6 | | | R-9 | |
| 353.4 | HECLA 9.9 | | | R-20 | 7401 |
| 357.4 | ⊙AT&SF⊙ 4.0 | | | | |
| 361.3 | BIRCH 3.8 | | | R-29 | 7640 |
| 371.7 | DIXON 10.4 | | | R-39 | 9124 |
| 384.4 | LE ROY 12.7 | | | R-51 | |
| 391.0 | VERNON 6.6 | | | R-59 | 8944 |
| 398.5 | DURAND 7.5 | | | H-85 | 8260 |
| 415.1 | ROPER 16.6 | | | R-82 | 7981 |
| 417.6 | BENEDICT ⊙AT&SF⊙ 2.5 | | | R-85 | |
| 427.2 | ALTOONA 9.6 | | | R-94 | |
| 434.8 | NEODESHA 7.6 | | | R-102 | 8177 |
| 434.9 | ⊙BN⊙ 0.1 | | | | |
| 442.3 | SYCAMORE 7.4 | | | R-109 | 9473 |
| 448.3 | ⊙AT&SF⊙ 6.0 | | | | |
| 448.6 | ⊙AT&SF⊙ 0.3 | | | | |
| 449.1 | INDEPENDENCE 0.5 | | | R-116 | 8008 |
| 462.4 | DEARING 13.3 | | | R-130 | 8200 |
| 467.8 | COFFEYVILLE ⊙-2 T ⊙⊙⊙ | | | R-135 | Yd. |
| 133.4 | | | | | |

ABS-CTC — Osawatomie to MP 466-23 at Coffeyville.
Two main tracks designated East and West tracks between Osawatomie and Lane Jct. Fredonia: Reached via AT&SF from Benedict. (See Item 17(a) Special Instructions.) Remote control switches are No. 15, 16 or 20.
Hot Box and Dragging Equipment Detectors located at *MP 366-21, *MP 387-03, *MP 410-34 and *MP 438-08.
Trains originating Osawatomie, Coffeyville and Durand must secure clearance.

| Maximum Speed | MPH | BUSINESS TRACKS | MP | Sta. No. |
|-----------------------------|-----|--------------------------|-------|-------------|
| (Except as below) | 50 | Greeley | 348.1 | R-15 |
| MP 334-31 — MP 334-41 | 30 | Westphalia | 373.6 | R-41 |
| MP 340-39 — MP 341-34 | 40 | New Strawn Spur | 375.6 | R-43 |
| MP 343-23 — MP 344-01 | 45 | Aliceville | 377.4 | R-44 |
| MP 348-03 — MP 348-24 | 25 | Buffalo | 411.2 | R-78 |
| MP 348-24 — MP 348-26 | 45 | Blake | 453.3 | R-120 |
| MP 356-40 — MP 357-37 | 25 | Garnett ⊙ | 357.6 | R-24 |
| MP 371-27 — MP 372-26 | 45 | DMA | 461.2 | R-129 |
| MP 383-34 — MP 385-00 | 30 | Fredonia ⊙-2 | 426.5 | RC-12 |
| MP 418-01 — MP 418-11 | 45 | | | |
| MP 423-00 — MP 423-11 | 45 | | | |
| MP 426-10 — MP 428-20 | 40 | | | |
| 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 to Coffeyville
Maximum speed on controlled sidings 35 MPH unless otherwise restricted.
Osawatomie — Around wye 10 MPH
Coffeyville — Read St. to 14th St. 20 MPH

| Miles | SOUTH ▼ | Radio communication via Channel One, Call-in Two STATIONS | NORTH ▲ | Sta- tion Nos. | Sid- ings Feet |
|-------|------------|---|----------------|----------------------|----------------------|
| | | | | | |
| 662.8 | | COFFEYVILLE, KAN. | ☐ ① ② -2T ☐ | R-135 | Yd. |
| | | 2.3 | | | |
| 660.5 | | ① MKT ② | | | |
| | | 9.5 | | | |
| 651.0 | | LENAPAH, OKLA. | ▼ | L-311 | 7724 |
| | | 16.6 | | | |
| 634.4 | | CLEM | ▼ | L-294 | 9195 |
| | | 12.3 | | | |
| 622.1 | | OOLOGAH. | ① ▼ | L-282 | 7445 |
| | | 11.8 | | | |
| 610.3 | | ② BN ② | | | |
| | | 3.0 | | | |
| 607.3 | | PRATT | ▼ | L-268 | 7566 |
| | | 10.4 | | | |
| 596.9 | | INOLA | ① ▼ | L-257 | 9148 |
| | | 15.5 | | | |
| 581.4 | | WAGONER ① MKT ② | ① ☐ | L-242 | |
| | | 1.8 | | | |
| 579.6 | | COOKSON | ▼ | L-239 | 9136 |
| | | 4.1 | | | |
| 575.5 | | OKAY JCT. | | L-233 | |
| | | 6.8 | | | |
| 568.7 | | OG & E SPUR | | L-229 | |
| | | 11.2 | | | |
| 557.5 | | BRAGGS | ① | L-218 | 8533 |
| | | 17.2 | | | |
| 541.3 | | UPSON | | L-201 | 7800 |
| | | 14.6 | | | |
| 526.7 | | ① KCS ② | | | |
| | | 7.0 | | | |
| 519.7 | | HANSON | | L-180 | 8214 |
| | | 15.0 | | | |
| 504.7 | | GREENWOOD, OKLA. | | L-164 | 9057 |
| | | 6.3 | | | |
| 498.4 | | ② BN ② | | | |
| | | 1.2 | | | |
| 497.2 | | VAN BUREN, ARK. | ☐ ① T ② -2 § ☐ | L-158 | Yd. |
| | | 165.6 | | | |

ABS — MP 660-20 to Van Buren. CTC — MP 660-20 to OG&E Spur.
Yard Limits: MP 495-20 to MP 498-20; MP 660-20 to Coffeyville.
Remote control switches are No. 15, 16, or 20 except Public Service and OG&E Spur.
No. 20 turnout OKAY Jct. and both ends Brags, Upson, Hanson and Greenwood.
Trains must secure clearance Coffeyville.

| Maximum Speed | MPH |
|-----------------------------------|-----|
| (Except as below) | 50 |
| MP 497-22 — MP 499-08 | 25 |
| MP 500-02 — MP 500-14 | 45 |
| MP 507-20 — MP 508-30 | 45 |
| 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 |
| Coffeyville: Read St. to 14th St. | 20 |

Maximum speed on controlled sidings 35 MPH unless otherwise restricted.

Hot Box and Drugging Equipment Detectors located: *MP 510-08, *MP 533-22, *MP 554-17, *MP 588-20, *MP 614-15 and #MP 637-00.

VAN BUREN SUBDIV. — CENTRAL DIVISION

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 trains, engines and employes 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. A train or engine granted Track Permit, after stopping, may pass a block signal indicating stop or stop then proceed at low speed and then proceed 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 employe in the same limits, each must be notified. All operating rules not modified by these instructions remain in effect.

The provisions of Rule 375(11) with respect to track and time limits will also apply in issuance of Track Permits.

Southward train moving on other than clear indication of signal at north end of Mayflower must stop short of the circuit for Main Street automatic crossing signal and communicate with the control operator except when white indicator light on signal case at MP 263 pole 21 is illuminated, train may proceed at low speed.

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 464-10 — MP 467-10 | 45 |
| MP 471-20 — MP 474-16 | 40 |
| MP 479-19 — MP 479-26 | 45 |

| BUSINESS TRACKS: | MP | Sta. No. |
|------------------|-------|----------|
| Alma | 489.4 | L-149 |
| 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 |
| Clarksville | 443.7 | L-101 |
| King Switch | 441.9 | L-99 |
| Lambrick Spur | 440.7 | L-97 |
| Lamar | 438.5 | L-95 |
| Clarksville Jct. | | |
| Storage | 435.3 | L-93 |
| Knoxville | 433.6 | L-91 |
| AP&L Spur | 424.5 | L-83 |
| Cargill | 423.4 | L-82 |
| Atkins | 405.8 | L-63 |
| Banquet Foods | 404.2 | L-63 |
| AP&L Spur No. 2 | 362.3 | 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.

No. 15, 16 or 20 turnouts both ends siding Mayflower, Menifee, Blackville, Scotia, Popping and Dyer.

| Miles | SOUTH ▼ | Radio communication via Channel One, Call-in Two STATIONS | NORTH ▲ | Sta- tion Nos. | Sid- ings Feet |
|-------|------------|---|------------|----------------------|----------------------|
| | | | | | |
| | | ☐ ① ② -2T ☐ | | | |
| 497.2 | | VAN BUREN | ☐ | L-158 | Yd. |
| | | 11.2 | | | |
| 486.0 | | DYER | | L-146 | 7554 |
| | | 16.3 | | | |
| 469.7 | | POPING | | L-130 | 7488 |
| | | 4.9 | | | |
| 464.8 | | OZARK | ① -2 | L-125 | 3859 |
| | | 8.3 | | | |
| 456.5 | | ALIX | | L-117 | 5970 |
| | | 13.1 | | | |
| 443.0 | | SPADRA | | L-105 | 7530 |
| | | 7.4 | | | |
| 435.6 | | CLARKSVILLE JCT. | | L-93 | |
| | | 8.1 | | | |
| 427.5 | | SCOTIA | | L-85 | 8200 |
| | | 9.8 | T § ① ② | | |
| 417.7 | | RUSSELLVILLE | ① -2 | L-75 | 6215 |
| | | 0.1 | | | |
| 417.6 | | D.&R. CONN. | | | |
| | | 6.9 | | | |
| 410.7 | | WORTHEN | | L-68 | 6418 |
| | | 10.6 | | | |
| 400.1 | | BLACKVILLE | | L-57 | 7754 |
| | | 7.6 | | | |
| 392.5 | | MORRILTON | | L-50 | 4728 |
| | | 11.2 | | | |
| 381.3 | | MENIFEE | | L-38 | 7536 |
| | | 8.2 | | | |
| 373.1 | | CONWAY | ① ② -2 ① ② | L-30 | 7506 |
| | | 9.5 | | | |
| 363.6 | | MAYFLOWER | | L-21 | 10684 |
| | | 19.4 | | | |
| 344.2 | | N. LITTLE ROCK | ☐ § ① ② | X-344 | Yd. |
| | | 152.6 | | | |

ABS — Van Buren-N. Little Rock.

Clarksville Jct. to Clarksville Industry Lead - Max. Speed 20 MPH.

Yard Limits: MP 495-20 to MP 498-20; MP 415-00 to MP 419-30; MP 371-00 to MP 374-00.

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

Hot Box and Drugging Equipment Detectors located *MP 368-26, *MP 433-14 and *MP 463-20.

TUNNELS:

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

| WEST | | Radio communication via Channel One, Call-in One. | | EAST | |
|----------------|--|---|--------------|-------------|-----------------|
| First Class | At Texarkana and Centennial Yard, Channel Two. | Station Nos. | Sidings Feet | First Class | Sun. Tues. Fri. |
| 21 | DALLAS SUBDIVISION | | | 22 | |
| Psg. | | | | Psg. | |
| Mon. Wed. Sat. | Miles | STATIONS | | | |
| AM 8 12 | 0.0 | TEXARKANA, ARK. ... | TP-0 | Yd. | PM s8 55 |
| | 0.5 | 0.5 | | | |
| | 1.3 | SSW | | | |
| | 1.8 | NATIONAL JCT., TEX. | | | 8 45 |
| | 2.4 | KCS | | | |
| | 7.9 | SULPHUR | TP-8 | 9157 | |
| | 14.8 | SPRINGDALE | TP-15 | 4914 | |
| | 20.4 | QUEEN CITY | TP-21 | 7449 | |
| | 23.6 | ATLANTA | TP-24 | 4756 | |
| | 31.2 | BIVINS | TP-31 | 7425 | |
| | 37.5 | KILDARE | TP-37 | 5022 | |
| | 43.5 | PAYNE | TP-44 | 7761 | |
| | 50.7 | JEFFERSON @L&A | TP-51 | 9513 | |
| | 58.7 | WOODLAWN | TP-58 | 7395 | |
| s9 31 | 66.3 | MARSHALL | TP-67 | 8243 | s7 46 |
| | 70.5 | QUINCY | TP-70 | 4748 | |
| | 75.3 | KEOKUK | TP-75 | 7484 | |
| | 81.5 | LANSING JCT. | TP-83 | | |
| | 87.7 | RED | | | |
| s10 03 | 89.6 | LONGVIEW | TP-90 | Yd. | s7 20 |
| | 89.9 | LONGVIEW JCT. | | | |
| | 93.8 | GREGGTON | TP-94 | 12870 | |
| | 104.8 | GLADEWATER | TP-103 | 7255 | |
| | 113.8 | BIG SANDY SSW | TP-113 | 7277 | |
| | 124.2 | FADA | TP-124 | 7507 | |
| | 130.0 | HOARD | TP-130 | 4967 | |
| | 136.1 | MINEOLA | TP-138 | 13970 | |
| | 142.2 | SILVER LAKE | TP-143 | 4730 | |
| | 150.0 | GRAND SALINE | TP-149 | 7512 | |
| | 158.8 | EDGEWOOD | TP-160 | 7559 | |
| | 167.4 | WILLS POINT | TP-167 | 7728 | |
| | 175.9 | ELMO | TP-176 | 7454 | |
| | 181.9 | TERRELL | TP-183 | 4406 | |
| | 187.0 | LAWRENCE | TP-187 | 7466 | |
| | 199.1 | MARITH | TP-199 | 7403 | |
| | 204.5 | MESQUITE | TP-204 | 9402 | |
| | 207.0 | SCOTTDALE | TP-207 | 4686 | |
| | 209.1 | MP JCT. | TP-210 | 7037 | |
| | 214.2 | TOWER 19 | | | |
| s1 15 | 214.8 | DALLAS | TP-215 | | 4 45 |
| 1 16 | 214.8 | TERMINAL JCT. | TP-216 | | 4 38 |
| | 216.1 | BROWDER | TP-218 | 4362 | |
| | 226.4 | GRAND PRAIRIE | TP-227 | 4570 | |
| | 229.0 | BOP | TP-230 | Yd. | |
| | 232.7 | ARLINGTON | TP-233 | 4179 | |
| | 241.1 | POLY | TP-241 | | |
| 2 25 PM | 245.4 | TOWER 55 | TP-245 | | 3 45 PM |
| | 251.1 | CENTENNIAL YD. | TP-250 | | |

TIMETABLE NO. 20

Yard Limits: MP 488-30 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 | Psg. Frt. |
| MP 0-00 — MP 1-00 | 20 20 | 19 — 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 220-08 | 20 20 |
| MP 15-11 — MP 18-11 | 70 — | MP 224-15 — MP 225-29 | 50 50 |
| MP 20-32 — MP 21-24 | 70 — | MP 225-29 — MP 226-25 | 30 30 |
| MP 23-22 — MP 23-33 | 20 20 ⁺ | MP 226-25 — MP 228-32 | 50 50 |
| MP 30-27 — MP 31-04 | 55 50 | MP 228-32 — MP 235-15 | 40 40 |
| MP 36-12 — MP 38-00 | 50 50 | MP 235-15 — MP 238-28 | 70 — |
| MP 42-07 — MP 42-25 | 70 — | MP 238-28 — MP 239-06 | 55 40 |
| MP 45-00 — MP 45-18 | 60 — | MP 239-06 — MP 245-18 | 40 40 |
| MP 46-20 — MP 47-22 | 70 — | MP 245-18 — MP 245-40 | 15 15 |
| MP 48-20 — MP 49-00 | 70 — | 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 | | |
| MP 67-06 — MP 68-33 | 65 — | Business Tracks | Sta. No. |
| MP 80-07 — MP 80-19 | 65 — | Hoot | 6.5 TP7 |
| MP 80-19 — MP 81-16 | 60 — | South | |
| MP 81-16 — MP 85-00 | 65 — | Texarkana | 11.4 TP11 |
| MP 86-06 — MP 95-06 | 40 40 | Pirkey | 76.1 TP76 |
| MP 100-21 — MP 104-30 | 40 40 ⁺ | Trinity | 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 Team | 202.0 TP202 |
| MP 148-07 — MP 148-36 | 60 — | Skyline | 205.6 TP205 |
| MP 148-36 — MP 149-19 | 40 40 | Eagle Ford | 220.0 TP220 |
| MP 156-00 — MP 157-00 | 60 35 | Cloudy | 222.0 TP224 |
| MP 166-09 — MP 167-01 | 35 35 ⁺ | June Pit | 223.2 TP225 |
| MP 182-06 — MP 183-09 | 40 40 | Mt. Creek | 223.8 TP226 |
| MP 183-26 — MP 184-18 | 60 — | Great | |
| MP 192-07 — MP 193-00 | 70 — | Southwest | 231.2 TP231 |
| MP 193-07 — MP 194-10 | 45 40 | Handley | 239.2 TP239 |
| MP 194-10 — MP 196-14 | 65 — | Jamestown | 242.9 TP243 |
| MP 196-14 — MP 201-10 | 70 — | Fort Worth | 245.8 TP246 |
| MP 201-10 — MP 203-00 | 45 45 | | |
| MP 203-00 — MP 205-15 | 70 — | | |
| MP 205-15 — S.P. MP 2.1 | 20 20 | | |
| S.P. MP 2.1 — S.P. MP 1.8 | 10 10 | | |
| S.P. MP 1.8 — Tower 19 | 20 20 | | |
| Through interlocking Tower 19 | 10 10 | | |

At Texarkana between power crossover at MP 488-30 and SSW Crossing the following will apply:

- Southward or Westward main track is designated as No. 1 main and Eastward or Northward main track is designated as No. 2 main.
- There is no superiority of trains on No. 2 main and all trains and engines must move at speed prescribed by Rule 93 for second and inferior class trains and engines.
- Unless instructed otherwise by the operator at Texarkana, No. 22 will operate on No. 1 main and Rule D-93 will not apply.
- On No. 1 main, all trains and engines must clear the schedule times of No. 21 and No. 22 as prescribed by Rule 93 except they may be authorized to occupy the track upon those schedule times by the operator at Texarkana.
- No. 21 must not pass southward signal at MP 488-30 and No. 22 must not pass eastward signal at National Jct. without permission from the operator at Texarkana regardless of indication displayed by those signals.

