



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 his supervision.

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**TAKE TIME FOR SAFETY**

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SAFETY FIRST



## **MISSOURI PACIFIC RAILROAD CO.**

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SYSTEM

## **TIMETABLE No. 21**

Effective 12:01 a.m. Sunday,  
**NOVEMBER 13, 1983**

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

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FOR THE GOVERNMENT OF  
EMPLOYES CONCERNED.

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

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



## 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.

<b>Division</b>	<b>Superintendent</b>	<b>Headquarters</b>
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.
P.L. Tucker	Asst. General Manager-Kansas City, Mo.
M.F. Kelly	General Supt.-Kansas City, Mo.
T.L. Gibson	Dist. Engr.-Kansas City, Mo.
B.W. Wiggans	Mech. Supt.-Kansas City, Mo.

<b>Division</b>	<b>Superintendent</b>	<b>Headquarters</b>
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.

<b>Division</b>	<b>Superintendent</b>	<b>Headquarters</b>
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.

<b>Division</b>	<b>Superintendent</b>	<b>Headquarters</b>
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-19
Thornton Jct. to MP 28-00	50	Thornton	28.8	ZA-22
MP 49-00—MP 51-00	50	Steger	30.4	ZA-29
MP 60-10—MP 61-35 Northward track	55	Crete	32.5	ZA-30
MP 146-36—MP 146-37	35	Balmo	37.6	ZA-33
MP 153-17—MP 153-20	20	Beecher	44.7	ZA-38
MP 164-33—MP 165-00	30	Grant Park	57.9	ZA-54
MP 175-28—MP 176-22	30	Papineau	64.2	ZA-68
MP 193-35—MP 194-23	20	Martinton	67.7	ZA-68
MP 195-01—MP 195-14	35	Pittwood	71.5	ZA-72
MP 202-28—MP 203-21	50	Coaler	79.6	ZA-80
MP 218-16—MP 219-02	20	Woodland	81.8	ZA-82
MP 224-13—MP 224-20	20	Bryce	87.5	ZB-88
MP 252-00—MP 254-07	30	Fountain Creek	96.1	ZB-96
MP 264-40—MP 265-10	55	Reilly	103.4	ZB-103
MP 266-14—MP 266-29	55	Dailey	116.5	ZB-117
MP 270-14—MP 270-38	50	Royal	120.0	ZB-120
MP 275-38—MP 277-00	30	Tipton	129.1	ZB-129
MP 298-00—MP 299-10	30	Bongard	140.0	ZB-140
MP 299-10—MP 302-23	55	West Ridge	148.9	ZB-149
Through sidings Benton and Bush	10	Bourbon	159.4	ZB-159
MP 314-00—MP 318-00	40	Chippis	173.1	ZB-173
MP 318-00—MP 323-00	50	Findlay	185.2	ZB-185
MP 323-00—MP 336-00	40	Shelbyville	193.9	ZC-194
MP 338-00—Chester Subdiv. Conn.	20	Moccasin	212.9	ZC-213
North leg wye Gorham	10	Bakerville	279.3	ZC-282
		B. S. Mine #5	317.5	CD-22
		Murphyboro	328.8	CD-10

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.—Watsseka control operator located at Yard Center.

Trains originating Watseka secure clearance.

Watsseka—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 267-05; #MP 293-20 and #MP 321-00.

No. 16 turnouts — Remote control switches at: Twelfth St., 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.

## 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			
Westerveld	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.					
185.2	FINDLAY JCT.	①	ZB-186		
205.1	PANA @ PARY	①	ZB-205	8100	
213.5	OHLMAN	①	ZB-213	10550	
218.2	NOKOMIS	①	ZB-218		
222.9	WITT	①	ZB-222		
227.4	IRVING	①	ZB-227		
232.1	HILLSBORO	①-2	ZB-232	10560	
243.7	WALSH JCT.	①			
248.1	JOAN	①	ZB-243	14600	
265.1	GARD	①	ZB-260	10550	
273.7	VIERLING JCT.	①			
275.1	MITCHELL YARD	①	ZB-277	Yd.	
275.7	LENOX	①-2			
290.0	ST. LOUIS, MO.	①-2	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.	SOUTH Miles	STATIONS	NORTH	Station Nos.	Sidings Feet
	0.0	CHICAGO		ZA-0	
	3.3	37TH STREET	①②	ZA-3	
	16.9	DOLTON JCT.	①②	ZA-17	
		1.1			
	18.0	YARD CENTER @ T	①②③	ZA-18	Yd.
		2.1			
	20.1	THORNTON JCT. @ TW	①②③	ZA-20	
		5.6			
	25.7	TWELFTH ST.	①		
		1.3			
	27.0	JAY @ E & E	①②	ZA-26	
		0.8			
	27.8	CHICAGO HEIGHTS	①	ZA-27	Yd.
		21.9			
	49.7	PENCE @ CR	①②	ZA-49	
		0.2			n5535
	49.9	MOMENCE	①	ZA-50	s3806
		10.2			
	60.1	ST. ANNE @ KBS	①	ZA-60	
		17.4			
	77.5	WATSEKA @ TPW	①②	ZA-77	
		5.1			
	82.6	WOODLAND JCT.	TI	ZA-83	
		11.4			
	94.0	GOODWINE		ZB-92	10800
		14.0			
	108.0	ELLIS	①-2	ZB-108	9550
		17.9			
	125.9	GLOVER @ CR	①	ZB-126	8547
		9.7			
	135.6	BLOCK		ZB-136	12185
		9.5			
	145.1	VILLA GROVE	①②③	ZB-145	13173
		8.3			
	153.4	TUSCOLA @ ICG, CSX	①②	ZB-153	9894
		11.3			
	164.7	ARTHUR @ PACY	①	ZB-165	
		4.4			
	169.1	CADWELL		ZB-168	10550
		7.0			
	176.1	SULLIVAN @ ICG	①	ZB-176	
		9.1			
	185.2	FINDLAY JCT.	T①-2	ZB-186	10000
		14.6			
	199.8	CLARKSBURG		ZC-200	10150
		4.7			
	204.5	MODE @ NS	①	ZC-205	
		14.4			
	218.9	ALTAMONT @ PARY	①	ZC-219	10072
		5.7			
	224.6	ST. ELMO @ CR	①	ZC-224	
		11.1			
	235.7	ST. PETER		ZC-236	10900
		6.7			
	242.4	KINMUNDY @ ICG	①	ZC-242	
		9.7			
	252.1	SALEM	①②③	ZC-252	14761
		2.0			
	254.1	@ CSX			
		9.2			
	263.3	KELL		ZC-263	9718
		11.6			
	274.9	MT. VERNON @ NS, SBD	①②③	ZC-276	7180
		12.3			
	287.2	INA		ZC-287	8336
		11.0			
	298.2	BENTON JCT. @ ICG	①-2	ZC-298	
		3.6			
	301.8	BENTON		ZC-302	10618
		4.3			
	306.1	@ BN			
		8.8			
	314.9	BUSH	①-2	CD-24	7056
		20.6			
	335.5	GRIMSBY		CD-3	6112
		3.2			
	338.7	GORHAM	T①-2	C-93	Yd.
		338.7			

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 operator 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; Twelfth St. Operator at Yard Center. Between Pence and Signal 514—Control Operator-Operator at Pence.



Radio communication via Channel One, call-in One.		STATIONS	Sta- tion Nos.	Sid- ings Feet
SOUTH Miles	NORTH Miles			
0.0		VALLEY JCT. ⓄTRRA Ⓞ	C-9	
1.5		AIRPORT 1.5		
1.7		PARKS 0.2	C-10	
4.3		NO. DUPO 2.6	C-13	
5.5		WOODS 1.2		
6.0		DUPO 0.5	C-15	Yd.
7.5		SOUTH DUPO 1.5		
9.4		ⓄICG Ⓞ 1.9		
20.6		VAL 11.2	C-29	
33.6		FULTS 13.0	C-42	
47.7		KIDD 14.1	C-56	
49.6		FLINTON 1.9	C-58	Yd.
52.1		GAGE JCT. 2.5	C-60	
55.8		REILY 3.7	C-63	
60.8		MENARD JCT. 5.0		
		2.1		
62.9		CHESTER 2.8	C-70	7585
65.7		FORD 4.6	C-73	n6522 s6160
70.3		ROCKWOOD JCT. 2.1	C-77	
72.4		CORA 0.6	C-80	
73.0		CORA JCT. 3.3	C-81	
76.3		RADDLE JCT. 5.1	C-85	
81.4		JACOB 2.8	C-90	
84.2		GORHAM 0.6	C-93	Yd.
84.8		CHAP 5.7	C-94	
90.5		HOWARDTON JCT. 4.5	C-100	
95.0		HALSEY JCT. 13.0	C-104	
108.0		POTTS 7.5	C-117	
115.5		NILE, ILL. 4.2	C-125	
119.7		SIMBCO 1.0	C-129	
120.7		CAIRO JCT. 2.0	C-130	
122.7		CAPEDEAU JCT. 1.3	C-132	
		ILLMO, MO. 45.6	C-133	
192.6		MISSOURI JCT. 2.2 to CHARLESTON JCT.	C-179	
191.4		DEXTER JCT. 1.0	XD-26	
190.3		CHARLESTON JCT. 0.2		
190.1		DEXTER 11.4	XD-24	6488
178.7		IVES 6.6	XD-13	9205
172.1		JUNLAND 6.6	XD-6	9560
165.7		POPLAR BLUFF 6.6	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	Fountin	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 65-22—MP 66-00	50	Menard	60.5	C - 69
MP 72-32—MP 73-00	35	Raddle	77.0	C - 86
North leg wye Gorham	10	Powder Plant	98.6	C - 98
Chicago Subdiv. Conn. Gorham	20	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
MP 165-15—MP 165-22	35	Boeving	170.0	XD- 4

TIMETABLE NO. 21

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	Airsule	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-both ends yard, Chester-south end siding. 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 Dragging 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. 21







Radio Communication via Channel Two, Call-in One		Station Nos.
SOUTH STATIONS NORTH		
Miles		
0.0	RIVERSIDE ..... ①⊕T	X-27
1.9	HERCULANEUM ..... ①⊕	MC-2
4.5	CRYSTAL JCT. .... ①	MC-5
5.2	CRYSTAL CITY ..... ①	MC-6
24.0 Miles Via BN		
83.0	STE. GENEVIEVE... T⊕	MB-2
29.2		
Operation on BN R.R. between Ste. Genevieve and Crystal City be governed by Uniform Code of Operating Rules and Special Instructions Item 17(b). Operation on PPG Co. tracks between Crystal City and Crystal Jct. Max. gross wt. Crystal City to end of track 220,000 lbs. Thomure Industrial Lead Ste. Genevieve to Derby Jct.: Maximum Speed (Except as below) ..... 10 MPH Monsanto Lead and wye ..... 5 Derail on lead at MP 97.5.		
Business Tracks MP Sta. No.		
Thomure ..... 83.0 MB-0		
Moshier ..... 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

Radio Communication via Channel Two, Call-in Two		Station Nos.	Sidings Feet
SOUTH STATIONS NORTH			
Miles			
0.0	SALEM ..... ①	ZC-252	
11.1	BRANCH JCT. ①	MI-12	
13.5	CENTRALIA ..... ①	MI-14	
14.0	ICG JCT. ①BN G	MI-15	
14.5	BIG BEN ..... ①	MI-16	2077
32.6	NASHVILLE ..... ①SBD	MI-34	
48.7	COULTERVILLE. ①ICG	MI-49	1948
56.6	①ICG	MI-57	
57.4	SPARTA ..... ①-1 ①⊕	MI-58	Yd.
68.5	PAUTLER ..... ①	MI-69	2855
77.7	GAGE JCT. .... ①		
2.5 Mi. Via Chester Subdiv.			
80.2	FLINTON ..... ①	MI-80	Yd.
83.0	KELLOGG ..... ①	MI-82	Yd.
83.0			
ABSOLUTE BLOCK IN EFFECT BETWEEN: SALEM TO MP 32.0 MP 32.0 TO MP 48.7 MP 60.0 TO MP 68.7 MP 68.7 TO GAGE JCT. BE GOVERNED BY SPECIAL INSTRUCTIONS ITEM 13(27). THE TRAIN DISPATCHER IS AUTHORIZED TO GRANT OCCUPANCY.			

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.

Radio Communication via Channel Two, Call-in One		Station Nos.
SOUTH STATIONS NORTH		
Miles		
13.0	KIRK JCT. .... ①⊕	MX-12
13.6	①BN	
16.6	GRANT ..... ①	GH-4
23.8	BROADWAY JCT. .... T	GH-11
10.8		

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 (27).

## LESPERANCE SUBDIV. — ST. LOUIS TERM. DIV.

Yard Limits: Entire Subdiv.		Station Nos.
SOUTH STATIONS NORTH		
Miles		
0.0	GRATIOT ST. .... ①⊕	
0.5	POPLAR ST. JCT. .... ①	
1.1	LESPERANCE ST. .... ①⊕⊕	X-3
6.8	DAVIS JCT. .... ①	X-8
6.8		

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 First Class 21 Psg.	Miles	STATIONS	Station Nos.	Sid- ings Feet	NORTH First Class 22 Psg.
PM 11 05	0.5	ST. LOUIS .....	MX-1		AM 7 05
	2.3	1.8 GRAND AVE. ① ② ③ ④			
	3.6	1.3 IRON MTN. JCT. ① ② ③	X-1		
	3.7	0.1 ② BN ①			
	10.6 6.8	6.9 DAVIS JCT. .... T ①	X-8		
	11 43	2.7 BARRACKS JCT. .... ①	X-10		5 35
	18.7	9.2 WICKES .....	X-19	4842	
	26.5	7.8 RIVERSIDE. .... □ ①-T	X-26	4953	
	35.6	9.1 HEMATITE .....	X-36		
	42.2	6.6 DE SOTO .....	X-42	6370	
	51.0	8.8 BLACKWELL .....	X-51	4404	
	57.0	6.0 CADET .....	X-57	4630	
	60.9	3.9 MINERAL POINT .....	X-61	4390	
	75.3	14.4 BISMARCK .. ①-1 T ①	X-75	5023	
	91.8	16.5 TIP TOP .....	X-92	4244	
	107.9	16.1 ANNAPOLIS .....	X-108	4554	
	117.7	9.8 GADS HILL .....	X-120	4348	
	127.3	9.6 PIEDMONT .....	X-127	6570	
	145.4	18.1 WILLIAMSVILLE . ①-1	X-146	4471	
	164.6	19.2 BLACK RIVER JCT. ...	X-164		
s2 34	165.5	0.9 POPLAR BLUFF . ①-1 T ①	X-166	Yd.	2 43
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 (27).

### PEA RIDGE SUBDIV. — ARKANSAS DIVISION

Yard Limits: MP 57-25 to MP 59-00. Maximum Speed ..... 25 MPH Switch point derail installed main track MP 83-10. Special Instructions Item 13(1) not in effect.	Miles	Radio Communication via Channel Two, call-in One.		Station Nos.
		WEST ▼	EAST ▲	
	57.7	CADET .....	①-1 ①	X-57
	58.6	NEW FOUNTAIN FARM .. ①		XA-58
	72.4	13.8 INDIAN CREEK .....		XA-72
	84.1	11.7 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 (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 engines 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.

Maximum Speed (Except as below) .....	MPH		BUSINESS TRACKS	MP	Sta. No.
	Psg.	Frt.			
Thru Grand Ave. Interlocking ..	10	10	Triangle Spur .....	10.8	X-11
Between Grand Ave. and Iron Mountain Jct. ....	45	35	Bussen Spur .....	11.6	X-12
MP 3-25 — MP 3-29 .....	15	15	Hillcrest .....	17.8	X-17
Between Iron Mtn. Jct. and Davis St. ....	25	25	Sulphur Spring Spur .....	22.9	X-23
Thru turnouts Davis Jct. ....	15	15	Pevely .....	27.3	X-27
MP 6-33 — MP 8-00 .....	25	25	Horine .....	29.5	X-30
MP 9-21 — MP 12-29 .....	55	—	Iron Mountain .....	80.7	X-81
MP 17-16 — MP 21-12 .....	55	—	Middlebrook .....	83.1	X-83
MP 35-29 — MP 36-00 .....	55	—	Pilot Knob .....	87.0	X-86
MP 41-21 — MP 42-33 .....	30	30+	Arcadia-Ironton .....	88.6	X-89
MP 42-33 — MP 45-29 .....	55	—	Glover .....	97.8	X-99
MP 52-37 — MP 54-21 .....	45	—	Chloride .....	100.1	X-101
MP 54-21 — MP 70-12 .....	55	—	North Des Arc .....	111.8	X-112
MP 70-12 — MP 71-04 .....	45	—	Leeper .....	133.1	X-133
MP 71-04 — MP 78-04 .....	55	—	Mill Spring .....	134.5	X-135
MP 98-00 — MP 98-16 .....	55	—	Wilby .....	155.4	X-155
MP 100-16 — MP 165-37 (Except as below) .....	55	40	Lumtie Industrial Lead 1.7 miles: Maximum speed 10 MPH (Mineral Point — Lumtie)	62.0	XB-1
MP 105-29 — MP 108-29 .....	45	—	Bonne Terre Ind. Lead 15.8 miles: (Max. speed 10 MPH) breaks out at Bismarck.	126.0	X-75
MP 125-16 — MP 126-12 .....	45	—	Bismarck .....	119.2	MB-36
MP 129-25 — MP 131-00 .....	45	—	Derby .....	118.2	MB-36
MP 135-04 — MP 136-29 .....	45	—	Derby Jct. ....	37.6	MC-38
MP 136-29 — MP 137-16 .....	35	35	Rivermines .....	37.1	MC-37
MP 146-16 — MP 148-37 .....	35	35	Flat River .....	35.6	MC-35
MP 148-37 — MP 151-00 .....	45	—	Desloge .....	34.0	MC-34
MP 153-08 — MP 154-08 .....	45	—	Dolomite .....	32.3	MC-32
MP 164-21 — MP 165-16 .....	40	—	McDowell Spur .....	31.1	MC-32
No. 15, 16, 20 turnouts. ....	25	25	Bonne Terre .....		

Two main tracks between Black River Jct. and Poplar Bluff. Clearance is required by trains before leaving Poplar Bluff and St. Louis.

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

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

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

### CHARLESTON SUBDIV. — ARKANSAS DIVISION

Miles	Radio Communication via Channel One.		Station Nos.	Rule 99 (d) in effect.
	SOUTH ▼	NORTH ▲		
149.4	DELTA .....	②SSW G	D-74	Maximum Speed ..... MPH Between Delta and Charleston (Except as below) ..... 30
157.4	②BN G .....			Around wye-Charleston ..... 10 Between Dexter Jct. and Charleston (Except as below) ..... 30
158.1	ORAN .....		D-83	MP 211.0 — MP 214.0 ..... 10 (Approach Highway 61 Crossing, Sikeston, prepared to stop for highway traffic.)
162.0	MORLEY .....		D-87	
178.3	CHARLESTON .....	T	D-103	
219.5	BERTRAND .....		XD-54	
211.4	SIKESTON .....	① ②	XD-46	BUSINESS TRACKS ..... MP No. Newman Spur ..... 160.2 D-85 Diehlstadt ..... 173.5 D-98 Buckeye ..... 217.3 XD-52 Miner ..... 214.5 XD-49 Hunterville ..... 198.7 XD-33
211.0	②BN ① .....			
205.4	MOREHOUSE .....		XD-40	
195.6	ESSEX .....		XD-30	
191.3	DEXTER JCT. ....	①-1 ②SSW G	XD-26	
	62.7			

Yard Limits: MP 209.9 to MP 215.0.  
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.		NORTH	
First Class				First Class	
21				22	
Psg.				Psg.	
Mon. Wed.		STATIONS	Sta-	Sid-	Sun. Tues.
Sat.	Miles		tion	ings	Fri.
			Nos.	Feet	
AM					AM
2 37	165.5	POPLAR BLUFF ②-2 ①X	X-166	Yd.	s2 40
	170.0	4.5 STANLEY	X-170		
	172.9	2.9 HARVIELL JCT. ①	X-173		
	180.4	7.5 NEELEYVILLE, MO. T	X-180	8457	
	192.2	11.8 CORNING, ARK. ②-2	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. ①	X-223		
s3 28	224.9	1.3 WALNUT RIDGE	X-225		s1 45
	226.3	1.4 HOXIE ②B ①	X-226	8641	
	228.5	2.2 MINTURN JCT. ①	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		
	259.5	1.4 DIAZ JCT. IT	X-259		
s4 04	261.7	2.2 NEWPORT ① ② ① ②	X-262	Yd.	s1 11
	263.9	0.2 NORTH BRIDGE JCT.	X-264		
	264.1	0.4 WHITE RIVER ② ②			
	264.5	0.4 SOUTH BRIDGE JCT.	X-265		
	269.7	5.2 JIFFY	X-269		
	274.3	4.6 GLAISE JCT. ①	X-275		
	278.1	3.8 BRADFORD	X-278	9893	
	286.7	8.6 RUSSELL JCT.	X-286		
	288.4	1.7 BALD KNOB ②-2 IT	X-288	5763	
	289.7	1.3 JUD	X-289		
	296.4	6.7 KENSETT	X-296		
	298.4	2.0 HIG	X-298		
	306.5	8.1 MACK	X-306		
	312.7	6.2 BEEBE ②-2	X-313		
	319.2	6.5 WACROSS	X-320		
	330.7	11.5 JAX	X-331		
	332.1	1.4 JACKSONVILLE T	X-332		
	343.6	11.5 N. LITTLE ROCK ① ②	X-344	Yd.	
s5 35	345.6	2.0 L. ROCK AMTK STA. T ②	X-346		11 55
AM					PM
	180.1				

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	Sta.
(Except as below)	Psg. Frt.			No.
	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 <sup>†</sup>	Ward	317.6	X-318
Minturn Jct. — thru turnout	45 45	Cabot	323.0	X-323
MP 258-00 — MP 263-37	50 50 <sup>†</sup>	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 <sup>†</sup>			
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 332-07 — 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 - LRAFB.

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.

Rock St. Industrial lead, 5.6 miles breaks off Monroe Subdiv. at MP 349-18. Max. Speed . . . . . 10 MPH.

	MP	Sta.
	No.	
North Little Rock	343.6	X-344
Arkansas River ② ②	345.0	
② LR&W ④	346.9	
East Little Rock	349.2	K-4

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.