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

No. 16 turnouts at all junctions and all sidings. MW Crossover, Mineola located at MP 136-25. Hot Box and Drugging Equipment Detectors: *MP 29-15, MP 54-24, MP 80-05, MP 108-05, *MP 162-11, and *MP 190-18.

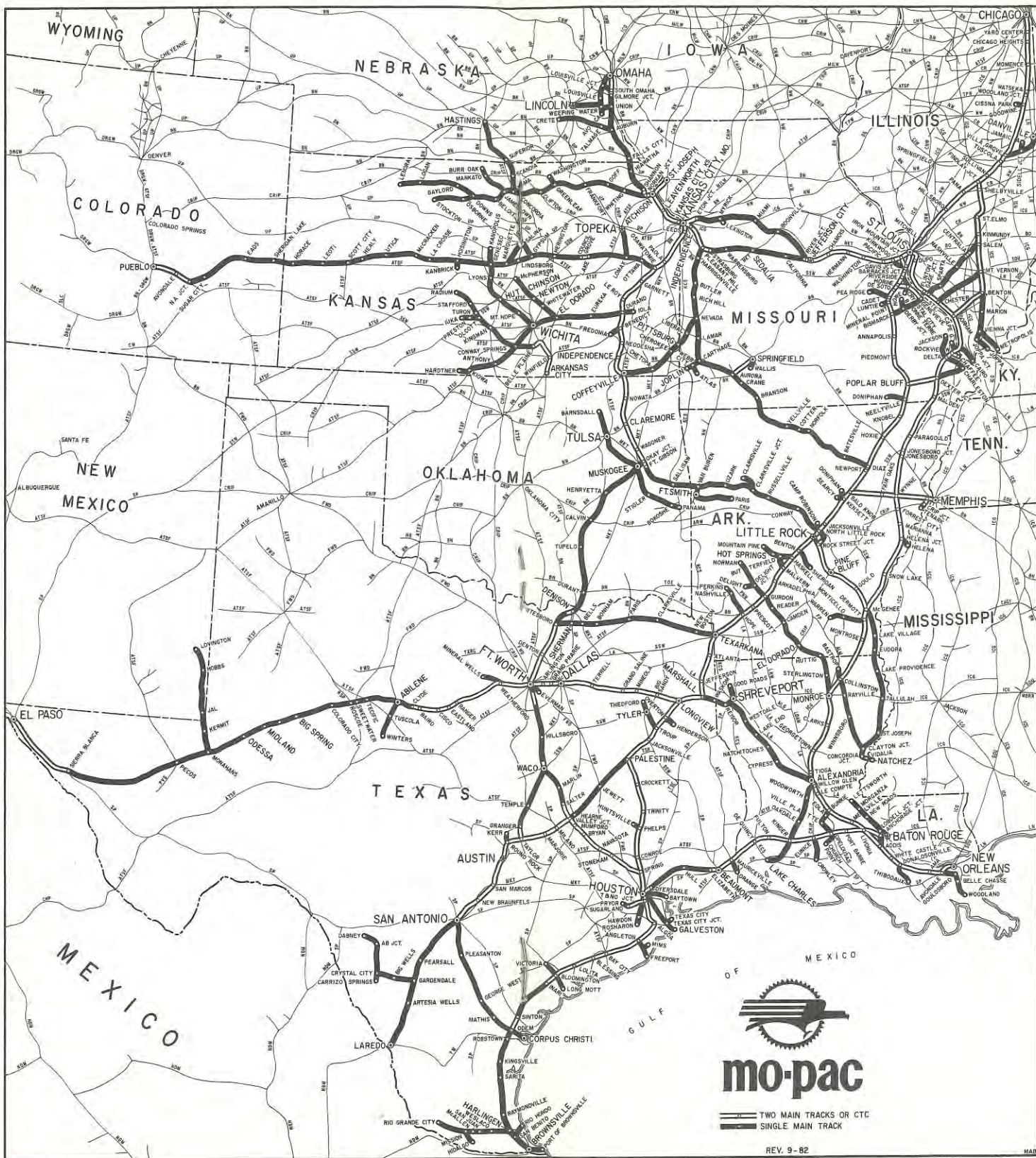
Trains originating secure clearance at Longview, Texarkana and Centennial Yd. or Tower 55.

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.

(Continued on Page 50)

TIMETABLE NO. 20



mo-pac

 TWO MAIN TRACKS OR CTC
 SINGLE MAIN TRACK

(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.

In East Dallas Yd. Ⓞ AT&SF @ 10 MPH.

Operation via SP, MP Jct. to Tower 19, 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 feet 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 Tower 55 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 & CENTRAL DIVS.

| Maximum Speed between Okay Jct. and KO&G Jct. (Except as below)..... | Miles | Radio communication via Channel One | | Station Nos. | Sidings Feet |
|--|-------|-------------------------------------|-------|--------------|--------------|
| | | SOUTH | NORTH | | |
| MP 128-08 — | 120.2 | OKAY JCT. | ▲ | L-233 | .... |
| MP 128-12 — | 122.5 | VERDIGRIS RIVER Ⓞ | ..... | ..... | ..... |
| City Limits Muskogee | 128.3 | ⓄMKT | ..... | ..... | ..... |
| Over MP Ⓞ | 133.8 | MUSKOGEE Ⓞ MP Ⓞ | ..... | MG-3 | Yd. |
| Broadway & Okmulgee Sts. | 145.9 | WAINWRIGHT | ..... | MG-146 | 7766 |
| Muskogee | 158.5 | HITCHITA | ..... | MG-159 | 3420 |
| MP 167-14 — | 174.1 | HENRYETTA | ..... | MG-174 | 4140 |
| MP 167-20 — | 188.6 | TANNER | ..... | MG-189 | 4543 |
| MP 173-00 — | 202.2 | MINA | ..... | MG-202 | 7560 |
| MP 175-00 — | 215.3 | ⓄMKT | ..... | ..... | ..... |
| MP 184-22 — | 216.3 | CALVIN | ..... | MG-216 | 4303 |
| MP 185-01 — | 230.0 | ALLEN | ..... | MG-230 | 5042 |
| MP 202-00 — | 252.5 | TUPELO | ..... | MG-252 | 7798 |
| MP 217-00 — | 269.5 | WAPANUCKA | ..... | MG-270 | ..... |
| Except: Calvin — Over MKT .. Ⓞ | 278.0 | CAIN | ..... | MG-279 | 7760 |
| MP 231-03 — | 297.6 | KO&G JCT., OKLA. | ..... | MG-298 | ..... |
| MP 231-13 — | ..... | RAY-DENISON, TEX. | ..... | MKT | Yd. |
| MP 242-16 — | ..... | ..... | ..... | ..... | ..... |
| MP 246-13 — | ..... | ..... | ..... | ..... | ..... |
| MP 256-19 — | ..... | ..... | ..... | ..... | ..... |
| MP 256-27 — | ..... | ..... | ..... | ..... | ..... |
| MP 267-22 — | ..... | ..... | ..... | ..... | ..... |
| MP 273-17 — | ..... | ..... | ..... | ..... | ..... |
| MP 291-19 — | ..... | ..... | ..... | ..... | ..... |
| MP 295-18 — | ..... | ..... | ..... | ..... | ..... |
| Thru Conn. KO&G Jct. | 15 | ..... | ..... | ..... | ..... |
| | | 198.3 | | | |
| Yard Limits | | Business Tracks | | Sta. No. | |
| Muskogee: MP 128-00 to MP 134-25 | | Port Lead | | 126.4 MG-126 | |
| KO&G Jct.: MP 296-05 to KO&G Jct. | | Coleman | | 277.6 MG-278 | |
| | | Durant | | 298.0 MG-298 | |

Central Division Jurisdiction Okay Jct. to MP 134-25.

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

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.

No. 20 turnout Okay Jct.

| Maximum Speed Between Whitesboro Jct. and Tower 55 (Except as below)..... | MPH | Radio communication via Channel One | | Station Nos. | Sidings Feet |
|---|-----|-------------------------------------|-------|--------------|--------------|
| | | SOUTH | NORTH | | |
| MP 173.3 — | 60 | RAY-DENISON, TEX. | ..... | MK622 | Yd. |
| MP 173.7 — | 35 | WHITESBORO JCT. | ..... | TA-173 | Yd. |
| MP 186.2 — | 50 | COLLINSVILLE | ..... | TA-179 | 4143 |
| MP 186.5 — | 50 | PILOT POINT | ..... | TA-191 | 7874 |
| MP 188.6 — | 50 | MINGO | ..... | TA-203 | 7610 |
| MP 188.1 — | 40 | DENTON | ..... | TA-209 | 7208 |
| MP 191.5 — | 30 | ROANOKE | ..... | TA-225 | 7967 |
| MP 192.1 — | 30 | WATAUGA | ..... | TA-235 | 2654 |
| MP 203.3 — | 55 | ⓄSSW | ..... | ..... | ..... |
| MP 203.7 — | 30 | HODGE | ..... | TA-240 | 9816 |
| MP 207.9 — | 20 | TOWER 55 | ..... | TP-245 | Yd. |
| MP 210.1 — | 20 | 92.3 | | | |
| MP 221.7 — | 30 | | | | |
| MP 222.2 — | 30 | | | | |
| MP 228.6 — | 55 | | | | |
| MP 228.9 — | 30 | | | | |
| MP 237.2 — | 30 | | | | |
| MP 239.4 — | 20 | | | | |
| Tower 55 — Through Interlocking | 15 | | | | |
| On Wye tracks Tower 55 | 10 | | | | |
| Yard Limits: Tower 55: MP 243.4 — MP 244.7 | | | | | |

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

Maximum speed on controlled sidings 35 MPH unless otherwise restricted.

ABS — Whitesboro Jct. to Tower 55.
 CTC Whitesboro Jct. to Peach St. MP 243.4.
 Operation via MKT between Whitesboro Jct. and Ray-Denison, Tex.
 Northward trains secure MP clearance at Centennial Yard or Tower 55.
 Northward trains operating beyond Whitesboro secure MKT clearance at Centennial Yard or Tower 55.
 Southward trains operating on Whitesboro Subdiv. secure MP clearance at MKT Ray Yard.
 Trains and engines operating between Tower 55 and Peach Street be governed by instructions of Yardmaster or Operator Tower 55.
 Hot Box and Dragging Equipment Detectors — MP 194.3 and MP 219.4.

| Business Tracks | MP No. | Sta. | MKT STATIONS | MKT Mile Post |
|------------------|--------|--------|--------------|---------------|
| Aubrey | 198.3 | TA-198 | Perrin Field | 668.9 |
| Keller | 230.2 | TA-230 | Pottsboro | 669.6 |
| Affiliated Foods | 232.0 | TA-232 | Sadler | 681.9 |
| | | | Whitesboro | 685.7 |

All remote control switches are No. 15, 16 or 20 turnouts.

| Radio Communication via Channel One | | EAST | | Station Nos. | Sidings Feet | Rule 99 (d) in effect. | |
|-------------------------------------|---------------------|----------|---|--------------|--------------|------------------------|-------------------------------------|
| WEST | STATIONS | STATIONS | ▲ | | | Maximum Speed. | MPH |
| 0.0 | TEXARKANA . . . ①②③ | | | TP-0 | Yd. | | (except as below) 30 |
| 0.6 | 0.6 ①②③ | | | | | | MP 0.0 — MP 4.7 20 |
| 14.8 | 14.2 ①②③ | | | TA15 | 4051 | | Over Church St., Paris 10 |
| 34.2 | 19.4 | | | TA34 | 4059 | | AT&SF-SP ① 10 |
| 61.0 | 26.8 | | | TA61 | 4979 | | MP 100.2 — MP 151.2 25 |
| 91.0 | 30.0 | | | TA91 | Yd. | | MP 153.2 — MP 156.4 20 |
| 91.7 | 0.7 | | | | | | |
| 128.1 | 36.4 | | | TA128 | Yd. | | |
| 141.6 | 13.5 | | | TA142 | | | |
| 154.5 | 12.9 | | | | | | |
| 154.6 | 0.1 | | | TA155 | Yd. | | |
| 154.7 | 0.1 | | | | | | |
| 173.1 | 18.4 | | | TA174 | Yd. | | |
| | 173.1 | | | | | | |

Yard Limits: MP 0.0 to MP 2.3; MP 59.0 to MP 63.0; MP 88.2 to MP 93.0; MP 126.0 to MP 132.2; MP 152.2 to MP 156.1 and MP 171.3 to MP 175.0.

MKT Crossing Sherman may be left lined as last used.

Within Red River Army Depot — Stop and protect Texas St. and 1st St. South.

| Radio Communication via Channel One, Call-in One | | EAST | | Station Nos. | Sidings Feet | Rule 99 (d) in effect. | |
|--|--------------------------|----------|---|--------------|--------------|------------------------|-----|
| WEST | STATIONS | STATIONS | ▲ | | | Maximum Speed. | MPH |
| 192.1 | ALEXANDRIA ①②③ | | | TB-195 | Yd. | | |
| 195.7 | 3.6 | | | TB-196 | | | |
| 203.7 | 7.9 | | | TB-204 | 4105 | | |
| 225.2 | 22.3 | | | TB-225 | 4124 | | |
| 235.8 | 10.6 | | | TB-236 | 5094 | | |
| 246.0 | 10.2 | | | TB-246 | 4066 | | |
| 247.5 | 1.5 | | | TB-247 | | | |
| 265.7 | 18.2 | | | TB-265 | 2935 | | |
| 286.0 | 20.3 | | | TB-286 | 4777 | | |
| 308.6 | 22.6 | | | TB-308 | 4805 | | |
| 311.7 | 3.7 | | | | | | |
| 313.9 | 2.2 | | | | | | |
| 315.0 | 1.1 | | | TB-315 | Yd. | | |
| 315.6 | 0.6 | | | TB-316 | Yd. | | |
| 1.5 | 0.3 | | | TS-326 | | | |
| 322.3 | 6.4 | | | TB-321 | 13850 | | |
| 332.5 | 10.2 | | | TB-331 | 5289 | | |
| 343.1 | 10.6 | | | TB-342 | 4028 | | |
| 349.5 | 6.4 | | | | 7551 | | |
| 351.0 | 1.5 | | | TP-67 | Yd. | | |
| 351.4 | 0.4 | | | | | | |
| | 156.9 | | | | | | |

Yard Limits:
MP 190.4 to MP 195.8
MP 310.6 to MP 317.9
MP 347.5 to MP 351.4

| Maximum Speed | MPH |
|-------------------------------|-----------------|
| (except as below) | 50 |
| MP 190.4 — MP 195.8 | 20 |
| MP 208.6 — MP 209.1 | 35 |
| MP 235.8 — MP 236.2 | 40 |
| MP 245.8 — MP 247.8 | 25 ⁺ |
| MP 310.9 — MP 320.3 | 20 |
| MP 348.6 — MP 350.6 | 40 |
| MP 350.7 — MP 351.4 | 30 |

| Business Tracks | MP | Sta. No. |
|-----------------|-------|----------|
| England AFB | 199.8 | TB199 |
| Boyce | 208.7 | TB209 |
| Rodemacher | 211.0 | TB212 |
| Soybean Spur | 244.2 | TB243 |
| Plywood Spur | 251.0 | TB251 |
| Powhatan | 258.8 | TB258 |
| Ox Bow | 274.7 | TB274 |
| Gahagan | 275.0 | TB275 |
| Dolet Hill | 280.9 | TB281 |
| Grand Bayou | 281.0 | TB280 |
| Bayou Pierre | 285.0 | TB285 |
| Caspiana | 296.0 | TB296 |
| Gayles | 302.4 | TB302 |
| Olin | 303.9 | TB304 |
| Flournoy | 317.7 | TB319 |
| Greenwood | 326.4 | TB325 |
| Jonesville | 335.4 | TB334 |

ABS — Texmo Jct. to Marshall Jct.

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 337.0, *MP 292.0, *MP 268.9, *MP 242.2 and *MP 216.3.

All trains and engines stop and protect Levy Street, Shreveport. North Drill Track switch to Jct. Yard at Shreveport — 10 MPH. Victoria Lumber Co. switch to East Drill Track switch Hollywood yard — 5 MPH.

Entire Lead, International Paper, Bayou Pierre — 25 MPH.

| Maximum Speed (Except as below) MPH | Radio Communication via Channel One | | Station Nos. | Sid- ings Feet |
|--|--|--------------------------|-----------------|----------------------|
| | SOUTH ▼ | NORTH ▲ | | |
| MP 0-00—MP 0-16..... 20 | Miles | | | |
| MP 18-33—MP 19-07..... 45 | STATIONS | | | |
| MP 21-15—MP 22-07..... 45 | 81.3 | LONGVIEW..... | TP-90 | Yd. |
| MP 26-10—MP 28-30..... 20 | 69.2 | 12.1 KILGORE..... | AX-12 | 8075 |
| MP 30-02—MP 31-15..... 45 | 58.9 | 10.3 OVERTON..... | AX-22 | 7154 |
| MP 36-11—MP 36-16..... 25 | 45.4 | 13.5 TROUP..... | AX-36 | 8973 |
| MP 44-30—MP 45-30..... 45 | 33.4 | 12.0 TECULA..... | AX-48 | 7487 |
| MP 50-09—MP 50-24..... 45 | 27.2 | 6.2 JACKSONVILLE..... | AX-54 | 4605 |
| MP 52-10—MP 53-00..... 30 | 27.0 | 0.2 SSW..... | | |
| MP 56-07—MP 56-20..... 45 | 23.6 | 3.4 HUME..... | AX-57 | 7331 |
| MP 59-18—MP 60-19..... 45 | 11.9 | 11.7 NECHES..... | AX-70 | 7754 |
| MP 68-00—MP 71-00..... 45 | 5.0 | 6.9 WELLS CREEK..... | AX-77 | 5478 |
| MP 73-05—MP 73-25..... 45 | 0.0 | 5.0 PALESTINE..... | AX-81 | Yd. |
| MP 78-07—MP 80-10..... 40 | 81.3 | | | |
| MP 80-10—MP 81-03..... 25 | | | | |

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

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

ABS — CTC between Palestine and Longview.

Between MP 0 Pole 16, Longview Subdivision and West Jct. on Austin Subdivision, and between West Jct. and MP 0 Pole 6 on Trinity Subdivision, all trains and engines must move at low speed and may move in either direction without flag protection. Within these limits after receiving authority of control operator, trains and engines may enter main track at hand operated switch without waiting 5 minutes as required by Rule 104 (15). At remote control switches trains and engines may proceed from stop indication to enter the main track within above specified limits upon verbal authority of control operator.

Do not exceed 10 MPH over LeTourneau Lead track — Longview. Originating trains secure clearance Palestine and Longview. Trains operating between Texarkana and Palestine will not require clearance at Longview if train order signal indicates proceed.

TYLER SUBDIV. — RED RIVER DIVISION

| Industry Lead Entire Subdiv. Maximum Speed (Except as below) MPH | SOUTH NORTH | | Station Nos. |
|---|-------------|------------------------|-----------------|
| | ▼ | ▲ | |
| MP 26.0 to MP 30.0..... 10 | Miles | | |
| | STATIONS | | |
| | 30.1 | THEDFORD..... | CX-30 |
| | 26.3 | 3.8 SWAN..... | CX-27 |
| BUSINESS TRACKS General Electric Co..... 13.5 - CX-13 | 19.0 | 7.3 TYLER@SSW..... | CX-19 |
| | 13.9 | 5.1 ELBERTA..... | CX-14 |
| Max. Wt. Troup-Swan..... 263,000 lbs. Swan-Thedford..... 220,000 lbs. | 8.6 | 5.3 WHITEHOUSE..... | CX-9 |
| Radio Communication via Channel One | 0.0 | 8.6 TROUP..... | AX-36 |
| | 30.1 | | |

HENDERSON SUBDIV. — RED RIVER DIVISION

| Industry Lead Entire Subdiv. Maximum Speed..... 30 MPH | SOUTH NORTH | | Station Nos. |
|--|-------------------------------------|----------------|-----------------|
| | ▼ | ▲ | |
| | Miles | | |
| | STATIONS | | |
| | 0.0 | OVERTON..... | AX-22 |
| | 16.0 | HENDERSON..... | BX-16 |
| BUSINESS TRACKS Humble Oil Rack..... 2.7 BX-4 Int. Paper Co..... 13.3 BX-13 Henderson Clay..... 13.6 BX-14 Woodcarve..... 14.0 BX-14 | 16.0 | | |
| | Radio Communication via Channel One | | |

| Miles | Radio Communication Via Channel One, Call-in One | | Station Nos. | Sid- ings Feet | Maximum Speed MPH (except as below) |
|-------|---|-------------------------|-----------------|----------------------|---|
| | SOUTH ▼ | NORTH ▲ | | | |
| | Miles | | | | |
| | STATIONS | | | | |
| | 165.8 | CENTENNIAL YD..... | TP-250 | Yd. | MP 0.0 — MP 100.0 |
| | 165.4 | 5.7 TOWER 55..... | TP-245 | | MP 0.0 — MP 0.4..... 35 |
| | 163.7 | 85.0 WACO JCT..... | BV-181 | | MP 0.4 — MP 6.0..... 50 |
| | 155.0 | 0.4 SSW..... | | | MP 20.9 — MP 22.7..... 30+ |
| | 137.0 | 1.7 WACO..... | BV-178 | 8983 | MP 25.4 — MP 25.7..... 50 |
| | 116.5 | 8.7 HARRISON..... | BV-155 | 8833 | MP 31.2 — MP 47.5..... 50 |
| | 110.1 | 18.0 MARLIN..... | BV-139 | 8050 | MP 47.5 — MP 48.3..... 25 |
| | 100.6 | 20.5 SALTER..... | BV-117 | 8050 | MP 78.0 — MP 78.6..... 15 |
| | 97.3 | 6.4 SARGE..... | BV-110 | 4695 | MP 97.3 (SP Crossing)..... 40 |
| | 92.0 | 9.5 VALLEY JCT..... | AX-175 | 9149 | MP 100.0 — MP 165.8 (except as below)..... 49 |
| | 81.2 | 3.6 SP..... | | | MP 138.0 — MP 140.6..... 25 |
| | 78.1 | 5.3 MUMFORD..... | BV-92 | 8429 | MP 161.5 — MP 163.7..... 20 |
| | 77.8 | 13.9 BRYAN..... | BV-78 | 3238 | On Wye tracks Tower 55..... 10 |
| | 75.5 | 0.3 SP..... | | | Creosote Plant Lead Navasota..... 10 |
| | 48.6 | 2.3 BRYAN JCT..... | BV-75 | | Maximum speed on controlled sidings 35 MPH unless other- wise restricted. |
| | 48.5 | 26.9 NAVA JCT..... | BV-49 | | |
| | 45.0 | 0.1 NAVASOTA..... | BV-49 | 3381 | |
| | 36.5 | 3.3 JERRY..... | BV-44 | 11200 | Business Tracks MP No. Wardlaw..... (Waco) BV-173 |
| | 26.1 | 8.5 STONEHAM..... | BV-37 | 4643 | Brazos Valley..... 80.5 BV-81 |
| | 22.1 | 10.4 GAZZOLI..... | BV-26 | 7504 | Indpark..... 80.3 BV-79 |
| | 11.2 | 4.0 MAGNOLIA..... | BV-22 | 4772 | College Sta. SP MP 94.7 BV-74 |
| | 0.0 | 10.9 HUFSMITH..... | BV-11 | 9058 | Pinehurst..... 17.0 BV-17 |
| | | 11.2 SPRING JCT..... | A-209 | Yd. | Parker Bros..... 3.0 BV-3 |
| | 254.5 | | | | Dubrook..... 2.4 A-209 |

ABS — CTC Spring Jct. to Waco Jct.
Hot Box and Dragging Equipment Detectors
*MP 19.3, *MP 85.4, *MP 107.8, *MP 132.7 and *MP 159.0.
Trains and engines must secure SP and MP clearances before moving north of Spring Jct.
Southward trains secure MP and SP clearances at Valley Jct.
Trains secure clearance Centennial Yard or Tower 55.
No. 15 turnout South end siding Harrison.
All remote control switches are No. 15, 16 or 20 turnouts.
Operation: on SP between Nava Jct. and Bryan Jct.; on MKT between Waco Jct. and Tower 55; Dallas Subdiv. between Ney Yard and Centennial Yard

A & S SUBDIV. — RIO GRANDE DIVISION

| Miles | SOUTH NORTH | | Station Nos. | Maximum Speed — 30 MPH |
|-------|---------------|---|-----------------|--|
| | ▼ | ▲ | | |
| | Miles | | | |
| | STATIONS | | | |
| 0.0 | ABILENE..... | | TP-407 | Industrial Lead: Entire Subdiv. Radio Communication Via Channel One, Call-in One |
| 16.7 | @AT&SF..... | | TJ-17 | |
| 17.2 | TUSCOLA..... | | TJ-28 | |
| 27.4 | BRADSHAW..... | | TJ-38 | |
| 38.2 | WINTERS..... | | | |

T-NM SUBDIV. — RIO GRANDE DIVISION

| Miles | SOUTH NORTH | | Station Nos. | Rule 99 (d) in effect Maximum Speed (Except as below) MPH |
|-------|------------------|---|-----------------|---|
| | ▼ | ▲ | | |
| | Miles | | | |
| | STATIONS | | | |
| 105.5 | LOVINGTON..... | | TM-105 | MP 65-02 — MP 68-00..... 15 |
| 84.4 | HOBBS..... | | TM-84 | MP 83-00 — MP 91-00..... 10 |
| 65.0 | EUNICE..... | | TM-66 | Business Tracks MP No. Combest..... 52.6 TM-53 |
| 42.3 | JAL. N.M..... | | TM-42 | United Carbon..... 55.9 TM-56 |
| 23.6 | KERMIT, TEX..... | | TM-24 | Warren..... 78.0 TM-78 |
| 0.0 | MONAHANS..... | | TM-000 | Climax..... 80.1 TM-80 |
| | 105.5 | | | Southern Union Oil..... 100.0 TM-100 |
| | | | | Lea County Oil..... 101.0 TM-101 |
| | | | | Radio Communication Via Channel One, Call-in One |

As Information only

| Maximum Speed (Except as below) | | MPH 60 | Radio Communication via Channel One, Call-in One | | Station Nos. | Sid- ings Feet |
|--|--------|-----------|---|---------------------------|-----------------|----------------------|
| MP | MP | | WEST Miles | STATIONS | EAST | |
| 294-17 | 295-19 | 35 | 251.1 | CENTENNIAL YD. T \$ T @ @ | | TP-250 Yd. |
| 326-05 | 326-25 | 45 | | 9.2 | | |
| 329-28 | 327-03 | 35 | 260.3 | IONA | | TP-260 7794 |
| 340-14 | 341-10 | 45 | | 12.8 | | |
| 343-05 | 345-18 | 35 | 273.1 | EARLS | | TP-273 7983 |
| 360-11 | 363-00 | 45 | | 4.2 | | |
| 363-18 | 363-25 | 30 | 277.3 | WEATHERFORD | | TP-277 8327 |
| 363-25 | 383-06 | 40 | | 9.8 | | |
| 383-06 | 388-18 | 35 | 287.1 | PREBLE | | TP-287 6788 |
| 388-18 | 392-00 | 40 | | 7.0 | | |
| 392-00 | 393-15 | 30+ | 294.1 | BENNETT | | TP-294 7194 |
| 393-15 | 406-04 | 40 | | 7.0 | | |
| 406-04 | 409-07 | 40 | 301.1 | BRAZOS | | TP-301 6961 |
| 409-07 | 446-30 | 40 | | 12.4 | | |
| 446-30 | 448-14 | 35 | 313.5 | JUDD | | TP-313 6972 |
| 448-14 | 509-00 | 40 | | 13.3 | | |
| 509-00 | 510-00 | 20 | 326.8 | STRAWN | | TP-326 6959 |
| 510-00 | 513-12 | 40 | | 11.9 | | |
| All yard tracks between MP 248.1 and West end Centennial Yard — do not exceed 20 MPH. | | | 338.7 | TIFFIN | | TP-338 6809 |
| Maximum speed on controlled sidings 35 MPH unless otherwise restricted. | | | 340.8 | RANGER | | TP-341 |
| Business Tracks | MP | Sta. No. | 351.5 | EASTLAND | | TP-351 6914 |
| Bomber | 252 | TP-252 | 360.7 | CISCO | | TP-361 9803 |
| Beckman | | | 367.9 | DOTHAN | | TP-368 6920 |
| Const. Co. | 253 | TP-253 | 381.7 | JAYELL | | TP-381 6772 |
| Benbrook | 254 | TP-255 | 385.8 | BAIRD | | TP-386 |
| Aledo | 263 | TP-264 | 392.8 | CLYDE | | TP-392 7405 |
| Santo | 307 | TP-308 | 404.5 | HOLDER | | TP-405 8779 |
| Gordon | 318 | TP-319 | 406.6 | ABILENE | | TP-407 Yd. |
| Johnson Mines | 324 | TP-324 | 409.9 | BAGDAD | | TP-409 6008 |
| Olden | 347 | TP-347 | 415.0 | TYE | | TP-414 5520 |
| Putnam | 373 | TP-374 | 423.9 | MERKEL | | TP-423 7775 |
| Bagdad | 401 | TP-401 | 429.7 | TRENT | | TP-429 4718 |
| Air Base Spur | 413 | TP-413 | 437.0 | ESKOTA | | TP-438 7481 |
| Pyramid | 445 | TP-445 | 441.0 | TECIFIC | | TP-441 |
| Colorado City | 475 | TP-476 | 447.8 | SWEETWATER | | TP-448 11673 |
| Reef Field | 504 | TP-504 | 456.4 | ROSCOE | | TP-456 7451 |
| Sand Springs | 504 | TP-504 | 466.4 | LORAIN | | TP-467 7451 |
| ABS—Centennial Yd. to Big Spring. CTC between Centennial Yd. and west end siding Clyde. | | | 478.1 | DOMA | | TP-479 8266 |
| Yard Limits: MP 403-15 to MP 410-20; MP 444-10 to MP 449-24; MP 454-00 to MP 458-00 and MP 507-27 to MP 517-00. | | | 491.1 | IATAN | | TP-492 7474 |
| Trains originating Centennial Yd. secure clearance. | | | 503.7 | COAHOMA | | TP-503 7401 |
| 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 and MP 485-14. | | | 508.5 | ZILER | | TP-509 4352 |
| 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. | | | 513.4 | BIG SPRING | | TP-513 Yd. |
| | | | | 262.3 | | |

WMW&NW SUBDIV. — RIO GRANDE DIV.

| Maximum Speed | 10 MPH | Radio Communication via Channel One, Call-in One | | Station Nos. |
|---|--------|---|-------------------------|-----------------|
| | | WEST Miles | STATIONS | EAST |
| Yard Limits: Entire Subdiv. | | 0.0 | WEATHERFORD | TP-277 |
| Radio communication via Channel One, Call-in One. | | 18.1 | WOLTERS | TK-18 |
| | | 22.0 | MINERAL WELLS | TK-22 |
| | | | 22.0 | |

| Maximum Speed (Except as below) | | MPH 60 | Radio Communication via Channel One, Call-in One | | Station Nos. | Sid- ings Feet |
|--|--------|-----------|---|-------------------------|-----------------|----------------------|
| MP | MP | | WEST Miles | STATIONS | EAST | |
| 533-00 | 541-00 | 40 | 513.4 | BIG SPRING | | TP-513 Yd. |
| 546-00 | 551-19 | 40 | | 10.5 | | |
| 551-19 | 556-15 | 25+ | 523.9 | MORITA | | TP-524 7560 |
| 556-15 | 576-00 | 40 | | 9.5 | | |
| 587-03 | 587-17 | 55 | 533.3 | STANTON | | TP-534 7492 |
| 593-00 | 608-00 | 35 | | 15.3 | | |
| 608-00 | 611-00 | 40 | 549.2 | CHUB | | TP-549 6944 |
| 646-25 | 647-04 | 45 | | 4.2 | | |
| 692-23 | 696-20 | 55 | 553.3 | MIDLAND | | TP-553 |
| 735-08 | 735-19 | 50- | | 5.8 | | |
| 741-10 | 744-00 | 45 | 559.0 | BOUNCE | | TP-559 4335 |
| Through turnout to SP Sierra Blanca 25 | | | 563.8 | PEGASUS | | TP-564 8312 |
| Business Tracks | MP | Sta. No. | | 4.9 | | |
| Dix | 539.0 | TP-539 | 568.7 | SOLO | | TP-569 4261 |
| Tex-Harvey | 541.0 | TP-541 | 570.3 | ODESSA | | TP-570 Yd. |
| Ind. Foundation | 557.6 | TP-558 | | 8.6 | | |
| Warfield | 562.7 | TP-563 | 578.9 | ARCADE | | TP-579 7862 |
| Sid Richardson | 583.0 | TP-583 | | 5.1 | | |
| Badger Racks | 590.3 | TP-590 | 584.1 | DOURO | | TP-584 4303 |
| Texas Elec. | 613.6 | TP-614 | 593.7 | METZ | | TP-594 7899 |
| Monsanto | 617.5 | TP-618 | 609.4 | MONAHANS | | TP-609 7465 |
| Barstow | 640.0 | TP-640 | | 6.2 | | |
| Westex | 729.0 | TP-729 | 615.6 | WICKETT | | TP-615 5392 |
| Crusher | 744.2 | TP-744 | 624.2 | PYOTE | | TP-624 4898 |
| Talc. | 757.0 | TP-757 | 646.6 | PECOS | | TP-647 4539 |
| No. 16 switch at west end siding Arcade, Pegasus and Boracho and east end of sidings Morita, Stanton, Monahans and Metz. | | | 666.1 | TOYAH | | TP-666 9551 |
| | | | | 10.6 | | |
| | | | 676.7 | GOZAR | | TP-676 4220 |
| | | | | 9.6 | | |
| | | | 686.3 | SAN MARTINE | | TP-687 4184 |
| | | | | 4.9 | | |
| | | | 691.2 | LEVINSON | | TP-691 4130 |
| | | | | 7.6 | | |
| | | | 698.8 | KENT | | TP-698 4348 |
| | | | | 10.0 | | |
| | | | 708.8 | BORACHO | | TP-709 8522 |
| | | | | 18.3 | | |
| | | | 727.1 | WILD HORSE | | TP-727 4216 |
| | | | | 7.9 | | |
| | | | 735.0 | VAN HORN | | TP-735 3579 |
| | | | | 11.5 | | |
| | | | 746.5 | ALLAMORE | | TP-746 4223 |
| | | | | 7.4 | | |
| | | | 753.9 | EAGLE FLAT | | TP-754 4232 |
| | | | | 9.7 | | |
| | | | 763.6 | ARISPE | | TP-764 4129 |
| | | | | 4.9 | | |
| | | | 768.5 | SIERRA BLANCA | | TP-768 |
| | | | | 88.4 | | |
| | | | 858.4 | EL PASO | | TP-860 Yd. |
| | | | | 343.5 | | |

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

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

Yard Limits: MP 507-27 to MP 517-00; MP 551-00 to MP 557-00; MP 567-33 to MP 576-17 and MP 664-25 to MP 667-25.