SOUTH		Radio Communication via Channel One, call-in One.				NORTH	
First Class	21 Psgr.	Radio Communication at Texarkana via Channel 2.		Station Nos.	Sidings Feet	First Class	22 Psgr.
Mon. Wed. Sat.	Miles	STATIONS				Sun. Tues. Fri.	
AM	343.6	N. LITTLE ROCK. ⓀⓃⓉⓈ		X-344	Yd.		PM
	345.3	1.7 ARK. RIVER ⓀⓃ					
s5 50	345.6	0.3 L. ROCK AMTK STA. I		X-346			11 55 s11 40
	346.0	0.4 ⓀLR&W					
	347.2	1.2 LR JCT.					
	351.7	4.5 ENSIGN I		X-352			
	358.9	7.2 ALEXANDER I		X-359			
	364.1	5.2 BAUXITE JCT. Ⓚ-1		X-364	5411		
	368.3	4.2 SHERIDAN JCT. I		X-368			
	368.7	0.4 BENTON T		X-369			
	370.2	1.5 SALINE JCT. Ⓚ		X-370			
	373.3	3.1 HASKELL		X-373	11187		
	377.3	4.0 TRASKWOOD		X-377	6181		
	384.6	7.3 GIFFORD		X-385	6311		
s6 35	388.7	4.1 MALVERN □T		X-389			s10 37
	392.2	3.5 ABCO		X-390	9238		
	399.6	7.4 DONALDSON		X-400	6215		
	405.6	6.0 WITHERSPOON		X-406	6198		
	411.0	5.4 ARKADELPHIA. Ⓚ-1		X-411	8839		
	422.3	11.3 CURTIS JCT.		X-422			
	426.3	4.0 GURDON. ⓀⓃⓉⓈ		X-426	Yd.		
	429.3	3.0 BEIRNE JCT.		X-429			
	437.6	8.3 BOUGHTON		X-438	8331		
	442.4	4.8 PRESCOTT		X-442	9094		
	449.6	7.2 EMMET		X-450	6564 n10477		
	457.7	8.1 HOPE ⓀBN. ⓀⓃⓉⓈ		X-458	s5769		
	463.0	5.3 GUERNSEY		X-463	6186		
	470.3	7.3 FULTON		X-471	9509		
	478.2	7.9 HOMAN		X-478	8729		
7 54	480.4	2.2 CLEAR LAKE JCT. Ⓚ		X-481			
s8 16	490.2	9.8 TEXARKANA. ⓀⓃⓉⓈ		X-491	Yd.		8 58
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 at 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		MPH		BUSINESS TRACKS		MP	Sta. No.
(Except as below)		Psg.	Frt.				
MP 339-20 — MP 347-15	75	60		Vogels East Main	351.0	X-351	
MP 347-15 — MP 351-07	40	40		Cash Whlsle-East Main	352.3	X-352	
MP 351-07 — MP 351-23	60	—		Ark. Power & Light-West Main			
MP 351-23 — MP 357-10	50	50			353.4	X-353	
MP 357-10 — MP 357-24	60	50		Midwest Castings-West Main			
MP 357-24 — MP 363-10	60	50			354.0	X-354	
MP 363-10 — MP 364-20	70	—		Mabelvale-West Main	355.0	X-355	
MP 364-20 — MP 366-11	65	—		AG West Main	356.3	X-356	
MP 366-11 — MP 385-35	60	55		Ark. Power & Light-East Main			
MP 385-35 — MP 389-19	35	35			356.5	X-356	
MP 389-19 — MP 414-29	70	—		Enmar-East Main	356.7	X-357	
MP 414-29 — MP 426-35	40	40+		Jacuzzi Bros.-West Main	357.2	X-357	
MP 426-35 — MP 432-28	65	—		Ark. Cont. Corp.	357.4	X-357	
MP 432-28 — MP 435-34	50	50+		Bryant-West Main	362.7	X-363	
MP 435-34 — MP 442-29	30	30		Perla	386.7	X-387	
MP 442-29 — MP 458-09	70	—		Daleville	410.0	X-410	
MP 458-09 — MP 471-09	40	40		Gum Springs	415.5	X-415	
MP 471-09 — MP 471-21	65	—		Beirne	430.1	X-430	
MP 471-21 — MP 483-21	60	—					
MP 483-21 — MP 488-32	25	20					
MP 488-32 — MP 490-08							
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, Malvern, Hope, 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

Radio communication via Channel One.		STATIONS		Station Nos.	Sidings Feet	Maximum Speed	MPH
SOUTH	NORTH						
Miles						Mountain Pine to MP Jct.	20
						MP Junction to MP 397.7	
						(except as below)	25
424.3	MOUNTAIN PINE		XH-90			MP 407.6 to MP 407.4	20
	12.9					MP 401.2 to MP 399.9	20
411.4	HOT SPRINGS	ⓀT	XH-77	Yd.		MP 398.6 to MP 398.3	20
	3.2					MP 397.7 to Malvern	
408.2	MP JCT.		XH-74			(except as below)	35
	9.7					MP 396.8 to MP 396.6	20
398.5	JONES MILLS		XH-64	1331		Butterfield Industrial Lead:	
	4.8					Butterfield-Haskell 12.6 miles	
393.7	BUTTERFIELD		XH-59	Yd.		(Maximum Speed 10 MPH)	
	5.0					Special Instructions, Item 9, applies	
388.7	MALVERN	T	X-389	Yd.		Hot Springs 7:00 p.m. until 7:00 a.m.	
	35.6						

Yard Limits: MP 392.0 to Malvern. Between MP 392.0 and MP 408.2; MP 408.2 and Mountain Pine absolute block in effect. Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 13 (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.		Station Nos.	Sidings Feet
Miles	SOUTH STATIONS		
381.5	COTTER	WR-125	7840
	24.1		
357.4	NORFORK	WR-102	8342
	17.9		
339.5	CRESWELL	WR-83	2539
	9.9		
329.6	MOUNT OLIVE	WR-73	7913
	17.2		
312.4	GUION	WR-56	2364
	4.8		
307.6	MYERSVILLE	WR-50	8097
	2.7		
304.9	BILTMORE	WR-49	2553
	11.9		
293.0	EARNHARTS	WR-36	2594
	4.1		
288.9	CUSHMAN	WR-30	8294
	2.8		
286.1	BATESVILLE	WR-29	2492
	20.6		
265.5	PAROQUET	WR-9	4363
	7.4		
259.5	DIAZ JCT	X-259	
	123.4		

Yard Limits: Diaz Jct. to MP 260.7; MP 380.0 to MP 382.7.

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 clearance Newport.

Hot Box and Dragging Equipment Detector located \*MP 325.0.

Max. Speed	MPH
(Except as Below) . . . . .	49
MP 258.9 — MP 260.9 . . . . .	35
MP 263.7 — MP 264.4 . . . . .	30
MP 275.0 — MP 277.7 . . . . .	40
MP 277.7 — MP 279.6 . . . . .	35
MP 279.6 — MP 284.0 . . . . .	40
MP 284.0 — MP 285.4 . . . . .	30
MP 285.4 — MP 286.0 . . . . .	20
MP 286.0 — MP 286.5 . . . . .	10
MP 286.5 — MP 288.3 . . . . .	30
MP 305.8 — MP 306.6 . . . . .	25†
MP 308.3 — MP 308.4 . . . . .	45†
MP 318.7 — MP 319.4 . . . . .	25†
MP 339.3 — MP 341.6 . . . . .	30
MP 359.0 — MP 360.0 . . . . .	25†
MP 374.3 — MP 376.1 . . . . .	35†

BUSINESS TRACKS	MP	Sta. No.
ZZ Siding . . . . .	259.5	WR-1
Independence . . . . .	267.7	WR-12
Newark . . . . .	270.3	WR-14
Arkansas Eastman . . . . .	273.6	WR-17
Sulphur Rock . . . . .	276.3	WR-20
Moorefield . . . . .	281.4	WR-25
Pfeiffer Spur . . . . .	283.6	WR-27
Cushman Spur . . . . .	288.1	WR-31
Sylamore . . . . .	325.0	WR-68
Calico Rock . . . . .	341.4	WR-85

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

Radio Communication via Channel One, call-in Two		Station Nos.	Sidings Feet	Maximum Speed MPH (except as below)
Miles	WEST STATIONS			
380.7	MEMPHIS (Sargent Yd.)	XG-93	Yd.	60
	0.1			
380.6	KC JCT. @ NS G.			15
	2.4			
378.2	TEXAS ST. @ ICG			30
	0.1			
378.1	KENTUCKY ST. @			40
	2.3			
375.8	BRIDGE JCT. @ BN	XG-88		40
	0.6			
375.2	BRIARK	XG-87		40
	5.2			
370.0	PRESLEY JCT. @ BN	XG-82		50
	8.5			
361.5	CRAWFORDSVILLE	XG-74	9882	25
	13.2			
348.3	SMITHDALE	XG-60	8328	10
	15.9			
332.4	WYNNE @ MP @ T	C-304	8935	10
	13.6			
318.8	FAIR OAKS @ SSW	XG-31	8472	10
	18.8			
300.0	NEW AUGUSTA	XG-12	6474	10
	1.5			
298.5	WHITE RIVER @			10
	10.6			
287.9	BALD KNOB	X-288		10
	92.8			

Maximum Speed MPH (except as below)	MPH
North and South wye	60
Bald Knob	15
MP 298-08	30
MP 298-20	40
MP 298-03	40
MP 331-29	40
MP 336-05	40
MP 345-17	50
MP 346-13	50
MP 375-08	25
MP 378-04	25
Tower 17 — Forrest	
Yard on NS Main	
Tracks	10
Kentucky St. — ICG	10
on Southward Track	10
ICG @ — Old Aulon	10
Tower on Southward	
Track	10
ICG South Yard wye	10
Westward trains secure clearance Kentucky Street.	
Business	Sta.
Tracks	MP No.
Rio Vista	292.8 XG-6
Patterson	307.3 XG-19
McCorry	@-2.309.3 XG-21
Hamlin	324.7 XG-37
Levesque	337.5 XG-50
Parkin	346.9 XG-59
Earle	@-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 turnout 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 @-Wynne Subdiv. train dispatcher is the operator per Rule 340. Communication via Channel Two.



18 NORMAN SUBDIV. — ARKANSAS DIVISION

Maximum Speed (except as below)..... MPH	Radio Communication via Channel One		Station Nos.
	NORTH ▼	SOUTH ▲	
MP 457-20 — MP 457-25... 10			
MP 472-00 — MP 472-02... 10			
Yard Limits — Gurdon to MP 430.0.			
Between MP 430.0 and Norman absolute block in effect. Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instruc- tions Item 13 (27).	Miles	STATIONS	
	426.3	GURDON..... ①②③-1T \$④	X-426
	441.0	OKOLONA..... 14.7	XL-15
	446.5	DELIGHT JCT..... 5.5	XL-20
	454.0	GRAYSONIA..... 7.5	XL-28
Business Tracks	465.3	AMITY..... 11.3	XL-39
Summit..... 433.1			
Pike City Jct.....			
Rosboro..... 469.8			
Birds Mill..... 478.9			
	473.5	GLENWOOD..... 7.2	XL-47
	480.7	CADDO GAP..... 5.2	XL-54
	485.9	NORMAN.....	XL-60
		59.6	

NASHVILLE SUBDIV. — ARKANSAS DIVISION

Maximum Speed (except as below)..... MPH	Radio Communication via Channel One		Station Nos.
	SOUTH ▼	NORTH ▲	
MP 457.1 — MP 458.0..... 10			
MP 483.2 — MP 483.3..... 10			
Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 465.0; Nashville MP 481.2 to MP 484.0; MP 492.0 to end of subdivision.	Miles	STATIONS	
Between MP 465.0 and MP 481.2 and between MP 484.0 and MP 492.0 absolute block in effect. Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instruc- tions Item 13 (27).	457.7	HOPE..... ①-1②③T④	X-458
	483.1	NASHVILLE ⑤GN&A⑥..... ⑦⑧	XJ-26
	493.1	PERKINS..... ⑨	XJ-36
		35.3	
Business Tracks			
North Hope — XJ-4.			