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

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

| SOUTH First Class 21 Mon. Wed. Sat. | Radio communication via Channel One | | Station Nos. | Sid- ings Feet | NORTH First Class 22 Sun. Tues. Fri. |
|---|--|----------------------------|-----------------|----------------------|--|
| | Miles | STATIONS | | | |
| | 0.0 | PALESTINE ⓂⓉⓈⓄ | AX-81 | Yd. | |
| | 1.0 | WEST JCT Ⓢ | AX-81 | | |
| | 8.5 | TUCKER Ⓢ | AX-90 | 3448 | |
| | 18.0 | OAKWOOD Ⓢ | AX-99 | 6953 | |
| | 34.7 | BUFFALO Ⓢ | AX-116 | 2909 | |
| | 43.8 | JEWETT Ⓢ | AX-125 | 3600 | |
| | 54.8 | MARQUEZ Ⓢ | AX-136 | 8909 | |
| | 70.4 | EASTERLY Ⓢ | AX-152 | 3552 | |
| | 77.1 | FRANKLIN Ⓢ | AX-158 | 8488 | |
| | 89.6 | HEARNE ⓈⓈⓈⓈ ⓈⓈⓈⓈ | AX-171 | 5427 | |
| | 93.9 | VALLEY JCT ⓈⓈⓈⓈ ⓈⓈⓈⓈ | AX-175 | 4816 | |
| | 99.6 | GAUSE Ⓢ | AX-181 | 7570 | |
| | 110.0 | MILANO ⓈⓈⓈⓈ Ⓢ | AX-191 | 7594 | |
| | 123.4 | MARJORIE Ⓢ | AX-205 | 7880 | |
| | 138.4 | THRALL Ⓢ | AX-220 | 7762 | |
| | 144.4 | ⓈⓈⓈⓈⓈⓈ Ⓢ | | | AM |
| s6 25 | 144.8 | TAYLOR ⓈⓈⓈⓈ | AX-226 | Yd. | s11 45 |
| | 150.8 | HESTES Ⓢ | AX-232 | 7450 | |
| | 161.6 | ROUND ROCK Ⓢ | AX-243 | 6844 | |
| | 166.0 | McNEIL ⓈⓈⓈⓈ Ⓢ | AX-247 | 4564 | |
| | 173.8 | SNEED Ⓢ | AX-253 | 8507 | |
| s7 08 | 179.1 | AUSTIN ⓈⓈⓈⓈ | AX-262 | 2700 | s10 52 |
| | 187.3 | BERGSTROM Ⓢ | AX-268 | 7211 | |
| | 201.0 | KYLE Ⓢ | AX-282 | 7050 | |
| | 208.7 | CENTEX Ⓢ | AX-288 | 7050 | |
| | 208.8 | MKT JCT Ⓢ | AX-290 | | |
| s7 48 | 209.7 | SAN MARCOS Ⓢ | AX-291 | | s10 06 |
| | 221.5 | GOODWIN Ⓢ | AX-302 | 9545 | |
| | 227.4 | ⓈⓈⓈⓈⓈⓈ Ⓢ | | | |
| | 234.5 | CORBYN Ⓢ | AX-316 | 7626 | |
| | 241.0 | BRACKEN Ⓢ | AX-322 | 7995 | |
| | 251.5 | NORTH LOOP Ⓢ | AX-333 | 7250 | |
| | 254.0 | ADAMS Ⓢ | AX-335 | 3684 | |
| | 259.1 | SAN ANTONIO Ⓢ | AX-340 | | |
| 9 00 | 259.8 | APACHE JCT ⓈⓈⓈⓈ Ⓢ | AX-341 | | 9 05 |
| PM | 260.4 | ⓈⓈⓈⓈⓈⓈ Ⓢ | | | AM |
| | 264.3 | SOSAN ⓈⓈⓈⓈⓈⓈ | AX-345 | | |

All remote control switches are No. 15, 16 or 20 turnouts except switch to MKT connection at Taylor and crossover from freight lead to main track at Taylor.
Gate at SP crossing at Apache Jct. MP 259.8 may be left lined and secured as last used.

ABS — Between Palestine and MP 259.0 and between MP 260.9 and MP 263.3.

CTC between Palestine and Signal 14 and between MP 93.0 and MP 259.0.

Between MP 0 Pole 16, Longview Subdivision and West Jct. on Austin Subdivision and between West Jct. and MP 0.2 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.

Between Apache Jct. and San Antonio there is no superiority of trains and all trains and engines must move at restricted speed.

Yard Limits: West Jct. to MP 4.1; MP 43.0 to MP 46.2; MP 89.0 to MP 93.0; MP 259.0 to MP 268.0.

All trains secure clearance at Valley Jct., Taylor and Sosan. No. 22 will secure MP clearance at SP Station San Antonio. MKT trains secure MP clearance at MKT Station San Marcos or San Antonio.

Hot Box and Dragging Equipment Detectors located *MP 119.8, *MP 168.9 and *MP 198.1.

| Maximum Speed (Except as below) | MPH | Maximum Speed | MPH |
|------------------------------------|--------|------------------------|--------|
| MP 0.0 — MP 1.5 | 20 | MP 179.1 — MP 180.2 | 15 15 |
| City Limits Palestine | 30† | MP 180.2 — MP 186.1 | 35 35† |
| MP 13.0 — MP 14.0 | 30 | MP 190.5 — MP 192.0 | 60 55 |
| MP 17.7 — MP 18.1 | 45† | MP 192.0 — MP 195.0 | 65 — |
| MP 21.1 — MP 21.3 | 45 | MP 201.6 — MP 203.2 | 55 50 |
| MP 34.3 — MP 35.2 | 40 | MP 205.3 — MP 207.3 | 55 50 |
| MP 61.9 — MP 62.2 | 45 | MP 207.2 — MP 211.1 | 30 30 |
| MP 64.2 — MP 64.6 | 45 | MP 219.9 — MP 220.0 | 60 — |
| MP 65.5 — MP 65.7 | 45 | MP 225.3 — MP 228.1 | 30 30† |
| MP 76.4 — MP 77.4 | 45† | MP 228.3 — MP 232.0 | 60 50 |
| MP 88.9 — MP 91.4 | 25† | MP 232.0 — MP 232.1 | 60 — |
| MP 93.3 — MP 93.4 | 20 | MP 232.1 — MP 234.8 | 65 — |
| MP 93.9 — MP 264.3 | 20 | MP 240.3 — MP 240.7 | 60 — |
| (Except as below) | 60 | MP 242.8 — MP 244.3 | 60 — |
| MP 94.7 — MP 94.9 | 45 | MP 247.4 — MP 249.4 | 60 — |
| MP 109.9 — MP 113.0 | 40 | MP 252.1 — MP 256.1 | 45 45 |
| MP 113.0 — MP 114.0 | 45 | MP 256.1 — MP 257.4 | 40 40 |
| MP 118.7 — MP 120.9 | 45† | MP 257.4 — MP 258.5 | 30 30 |
| RS&S Yard | 10 | MP 258.5 — MP 259.9 | 20 20† |
| MP 131.9 — MP 132.8 | 45† | MP 259.9 — SP Crossing | |
| MP 143.9 — MP 144.3 | 25† | No. 1 until crossing | |
| MP 144.3 — MP 144.9 | 15 | occupied | 06 06 |
| | | MP 260.0 — MP 260.9 | 30 30 |
| (Except as below) | 70 50 | MP 260.9 — MP 264.7 | 35 35 |
| MP 144.9 — MP 146.5 | 25 25† | MP 264.7 — MP 264.9 | 15 15 |
| MP 146.5 — MP 146.7 | 40 40 | | |
| MP 146.7 — MP 147.7 | 60 45 | | |
| MP 160.0 — MP 161.8 | 60 — | | |
| MP 166.9 — MP 171.0 | 60 — | | |
| MP 171.0 — MP 179.1 | 35 35† | | |

Maximum speed on controlled sidings 35 MPH unless otherwise restricted.

| Business Tracks | MP | Sta. No. | Business Tracks | MP | Sta. No. |
|------------------------------|-------|-------------|-------------------------------------|-------|-------------|
| Long Lake | 12.3 | AX-93 | Bergstrom Ind. Lead 5.0 miles | | |
| Champion | 33.3 | AX-114 | Vinson to end of track. Max. | | |
| Beavens | 42.8 | AX-115 | Speed 10 MPH. | | |
| Koch (Conn. FWD) | 45.7 | AX-127 | Buda | 194.2 | AX-276 |
| New Baden | 73.1 | AX-154 | Texas Cement | 196.1 | AX-278 |
| Rockdale | 119.1 | AX-201 | Cedar Supply | 202.3 | AX-284 |
| Marjorie (Conn. RS&S) | 124.4 | AX-205 | Kroger | 211.6 | AX-293 |
| Thorndale | 132.2 | AX-214 | New Braunfels | 227.3 | AX-308 |
| Hutto | 153.4 | AX-235 | Landas Park | 227.8 | AX-309 |
| Round Rock | 161.6 | AX-243 | Dittlinger | 231.1 | AX-312 |
| Georgetown Ind. Lead 2.0 mi. | | | Parker Bros. | 231.2 | AX-312 |
| Round Rock to Kerr DX-002. | | | Ogden | 236.7 | AX-318 |
| Max. Speed 10 MPH. | | | Wetmore | 247.7 | AX-329 |
| IBM | 169.0 | AX-251 | Longhorn Industrial Lead 4.0 miles. | | |
| Hooper | 171.1 | AX-254 | Max. Speed 20 MPH. | | |
| Stripling Blake | 171.9 | AX-253 | Longhorn | 249.2 | AX-330 |
| Steck Paper Co. | 172.1 | AX-253 | Green Light Spur | 250.0 | AX-331 |
| Vinson | 183.8 | AX-265 | Towne Spur | 251.8 | AX-333 |
| | | | Cementville | 253.6 | AX-334 |

LAREDO SUBDIV. — PALESTINE DIVISION

| Miles | Radio communication via Channel One | | Station Nos. | Sidings Feet |
|-------|-------------------------------------|-------|--------------|--------------|
| | SOUTH | NORTH | | |
| 264.3 | SOSAN | ⓈⓉⓈⓈ | AX345 | Yd. |
| | 13.8 | | | |
| 278.1 | GESSNER | | AX359 | 7995 |
| | 39.9 | | | |
| 318.0 | MELON | | AX399 | 7501 |
| | 21.5 | | | |
| 339.5 | GARDENDALE | ⓈⓉ | AX422 | 7018 |
| | 6.3 | | | |
| 345.8 | COTULLA | | AX427 | 4616 |
| | 21.8 | | | |
| 367.6 | ATLEE | | AX449 | 3191 |
| | 3.1 | | | |
| 370.7 | FINLEY | Ⓢ | AX452 | 7745 |
| | 37.6 | | | |
| 408.3 | NYE | Ⓢ | AX490 | |
| | 3.7 | | | |
| 412.0 | ⓈⓉⓈⓈ | | | |
| | 0.2 | | | |
| 412.2 | LAREDO | ⓈⓉⓈⓈ | AX494 | Yd. |
| | 147.9 | | | |

Yard Limits: MP 259.0 to MP 268.0; MP 404.1 to end of track Laredo.
Gardendale register station only for trains directed to register by train order.

| Maximum Speed (Except as below) | MPH | Business Tracks | MP | Sta. No. |
|---------------------------------|-----|-----------------|---------|----------|
| MP 264.7 — MP 264.9 | 15 | Lytle | 282.1 | AX-363 |
| MP 281.4 — MP 282.7 | 30+ | Natalia | 287.1 | AX-368 |
| MP 290.4 — MP 291.7 | 40+ | Devine | Ⓢ 291.5 | AX-373 |
| MP 312.0 — MP 314.0 | 30+ | Armour | | |
| MP 345.0 — MP 346.0 | 40+ | Chemical | 310.1 | AX-390 |
| MP 410.4 — MP 412.3 | 15 | Medina Electric | 310.5 | AX-391 |
| | | Pearsall | Ⓢ 313.0 | AX-394 |
| | | Derby | 321.9 | AX-403 |
| | | Dilley | 329.1 | AX-410 |
| | | Burns Stock | | |
| | | Pens | 331.0 | AX-412 |
| | | Artesia Wells | 356.9 | AX-438 |
| | | Encinal | 373.6 | AX-455 |
| | | Callaghan | 385.3 | AX-467 |

CRYSTAL CITY SUBDIV. — PALESTINE DIVISION

| Rule 99 (d) in effect. | | Radio communication via Channel One | | Station Nos. | Sidings Feet |
|---|--------------|-------------------------------------|-------|--------------|--------------|
| SOUTH | NORTH | | | | |
| Carrizo Springs — Ind. Lead 12.2 miles Crystal City — Carrizo Springs (FX-156) Max. Speed 30 MPH Max. Wt. 240,000 lbs. | | | | | |
| 190.8 | DABNEY | Ⓢ | HX18 | | |
| | 3.5 | | | | |
| 187.3 | BLEWETT | ⓈⓉⓈ | HX14 | | |
| | 41.5 | | | | |
| 146.0 | CRYSTAL CITY | ⓈⓉⓈⓈ | FX146 | Yd. | |
| | 2.4 | | | | |
| 143.4 | RIVER | | FX143 | Yd. | |
| | 8.9 | | | | |
| 134.5 | BRUNDAGE | | FX134 | 4324 | |
| | 16.2 | | | | |
| 118.3 | COUNTY LINE | | FX118 | 2068 | |
| | 13.3 | | | | |
| 105.0 | GARDENDALE | ⓈⓉ | AX422 | | |
| | 85.8 | | | | |
| Yard Limits: MP 105.0 to MP 107.0; MP 142.2 to MP 148.0. | | | | | |
| Maximum Speed Crystal City — Gardendale 25 MPH; Crystal City — Dabney 20 MPH except 15 MPH MP 172.9 to MP 173.1 Wye tracks Crystal City 15 MPH. | | | | | |
| | | Business Tracks | MP | Sta. No. | |
| | | Kelley | 172.9 | GX-173 | |
| | | LaPryor | 163.9 | GX-164 | |

TRINITY SUBDIV. — PALESTINE & DeQUINCY DIVS.

| Miles | Radio communication via Channel One | | Station Nos. | Sidings Feet |
|-------|-------------------------------------|---------|--------------|--------------|
| | SOUTH | NORTH | | |
| 0.0 | PALESTINE | Ⓢ-1 ⓈⓉⓈ | AX-81 | yd. |
| | 1.0 | | | |
| 0.0 | WEST JCT. | | A-81 | |
| | 1.6 | | | |
| 1.6 | SOUTH JCT. | | A-83 | |
| | 10.6 | | | |
| 12.2 | ELKHART | | A-94 | 7512 |
| | 25.3 | | | |
| 37.5 | CROCKETT | Ⓢ-1 Ⓢ | A-119 | 9121 |
| | 27.3 | | | |
| 64.8 | TRINITY | ⓈⓉ-1 Ⓢ | A-146 | 10200 |
| | 19.2 | | | |
| 84.0 | PHELPS | Ⓢ-1 Ⓢ | A-165 | 7807 |
| | 11.7 | | | |
| 95.7 | NEW WAVERLY | | A-177 | 4175 |
| | 16.0 | | | |
| 111.7 | CONROE | ⓈⓉⓈⓈ | A-193 | 7100 |
| | 16.0 | | | |
| 127.7 | SPRING JCT. | | A-208 | |
| | 0.6 | | | |
| 128.3 | LLOYD YD. | Ⓢ-1 Ⓢ | A-210 | yd. |
| | 3.5 | | | |
| 131.5 | WESTFIELD | | A-213 | |
| | 5.7 | | | |
| 137.2 | ALDINE | | A-219 | |
| | 4.8 | | | |
| 142.0 | McGOWEN | | A-223 | |
| | 3.8 | | | |
| 145.8 | BELT JCT. | ⓈⓉⓈⓈ | A-227 | |
| | 0.9 | | | |
| 146.6 | ⓈⓉⓈⓈ | | | |
| | 0.8 | | | |
| 147.5 | GULF COAST JCT. | | | |
| | 2.7 | | | |
| 150.1 | SETTEGAST YD. | ⓈⓉⓈⓈ | B-379 | yd. |
| | 150.1 | | | |

Hot Box and Dragging Equipment Detectors located at MP 33.4; MP 67.4 and MP 97.5.

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

Ft. Worth Subdiv. trains must secure MP and SP clearances before moving north of Spring 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 127.0 to MP 144.0.

ABS — CTC Palestine to Belt Jct.

Two main tracks designated east and west tracks between Spring Jct. and Belt Jct.

Between MP 0 Pole 16, Longview Subdivision and West Jct. on Austin Subdivision, and between West Jct. and MP 0 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 between MP 144.0 and Settegast yard via HB&T Ry. Be governed by HB&T timetable and Special Instructions.

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

All remote control switches are No. 15, 16 or 20 turnouts.

| Maximum Speed MPH | | Radio communication via Channel One | | Station Nos. | Sidings Feet |
|---|----------|-------------------------------------|---|--------------|--------------|
| T&NO Jct. -Algoa (Except as below) | MPH | SOUTH | NORTH | | |
| T&NO Jct. — MP 18 | 20 | Miles | STATIONS | | |
| Around two curves on AT&SF MP 0.5 to MP 0.0 | 20 | 377.0 | SETTEGAST YD. $\text{\$} \text{\textcircled{R}} \text{\textcircled{T}} \text{\textcircled{O}}$ | B-379 | Yd. |
| Wye Tracks Alvin and Algoa —MP 204-10 (Except as below) | 25 | 368.1 | 8.9 NEW SOUTH YD. | B-368 | Yd. |
| MP 343-09 —MP 342-28 | 25 | 20.3 | 0.9 $\text{\textcircled{S}} \text{\textcircled{P}} \text{\textcircled{O}}$ | | |
| MP 320-08 —MP 317-27 | 20 | 19.4 | T & NO JCT. | | |
| MP 309-17 —MP 308-06 | 25 | 14.0 | 5.4 MYKAWA. | n7690 | |
| MP 305-17 —MP 305-14 | 35 | 10.0 | 4.0 PEARLAND $\text{\textcircled{O}}$ | s9350 | 5400 |
| MP 285-15 —MP 282-22 | 30+ | 4.1 | 5.9 HASTINGS. | | 12800 |
| MP 204-10 —MP 118-09 (Except as below) | 49 | 0.0 | 4.1 ALVIN $\text{\textcircled{O}} \text{\textcircled{T}} \text{\textcircled{O}}$ | | Yd. |
| MP 187-02 —MP 184-02 | 25 | 28.6 | 4.2 ALGOA | B-343 | |
| MP 162-07 —MP 161-17 | 15+ | 24.4 | 0.4 BROWNIE $\text{\textcircled{O}}$ T | B-342 | 9636 |
| MP 155-01 —MP 154-07 | 20 | 343.2 | 9.4 LIVERPOOL | B-333 | 7552 |
| MP 142-00 —MP 140-00 | 25 | 333.4 | 13.4 ANGLETON $\text{\textcircled{O}} \text{\textcircled{T}} \text{\textcircled{O}} \text{\textcircled{S}}$ | B-321 | Yd. |
| MP 132-19 —MP 131-10 | 10+ | 320.0 | 11.8 BRAZORIA | B-308 | 8000 |
| MP 125-19 —MP 124-30 | 15 | 308.2 | 2.7 S. BERNARD RIV. $\text{\textcircled{O}} \text{\textcircled{O}}$ | B-306 | |
| MP 118-09 —MP 1.0 (Except as below) | 40 | 305.5 | 4.7 SWEENEY $\text{\textcircled{O}} \text{\textcircled{O}} \text{\textcircled{O}}$ | B-301 | 5095 |
| MP 95-00 —MP 65-00 | 30 | 300.8 | 9.1 ALLENHURST | B-292 | 7800 |
| MP 48-00 —MP 45-12 | 35 | 291.7 | 7.6 $\text{\textcircled{O}} \text{\textcircled{A}} \text{\textcircled{T}} \text{\textcircled{S}} \text{\textcircled{F}} \text{\textcircled{O}}$ | | |
| MP 25.6 —MP 24.8 | 15 | 284.1 | 0.3 BAY CITY $\text{\textcircled{O}} \text{\textcircled{T}} \text{\textcircled{O}}$ | B-284 | 5121 |
| MP 22.1 —MP 18.0 | 20+ | 283.8 | 8.6 BUCKEYE $\text{\textcircled{O}}$ T | B-275 | 7800 |
| MP 3.1 —MP 3.0 | 15+ | 275.2 | 10.6 BLESSING | B-265 | 7800 |
| MP 3.0 —MP 1.0 | 20 | 264.6 | 14.9 LAWARD | B-250 | 7800 |
| BUSINESS TRACKS | Sta. No. | 249.7 | 4.8 LOLITA (PCN Conn.) | B-245 | |
| Monsanto Storage | MP No. | 244.9 | 4.8 VANDERBILT $\text{\textcircled{O}} \text{\textcircled{O}} \text{\textcircled{O}}$ | B-240 | Yd. |
| Chocolate Bayou | | 240.1 | 10.6 KEERAN | B-230 | 5547 |
| Spur | | 229.5 | 5.2 PLACEDO $\text{\textcircled{O}} \text{\textcircled{S}} \text{\textcircled{P}} \text{\textcircled{O}}$ | B-224 | |
| Danbury | | 224.3 | 5.0 BLOOMINGTON $\text{\textcircled{O}}$ | B-219 | 6375 |
| Pan American | | 219.3 | 3.3 BARGE CANAL $\text{\textcircled{O}} \text{\textcircled{O}}$ | | |
| Petroleum Spur | | 216.0 | 10.3 INARI | B-205 | 7521 |
| Abercrombie | | 205.7 | 12.3 GRETA | B-193 | 7252 |
| Bay-Tex Fertilizer | | 193.4 | 13.4 WOODSBORO | B-180 | 6392 |
| Celanese Storage | | 180.0 | 18.0 SINTON JCT. $\text{\textcircled{O}} \text{\textcircled{S}} \text{\textcircled{P}} \text{\textcircled{O}}$ | B-162 | 2224 |
| Elmaton | | 162.0 | 1.0 SINTON | B-162 | 10864 |
| McFaddin | | 154.5 | 6.5 ODEM $\text{\textcircled{O}} \text{\textcircled{M}} \text{\textcircled{P}} \text{\textcircled{O}}$ T $\text{\textcircled{O}}$ | B-155 | 3656 |
| Refco Corp. | | 141.4 | 13.1 ROBSTOWN $\text{\textcircled{O}} \text{\textcircled{T}} \text{\textcircled{M}} \text{\textcircled{O}}$ | B-141 | 5773 |
| Refugio | | 124.9 | 16.5 BISHOP $\text{\textcircled{O}} \text{\textcircled{O}} \text{\textcircled{O}}$ | B-125 | |
| Cranell | | 118.4 | 6.5 KINGSVILLE $\text{\textcircled{O}} \text{\textcircled{O}} \text{\textcircled{O}}$ | B-119 | Yd. |
| Calallen | | 97.6 | 21.0 SARITA | B-98 | 4249 |
| Corpus Christi Filtration Plant | | 77.0 | 20.6 ARMSTRONG $\text{\textcircled{O}} \text{\textcircled{O}} \text{\textcircled{O}}$ | B-77 | 7506 |
| Lon Hill | | 67.6 | 9.4 NORIAS | B-68 | 4098 |
| Nueces | | 46.4 | 21.2 RAYMONDVILLE $\text{\textcircled{O}} \text{\textcircled{O}} \text{\textcircled{O}}$ T | B-46 | 5228 |
| Driscoll | | 26.8 | 19.6 $\text{\textcircled{O}} \text{\textcircled{S}} \text{\textcircled{P}} \text{\textcircled{O}}$ | | |
| Chemcel | | 25.6 | 1.2 HARLINGEN $\text{\textcircled{O}} \text{\textcircled{O}} \text{\textcircled{O}}$ | B-25 | Yd. |
| Ricardo | | 19.0 | 6.6 SAN BENITO | B-19 | |
| Riviera | | 0.7 | 18.3 BROWNSVILLE $\text{\textcircled{O}} \text{\textcircled{O}} \text{\textcircled{O}}$ | B-0 | Yd. |
| Turcotte | | | | | |
| Yturria | | | | | |
| Lyford | | | | | |
| Sebastian | | | | | |
| Russelltown | | | | | |
| Yard Limits: | | | | | |
| MP 0.5 to MP 3.0; | | | | | |
| MP 23.5 to MP 28.2; | | | | | |
| MP 116.0 to MP 120.0; | | | | | |
| MP 152.6 to MP 154.8. | | | | | |
| Conditional Yard Limits: MP 120.0 to MP 125.9 3:30 p.m. to 6:30 a.m. | | | | | |
| All siding switches Algoa to Inari inclusive are No. 15 or 16 turnouts. | | | | | |

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

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

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

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

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

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

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

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

Clearances:

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

Northward trains must secure AT&SF clearance at Angleton.

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

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

Monsanto Ind. Lead — MP 335.6

| | |
|----------------------|-----|
| 5.6 miles | |
| Maximum Speed | MPH |
| (Except as below) | 15 |
| MP 3 — MP 5 | 10 |

Seadrift Industrial Lead

| | |
|--|-----|
| (Between Bloomington and Long Mott 14.0 miles) | |
| Maximum Speed | MPH |
| MP 0.0 — MP 13.0 | 25 |
| MP 13.0 — MP 14.0 | 10 |

Freeport Industrial Lead

| | |
|--|-----|
| (Between Angleton and Freeport 15.4 miles) | |
| Maximum Speed | MPH |
| (Except as below) | 30 |
| MP 10.3 to Bridge 15.6 | 10 |
| Bridge 15.6 to end of track | 5 |
| Nalco lead | 5 |
| Oyster Creek lead | 5 |
| Shintech lead | 5 |

Business Tracks

| | | |
|----------------|------|-------|
| Heyser | 5.0 | BK-05 |
| Green Lake | 10.3 | BK-10 |
| North Seadrift | 12.5 | BK-12 |
| Long Mott | 14.0 | BK-14 |

Rio Hondo Ind. Lead

| | |
|--|--|
| (San Benito to Rio Hondo — 9.0 miles) | |
| Max. speed is 10 MPH except 5 MPH over Highway 77, San Benito. | |

Business Tracks

| | | |
|--|------|-------|
| Ross | 7.3 | BH-10 |
| Clute | 9.5 | BH-8 |
| Hoskins Jct. | 11.4 | BH-6 |
| Freeport $\text{\textcircled{O}} \text{\textcircled{S}}$ | 15.4 | BH-0 |

Phillips Refinery Spur — MP 297.5

| | |
|------------|--------|
| 2.3 miles | |
| Max. Speed | 10 MPH |

Brownsville Port Line (7.8 miles)

| | |
|----------------------|-----|
| Maximum Speed | MPH |
| (Except as below) | 15 |
| MP 0.0 — MP 0.3 | 10 |
| MP 0.3 — MP 0.5 | 5 |
| MP 0.5 — MP 2.2 | 10 |

Celanese Industrial

| | |
|------------------|--------|
| Lead — MP 277-00 | |
| 2.3 miles | |
| Max. Speed | 10 MPH |

$\text{\textcircled{O}} \text{\textcircled{S}} \text{\textcircled{P}} \text{\textcircled{M}} \text{\textcircled{P}} \text{\textcircled{L}} \text{\textcircled{2}}$

Victoria Industrial Lead

| | |
|---|--------|
| (Between Bloomington and Victoria 12.5 miles) | |
| Maximum Speed | 25 MPH |

Business Tracks

| | | |
|---------------|-----|------|
| Dernal | 4.2 | BM-4 |
| Tennessee Gas | 4.5 | BM-4 |

| Miles | SOUTH ▼ | Radio Communication via Channel One STATIONS | NORTH ▲ | Sta- tion Nos. | Sid- ings Feet | |
|-------|------------|--|------------|----------------------|----------------------|--|
| | | | | | | |
| 17.2 | | LEHR..... | | CC20 | 2570 | |
| 20.3 | | PLEASANTON ⓂⓂⓂ | | CC34 | 8307 | |
| 34.3 | | CAMPBELLTON ⓂⓂⓂ | | CC55 | 7898 | |
| 55.2 | | FLOOD GATEⓂ | | CC77 | 2110 | |
| 75.8 | | THREE RIVERS Ⓜ | | CC88 | 7850 | |
| 77.3 | | FLOOD GATEⓂ | | CC113 | | |
| 77.8 | | GEORGE WEST Ⓜ | | CC124 | 3176 | |
| 88.1 | | MATHIS Ⓜ | | B-155 | Yd. | |
| 113.0 | | HUBERT..... | | CC141 | | |
| 124.7 | | ODEM..... ⓂMPGⓂTⓂ-2Ⓜ | | CC150 | Yd. | |
| 132.2 | | VIOLA..... | | | | |
| 141.2 | | MP JCT..... | | | | |
| 145.6 | | ⓂCCTAⓂ | | | | |
| 145.9 | | 3.1 | | | | |
| 149.0 | | CORPUS CHRISTI..... ⓂTⓂⓂ | | | | |
| | | 145.9 | | | | |

Flood gates located at MP 75.8 and MP 77.8 protected by interlocking signals which will display stop when gates are not in position to permit train movement. Interlocking rules are in effect between northward absolute signal at MP 77.9 and southward absolute signal at MP 75.7. When signal governing movement through gate displays stop, crew must ascertain that gate is in position to permit movement before proceeding. It will not be necessary for flagman to precede the movement as prescribed by rule 343. Within these interlocking limits signals do not relieve crews from providing flag protection against other movements.

| 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 |
| Leming..... | 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 130.0 to MP 134.1; MP 140.5 to Corpus Christi.
Conditional Yard Limits: MP 4.8 to MP 7.0, 7:01 am to 3:01 p.m.
In Corpus Christi Yard ⓂTex. Mex.
Trains and engines operating between Viola and Corpus Christi be governed by instructions of yardmaster or operator on duty at Corpus Christi.

MISSION SUBDIV. — KINGSVILLE DIVISION

| Miles | SOUTH ▼ | Radio Communication via Channel One STATIONS | NORTH ▲ | Sta- tion Nos. | |
|-------|------------|--|------------|----------------------|--|
| | | | | | |
| 8.3 | | LA FERIA..... | | BR-8 | |
| 13.9 | | MERCEDES..... | | BR-14 | |
| 18.8 | | WESLACO..... ⓂT | | BR-19 | |
| 22.8 | | DONNA..... | | BR-23 | |
| 26.9 | | ALAMO..... | | BR-27 | |
| 29.3 | | SAN JUAN..... | | BR-29 | |
| 31.0 | | PHARR..... | | BR-31 | |
| 34.2 | | McALLEN..... | | BR-34 | |
| 34.5 | | ⓂSPⓂ | | | |
| 40.0 | | MISSION YD. ⓂⓂT | | BR-40 | |
| | | 40.0 | | | |

| Business Tracks | MP | Sta. No. | Rio Grande City Industrial Lead: | MP | Sta. No. |
|-----------------------------|------|----------|---|---------|----------|
| C.P.L. Spur..... | 1.3 | BR-1 | (Mission to Rio Grande City — 33.3 miles) | | |
| Kipfer..... | 1.9 | BR-2 | Max. Speed..... | 10 | MPH |
| Adams Gardens..... | 6.2 | BR-6 | Max. Wt..... | 240,000 | lbs. |
| Weslaco Salvage Spur..... | 20.6 | BR-21 | | | |
| Gross-Wearden..... | 21.7 | BR-22 | | | |
| Val Verde..... | 24.8 | BR-25 | | | |
| Hauser..... | 32.5 | BR-32 | | | |
| McCull..... | 33.0 | BR-33 | | | |
| Peace Thornton Lbr. Co..... | 36.9 | BR-37 | | | |
| Sharyland..... | 37.6 | BR-37 | | | |
| Dowell Chemical Co..... | 38.0 | BR-38 | | | |

| Miles | SOUTH ▼ | Radio Communication via Channel One, Call-in One STATIONS | NORTH ▲ | Sta- tion Nos. | |
|-------|------------|---|------------|----------------------|--|
| | | | | | |
| 9.4 | | ALMEDA..... | | AE-11 | |
| 17.0 | | ARCOLA..... | | AE-19 | |
| | | 17.0 | | | |
| | | 17.0 | | | |

Maximum Speed..... 20 MPH

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

BAYTOWN SUBDIV. — DeQUINCY DIVISION

| Miles | WEST ▼ | Radio Communication via Channel One, Call-in One STATIONS | EAST ▲ | Sta- tion Nos. | |
|-------|-----------|---|-----------|----------------------|--|
| | | | | | |
| 30.7 | | ⓂE.O. CO. Ⓜ..... | | | |
| 28.5 | | DURHAM YARD..... T | | BG-28 | |
| 27.0 | | COADY YARD..... ⓂⓂ | | BG-27 | |
| 22.5 | | HIGHLANDS..... | | BG-22 | |
| 18.0 | | CHANNELVIEW..... | | BG-18 | |
| 9.5 | | MARKET ST..... ⓂⓂT | | BG-9 | |
| 3.8 | | SETTEGAST YD. ⓂⓂⓂT | | B-379 | |
| | | 29.6 | | | |

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

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

All crews arriving or departing Settegast Yard will register in and out on the HB&T Railway Co. Register.
When using HB&T tracks Houston, HB&T timetable and Special Instructions apply.
MP 30-22 — San Jacinto Street Crossing — member of crew must protect on ground before occupying.