GURDON SUBDIV. — ARKANSAS DIVISION

Maximum Speed (Except as below)..... MPH	Radio Communication via Channel One		Station Nos.	Sid- ings Feet
	SOUTH ▼	NORTH ▲		
MP 456-06 — MP 456-25... 30				
MP 458-26 — MP 460-27... 20				
MP 487-05 — MP 492-25... 20				
Monsanto Lead..... 10				
Yard Limits — Gurdon: Little Rock Subdiv. Conn. to MP 430.0; MP 457.4 to MP 463.5; MP 487.1 to MP 495-29.	Miles	STATIONS		
	426.3	GURDON..... ①②③-1T \$④	X426	Yd.
	452.4	LESTER..... 26.1	E-26	3412
	459.8	CAMDEN..... ⑤-1⑥⑦⑧	E-33	
	460.8	⑨SSW⑩..... 1.0		
	463.1	CULLENDALE..... ⑪⑫	E-37	
	474.5	LOUANN..... 11.4	E-48	6321
	487.5	MONSANTO..... 13.0	E-61	3222
	492.2	EL DORADO..... ⑬⑭⑮T \$⑯	E-66	Yd.
		65.9		
	Between MP 430.0 and MP 457.4 and between MP 463.5 and MP 487.1 absolute block in effect. Authority for occupancy must be obtained from train dis- patcher. Be governed by Special Instructions Item 13 (27).			

WYNNE SUBDIV. — LOUISIANA DIVISION 19

Radio Communication and call in via Channel Two except Channel One between Paragould and Jonesboro Jct. and on Helena Ind. lead.		Station Nos.	Sid- ings Feet	Maximum Speed MPH
SOUTH ▼	NORTH ▲			
Miles	STATIONS			
219.9	PARAGOULD..... ①②	C-243	7262	MP 235.3 — MP 280.7 (Except as Below) . . . 60
221.6	PARAGOULD JCT..... 1.7	C-245		MP 235.5... 30
235.3	JONESBORO JCT..... 13.7	C-259		MP 235.5... 50
238.0	JONESBORO ③BN④..... 2.7	C-262	8358	MP 242.1... 45
256.7	HARRISBURG..... 18.7	C-280	7661	MP 278.3 — MP 280.7... 40
278.0	NORTH WYNNE..... 21.3	C-304	7313	MP 280.7 — MP 327.0 (Except as Below) . . . 50
281.0	WYNNE ⑤MP⑥..... ⑦⑧-2⑨T⑩	C-314	7230	MP 295.2 — MP 297.0... 25
290.9	CALDWELL..... 9.9	C-314	7230	MP 311.0 — MP 313.6... 30
296.4	FORREST CITY ⑪SSW⑫..... 5.9	C-319		MP 327.0 — MP 408.1 (Except as Below) . . . 60
314.0	MARIANNA..... 11.5	C-337	6975	MP 365.4 — MP 366.4... 30
325.5	LEXA..... ⑬-2⑭	C-349	11200	MP 372.5 — MP 382.8... 30
326.5	HELENA JCT..... T⑮	C-351		MP 406.8 — MP 408.1... 20
339.5	LAKEVIEW..... 13.0	C-363	6975	Maximum speed on controlled sid- ings 35 MPH unless otherwise restricted.
368.7	SNOW LAKE..... 29.2	C-392	6985	
377.8	WHITE RIVER⑯⑰..... 9.1			Yard Limits: MP 406.8 to Jct. with Monroe Subdiv.
381.1	MEDINA..... 3.3	C-405	4123	
382.0	ARKANSAS RIVER⑱..... 0.9			
387.0	WATSON..... ⑲-2⑳	C-411	6946	
406.8	NORTH McGEHEE..... ⑳			
408.1	McGEHEE..... 1.3	C-432	Yd.	
	188.2			

BUSINESS TRACKS	MP	Sta. No.	BUSINESS TRACKS	MP	Sta. No.	BUSINESS TRACKS	MP	Sta. No.
Greenfield.....	251.6	C-275	Yaletowne.....	293.3	C-317	Mellwood ①-2.....	235.6	C-380
Barbon.....	260.7	C-284	LaGrange.....	321.2	C-345	Ferguson.....	362.2	C-386
Whitehall.....	262.4	C-286	Barton.....	329.2	CK-12	Vestal Spur.....	377.4	C-401
Cherry Valley.....	267.8	C-291	Oaeida.....	335.3	C-359	Rohwer.....	396.4	C-420
Vandale.....	274.3	C-298	Wabash.....	341.1	C-365	Cypress Bend.....	399.7	C-423
Colt.....	286.2	C-310	Elaine.....	347.1	C-371	McArthur.....	402.5	C-426

ABS — CTC — Between Jonesboro Jct. and North McGehee.

ABS — CTC — Between Paragould Jct. and Jonesboro Jct. via SSW.

SSW Stations Paragould Jct. and Jonesboro Jct.:  
Station SSW MP  
Brookland..... 115.7  
Farville..... 117.8

Wynne ② — Train dispatcher is the operator per rule 340.

Hot box and dragging equipment detectors located at \*MP 250.7, \*MP 268.5, \*MP 287.5, \*MP 309.9, \*MP 329.8, \*MP 350.0, \*MP 371.0 and \*MP 389.0.

Remote control switches are No. 15, 16, or 20 except south end siding Lexa.

Northward trains secure clearance at McGehee.

Train orders, clearances and messages received by southward trains Illinois to Paragould will be turned over to relieving crew at Paragould. Train orders, clearances and messages received by northward trains McGehee to Paragould will be turned over to relieving crew at Paragould. If relief crew is not on duty, both inbound and outbound crews be governed by Timetable Item 13(15).

Helena Industrial Lead: Helena Jct. to Helena 12.0 miles — Max. speed 20 MPH except 10 MPH MP 336.28 to MP 338.20.

Stations:	MP	Sta. No.
Wycamp.....	329.6	CJ- 3
Helena.....	⑳T \$㉑	338.6 CJ-12



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

Maximum Speed	MPH
LR Jct. — MP 371-08	
(Except as below)	50
LR Jct. — MP 349-34	35
MP 371-08 — MP 531-20	
(Except as below)	60
MP 385-28 — MP 389-24	20
MP 427-15 — MP 428-08	35 <sup>+</sup>
MP 446-05 — MP 447-23	20
MP 408-12 — MP 409-07	20
MP 455-07 — MP 455-18	50
MP 473-02 — MP 474-00	25 <sup>+</sup>
MP 480-28 — MP 481-01	25 <sup>+</sup>
MP 486-10 — MP 498-27	50
MP 498-27 — MP 504-10	20
MP 507-01 — MP 507-12	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 537-13 — MP 537-27	30 <sup>+</sup>
MP 571-27 — MP 575-10	40
MP 582-11 — MP 585-25	40
MP 590-06 — MP 590-20	20 <sup>+</sup>
MP 593-02 — MP 593-04	30
MP 596-14 — Texmo Jct.	20

BUSINESS TRACKS	MP	Sta. No.
Drury Spur	350.3	K-5
Sweet Home	351.7	K-6
Redfield	368.9	K-23
Baldwin	381.8	K-36
Fairfield	394.7	K-49
Noble Lake	398.3	K-53
Moscow	402.5	K-57
Varner	415.0	K-70
Tillar	440.7	K-95
Helena Chem.	446.6	K-100
Jerome	424.8	C-448
E. Ashley	435.6	C-459
Parkdale	445.0	C-469
Bayou	446.3	C-470
Muller	454.0	C-477
McGinty	454.1	C-478
Jones	457.2	C-481
Galion	467.2	C-491
Hancock	489.3	C-513
Maidco (Erco)	508.3	C-532
Riverton	526.2	C-550
Columbia	530.5	C-554
Pulpwood	532.5	C-556
Clarks	537.4	C-561
Standard	546.9	C-570
H & C Veneer	574.5	C-599
Christi Spur (Farmland)	577.9	C-602
Pollock	581.4	C-605
Simms	586.9	C-611
Camp Beauregard	592.5	C-618
White Bluff Industrial Lead: Maximum Speed 10 MPH		
Bastrop Industrial Lead 6.8 miles (Collinston-Bastrop)		
Bastrop @ 553.6		E-127
Maximum speed 30 MPH except MP 553-09 — MP 553-26		10 MPH

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

No. 16 switches South end siding Grady; North end sidings Pickens, Hudspeth, Sunshine, Bonita, Bosco, Olla, Tioga; South end sidings Collinston, Swartz, Grayson, Georgetown, Antonia.

ABS — CTC between LR Jct. 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 596-22 to Texmo Jct.

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

Miles	Radio Communication via Channel One.		Station Nos.	Sidings Feet	
	SOUTH	NORTH			
343.6		N. LITTLE ROCK	ⓂⓈⓉⓈⓄ	X-344	Yd
347.2		3.6			
344.2		LR JCT.			
347.3		3.1		XZ-000	7800
354.1		BIDDLE			
		6.8		K-9	9150
364.5		HIGGINS			
		10.4		K-19	8700
370.5		HENSLEY			
		6.0		K-25	
387.4		WHITE BLUFF	Ⓜ		
		16.9			
390.9		ⓄSSWⓄ			
		3.5			
409.6		PINE BLUFF	ⓈⓄⓈⓈ	K-43	11385
		18.7			
420.2		GRADY		K-64	10138
		10.5			
427.9		GOULD	Ⓜ	K-75	3108
		7.6			
431.0		DUMAS		K-82	4147
		3.1			
447.2		PICKENS		K-86	9731
408.1		16.2			
415.6		McGEHEE	ⓂⓈⓉⓈⓄ	C-432	Yd.
		7.5			
422.0		DERMOTT		C-439	5996
		6.3			
432.1		HUDSPETH		C-446	8873
		10.1			
436.4		MONTROSE		C-456	5729
		4.2			
440.1		PORTLAND	Ⓜ	C-460	4368
		3.7			
449.3		SUNSHINE		C-464	9139
		9.1			
460.8		WILMOT, ARK.		C-473	
		11.4			
473.5		BONITA, LA.		C-484	9445
		12.7			
481.0		MER ROUGE		C-497	5323
		7.4			
491.8		COLLINSTON	ⓂⓈ	C-505	9360
		10.7			
501.0		SWARTZ		C-515	9181
		9.2			
501.1		HUTTIG JCT.	T	C-524	
		0.1			
502.9		ⓄICGⓄ	ⓈⓄ		
		1.8			
516.6		MONROE	ⓂⓈⓉⓈⓄ	C-525	Yd.
		13.7			
528.2		BOSCO		C-540	9433
		11.6			
535.1		OUACHITA RIVER	ⓈⓄ		
		6.7			
548.7		GRAYSON	Ⓜ	C-558	9200
		13.6			
552.8		OLLA		C-572	7952
		4.1			
556.5		URANIA		C-576	5696
		3.7			
561.6		TULLOS		C-580	2946
		5.0			
576.9		GEORGETOWN	ⓈⓄⓈⓈ	C-585	8003
		15.3			
592.6		ANTONIA		C-601	9584
		14.2			
595.1		TIOGA	ⓈⓄⓈⓈ	C-616	8029
		2.5			
596.5		ⓄKCSⓄ			
		1.4			
596.6		RED RIVER	ⓈⓄ		
		0.1			
597.8		RED RIVER JCT.	ⓈⓄ	C-620	
		1.1			
601.5		TEXMO JCT.	ⓈⓄ	TB-196	
		3.7			
		ALEXANDRIA	ⓈⓄⓈⓈ	C-625	Yd.
		294.0			

Operation between N. Little Rock and LR Jct. on Little Rock Subdiv.