ORANGE SUBDIV. — DeQUINCY DIVISION

| Miles | SOUTH ▼ | Radio Communication via Channel One, Call-in One STATIONS | NORTH ▲ | Sta- tion Nos. | |
|-------|------------|---|------------|----------------------|--|
| | | | | | |
| 482.9 | | PEVETO..... | | BE-482 | |
| 486.9 | | ⓂSPⓂ..... | | | |
| 488.0 | | DOC BROWN..... T | | BE-488 | |
| 490.5 | | ORANGE..... ⓂⓂⓂ | | BE-490 | |
| | | 12.9 | | | |

| ABS — Settegast Jct. to DeQuincy CTC — Settegast Jct. to Dyersdale Jct. and Elizabeth to DeQuincy | Radio communication via Channel One, Call-in One | | | Sta- tion Nos. | Sid- ings Feet |
|---|---|--------------------------|------|----------------------|----------------------|
| | WEST Miles | STATIONS | EAST | | |
| Trains secure clearance - DeQuincy | 508.0 | DEQUINCY, LA. | ①②③ | B-508 | 8386 |
| Trains originating Houston receive clearance | 507.3 | CS JUNCTION | | B-507 | |
| Crews arriving and depart- ing Settegast Yard will regis- ter in and out on the HB&T Railway Co. Register. | 504.0 | HELME | | B-504 | 4820 |
| Two main tracks designa- ted north and south between Langham Road and KCS Ry, drawbridge Beau- mont and between Dyersdale Jct. and Settegast Jct. | 499.2 | LUCAS | | B-499 | 4784 |
| Beaumont — Operation on SP R.R. between Langham Rd. and 11th St. crossover — MP rules, timetable and Special Instructions apply. | 492.3 | STARCS | | B-492 | 7511 |
| Yard Limits: MP 449.6 to West Switch Elizabeth. | 487.0 | RULIFF | | B-487 | 4646 |
| Maximum Speed MPH (Except as below) 50 | 477.4 | MAURICEVILLE, TEX. ②MP③ | | B-477 | 9863 |
| Gulf Coast Jct. to Settegast Jct. 20 | 467.2 | VIDOR | | B-467 | 13018 |
| MP 381-06 45 | 462.8 | SP JCT. | | | |
| MP 383-03 45 | 461.8 | DRAWBRIDGE②③ | | | |
| MP 453-19 — GCL Jct. 20+ | 461.6 | ②SP-AT&SF③ | | | |
| MP 507-11 20 | 460.8 | GCL JCT. | | | |
| MP 508-25 20 | 460.3 | ②SP-KCS③ | | | |
| Business Tracks MP No. Hardin 422.4 B-422 | 459.1 | BEAUMONT T④ | | B-461 | Yd. |
| Int. Chem. Co. 418.5 B-418 | 455.1 | ELIZABETH ④ | | B-455 | 7768 |
| Kenefick 413.9 B-413 | 451.1 | AMELIA ④⑤⑥-2④⑤ | | B-450 | Yd. |
| No. 15, 16 or 20 turnouts east wye switch — Settegast Jct.; Dyersdale Jct.; West Crossover and East Crossover — Beaumont; DeQuincy lead and CS Jct. KCS conn. | 441.3 | GRAYBURG | | B-441 | 5541 |
| All radio communication in connection with HB&T opera- tion is to be handled exclusively on Channel 2. | 427.2 | HULL ②-2 | | B-427 | 8300 |
| Operation over KCS Ry. between GCL Jct. and CS Jct. Be governed by Uniform Code of Operating Rules and Special Instructions Items 17(c). Between Amelia and Elizabeth all movements will be made under direction of operator at Tower 74 and as prescribed by Rule 93. Westward trains must secure clearance at Amelia. | 409.0 | MARTHA | | B-409 | 4664 |
| Hot Box and Dragging Equipment Detector located at *MP 444-18. Timetable direction from GCL Jct. to CS Jct. is North. Northward trains secure KCS clearance at Beaumont. | 398.8 | HUFFMAN ②-2 | | B-398 | 8470 |
| KCS Station MP Business Tracks MP | 385.0 | DYERSDALE JCT. | | B-385 | 5440 |
| CS Jct. 720.3 | 381.6 | SETTEGAST JCT. | | B-382 | Yd. |
| Helme 723.6 | 378.0 | GULF COAST JCT. | | A-229 | |
| Lucas 728.4 | | | | | |
| Starks 735.2 | | | | | |
| Ruliff 740.6 | | | | | |
| MP Crossing 750.2 | | | | | |
| Mauriceville 750.2 | | | | | |
| Vidor 760.4 | | | | | |
| SP Jct. 764.9 | | | | | |
| Beaumont 766.0 | | | | | |
| SP Crossing 766.0 | | | | | |
| GCL Jct. 766.6 | | | | | |

Hot Box and Dragging Equipment Detector located at *MP 444-18.
Timetable direction from GCL Jct. to CS Jct. is North. Northward trains secure KCS
clearance at Beaumont.

| KCS Station | MP | Business Tracks | MP |
|------------------------|-------|------------------------|-------|
| CS Jct. | 720.3 | Alton Box Co. | 721.2 |
| Helme | 723.6 | Green Island | 727.0 |
| Lucas | 728.4 | Lunita | 730.4 |
| Starks | 735.2 | Lemonville | 748.1 |
| Ruliff | 740.6 | Korf | 764.9 |
| MP Crossing | 750.2 | | |
| Mauriceville | 750.2 | | |
| Vidor | 760.4 | | |
| SP Jct. | 764.9 | | |
| Beaumont | 766.0 | | |
| SP Crossing | 766.0 | | |
| GCL Jct. | 766.6 | | |

| Max. Speed GCL Jct. to CS Jct. | MPH |
|--|-----|
| (Except as below) | 50 |
| Over MP Crossing MP 750.2 | 30+ |
| City Limits Vidor MP 757.0 to MP 762.0 | 30 |
| Over Neches River Bridge MP 765.9 | 20 |
| City Limits Beaumont | 20 |
| All tracks other than main tracks, through turnouts and crossovers | 5 |

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
*MP 402.6

| ABS — DeQuincy to Anchorage Yd. CTC — DeQuincy to MP 641-15. | Radio Communication via Channel One, Call-in One | | | Sta- tion Nos. | Sid- ings Feet |
|--|---|-----------------------------|--|----------------------|----------------------|
| WEST Miles | STATIONS | EAST | | | |
| Trains secure clearance at DeQuincy. | 643.9 | ANCHORAGE ②MP G. T④ | | B-644 | |
| Yard Limits: | 631.5 | ERWINVILLE | | B-631 | |
| MP 641-15 to end of track. | 621.1 | LIVONIA ②MP③ | | TB-114 | |
| Maximum Speed MPH (Except as below) 50 | 610.4 | ATCHAFALAYA RIV.②③④⑤⑥ | | B-610 | 4114 |
| MP 507-11 — 20 | 597.6 | KROTZ SPRINGS | | B-597 | 5346 |
| MP 508-25 20+ | 590.7 | PORT BARRE T | | B-590 | |
| MP 543-27 — 20+ | 590.2 | OPELOUSAS ⑥ | | | |
| MP 544-23 20+ | 590.1 | ②SP③ | | | |
| City Limits Elton 35+ | 584.2 | ②MP④ | | | |
| City Limits Basile 30+ | 570.3 | LAWTELL | | B-584 | 3700 |
| MP 568-24 — 20+ | 559.5 | EUNICE ①T | | B-570 | 6550 |
| MP 571-12 20+ | 544.5 | BASILE | | B-559 | 4116 |
| City Limits Opelousas 20+ | 543.4 | KINDER②MP③ ①②T④ | | B-544 | |
| MP 597-10 — 30+ | 532.3 | K.D. SIDING | | B-543 | 7500 |
| MP 598-02 30+ | 515.3 | REAVES | | B-532 | 7616 |
| MP 610-15 — 35 | 508.4 | GORDON | | B-515 | 5616 |
| MP 611-00 35 | 508.0 | ②KCS③ | | | |
| Between MP 641.2 and Anchorage 20 | 508.0 | DEQUINCY, LA. ①②③ | | B-508 | 8386 |
| Business Tracks: MP Sta. Boudreaux 637.8 B-637 | | | | | |
| McDearmon (Big River Ind.) 630.8 B-630 | | | | | |
| Livonia 622.5 B-622 | | | | | |
| Lottie 617.2 B-617 | | | | | |
| East Krotz Springs 611.2 B-611 | | | | | |
| Hazelwood 600.1 B-600 | | | | | |
| Tyrone 565.1 B-565 | | | | | |
| Unatex 563.6 B-563 | | | | | |
| Elton 553.6 B-553 | | | | | |
| LeBlanc 538.5 B-538 | | | | | |
| Fulton 523.2 B-523 | | | | | |

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 switch K.D. siding and
west wye switch Anchorage.

68 LAKE CHARLES SUBDIV. — NEW ORLEANS DIVISION

| Radio Communication via Channel One, Call-in One | | Station Nos. | Sidings Feet | Maximum Speed (Except as below) MPH |
|--|--------------|--------------|--------------|---|
| SOUTH | NORTH | | | |
| Miles | STATIONS | | | |
| 601.6 | ALEXANDRIA | C-625 | Yd. | MP 602-20 — 35 |
| 610.6 | WOODWORTH | C-634 | 2997 | MP 602-20 — 35 MP 618.00 — 40 MP 623-24 — 35+ |
| 615.7 | BRINGHURST | C-640 | 7500 | MP 624-11 — 35+ City limits Oakdale — 25+ |
| 623.6 | GLENMORA | C-647 | 3464 | On AT&SF Oakdale — 5 |
| 635.6 | OAKDALE | C-659 | 7080 | Wye Track Kinder — 15 |
| 636.0 | ELDER | C-679 | 4850 | MP 661-07 — 30 MP 690-02 — 20 MP 693-07 — 20 |
| 654.1 | KINDER | B-544 | Yd. | Wharves & Apron Docks — 5 |
| 680.0 | IOWA JCT. | C-704 | | Rule 99(d) in effect between Kinder and Lake Charles. |
| 690.2 | LAKE CHARLES | C-720 | Yd. | |
| 694.2 | | | | |
| | 95.0 | | | |

| Business Tracks | Sta. MP No. | Business Tracks | Sta. MP No. | Business Tracks | Sta. MP No. |
|-----------------|-------------|-----------------|-------------|-----------------|-------------|
| McNary | 622.6 C-646 | Fenton | 669.4 C-694 | Manchester | 688.0 C-712 |
| Oberlin | 650.3 C-674 | Woodlawn | 675.0 C-700 | Harbor | 690.0 C-713 |
| Fontenot | 664.2 C-688 | American M.F.C. | 680.5 C-703 | | |

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 \otimes SP \otimes
 \otimes KCS \otimes

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 is to be handled exclusively on Channel 2.

Hot Box and Dragging Equipment Detectors: #MP 625.2 and #MP 648.7.

CROWLEY SUBDIV. — NEW ORLEANS DIVISION

| Radio Communication via Channel One, Call-in One | | Station Nos. | Maximum Speed (Except as below) MPH |
|--|----------|--------------|--|
| SOUTH | NORTH | | |
| Miles | STATIONS | | |
| 570.3 | EUNICE | B-570 | MP 570-10 — MP 571-10 — 10 MP 590-28 — End Track — 10 Mill Row Lead — Crowley — 10 |
| 577.9 | MOWATA | BD-578 | Industrial Lead Entire Subdiv. Crowley-Mill Row Lead \otimes SP \otimes |
| 582.4 | MAXIE | BD-582 | BUSINESS TRACKS MP No. Sta. No. Gulf States — 575.5 BD-575 American Cyanamid — 577.7 BD-577 |
| 592.3 | CROWLEY | BD-592 | |
| | 22.0 | | |

ALEXANDRIA SUBDIV. — NEW ORLEANS DIVISION 69

| Radio Communication via Channel One, Call-in One | | Station Nos. | Sidings Feet | Maximum Speed (Except as below) MPH |
|--|----------------|--------------|--------------|---|
| SOUTH | NORTH | | | |
| Miles | STATIONS | | | |
| 192.1 | ALEXANDRIA | C-625 | Yd. | MP 195.8 — MP 190.4 60 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 114.8 — MP 115.0 50 MP 109.9 — MP 108.9 35 MP 102.5 — MP 101.0 40 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 40+ MP 16.4 — MP 16.6 50 MP 13.8 — MP 10.2 20 |
| 190.4 | WILLOW GLEN | TB190 | | |
| 177.0 | MEEKER | TB177 | 10453 | |
| 171.1 | CHENEYVILLE | TB170 | | |
| 170.2 | SOUPAC JCT. | TB169 | | |
| 163.1 | BUNKIE | TB163 | 10249 | |
| 152.0 | MORROWS | TB153 | 8960 | |
| 138.5 | PALMETTO | TB139 | 11970 | |
| 129.5 | MELVILLE | TB129 | | |
| 114.1 | LIVONIA | TB114 | 11165 | |
| 101.8 | GROSSE TETE | TB102 | 11647 | |
| 95.0 | MORLEY | TB95 | | |
| 90.1 | ADDIS | TB90 | 19342 | |
| 85.4 | PLAQUEMINE | TB85 | | |
| 75.8 | WHITE CASTLE | TB75 | 6048 | |
| 67.8 | McCALL | TB68 | 6806 | |
| 64.7 | DONALDSONVILLE | TB65 | 10457 | |
| 53.1 | ST. JAMES | TB52 | 10843 | |
| 40.0 | JOHNSON | TB40 | 11336 | |
| 28.5 | TAFT | TB28 | | |
| 22.1 | LULING | TB22 | | |
| 20.8 | AMA JCT. | TB20 | | |
| 19.3 | FARMERS | TB19 | | |
| 17.1 | SELLERS | TB17 | | |
| 16.5 | CYANAMID | TB16 | | |
| 13.9 | WILLS | TB13 | | |
| 11.4 | AVONDALE | C-806 | Yd. | |
| 10.2 | W. BRIDGE JCT. | TB10 | Yd. | |
| | NEW ORLEANS | 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.

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

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

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

70 AVOYELLES SUBDIV. — NEW ORLEANS DIV.

| Maximum Speed (Except as below) MPH | Radio Communication via Channel One, Call-in One, except Addis Terminal, Channel Two | | Station Nos. | Sid- ings Feet |
|--|---|--------------------------------------|-----------------|----------------------|
| | SOUTH | NORTH | | |
| City Limits— Morganza 25+ | Miles | STATIONS | | |
| City Limits— New Roads 25+ | 735.9 | LETTSWORTH | TD-58 | 2002 |
| All L&A tracks other than main tracks, through turnouts and crossovers 10 | 742.6 | 6.7 BATCHELOR | TD-51 | 4163 |
| Lobdell Jct.— West Jct. (Conn. with MP Baton Rouge Subdiv. 20 | 750.9 | 8.3 MORGANZA | TD-42 | 1234 |
| MP 11-26 — MP 11-25 10 | 760.9 | 10.0 NEW ROADS | TD-33 | 3768 |
| MP 11-25 — MP 0-00 20 | 768.3 | 7.4 GLYNN | TD-25 | 1655 |
| Business Tracks MP No. La Cour 745.0 TD-48 | 779.9 | 11.6 LOBDELL | TD-13 | 7741 |
| Morrison 755.5 TD-38 | 780.7 | 0.8 LOBDELL JCT. | TD-12 | |
| Bertha 761.1 TD-32 | 12.8 | 0.9 BR JCT. | TD-10 | |
| Cajun Elec. Power 762.6 TD-30 | 11.9 | 1.5 ANCHORAGE JCT. @MP® | TD-9 | |
| La. Elec. Coop 766.4 TD-26 | 10.4 | 2.4 PORT ALLEN | TD-8 | |
| Smithfield 774.4 TD-19 | 7.8 | 1.3 CANAL @® | TD-6 | |
| Avoyelles Parish Coop 2.0 TD-2 | 6.5 | 6.5 ADDIS | TB-90 | Yd. |
| | 0.0 | | | |
| | | 57.0 | | |

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

Normal position of hand operated switch at BR Jct. will be for movement through connection to North Baton Rouge (via MP Baton Rouge Subdivision).

Yard Limits: MP 778.9 to Addis.

Operation over L&A Ry. between Lettsworth and Lobdell Jct. (L&A Baton Rouge Subdivision).

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 West Jct. (MP Baton Rouge Subdiv.).

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

Hot Box and Dragging Equipment Detectors: MP 737.2*; MP 755.9 and MP 776.3*.

*Also equipped with oversize load feature.

Approach signal for southward movement to Lobdell Jct. located 4,000 feet 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.

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.

BATON ROUGE SUBDIV. — NEW ORLEANS DIV.

| Business Tracks MP No. Baton Rouge 649.0 B-649 | Radio Communication via Channel One, Call-in One, except Addis Terminal, Channel Two | | Station Nos. | Sid- ings Feet |
|---|--|---------------------------|-----------------|----------------------|
| | SOUTH | NORTH | | |
| Baton Rouge Port 7.4 B-649 | Miles | STATIONS | | |
| | 648.0 | NO. BATON ROUGE | B-647 | Yd. |
| | 785.5 | 1.0 MP JCT. | B-646 | |
| | 784.8 | 0.6 EAST JCT. | B-645 | |
| | 781.5 | 3.3 WEST JCT. | TD-11 | |
| | 11.9 | 0.5 BR JCT. | TD-10 | |
| | | 5.4 | | |

Mile post locations No. Baton Rouge to West Jct. are L&A.

Normal position of hand operated switch at BR Jct. will be for movement through connection to North Baton Rouge.

Yard Limits: No. Baton Rouge to East Jct.; West Jct. to BR Jct.

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

Operation via Mississippi River Bridge between West Jct. and East Jct.

Operation over ICG R.R. between MP Jct. and No. Baton Rouge.

Train movements between Lobdell Jct. (Avoyelles Subdiv.) to East Jct.—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 East Jct. and West Jct. controlled by control operator East Jct.

Max. Speed between West Jct. and No. Baton Rouge MPH

(Except as below) 20

Over Mississippi River Br. 10

East Jct. to MP Jct. 10

Tracks other than main track, turnouts and crossovers 5

Hot Box and Dragging Equipment Detectors: MP 782.3# and MP 784.8#.