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



Maximum Speed MPH (Except as below) . . . 25		Radio Communication via Channel One.			Station Nos.
MP 524-21 — MP 524-29 . . . . . 20	Miles	SOUTH ▼	STATIONS	NORTH ▲	
MP 553-20 — MP 553-22 . . . . . 10		492.2	EL DORADO	⊙ ⊙ ⊙ T \$ ⊙	
MP 563-00 — Huttig Jct. . . . . 10	506.8	URBANA			E-80
Inside IMC Plant Sterlington . . . . . 5	512.8	STRONG			E-86
	527.2	HUTTIG, ARK.		⊙	F-3
	530.3	LITROE, LA.			F-6
	542.8	HAILE			F-18
	553.7	OUACHITA RIVER	⊙ ⊙	⊙	
	554.0	STERLINGTON		⊙	F-30
	568.1	⊙ A & L M	⊙	⊙	
	568.6	HUTTIG JCT.	⊙	⊙	
		MONROE		⊙ T ⊙ \$ ⊙	C-525
			75.6		

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.

Business Tracks	MP	Sta. No.
LaPile	518.1	E-92
Upco	547.6	F-22
Spencer	548.7	F-24
Lamkin	561.5	F-37

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

Rule 99 (d) in effect. Yard Limits: MP 442-00 to MP 447-10; MP 460-10 to end of track.		Radio Communication via Channel One.			Station Nos.
Maximum Speed . . . . . 30 MPH	Miles	SOUTH ▼	STATIONS	NORTH ▲	
Note — Trains and engines move over crossing, MP 445-22 when protected by crew member.		422.6	DERMOTT		
	445.3	MONTICELLO	⊙ AD & N ⊙	⊙	KC-29
	461.4	WARREN		⊙	KC-45
			38.7		

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

		Radio Communication via Channel One			Station Nos.	Sid- ings Feet	Rule 99 (d) in effect	
Miles	Miles	SOUTH ▼	STATIONS	NORTH ▲			Maximum Speed MPH (Except as below) . . . . . 25	MPH
408.1		McGEHEE		⊙ ⊙ ⊙ T \$ ⊙		C-432	Yd.	MP 641-26 — Ferriday . . . . . 10
424.1	MACON LAKE				K-118		Vidalia Ind. Lead . . . . . 10	10
431.3	LAKE VILLAGE			T	K-126	2574	BUSINESS TRACKS	Sta. No.
446.8	EUDORA, ARK.				K-141	2654	Trippe . . . . . 412.1	K-106
470.1	LAKE PROVIDENCE, LA.				K-165	2597	Chicot . . . . . 440.0	K-135
487.4	SONDHEIMER				K-182		Shelburn . . . . . 463.1	K-158
498.4	TALLULAH	⊙ ICG ⊙			K-194	2051	H & W Warehouse . . . . . 463.8	K-159
511.5	QUIMBY				K-207		Hollybrook . . . . . 474.4	K-169
523.3	NEWELLTON				K-219	2607	Transylvania . . . . . 478.5	K-173
533.7	ST. JOSEPH				K-229		Talla Bena . . . . . 490.9	K-186
546.1	WATERPROOF				K-242		Somerset . . . . . 516.0	K-212
557.2	CLAYTON			⊙	E-210		Goldman . . . . . 544.4	K-240
637.2	FERRIDAY			⊙	E-216	Yd.	Azucena . . . . . 549.4	K-245
642.2	FERRIDAY			□ ⊙	E-216		Concordia Jct. . . . . 643.4	E-217
			154.6				Vidalia . . . . . 651.6	E-226
							Natchez	E-227
							YARD LIMITS	
							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)	



WEST		Radio communication via Channel One, Call-in Two	STATIONS	Station Nos.	Sid- ings Feet	EAST	
31 Pgr.	33 Pgr.					30 Pgr.	32 Pgr.
Daily	Daily					Daily	Daily
		Miles					
		0.0	GRATIOT ST. ①②				
		1.3	23RD STREET ①②③④				
		2.3	GRAND AVE. ①②③④	MX-2			
5 05	8 00	0.5	ST. LOUIS ①②③④	MX-1		2 30	10 30
		2.3	GRAND AVE. ①②③④	MX-2			
		3.6	IRON MTN. JCT. ①②	X-1			
		6.8	MAPLEWOOD ①②③④	MX-7			
		10.8	WEBSTER ①②③④	MX-11			
		13.2	KIRK JCT. ①②③④	MX-12			
s5 32	s8 27	13.4	KIRKWOOD ①②③④	MX-13	s1 48	s9 48	
		18.7	PARK ①②③④	MX-18			
		23.4	BOYD ①②③④	MX-22			
		32.2	DOZIER ①②③④	MX-31			
		37.0	SUMMIT ①②③④	MX-36			
		46.5	SOUTH POINT ①②③④	MX-52			
		51.7	WASHINGTON ①②③④	MX-34			
		54.9					
		57.7	PACE ①②③④	MX-58			
		86.2	GASCONADE JCT. ①②③④	MX-86			
		90.9	MORRISON JCT. ①②③④	MX-91			
		100.2	CHAMOIS ①②③④	MX-100			
		116.7	BONNOT JCT. ①②③④	MX-116			
		117.3	OSAGE JCT. ①②③④	MX-117			
		124.3	MOREAU ①②③④	MX-124			
s7 18	s10 13	125.5	JEFFERSON CITY ①②③④	MX-125	s12 02	s8 02	
7 22	10 17	127.9	RIVER JCT. ①②③④	MX-128	11 53	7 53	
32						31	
7 40	10 30	140.2	CENTERTOWN ①②③④	MX-140	4082	11 40	7 40
7 45	10 35	144.7	McGIRK ①②③④	MX-144	4304	11 35	7 35
7 50	10 40	150.3	CALIFORNIA ①②③④	MX-150	4017	11 30	7 30
8 05	10 55	166.1	DOW ①②③④	MX-166	9240	11 15	7 15
8 15	11 05	175.7	OTTERVILLE ①②③④	MX-175	2542	11 05	7 05
8 21	11 11	181.1	SMITHTON ①②③④	MX-181	3758	11 01	7 01
		187.7	①MKT ①②③④				
s8 28	s11 18	188.9	SEDALIA ①②③④	MX-188	4414	s10 53	s6 53
8 41	11 31	195.7	DRESDEN ①②③④	MX-195	7664	10 44	6 44
8 46	11 39	200.9	LAMONTE ①②③④	MX-200		10 39	6 39
8 53	11 46	208.1	KNOBNOSTER ①②③④	MX-208	6167	10 32	6 32
s9 05	s11 58	218.4	WARRENSBURG ①②③④	MX-218		s10 22	s6 22
9 12	12 05	224.4	CENTERVIEW ①②③④	MX-224	9508	10 13	6 13
9 20	12 14	232.8	HOLDEN ①②③④	MX-232	3398	10 05	6 05
9 24	12 18	237.5	KINGSVILLE ①②③④	MX-237	2867	10 01	6 01
9 30	12 24	243.0	STRASBURG ①②③④	MX-242	4293	9 55	5 55
		249.2	PLEASANT HILL ①②③④	MX-249	9862		
		252.3	AVON ①②③④	MX-252	4166		
s9 49	s12 43	259.8	LEE'S SUMMIT ①②③④	MX-259	8840	s9 37	s5 37
		265.1	LITTLE BLUE ①②③④	MX-265	3279		
		271.2	INDEPENDENCE JCT. ①②③④	MX-271			
s10 09	s1 03	273.2	INDEPENDENCE ①②③④	MX-273		s9 21	s5 21
		276.8	ROCK CR. JCT. ①②③④	MX-276			
10 45	1 40	283.0	KANSAS CITY (Un. Sta.) ①②③④	MX-282		9 00	5 00
PM	PM					AM	PM

TIMETABLE NO. 21

SPECIAL INSTRUCTIONS

Maximum Speed	MPH	Maximum Speed	MPH
(Except as below)	Pgr. Frt.	(Except as below)	Pgr. Frt.
Thru Grand Ave. Interlocking	75 60	MP 227-18 — MP 227-31	65 —
Between Grand Ave. and Iron Mountain Jct.	10 10	MP 231-25 — MP 232-32	65 —
MP 3-25 — MP 13-13	45 35	MP 232-32 — MP 233-07	55 —
MP 13-13 — MP 13-25	50 40	MP 248-18 — MP 249-14	45 45
MP 13-25 — MP 13-37	30 30	MP 256-15 — MP 257-08	65 —
MP 13-37 — MP 15-14	50 50	MP 257-08 — MP 259-28	60 45
MP 15-14 — MP 15-24	65 50	MP 259-28 — MP 260-07	35 35+
MP 17-03 — MP 21-00	65 50	MP 260-07 — MP 261-22	65 —
MP 21-00 — MP 21-25	70 —	MP 264-11 — MP 264-13	55 55+
MP 21-25 — MP 23-11	60 55	MP 264-13 — MP 265-28	60 40
MP 23-11 — MP 27-04	70 —	MP 265-28 — MP 265-32	55 55+
MP 27-04 — MP 28-28	70 —	MP 270-36 — MP 276-28	35 35
MP 30-21 — MP 31-12	60 55		
MP 32-25 — MP 33-31	60 55	Following No. 16 and No. 20 turnouts: East end siding Centerview, both ends sidings Dow and Dresden, and hand throw crossovers West Labadie, New Haven and Hermann.	
MP 33-31 — MP 34-29	70 —		
MP 34-29 — MP 35-30	70 —	TUNNELS: Gray Summit MP 39-02 to MP 39-24; West Labadie MP 42-34 to MP 43-01.	
MP 35-30 — MP 44-15	50 50	Between 7:00 a.m. and 7:00 p.m. whistle signal 14(1) must be sounded for Rock Hill Road MP 10-18 and MP 10-19.	
MP 48-33 — MP 49-29	65 —	Bagnell Spur: West Main Street — stop and protect. Do not occupy crossings at Dix Road or Industrial Drive until rotating white light on top of signal case is lighted. If not lighted after 2 minutes crew member must protect crossing.	
MP 49-29 — MP 55-17	70 —	Independence-Pixley Spur: Maximum overhead clearance 16 ft. 6 inches. Maximum speed 10 MPH.	
MP 58-16 — MP 58-37	70 —	State Fair Spur ..... 10 MPH	
MP 61-29 — MP 66-37	60 55	Hand Throw Crossovers Between Main Tracks:	
MP 66-37 — MP 67-08	60 50	Pacific ..... MP 34-20	
MP 70-25 — MP 71-12	65 —	West Labadie ..... MP 43-26	
MP 72-08 — MP 75-28	50 50	Washington ..... MP 55-22	
MP 80-10 — MP 81-16	50 50	New Haven ..... MP 67-12	
MP 83-34 — MP 84-36	55 55	Hermann ..... MP 81-02	
MP 84-36 — MP 86-08	70 50	Jefferson City ..... { MP 125-00	
MP 86-08 — MP 87-37	65 55	Independence ..... MP 126-20	
MP 87-37 — MP 89-10	45 45	Independence ..... MP 273-31	
MP 89-10 — MP 89-27	60 55	Trains must secure clearance before leaving St. Louis, Jefferson City, Kansas City or Neff Yard.	
MP 89-27 — MP 92-06	70 —	Yard Limits: MP 0-0 to MP 6-29, MP 187-20 to MP 194.	
MP 92-06 — MP 93-03	60 55	St. Louis Terminal Div. jurisdiction between St. Louis and MP 14.	
MP 93-03 — MP 94-13	70 —	Operation on TRRA between St. Louis and Grand Ave.	
MP 94-13 — MP 97-22	65 —		
MP 97-22 — MP 97-30	60 55		
MP 106-33 — MP 107-01	60 55		
MP 107-01 — MP 108-32	70 —		
MP 108-32 — MP 109-04	65 —		
MP 109-04 — MP 109-35	70 —		
MP 113-33 — MP 114-02	70 —		
MP 115-27 — MP 126-29	75 55		
(Except as below)			
MP 115-27 — MP 116-34	55 —		
MP 116-34 — MP 117-12	50 50		
MP 117-12 — MP 118-25	60 —		
MP 118-25 — MP 121-20	70 —		
MP 123-25 — MP 124-24	65 —		
MP 124-24 — MP 126-29	45 45		
MP 126-29 — MP 276-28	70 55		
(Except as below)			
MP 126-29 — MP 128-18	55 —		
MP 128-18 — MP 129-28	55 50		
MP 129-28 — MP 132-15	60 —		
MP 132-15 — MP 132-28	55 50		
MP 132-28 — MP 136-18	60 —		
MP 136-18 — MP 139-00	55 45		
MP 139-00 — MP 143-32	60 —		
MP 146-04 — MP 147-20	60 —		
MP 147-20 — MP 148-37	65 —		
MP 150-04 — MP 151-07	50 50		
MP 151-07 — MP 151-21	65 —		
MP 153-21 — MP 155-35	60 —		
MP 156-30 — MP 162-04	65 —		
MP 162-04 — MP 163-00	50 50		
MP 166-38 — MP 168-13	65 —		
MP 168-13 — MP 171-07	55 50		
MP 171-07 — MP 173-31	65 —		
MP 173-31 — MP 174-11	60 —		
MP 174-11 — MP 178-10	65 —		
MP 178-10 — MP 178-27	60 —		
MP 183-24 — MP 187-25	65 —		
MP 187-25 — MP 190-04	40 40		
MP 190-04 — MP 193-18	60 —		
MP 200-25 — MP 201-04	55 —		
MP 205-11 — MP 208-04	65 —		
MP 208-04 — MP 208-07	55 —		
MP 208-07 — MP 208-25	65 —		
MP 211-38 — MP 212-18	65 —		
MP 216-25 — MP 218-28	35 35		
MP 218-28 — MP 221-14	55 50		
MP 221-14 — MP 222-14	60 —		

Overhead clearance under Municipal Bridge approach 10th St. — Break up Lead 17 ft. 6 in.; House track Lead 17 ft. 11 in.; House 4 and 6 18 ft. 6 in.; House 7 and 8 19 ft. 8 in.; House 10 and 11 19 ft. 11 in. Piggybacks, loaded tri-levels and vert-a-pac cars will not clear. Crews handling cars make sure all cars will clear bridge approach.

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

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.

TIMETABLE NO. 21



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 Ossage 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 Ossage Jct. Units normally dark. When units display flashing red, train must stop and inspect entire train. After inspection completed operate push button in detector box.

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

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

Trains secure clearance at Carthage and Cotter.

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; and MP 382-19 to MP 380.0.

## Conditional yard limits:

MP 490-00 to MP 488-00 — 9:01 AM-11:59 PM.

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

BUSINESS TRACKS:	MP	Sta. No.
Milo	324.0	P-75
Irwin	335.7	P-86
Carytown	358.3	P-109
Empire Spur	515.2	WR-258
La Russell	513.1	WR-256
Hoberg	499.0	WR-242
Galena	468.0	WR-211
Pyatt	403.0	WR-146
Flippin	386.5	WR-130

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

## TUNNELS —

Automatic block signals are located at Reeds Spring, Crest and Cricket tunnels. When signals display "stop then proceed at low speed" trains must wait 8 minutes and then proceed at low speed through tunnel, unless signal changes to proceed. Track car 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. Revolving white beacon at top of pole when activated indicates dragging equipment is detected and crew must inspect entire train.

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

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 <sup>+</sup>	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	Station Nos.	Sidings Feet
	▼	STATIONS	▲		
249.2		PLEASANT HILL	T@-1@	MX-249	9862
		5.5			
254.7		ORE		P-5	7550
		4.1			
258.8		HARRISONVILLE	@BN@	P-10	2264
		6.6			
265.4		LONE TREE		P-16	4039
		14.1			
279.5		ADRIAN		P-29	7500
		7.0			
286.5		BUTLER	@-1	P-38	4623
		13.2			
299.7		RICH HILL		P-50	6523
		2.7			
302.4		PANAMA		P-54	5066
		5.0			
307.4		HORTON		P-58	2363
		10.0			
317.4		NEVADA	@MKT@	P-69	1800
		1.9	@-1@		
319.3		NASSAU JCT.		P-71	
		11.5	T		
330.5		SHELDON		P-82	4368
		10.5			
341.0		LAMAR		P-93	7762
		2.0			
343.0		@BN@			
		10.5			
353.5		JASPER		P-105	4434
		10.6			
364.1		CARTHAGE	@BN@	P-115	
527.6			@ @ @ @ T @		
		1.8			
525.8		PEARL			7473
		19.0			
506.8		STOTTS CITY		WR-250	7740
		17.2			
489.6		@BN@			
		0.5			
489.1		AURORA	@ @ @ @	WR-232	3178
		11.3			
477.8		CRANE	@	WR-221	8042
		17.1			
460.7		REEDS SPRING		WR-204	2308
		9.2			
451.5		GRETNA		WR-194	6658
		4.2			
447.3		BRANSON	@ @	WR-191	
		1.6			
445.7		HOLLISTER, MO.		WR-189	2166
		11.4			
434.3		DAVIS, ARK		WR-178	7025
		1.6			
432.7		CRICKET		WR-176	2029
		16.6			
416.1		BERGMAN		WR-159	7594
		23.8			
392.3		YELLVILLE		WR-136	2891
		10.8			
381.5		COTTER	@ @ @ @	WR-125	7840
		261.7			



**28 SPRINGFIELD SUBDIV. — NORTHERN DIVISION**

All tracks at Springfield are yard tracks.			
Max. Speed 10 MPH over crossings at Springfield at Highway, College, Kansas and Walnut Streets.			
Miles	SOUTH STATIONS NORTH		Station Nos.
	488.2	AURORA.....	
VIA BN 29.9 MILES			
511.1	SPRINGFIELD.....		PD-34
29.9			

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

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

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

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

**WEBB CITY SUBDIV. — NORTHERN DIVISION**

YARD LIMITS ENTIRE SUBDIV.		Station Nos.	Maximum Speed (Except as below)..... MPH
Miles	SOUTH STATIONS NORTH		
364.1	CARTHAGE.....	P-115	MP 364-23 — MP 366-09... 15 MP 381-03 — MP 381-15... 15
374.9	10.8 WEBB CITY.....	P-126	Business Tracks MP No. Dumont..... 367.9 P-119 Hercules — Dynamite 369.9 P-120 Center Creek..... 371.3 P-122 Atlas..... 6.13 HC-6
381.5	6.6 JOPLIN.....	P-133	
17.4			

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

**RIVER SUBDIV. — NORTHERN DIVISION**

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.
	125.3	JEFFERSON CITY.....	
127.9	2.6 RIVER JCT.....	MX-128	
143.8	15.9 SANDY HOOK.....	G-15	9353
156.7	12.9 WOOLDRIDGE.....	G-27	8873
170.8	14.1 BOONVILLE.....	G-41	6450
178.4	7.6 LAMINE.....	G-50	12905
186.9	8.5 BLACKWATER.....	G-58	8325
195.0	8.1 NAPTON.....	G-66	7813
202.1	7.1 MIAMI.....	G-73	8641
215.2	13.1 MALTA BEND.....	G-86	9219
230.6	15.4 HODGE.....	G-101	9473
247.6	17.0 MYRICK.....	G-118	11345
258.0	10.4 NAPOEON.....	G-129	
265.1	7.1 BUCKNER.....	G-136	
268.6	3.5 LAKE CITY.....	G-139	9430
274.2	5.6 RIPLEY JCT.....	G-144	
276.2	2.0 ETON JCT.....	G-145	
283.8	7.6 CONGO.....	G-153	
284.5	0.7 ROCK CREEK JCT.®.....	MX-276	
285.9	1.4 SOUTHWEST JCT.....	MX-277	
286.7	0.8 NEFF YARD.....	MX-283	Yd.
161.4			

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

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

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

Marshalls — 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 (Except as below)..... MPH	Maximum Speed..... MPH
MP 129-09 — MP 129-27..... 35	MP 443.7 — MP 444.2..... 40
MP 137-16 — MP 137-33..... 35	Congo E. Crossover & Mo Pac Conn..... 40
MP 137-33 — MP 139-31..... 40	Congo W. Crossover..... 30
MP 163-11 — MP 163-16..... 45	*Except, trains averaging 90 tons or more per car or over 5000 tons — 45 MPH.
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 218-11 — 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 GB-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

Radio communication via Channel One, Call-in One

Lexington..... 249.3 LA-55  
Lexington — north side of Farmers Assn.  
Elevator — do not ride side of equipment beyond close clearance signs.



Operating Instructions.

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	
(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.

SOUTH		NORTH		Station Nos.	Sidings Feet
Miles	STATIONS	Miles	STATIONS		
487.2	OMAHA (Grace St.) ... ⊙ ⊗			O-205	Yd.
	via UP-14.1 Miles .....				
473.1	GILMORE JCT. ⊙			O-191	
467.1	LA PLATTE			O-185	3587
465.5	⊗ BN ⊙				
465.2	⊗ BN ⊙				
455.1	MURRAY			O-172	3703
447.4	UNION		⊙ T ⊙	O-165	3243
437.9	MONTANA			O-155	3609
436.9	NEBRASKA CITY. ⊗ BN ⊙			O-153	Yd.
428.5	PAUL			O-146	3637
423.2	JULIAN			O-141	2994
416.4	CRETE JCT.		⊙	O-134	
414.1	AUBURN		⊙ ⊗ ⊙ ⊗	O-132	6215
401.0	STELLA			O-119	3593
393.2	VERDON			O-112	6407
389.9	STRAUSVILLE			O-107	3708
384.3	FALLS CITY, NEB. ⊗ BN ⊙			O-102	Yd.
379.1	RESERVE, KAN.			O-97	
370.3	HIAWATHA		⊙	O-88	4684
369.7	⊙ UP ⊙				
358.7	WILLIS			O-76	6453
351.7	EVEREST			O-69	
347.4	HURON			O-64	6279
341.3	LANCASTER			O-59	
338.1	SHANNON			O-56	6387
332.3	NORKAN JCT.			O-49	
330.7	ATCHISON		⊙ T ⊙ ⊗ ⊙	O-48	Yd.
320.0	OAK MILLS			O-38	7561
314.2	WADE			O-32	5145
310.0	LEAVENWORTH		⊙ ⊗	O-27	4646
309.2	CNW CONN.		⊙ BN-CNW		
306.2	COCHRANE			O-23	5786
298.2	WOLCOTT		⊙-1	O-16	8593
293.4	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.