Dragging equipment detectors only — when activated will emit continuous high pitch tone on MP frequency — train must stop immediately and walking inspection made.

CHURCH POINT SUBDIV. — NEW ORLEANS DIV. 71

| Industrial Lead Entire Subdiv. Maximum Speed (Except as below) MPH | Radio Communication via Channel One, Call-in One | | Station Nos. | Sid- ings Feet |
|--|---|--------------------------------|-----------------|----------------------|
| | SOUTH | NORTH | | |
| MP 11-25 — MP 11-29 30 | Miles | STATIONS | | |
| MP 19-11 — MP 20-18 25 | 0.0 | BUNKIE @-2T | TB-163 | |
| MP 35-00 — MP 36-26 10+ | 3.6 | EOLA @SP® | TL-4 | |
| MP 36-26 — MP 47-03 10 | 3.6 | 5.2 ST. LANDRY | TL-9 | 470 |
| MP 47-03 — End of track 10 | 8.8 | 11.2 VILLE PLATTE | TL-20 | 1927 |
| Business Tracks MP No. Cleco 9.5 TL-10 | 20.0 | 6.7 LEDOUX | TL-27 | 705 |
| Tate Cove 15.4 TL-16 | 26.7 | 9.3 OPELOUSAS@MP® | B-590 | 611 |
| Lithcote 21.5 TL-21 | 47.9 | 11.9 CHURCH POINT | TX-36 | 752 |
| Swift Co. 41.1 TX-30 | | | | |
| Canal Refinery Spur 46.0 TX-35 | | | | |
| | | 47.9 | | |

THIBODAU SUBDIV. — NEW ORLEANS DIVISION

| Miles | Radio Communication via Channel One, Call-in One | | Station Nos. | Yard Limits: Entire Subdiv. Maximum Speed (Except as below) MPH |
|-------|---|------|-----------------|---|
| | WEST | EAST | | |
| 0.0 | McCALL | | TB-68 | MP 0-0 — MP 0-07 10 |
| 1.4 | 1.4 PALO ALTO | | TH-3 | MP 12-13 — MP 13-11 10+ |
| 12.5 | 11.1 MUNSON | | TH-14 | Business Tracks MP No. Lula 5.0 TH-7 |
| 31.0 | 18.5 THIBODAU | | TG-29 | Dow Chemical 7.5 TH-8 |
| | | | | Westfield 8.9 TH-9 |
| | | | | La. Miller 15.0 TH-10 |
| | | | | Laurel Grove 24.4 TG-24 |
| | | | | Elmer 28.6 TG-26 |
| | | 31.0 | | |

NOLC SUBDIV. — NEW ORLEANS DIVISION

| Miles | Radio Communication via Channel One, Call-in One | | Station Nos. | Yard limits entire subdiv. Maximum Speed: (Except as below) MPH |
|-------|---|-------|-----------------|---|
| | SOUTH | NORTH | | |
| 1.0 | W. BRIDGE JCT. @ | | Y-10 | City Limits Gretna 6 |
| | WESTWEGO | | C-809 | City Limits Westwego 6 |
| | MARRERO | | C-812 | Service Roads - Each side - Westbank Expressway |
| | HARVEY | | C-813 | MP 2.5 — MP 2.7 10+ |
| | GRETNA | | C-814 | Marie Dr. Gretna MP 3 10+ |
| | GOULDSBORO | | C-815 | MP 15.6 — MP 17.0 10 |
| | 1.0 @SP G | | Y-1 | MP 20.5 — MP 22.0 10 |
| | 7.2 BELLE CHASSE | | Y-10 | MP 23.6 — MP 24.3 10 |
| 38.2 | 29.0 END OF TRACK | | | MP 32.5 — MP 32.8 10 |
| | | | | Business Tracks MP No. McDonoughville Y-2 |
| | | | | Chevron Chem. 12.0 Y-12 |
| | | | | Alliance 21.4 Y-21 |
| | | | | Myrtle Grove 22.2 Y-26 |
| | | 46.2 | | Lift Bridge over Algiers Canal MP 6-15 @® |
| | | | | Lift Bridge over Harvey Canal MP 4.2 @® |

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

Trains and engines approach Louisiana Ave., Sala Ave. and 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:

Eastward and Northward regular trains are superior to trains of same class in opposite direction, except as shown on schedule page or General Order schedule.

ITEM 2. MAXIMUM ENGINE SPEEDS (where Maximum train speed is LOWER, it will govern).

- A. 55 MPH with units 1100-1299, 1400-1422, 1500-1522, and 65 MPH on all other units whether operating or dead in tow, except Amtrak engines authorized 75 MPH.
 B. Engines running light 45 MPH.
 C. Engines shoving cars 25 MPH.

ITEM 3. SPEED INSTRUCTIONS:

Where maximum train or engines speed is LOWER, it will govern. Where two speeds are shown under maximum speed in timetable, passenger speed will apply only to trains consisting entirely of passenger equipment.

ITEM 3-A. SPEED RESTRICTIONS THRU CROSSOVERS, 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 MP or MPX cars: 15000-15018, 15026-15032, 15092, 15094, 15108, 15115, 15116 and 17000-17033 maximum freight train speed. | |

Except as specified above, cars designated by initials MPX 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 8002-8078; 8100-8124 | Tie cars |
| MPX 27000-29176 | Gondolas |
| MPX 30000-30246 | Box cars |
| MPX 50000-50041 | Flat cars |
| MPX 60000-60019 | Hopper cars |
| MPX 70002-70101 | Sand cars |

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

ITEM 3-D. (CONTINUED)

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 | Trail | Working Direc-tion | Reverse Direc-tion* |
| Speed is: | Trail | Lead* | Trail | Lead* | | |
| 10-15 MPH | 10 MPH | 10 MPH | 10 MPH | 10 MPH | 10 MPH | 10 MPH |
| 20 | 15 | 10 | 15 | 10 | 15 | 15 |
| 25 | 20 | 15 | 20 | 15 | 20 | 15 |
| 30 | 25 | 20 | 25 | 20 | 25 | 15 |
| 35 | 30 | 25 | 30 | 25 | 30 | 15 |
| 40 | 35 | 30 | 30 | 25 | 35 | 15 |
| 45-60 | 40 | 30 | 30 | 25 | 40 | 15 |

Two-axle scale test cars (MPX 192, 194, 195, 1034 and 1900) 30 MPH
 Four axle scale test cars and scale monitor cars may be moved without restriction.

Handle two axle scale test cars on rear of train.

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

Loaded welded or jointed rail trains 40 MPH

Unless otherwise instructed by Superintendent, loaded or empty rail trains will be restricted to 70 cars, rail cars will be handled on head end next behind buffer cars. No train moves are to be made while men are in the process of coupling rails or while men are standing on transition car. In no case will engineer take slack or move train until authorized to do so by Roadmaster or Assistant Roadmaster.

ITEM 3-E.

The movement of derricks, cranes and other such equipment on its own wheels, on revenue billing will be handled only on authority of Superintendent and at a speed not to exceed 30 MPH.

ITEM 3-F. SPEED RESTRICTIONS ON EQUIPMENT WITH FLAT WHEELS:

No restrictions if length of flat spot does not exceed 2½ inches.

If length of flat spot is greater than 2½ inches maximum speed 10 MPH unless authorized by Superintendent.

ITEM 3-G. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of equipment mentioned in Items 2 or 3 above, or equipment or shipments of excessive width or height causing the speed of the train handling to be restricted below the maximum train speed, or where clearance of structures, or equipment on adjacent tracks may be close, when practicable, a Train Order, Form X, must be issued, specifying the restriction. When not practicable to obtain Train Order, Form X, cond. 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 practicable, 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

ITEM 3-H. (CONTINUED)

not be handled in train less than 5 cars behind engine unless trailer is loaded on leading end of car unless otherwise instructed by Superintendent.

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.

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.

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.

This Item does not apply to engineers working in yard service, operating within the 15 mile limit, when authorized by a division officer to handle equipment within such limits. Authority must not be granted unless an employe who is qualified in accordance with this rule occupies the control compartment with the engineer to advise him regarding physical characteristics.

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

ITEM 9. (CONTINUED)

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

| | | SPEED AND AMMETER READINGS ON LEAD UNIT | | | | | | | |
|-----------------------|----------------------------------|---|-------------------------|---------|----------------------|---------|----------------------|--------------------|--|
| | | GP35 GP50 | U23B B23-7 B30-7A | U30C | GP28 GP38 SD40 | GP18 | GP15 SW15 MP15 | SW7 SW9 SW12 | |
| T R A I L | GP50 | 10MPH | 10MPH | 10MPH | 10MPH | 10MPH | 10MPH | 10MPH | |
| | GP35 | 1125AMP | 1275AMP | 1230AMP | 1100AMP | 980AMP | 870AMP | 826AMP | |
| | U23B B23-7 SL-1 | | | | | | | | |
| U N I T S | GP9 | 10MPH | 10MPH | 9.5MPH | 9.5MPH | 9.5MPH | 9.5MPH | 9.5MPH | |
| | GP18 28 38 SD40 U30C | 1125AMP | 1275AMP | 1275AMP | 1150AMP | 1025AMP | 890AMP | 840AMP | |
| | SW7 9 12 SW15 MP15 GP15 | 10MPH | 10MPH | 9.5MPH | 9.5MPH | 9.5MPH | 7MPH | 7MPH | |
| | | 1125AMP | 1275AMP | 1275AMP | 1150AMP | 1025AMP | 1065AMP | 960AMP | |

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 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 MPH the trailing GP35 would be overloaded and adjustment must be made immediately.

- Shoving or back-up movements: Second and third paragraphs of Rule 409 of "Air Brake and Train Handling Instructions" changed as follows: GP Units 1804-1849, 1856-1881, 1900-1944; SW Units 1100-1299, 1400-1424 and 1500-1522 do not have alignment controlled couplers.

When one or more of these non-alignment controlled coupler units are in a locomotive consist making a shoving or backup movement involving fifteen or more cars per operative unit, not more than fourteen 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 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.

ITEM 10. (CONTINUED)

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 model GP-28, GP-35, GP-38, GP-50, B23-7, U23B, B30-7A, 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 so 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 used to stenciled for its ON-OFF positions. The function of this switch, when placed in ON position is to limit the throttle response to #1 notch power and engine speed regardless of throttle advance on lead or controlling locomotive. When placed in OFF position engine speed, loading and throttle response will respond normally on this locomotive. When one of these locomotives is the lead or controlling unit, the switch may still be in ON position without affecting throttle advance on other locomotives in consist.

If possible to maintain maximum speed with less than full power of all units, engineer will place fuel saver switch in ON position.

If another locomotive in the consist fails while the FUEL SAVER SWITCH is in the ON position and the locomotive is required, this switch may then be placed in OFF position to obtain maximum horsepower and tractive effort.

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

- (1) Block Indicators will be designated by letter "I."
- (2) In territory where CTC rules are in effect, where maximum speed permitted is in excess of 20 MPH trains and engines using a hand operated main track switch, or switch within a controlled siding, not equipped with electric lock or spring switch mechanism must leave a portion of train occupying main track, or controlled siding, or leave switch open on that track.
- (3) Where CTC Rules are in effect, trains or engines must not enter a siding at a spring switch or hand operated switch unless authorized by dispatcher.
- (4) **ABSOLUTE PERMISSIVE BLOCK (APB):** Definition Absolute Permissive Block — 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 RULES CHANGES (and M/W Rules When Indicated):

- (1) **PROTECTION BY SIGNS** (Modifies Rule 99 M/W):
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 pre-

ITEM 13. (CONTINUED)

scribed 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 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) **RULE 26:** A blue signal indicates that workmen are on, under or between rolling equipment, and that the equipment must not be coupled to or moved. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on engine service tracks or when a derail is used to divide a track into separate working areas.

Blue signals must be displayed by each craft or group of workmen and may only be removed by the same craft or group that placed them.

When emergency repair work is to be done on, under or between the engine, or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member of the crew, and protection given those engaged in making the repairs. Engine or cars must not be moved, air brakes applied or released, until all workmen 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 servicing facilities and car-shop repair tracks, a speed of five (5) miles per hour must not be exceeded, and derail must 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

ITEM 13. (CONTINUED)

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 employe under the direction of the employe 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 employe 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 employes are clear of the track on which the movement is to be made.

RULE 26 (e). HUMP YARD TRACKS AND 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 employe 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 blocking 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 15 days a written record of each notification which contains the following information:

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

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

(6) **RULE 34 AND 34(a):** Employes 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 employe comply with these requirements, including himself.

It is the engineer's responsibility to have each employe located in the operating compartment maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to insure the safety of the train or engine, including operating the emergency valve.

- (7) **RULE 93, 93(a), D-93, NOTE TO RULES 93 AND 93(a):** Within

ITEM 13. (CONTINUED)

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 MPH except in ABS territory when main track is known to be clear by block signal indication, per Rule 281, then trains and engines may proceed at maximum speed.

Conditional yard limits may be established by General Order or Special Instructions which must specify hours and limits and will be designated by conditional yard limit signs showing effective hours. Rule 93 will be in effect only during hours and within the limits specified.

Trains or engines entering main track in yard limits must ascertain there are no Form X, Example 1, 3 or 4, Form Q or Form Z train orders in effect in the yard limits before movement is made on main track.

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 MPH.

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

(8) **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 timetable 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 timetable or other instructions for that territory, placing two torpedoes on the rail not less than 150 feet apart, displaying a lighted fusee and remaining at that location until recalled or relieved.

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

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

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

ITEM 13. (CONTINUED)

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

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

Note: The flagging distances are as follows: when the maximum speed of subdivision is over 35 MPH, two miles; 35 MPH or less, one mile.

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.

(9) **RULE 103 (a) (5), SECOND PARAGRAPH:** The following cars must not be cut off while in motion, must not be humped, kicked or coupled into with more force than is necessary to complete the coupling. Also no car or cars moving under their own momentum shall be allowed to strike any of the following placarded cars:

- (1) Any car placarded **EXPLOSIVES A**.
- (2) Any car placarded **POISON GAS**.
- (3) A placarded flat car, or any flat car carrying placarded trailers or freight containers, portable tanks or intermodal portable tanks.

HAZARDOUS MATERIALS DOCUMENTS: (a) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded **EXPLOSIVE A** or **POI-**

ITEM 13. (CONTINUED)

SON GAS. A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew.

(b) The train crews must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

(c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by §§172.202 and 172.203, Bureau of Explosives Pamphlet 20.

(10) **RULE 104 (4):** A yellow stripe around switch staff or operating lever of hand throw switch will indicate that diverging track is protected by derail.

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

(12) **RULE 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.

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

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

Record of correction must be made by train dispatcher.

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

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

(16) **RULE 223:** Max. may be used for abbreviation of maximum. AMTK is authorized abbreviation for Amtrak.

(17) **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.

(18) **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 must know that signals indicate stop on conflicting routes.

(19) **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:

ITEM 13. (CONTINUED)

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.

(20) **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.

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

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

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

(22) **RULE 402:** If no other employe has been granted track and time within the same limits, track and time may be released by a train or engine while within the limits to move in a specified direction and will then be governed by signal indications upon verbal authority of control operator in words "track and time limits granted (train) on (track) between (point) and (point) released for movement (direction) at (time)."

(23) **RULE 510 (2):** Train and engine service-employes must not occupy the roof of a freight car or caboose under any circumstances. Other employes whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

RULE 510 (3): Trainmen and enginemen, except in emergency, must not pass from one unit to another while units are in motion. When both adjacent units are equipped with walkways, ramps and safety chains to afford safe passage between the units, employes may pass from one unit to another, if necessary.

(24) **TIME SERVICE REQUIREMENTS:** Reliable watches that have been approved and authorized by general notice must be used by officers and employes whose duties are prescribed and who are required to use standard watches. They must have a standard watch card approved by a division officer.

When watches of employes are found at any time to differ thirty (30) seconds, or more, from standard time, they must be set to correct time.

Employes in charge of standard clocks must, during each tour of duty secure correct time by dialing 622-3183, or by contacting the 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.

Instructions issued by proper officers will govern other time service requirements.

All newly hired employes or an employe who purchases a new watch and those whose duties require the use of a standard watch, must obtain standard watch card, form 20108, signed by division officer and must carry this card with them while on duty.

(25) **TRAIN ORDERS:**

- Train order Form S-C may be modified by adding for example: "Extra _____ North originates (or terminates) at _____."
- 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.
- 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."
- Train order Form Y Example 3 may be combined with Form V Example 2.
- Printed Form X Example 1 train order showing multiple location may be used. These orders must be reissued daily

ITEM 13. (CONTINUED)

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."

- 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.
- 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.
- Form T and Form F train order discontinued.
- 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 acknowledgment 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 a 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.

- 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.

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

(27) **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

ITEM 13. (CONTINUED)

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.

(28) **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 | |
| Clear | "D" marker | Proceed; next signal displaying other than stop indication. The provisions of Rule 323 and Rule 330 will apply to train or engine having passed distant clear indication. |
| Distant | Yellow with a | |
| Approach | "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.

(29) **POSITIVE TRAIN INFORMATION LINE-UPS:** In timetable and train order territory, complete and definite information will be issued by train dispatcher, showing the limits, time in effect, date and all train movements which will occur. This positive information will be designated by the symbol "PX" numbered consecutively each day beginning at midnight.

Such "PX" information will be transmitted by the train dispatcher and must be repeated by the person receiving it and "OK" received.

Train dispatcher must assure himself that the information is positive, issuing train orders when required to make it positive.