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 .....	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.

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



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

At Hiawatha on Old Mill Spur, do not operate engines over pit and look out for the open pit. At Wolcott 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	⊙ ⊙ T ⊙ ⊙	O-48	Yd.	
	1.6				
332.3	NORKAN JCT.	⊙	O-49		
	15.6				
347.9	EFFINGHAM		S-17		
	7.3				
355.2	MUSCOTAHA		S-25		
	6.2				
361.4	WHITING		S-31		
	5.9				
367.3	NETAWAKA		S-37	4678	
	12.5				
379.8	GOFF		S-49		
	5.9				
385.7	CORNING		S-55	4134	
	7.2				
392.9	CENTRALIA		S-62		
	7.5				
400.4	VERMILLION		S-70		
	8.4				
408.8	FRANKFORT	⊙ UP ⊙	S-78	2574	
	4.9				
413.7	TUTTLE		S-83	5265	
	9.1				
425.6	BLUE RAPIDS		S-95		
	4.9				
430.5	WATERVILLE		S-100		
	7.2				
437.7	BARNES		S-107		
	5.9				
443.6	GREENLEAF		S-113	3133	
	7.0				
450.6	LINN		S-120		
	4.8				
455.4	PALMER		S-125		
	9.0				
464.4	CLIFTON		S-134	3731	
	1.6				
466.0	⊙ KYLE ⊙				
	5.0				
471.0	CLYDE		S-141		
	14.1				
485.1	⊙ AT&SF ⊙				
	0.3				
485.4	CONCORDIA	⊙ ⊙ ⊙ ⊙	S-155	Yd.	
	4.8				
490.2	HASTINGS JCT.	T	S-159		
	0.1				
490.3	YUMA		S-160	2219	
	6.0				
496.3	BURR OAK JCT.	⊙	S-166		
	0.1				
496.4	JAMESTOWN	⊙	S-166		
	6.4				
502.8	SCOTTSVILLE		S-172		
	11.6				
514.4	BELOIT	⊙ UP ⊙	S-184	1663	
	9.7				
524.1	GLEN		S-194	1968	
	9.2				
533.3	CAWKER		S-203	1754	
	5.3				
538.6	DOWNS	⊙ ⊙ T ⊙ ⊙	S-208	Yd.	
	9.9				
548.5	OSBORNE		SF-10		
	13.6				
562.1	ALTON		SF-23		
	8.3				
570.4	WOODSTON		SF-32		
	10.0				
580.4	STOCKTON	⊙ T	SF-42	Yd.	
	246.9				

Rule 99 (d) in effect		WEST STATIONS EAST		Sta- tion Nos.	Sid- ings Feet
Miles	WEST	EAST	STATIONS		
455.1	WEeping WATER	⊙ ⊙ ⊙ ⊙		OD-41	Yd.
	0.9				
456.0	OMAHA JCT.	⊙		OD-42	
	3.9				
459.9	MANLEY	⊙		OD-46	1243
	5.7				
465.6	LOUISVILLE	⊙		OD-52	1804
	0.3				
465.9	⊙ BN ⊙				
	5.7				
471.6	SPRINGFIELD			OD-58	1376
	7.9				
479.5	⊙ UP ⊙				
	6.1				
485.6	⊙ C&NW ⊙				
	3.5				
489.1	LOUISVILLE JCT.	⊙		O-199	
	4.7				
	OMAHA	⊙ ⊙ ⊙ ⊙		O-205	Yd.
	38.7				

## LINCOLN SUBDIV. — NORTHERN DIVISION

Maximum Speed MPH (Except as below) 25		WEST STATIONS EAST		Sta- tion Nos.	Sid- ings Feet
Miles	WEST	EAST	STATIONS		
447.4	UNION	⊙ ⊙ T		O-165	
	13.0				
460.4	WEeping WATER	⊙ ⊙ ⊙ ⊙		OD-41	
	1.0				
461.4	OMAHA JCT.			OD-42	
	10.1				
471.5	ELMWOOD			OF-24	
	22.7				
494.2	⊙ CR&P ⊙				
	0.9				
495.1	LINCOLN	⊙ ⊙ ⊙ ⊙		OF-48	Yd.
	47.7				

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.

Timetable Item 13(1) not in effect.

Trains secure verbal clearance from dispatcher before leaving Union or Weeping Water.

## CRETE SUBDIV. — NORTHERN DIVISION

Max. Wt.: 220,000 lbs. Brock to Crete.		WEST STATIONS EAST		Sta- tion Nos.	Sid- ings Feet
Miles	WEST	EAST	STATIONS		
416.4	CRETE JCT.	⊙		O-134	
	11.5				
427.9	TALMAGE			OD-14	
	38.7				
466.6	BN JCT.				
	19.5				
486.1	CRETE	⊙		OE-58	Yd.
	69.7				
	Rule 99 (d) in effect.				
	Yard Limits: Crete Jct. to MP 419-00.				



34 HASTINGS SUBDIV. — NORTHERN DIVISION

Miles	WEST ▼ STATIONS	EAST ▲	Sta- tion Nos.	Rule 99 (d) in effect. Maximum Speed . . . . . 30 MPH
490.2	HASTINGS JCT. . . . .	⊙ T	S-159	
	2.1			
492.3	⊙ AT&SF ⊙ . . . . .			BUSINESS TRACKS MP No.
	11.8			Norway . . . . . 497.8 SD-8
504.1	⊙ KYLE ⊙ . . . . .			Abdal . . . . . 538.4 SD-48
	0.7			Mt. Clare . . . . . 546.4 SD-56
504.8	SCANDIA . . . . .		SD-15	Lawrence . . . . . 555.5 SD-65
	9.0			Pauline . . . . . 567.1 SD-77
513.8	REPUBLIC, KAN. . . . .		SD-24	Muriel . . . . . 573.1 SD-83
	14.7			Yard Limit: MP 490-15 to MP 491-11; MP 579-00 to end of track.
528.5	⊙ AT&SF ⊙ . . . . .			Hastings: Stop and protect Bur- lington St. crossing.
	1.1			
529.6	SUPERIOR, NEB. . . . .		SD-39	
	0.5			
530.1	⊙ BN G . . . . .			
	25.2			
555.3	⊙ BN ⊙ . . . . .			
	25.0			
580.3	HASTINGS . . . . .	⊙	SD-89	
	90.1			

BURR OAK SUBDIV. — NORTHERN DIVISION

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

LENORA SUBDIV. — NORTHERN DIVISION

Miles	WEST ▼ STATIONS	EAST ▲	Sta- tion Nos.	Rule 99 (d) in effect. Maximum Speed . . . . . 25 MPH (except as below) MP 614-24 — MP 614-25 . . . . . 10* Yard Limits: MP 538-28 to MP 539-16 MP 622-10 to Lenora
538.6	DOWNS . . . . .	⊙ ⊙ T ⊙ ⊙	S-208	
	9.1			
547.7	PORTIS . . . . .		S-217	
	10.1			
557.8	GAYLORD . . . . .		S-227	
	5.2			
563.0	CEDAR . . . . .		S-233	BUSINESS TRACKS MP No.
	9.6			Harlan . . . . . 552.9 S-222
572.6	KIRWIN . . . . .		S-242	Claudell . . . . . 567.8 S-237
	10.5			Speed . . . . . 589.8 S-259
583.1	GLADE . . . . .		S-253	At Glade stop and protect Kan. High- way 183 crossing.
	15.4			
598.5	LOGAN . . . . .		S-268	
	14.4			
612.9	EDMOND . . . . .		S-282	
	10.4			
623.3	LENORA . . . . .	⊙	S-293	
	84.7			

ST. JOSEPH SUBDIV. — NORTHERN DIVISION

Miles	WEST ▼ STATIONS	EAST ▲	Sta- tion Nos.	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 cross- ings: 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.
349.9	ST. JOSEPH . . . . .	⊙ ⊙ T ⊙	OA-21	
	1.4			
347.8	FRENCH . . . . .			
	7.1			
340.7	HALLS . . . . .			
	3.7			
337.0	⊙ AT&SF ⊙ . . . . .			
	2.4			
334.6	ARMOUR . . . . .			
	3.5			
331.1	WINTHROP, MO. . . . .			
	0.3			
330.8	DRAWBRIDGE (Mo. River) ⊙ . . . . .			
	0.1			
330.7	ATCHISON, KAN. . . . .	⊙ ⊙ T ⊙	O-48	
	18.5			

KANSAS CITY SUBDIV. — KANSAS DIVISION 35

Miles	SOUTH ▼ STATIONS	Radio communication via Channel One, Call-in One	NORTH ▲	Sta- tion Nos.	Sid- ings Feet
279.0	NEFF YARD . . . . .	⊙ ⊙ T ⊙		MX-283	
	0.8				
278.2	SOUTHWEST JCT . . . . .		T	MX-277	
	0.4				
278.6	⊙ ICG ⊙ . . . . .				
	0.1				
278.7	HIGHLINE JCT. . . . .				
	0.4				
279.1	⊙ KCT ⊙ . . . . .				
	0.1				
279.2	KCT CONN. . . . .				
	1.2				
280.4	CENTROPOLIS . . . . .			MX-288	
	3.0				
283.4	LEEDS JCT. . . . .	⊙		MX-291	
	6.2				n431
290.0	DODSON . . . . .		⊙-1	MX-298	s8567
	7.1				
297.1	MARTIN CITY, MO. . . . .			MX-305	
	2.7				
299.8	KENNETH, KAN. . . . .			MX-308	7215
	11.1				
310.9	BUCYRUS . . . . .			MX-319	7451
	6.2				
317.2	WAGSTAFF . . . . .		⊙-1	MX-326	7289
	8.7				
326.2	PAOLA . . . . .			MX-334	
	0.6				
326.8	⊙ BN ⊙ . . . . .				
	0.1				
326.9	⊙ MKT ⊙ . . . . .				
	1.6				
328.5	BROWN . . . . .			MX-336	10803
	5.9				
334.4	OSAWATOMIE . . . . .	⊙ ⊙ T ⊙		MX-341	Yd.
	0.5				
334.9	⊙ 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
Operation on Kansas City Term. Div., Neff Yard-Leeds Jct. Two main tracks Neff Yard- Leeds Jct.	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
Trains secure clearance before leaving Neff Yard. Northward trains secure clearance at Osawatomie.	Osawatomie — Around wye 10 MPH	
Hot Box and Dragging Equipment Detec- tor located at *MP 314-04.	Business Tracks MP 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

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 ▲	Sta- tion Nos.	Rule 99 (d) in effect. Yard Limits: MP 400-15 to end of track Topeka.	MPH
368.3	LOMAX . . . . .		MX-376		
	38.2				
406.5	⊙ AT&SF ⊙ . . . . .				
	1.1				
407.6	TOPEKA . . . . .	⊙ ⊙ T ⊙	T-130	BUSINESS TRACKS MP No.	
	39.3			Michigan . . . . . 374.4	T-97
				Overbrook . . . . . 381.6	T-104
				Pauline . . . . . 401.1	T-124