In an emergency, should it become necessary to operate a train not included in "PX Line-up," train dispatcher will issue train order in following form:

"Extra _____ South (or No. _____) run at restricted speed _____ to _____ (Limits of "PX") until _____ M (Time "PX" expires) sounding whistle signal per last paragraph Rule 14(L) expecting to find track cars."

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 3240 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 3240 North," and will acknowledge instructions, "Extra 3240 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 ①-1 and ②-2 which denote base stations or radio control points. Employees may contact train dispatcher by operating Dispatcher 1 button for ①-1 stations and Dispatcher 2 button for ②-2 stations on radio.

Operation of push-button on radio control head or of lever switch on Wabco portable radio for five seconds 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.

ITEM 14. (CONTINUED)

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 railroads (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 No. 2 Channel | 9 | — ICG No. 2 Channel |
| 5 | — BN Road Channel | 10 | — SBD No. 1 Rd. Channel |
| 6 | — SP Road Channel | 11 | — SBD No. 2 Channel |
| 7 | — AT&SF Road Channel | 12 | — NS 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 MPH, 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:**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 practicable, 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.
 - 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 journal 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". This light must be illuminated during the passage of the entire train. If not illuminated when passed by engine and caboose, train must be stopped at once and 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

ITEM 16. (CONTINUED)

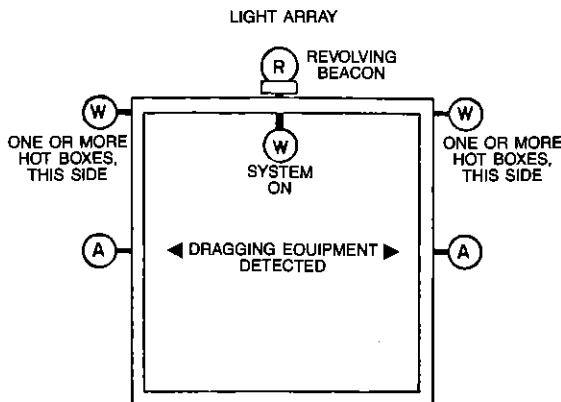
may be burned out in one direction. If both engine and caboose verify that at least one light is burning, the system is "On" and an inspection need not be made.

This section (g) does not apply to detectors equipped with verbal defect indicators (#).

- (h) Each detector is equipped with a revolving red beacon which will normally be dark, but will be activated by defect. When red beacon is illuminated, train must be stopped at once.

If red beacon is illuminated and no information is received by display or verbal indicators, make immediate inspection of entire train for defects.

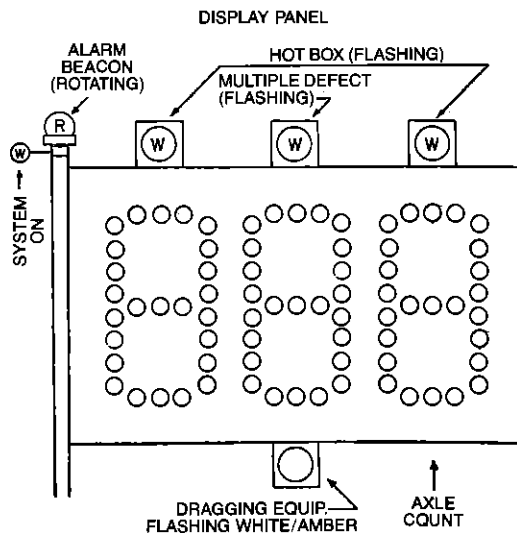
16.2 Detector Station Equipped With Light Array Indicator



When illuminated, array lights indicate the following:

- (a) White light-side — One side light illuminated indicates one or more hot journals detected on side of train indicated by array. Make immediate walking inspection of 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.
- (b) Yellow light-side — Both yellow lights will be illuminated when dragging equipment is detected. Make immediate inspection of entire train for dragging equipment. Air hoses hanging below top of rail and dragging chains will be detected.

16.3 Detector Stations Equipped With Digital Display



ITEM 16. (CONTINUED)

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

- (a) Information as to the type and location of defect is displayed on the digital display panel.
- (b) 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 light 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.
- (c) White or Amber indicator light below panel — Flashing white or amber light indicates that dragging equipment has been detected.
- (d) 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.
- (e) The display panel indicators and numeral display are normally dark. When actuated by any defect, the proper indicator on the display board begins to flash and the numeral display will begin to count off the number of axles to the end of the train. White indicator lights, numerals and revolving red beacon will remain illuminated for approximately ninety seconds after rear of train passes detector.
- (f) When the multiple defect indicator is illuminated with one or more of the other indicators, it can be interpreted as follows and immediate walking inspection must be made:

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

16.4 Detector Stations Equipped With Radio Transmitted Verbal Defect Indicators

Detectors designated by symbol (#) are equipped with verbal defect indicators.

When movement over detector begins, detector will announce once to crew that the system is operational.

After the train has completely passed over the detector, the detector will announce whether or not any defects have been detected. If defects are detected, a two-second alarm tone will be transmitted as each defect is detected. When rear of train has passed detector,

ITEM 16. (CONTINUED)

the detector will announce each defect detected from the head end, giving type and location. The message will be repeated followed by "Detector, out." Train must be stopped at once and indicated locations inspected for defects, even if red beacon has not been actuated. 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.

Train must be stopped at once and entire train inspected when:

- (1) Verbal information is not received or understood during initial or final train passage over detector.
- (2) Detector has announced no defects, but red beacon has been actuated.
- (3) More than five (5) locations are detected.
- (4) When detector announces, "integrity failure".

16.5 Removing Detectors From Service

Hot box and dragging equipment detectors may be removed from service by verbal instructions of train dispatcher or by train order worded as follows:

"Hot box and dragging equipment detector located at MP _____ pole _____ removed from service."

When so informed, crew 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 verbal instructions or train 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 verbal instructions or train 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 employes are subject to rules and instructions of this railroad while occupying its tracks.

ITEM 17 (a). USE OF AT&SF TRACKS BETWEEN: (UNIFORM CODE OF OPERATING RULES APPLY EXCEPT AS MODIFIED BELOW.)

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

8. Temple (AT&SF MP 218.2) and MKT connection (MP 217.5) two main tracks. North track is to right as viewed by No. 21. ABS-CTC in effect. Maximum authorized speed 20 MPH except 10 MPH through turnouts and on MKT connection.

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

| SIGNAL ASPECT | NAME | INDICATION |
|---|--------------------|--|
| (1) Yellow over yellow or flashing yellow | Approach medium | Proceed, approaching next signal not exceeding medium speed and prepared to enter diverging route at prescribed speed. |
| (2) Red over flashing yellow | Diverging Approach | Proceed through diverging route; prescribed speed through turnout. Approach next signal prepared to stop; if exceeding medium speed, immediately reduce to that speed. |
| (3) Flashing red or red over yellow | Restricting | Proceed at restricted speed. |
| (4) Definition Restricted Speed: | | A speed that will permit stopping within half the range of vision, but not exceeding 20 miles per hour. |

ITEM 17a. (CONTINUED)

- (5) Definition 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 is 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) 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 or notified verbally by (title and name of employe in charge and gang number) that track is clear of men and machines."
Train and engines, within the limits of this order, must approach gangs prepared to stop and stop short of men and machines occupying or fouling track. If proper proceed signal, given with yellow flag or yellow light, is received or if notified verbally by employe named in the order that track is clear of men and machines, train or engine is released from requirement of moving prepared to stop short of men and machines.
- (13) 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.

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

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-AT&SF Connection, Tulsa
5. Rockview and Chaffee
6. Winthrop and St. Joe

BN timetable and Special Instructions will apply.

Uniform Code of Operating Rules apply except as modified below:

- (1) Definition 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) Definition 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

ITEM 17(b). (CONTINUED)

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 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

ITEM 17(b). (CONTINUED)

dispatcher or control operator, except when communication is not available.

- (13) Controlled Siding: A siding, the entrance to which is governed by signal indication.
- (14) Within CTC territory a train or engine must not clear the main track at a hand operated switch not equipped with a mechanical time lock or electric lock except as follows:
(1) Where maximum speed is 20 MPH or less.
(2) When main track switch is left open.
- (15) When block signal rules require train movement at restricted speed, this speed must not be increased until the entire train has passed the next signal.
- (16) Rule 350: Train or engine must not proceed from a Stop indication in CTC territory when there is lack of communication. In authorizing train or engine to proceed from a Stop indication of block signal, control operator will say "Proceed at restricted speed to next signal" or, if it is not known there is no opposing train or engine, "You may proceed under flag protection to the next clear or approach signal." Such information must include information as to the route to be used. The instructions must be repeated to the control operator.

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

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

ITEM 17(b). (CONTINUED)

| | |
|---|---|
| Lunar or lunar over red or red over lunar or two reds over lunar. | exceeding 35 MPH must immediately reduce to that speed. |
| Red or two reds over yellow permissive marker. | Proceed at restricted speed. |
| Flashing red or red over flashing red or two reds over flashing red or red or two reds with number plate. | Proceed at restricted speed through entire block. 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 LETSWORTH 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) No employes, with the exception of designated security officials, will report for duty with or have in their possession (either on their person or otherwise) at any time while on duty or on company premises, firearms of any description or other lethal weapons.
- (2) KCS Definition, **Restricted Speed.** A speed that will permit stopping short of train, engine, obstruction, stop signal, derail or switch not properly lined and looking out for broken rail, but not exceeding 20 miles per hour.
- (3) KCS Definition, **Yard Speed.** A speed that will permit stopping within one-half of vision short of train, engine, obstruction, stop signal, derail or switch not properly lined and looking out for broken rail, but not exceeding 20 MPH.
- (4) Rule 10(g): Temporary Speed Restriction and Resume Speed signs will not be used. Rule 10(h): Green Resume Speed signs are not used.
- (5) Rule S-89(a), add: When a train holding the main track at a station is restricted for the arrival of an opposing train, the train holding the main track must stop and stop clear of arriving switch (the first switch of the siding encountered by the train holding the main track) until train to be met has entered the siding and stopped. The train entering the siding will, when the rear of train arrives in the clear, stop and allow train holding main track to proceed.
- (6) Rule 93 and Rule D-93: Within yard limits, trains and engines must not exceed yard speed.
- (7) Rule 99(i), add: When flagman of proceeding 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.
- (8) Rule 101(a), add: Any broken pieces of wheels, flanges, or other parts found, indicating defective equipment or track that may cause damage or derailment, must be reported immediately to the train dispatcher.

Extreme care will be used in carrying lighted fusees across open deck bridges to see that dripping molten matter does not ignite the structure. Everyone is cautioned to be alert for signs of fire on or near bridges. Extreme care must be used in dropping fusees, waste from hot boxes must not be left burning. Be sure to extinguish the fire before discarding burning matches, cigarettes and cigars.

When moving over bridges where decking is not protected by metal or ballast covering, the engine brakes must be released and not applied while engine is on bridge unless necessary to make an emergency stop, and if the brakes are applied while

ITEM 17(c). (CONTINUED)

the engine is on bridge, the movement must be stopped and the bridge inspected to make sure there is no fire present.

Crew members on rear of train will be especially observant in passing over open deck bridges for any indication of fire. If indication of fire is observed, the movement will be stopped, the fire extinguished and train dispatcher notified before train departs.

- (9) 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. Engines or cars set out in sidings, industry tracks or other tracks must have wheels chocked in addition to hand brakes being set.
- (10) Rule 105: Trains or engines using a siding or any track other than a main track must proceed at Yard Speed.
- (11) Track Work Protection Order: (KCS Form "U") Pre-printed multiple location: (Example)
"____(date)____ on the ____ (name)____ Subdivision before entering the designated limits between the times specified below all trains and engines stop unless given proceed signal with yellow flag or orally authorized by foreman in charge. After receiving proper signal or verbal permission to proceed be governed by speed authorized verbally by foreman in charge.

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

(Form contains 8 lines for up to 8 locations)

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

- (1) When authorized by man in charge after proper identification and explanation of 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
- (12) Rule 285 (Approach): Immediately reduce to 30 MPH instead of 40 MPH.
- (13) Rule 290 (Low): Proceed at Yard Speed instead of Low Speed.
- (14) KCS Rule 291(A): **Aspect:** Red with number plate and letter "T" marker. **Name:** Permissive. **Indication:** Proceed at Restricted Speed.
- (15) Rule 330: Exception to requirement for Low Speed in CTC territory does not apply.
- (16) Rule 352: Does not apply.
- (17) Rule 404, add: Reverse movement may be made on verbal authority of control operator.
- (18) Road engines backing or controlled from rear unit must not exceed 30 MPH.
- (19) SD 40 and U 30 units must not be coupled to cars with gross weight in excess of 263,000 lbs.
- (20) Cars 85 feet or longer must not be placed nearer than the sixth car from an engine or remote unit.
- (21) Maximum weight limitations: Cars with gross weight in excess of 263,000 up to 274,000 lbs. restricted to 5 MPH less than

ITEM 17(c). (CONTINUED)

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.

- (22) MP Special Instructions, Item 16 (Hot Box 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.

Oversize load detector installations are equipped with three (3) lights and will indicate the following if an alarm is received:
Flashing light on right side of structure — wide on right side.
Flashing light on left side of structure — wide on left side.
Flashing light on top of structure — high load.

Combination of flashing lights on the structure — more than one high or wide load.

The middle light on top of monitor display board is a multiple alarm light and will be activated, in addition to the other appropriate light or lights, in the event more than one defect is detected. Oversize load detector installations will not clear man on side of car. Locations of hot box and dragging equipment detection systems between Lettsworth and Lobdell Jct.:

MP 737.2*, MP 755.9, MP 776.3*

*Equipped with Oversize Load Feature.

Between West Jct. and East Jct.: MP 782.3# and MP 784.8#

#Dragging Equipment Detectors only. Has radio alarm but no monitor display board or integrity light.

Between GCL Jct. and CS Jct.:

MP 726.0, MP 743.4, MP 764.9*, MP 766.4* (Both main tracks)

*Equipped with Oversize Load Feature.

ITEM 18. UNIFORM CODE OF SAFETY RULES

Rule 2: Employes 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

ITEM 18. (CONTINUED)

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.

Rule 27(a): Employe must use uncoupler lever to open knuckles, when practicable. When necessary to use hand to open knuckle on standing equipment employe 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. | Richard A. Sutter, M.D. Sutter Clinic 819 Locust St. St. Louis, Mo. |
| Drs. Alvin and Mark Strauss Suite 1026 Donaghey Bldg. Little Rock, Ark. | W. H. Duncan, M.D. Suite 2600, Commerce Tower 911 Main St. Kansas City, Mo. |
| W. D. Marrs, M.D. The Coffey Clinic 306 W. Broadway Ft. Worth, Texas | Liles, Frierson, Wolf & Frnk 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.

EMPLOYEE ASSISTANCE COUNSELORS:

| | | | |
|--|--|--|---|
| Pat. Patrick 2600 S.W. Freeway Houston, Tex. | Steve Caldwell 220 Willow St. N. Little Rock, Ark. | J. T. Golden 4625 Lindell Blvd. St. Louis, Mo. | Bob Eakin 2630 West Freeway Ft. Worth, Tex. |
|--|--|--|---|

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

- | | |
|--|--|
| Ⓐ — Automatic Interlocking. | ⊗ — 50 MPH Equilateral Turnout. |
| Ⓡ — Radio Base Station. | ⊖ — 50 MPH Precurved Turnout. |
| Ⓢ — Call-in System Dispatcher 1. | § — Track Scale. |
| Ⓣ — Call-in System Dispatcher 2. | n — Northward. |
| Ⓦ — Wayside Radio Station. | s — Southward. |
| Ⓛ — Draw Bridge. | Ⓢ — Train Order Office. |
| Ⓜ — Gate—Normal Position Against Conflicting Route. | Ⓜ — Crossover Between Main Tracks—Dual Control Switches. |
| Ⓜ — Gate—Normal Position Against This Subdiv. | Ⓜ — General Order Book and Standard Clock. |
| Ⓜ — Manual Interlocking. | □ — General Order Book. |
| Ⓜ — Stop Sign. | s — Regular Stop. |
| Ⓜ — Turntable or Wye. | f — Flag Stop For Psgrs. |
| Ⓜ — Railroad Crossing At Grade. | Ⓜ — Item 9 Special Instructions Applies. |
| Ⓜ — Yard Limits. | † — Applies Only Until Eng. Has Reached Resume Speed Sign. |
| Ⓜ — Conditional Yard Limits. | |
| Ⓜ — Controlled Siding. | |

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 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 FIRST
SWITCH OF SIDING ON
SINGLE TRACK IN TRAIN
CATER TERRITORY. NOT
USED ON BRANCH LINES



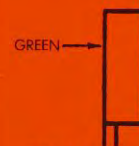
PERMANENT SPEED
RESTRICTION SIGN.



APPROACH SIGN.



WHISTLE SIGN.
NUMERAL, WHEN ATTACHED,
DENOTES NUMBER OF
CROSSINGS



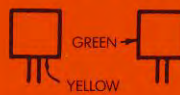
PERMANENT RESUME
SPEED SIGN.



STOP SIGN.



ONE MILE SIGN.
ONE MILE FROM RAILROAD
CROSSING, JUNCTION OR
DRAWBRIDGE



TEMPORARY
SPEED
RESTRICTION
SIGN.



TEMPORARY
RESUME
SPEED
SIGN.



YARD LIMIT SIGN.



CONDITIONAL
YARD LIMIT SIGN.
BLACK NUMERALS AND LETTERS
ON WHITE BACKGROUND



END OF ABS SIGN.



STOP SIGN.
(PER RULE 10(J))



SPRING SWITCH SIGN.