36 OSAWATOMIE SUBDIV. — KANSAS DIVISION

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	<b>STATIONS</b>			
334.4	OSAWATOMIE ..... T ① ② ③ ④	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	② AT&SF ④			
	2.7			
357.1	② 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	② 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	MPH
Richter	360.5	MX-368	(Except as below)	55
Vassar	375.3	MX-383	Osawatomie—Around wye	10
Miller	395.3	MX-403	MP 332-35 — MP 335-00	25
Allen	405.8	MX-414	MP 338-34 — MP 339-29	45
Bushong	411.0	MX-419	MP 353-29 — MP 354-32	20
			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	<b>STATIONS</b>			
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	② SSW ④			
	7.1			
458.6	HOPE ..... MX-467	4637		
	0.6			
459.2	② AT&SF ④			
	8.8			
468.0	ELMO ..... MX-476	6092		
	8.1			
476.1	CODY ..... MX-485	6443		
	1.9			
478.0	GYPSUM ..... ① ②-1 MX-487			
	0.3			
478.3	SALINA JCT. .... T MX-488			
	12.9			
491.2	BRIDGEPORT ..... MX-499	6577		
	4.7			
495.9	② 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 ②-1 ③ MX-532	12262		
	5.2			
529.7	② BN ④			
	7.9			
537.6	BUSHTON ..... MX-545	4677		
	7.6			
545.2	CLAFLIN ..... MX-553	6872		
	13.6			
558.8	HOISINGTON ..... ① T ② ③ ④-1 ⑤ MX-567	Yd.		
	133.3			

Radio communication via Channel One, Call-in One

TIMETABLE NO. 21

COUNCIL GROVE SUBDIV. — KANSAS DIVISION 37

Maximum Speed	MPH	BUSINESS TRACKS	MP	Sta. No.
(Except as Below)	55			
MP 425-26 — MP 426-26	25	Delavan	443.9	MX-452
MP 430-22 — MP 430-34	50	Dillon	462.9	MX-471
MP 432-18 — MP 434-42	45	Carlton	470.9	MX-479
City Limits Herington	30	Frederick	530.4	MX-538
MP 495-32 — MP 496-37	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	<b>STATIONS</b>			
558.8	HOISINGTON ..... ① ② ③ ④-1 T 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	② AT&SF ④			
	0.8			
682.5	SCOTT CITY ..... ①-1 MX-690	3850		
	0.3			
682.8	② AT&SF ④			
	9.3			
692.1	MODOC ..... MX-700	6379		
	7.1			
699.2	MARENTHAL ..... 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 ④-1 T ⑤ MX-739	Yd.		
	171.8			

Maximum Speed	MPH	BUSINESS TRACKS	MP	Sta. No.
(Except as Below)	55			
MP 588-36 — MP 589-11	50	Kanbrick		
City Limits LaCrosse	45	(Hoisington)	561.4	GD- 3
MP 681-29 — MP 682-34	40	Boyd	562.9	MX-571
Hot Box and Dragging Equipment Detectors located at MP 595-21, *MP 625-27, *MP 679-16 and *MP 705-23.		Hargrave	598.0	MX-606
		Pen Dennis	649.4	MX-657
		Manning	671.4	MX-679
		Coronado	704.1	MX-712
		Whitelaw	724.6	MX-732

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; MP 730-00 to MP 732-20.

TIMETABLE NO. 21



MOUNTAIN STANDARD TIME					
WEST		Radio communication via Channel One, Call-in One	EAST	Station Nos.	Sidings Feet
Miles	STATIONS				
730.8	HORACE	9.7	⊙⊙@-1⊙	MX-739	Yd.
740.5	WALKINGHOOD, KAN.	6.1		MX-748	8750
746.6	TOWNER, COLO.	5.9		MX-754	
752.5	STUART	5.6		MX-760	6039
758.1	SHERIDAN LAKE	13.7	⊙-1	MX-766	3834
771.8	CHIVINGTON	14.0		MX-780	6251
785.8	EADS	22.9	⊙-1⊙	MX-794	6435
807.7	HASWELL	22.8	⊙-1	MX-816	6597
830.5	HEATH	10.7		MX-838	6462
841.2	SUGAR CITY	5.2	T	MX-849	
846.4	ORDWAY	16.7	⊙-1	MX-854	7304
863.1	PULTNEY	6.3		MX-871	6140
869.4	NA JCT.	11.8	⊙	MX-876	
591.8	AVONDALE	6.0	⊙-1⊙	MX-889	8153
603.6	DEVINE	2.2		MX-895	
609.6	BAXTER	6.0		MX-897	7500
611.8	PUEBLO JCT.	1.2	⊙	MX-903	
617.8	PUEBLO		T ⊙ @-1⊙	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.	60
(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
MP 893-06 — MP 895-06	20
(Industrial Lead West of Fountain River Bridge, Pueblo, Colo. — Old Main Line.)	

Yard Limits:	MP	Sta. No.
MP 730-00 to MP 732-20		
Business Tracks		
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 Feet
Miles	STATIONS				
479.1	SALINA JCT.	15.7	⊙	MX-488	
494.8	⊙OKT⊙	0.0			
494.8	⊙UP⊙	0.1			
494.9	SALINA	0.4	⊙ T ⊙	GK-16	Yd.
495.3	SALINA UNION DEPOT	3.8	⊙		
499.1	TRIGO	12.2		GK-21	2184
511.3	FALUN	9.4		GK-32	1652
521.0	MARQUETTE		⊙	MX-513	
41.6					

MOUNTAIN STANDARD TIME					
WEST		Radio communication via Channel One, Call-in One	EAST	Station Nos.	Sidings Feet
Miles	STATIONS				
485.9	HARDTNER JCT.	2.0	⊙ T	M-001	
Yard Limits: Hardtner Jct. to MP 491-00, MP 511-00 to MP 514-21.					
487.9	⊙AT&SF⊙	0.9			
488.8	⊙AT&SF⊙	5.5			
494.3	FRONTIER	2.3		H-196	6428
496.6	BAYNEVILLE	4.8		H-197	1307
501.4	CLEARWATER	5.5		H-202	1199
506.9	MILLERTON	6.0		H-208	1394
512.9	CONWAY SPRINGS	11.4	⊙ ⊙ T ⊙	NL-135	Yd.
524.3	ARGONIA	0.2		H-225	
524.5	⊙AT&SF⊙	6.7			
531.2	FREEMONT	10.4		H-232	2250
541.6	ANTHONY	0.3		H-243	
541.9	⊙AT&SF⊙	0.1			
542.0	⊙AT&SF⊙	16.8			
558.8	CORWIN	5.2		H-260	
564.0	HAZELTON	7.2		H-265	
571.2	KIOWA	1.3		H-272	
572.5	⊙AT&SF G	0.6			
573.1	⊙AT&SF⊙	3.7			
576.8	STUBBS	4.7		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 Feet
Miles	STATIONS				
558.7	CONWAY SPRINGS	8.4	⊙ ⊙ ⊙ T	NL-135	Yd.
567.1	MILTON	5.1		NL-144	
572.2	⊙AT&SF G	20.1			
592.3	KINGMAN	0.8		NL-169	
593.1	⊙AT&SF G	0.8			
593.9	⊙AT&SF⊙	4.5			
598.4	BROWNS SPUR	7.4		NL-175	
605.8	PENALOSA	4.2		NL-183	
610.0	OLCOTT	9.9	T	NL-187	
619.9	PRESTON	0.2	⊙	NC-10	500
620.1	⊙SSW G	9.9			
630.0	IUKA		⊙ T	NC-20	
614.5	TURON	0.5		NL-191	
615.0	⊙SSW⊙	13.6			
628.6	STAFFORD	1.0		NL-205	
629.6	⊙AT&SF⊙	9.7			
639.3	HUDSON	9.0		NL-216	
648.3	SEWARD	5.4		NL-225	
653.7	RADIUM			NL-230	
95.0					



40 HUTCHINSON SUBDIV. — KANSAS DIVISION

WEST Miles	STATIONS	EAST ▲	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH
482.0	WICHITA YD. ....	⊠⊙⊠T⊙	H-183	Yd.	Between Wichita and Geneseo (Except as below) 30
482.4	⊙BN⊙				MP 482-00 —
482.6	⊙OKT⊙				MP 486-00 — 10
483.0	⊙WTA⊙				MP 530-19 — 20
483.0	⊙AT&SF⊙				MP 533-25 — 20
483.0					MP 559-06 — 20
483.0					MP 561-01 — 20
485.9	HARDTNER JCT. ....	⊙T	M-1		BUSINESS TRACKS Wichita Sand Superior Sand Berwet Lock- Joint KGE Co. Andale Small Spur Elmer Yaggy Nickerson (between YA Jct. & ST Jct.) Kanopolis 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
495.0	MAIZE		M-10	1532	490.5 M-5
499.1	COLWICH		M-14	1546	490.9 M-6
509.9	MT. HOPE		M-25	3059	496.0 M-11
516.9	HAVEN		M-32	2918	497.7 M-13
522.4	YODER		M-37	2222	498.3 M-14
531.5	⊙AT&SF⊙				504.2 M-19
531.6	⊙AT&SF⊙				511.1 M-26
532.0	⊙SSW⊙				526.0 M-41
532.6	HUTCHINSON	⊙⊙⊙	M-48	Yd.	535.8 M-54
533.5	⊙AT&SF⊙				
537.5	YA JCT.				
	Via AT&SF 13.09 Mi.				
550.1	ST JCT.				
559.2	⊙BN⊙				
560.5	LYONS	⊙⊙⊙	M-76	2566	
561.0	⊙AT&SF⊙				
573.2	GENESEO	⊠⊙⊠T⊙	MX-532	3841	
524.5					
91.7					

Rule 99(d) in effect between Hardner 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 ⊙ 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 Miles	STATIONS	EAST ▲	Sta- tion Nos.	Sid- ings Feet	Yard Limits: MP 537-09 to MP 558-00.
522.9	ARKANSAS CITY	□	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	⊙OKT⊙				
558.7	CONWAY SPRINGS	⊙⊙T⊙	NL-135	Yd.	Business Tracks MP 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).					

WICHITA SUBDIV. — KANSAS DIVISION

Maximum Speed MPH	Radio communication via Channel One, Call-in Two	WEST Miles	STATIONS	EAST ▲	Sta- tion Nos.	Sid- ings Feet
Durand to Iola 20						
Durand to MP 418-00 (except as below) 49		367.4	IOLA		H-68	
MP 408-00						
MP 411-00		367.8	⊙AT&SF⊙			
MP 418-00						
MP 420-20		374.7	PIQUA		H-76	1590
MP 420-20						
MP 421-20		383.6	DURAND	⊠T⊙-2⊙	H-85	4902
MP 421-20						
MP 431-00		386.0	YATES CENTER	⊙	H-87	
MP 431-00						
MP 438-00		394.4	BATESVILLE		H-96	4881
MP 438-00						
Both legs of Wye-Durand 40		420.7	EUREKA		H-122	
Yard Limits: MP 387-25 to end of track Iola; MP 451-30 to MP 458-10 and MP 476-20 to Wichita.		438.6	SUMMIT		H-140	4286
Piqua-Humboldt Ind. Lead 10.33 miles. Max. speed 20 MPH. Humboldt HU-10		452.7	WALNUT		H-154	4502
		454.5	ELDORADO	⊠⊙⊙⊙	H-155	
		454.6	McPHERSON JCT.	T	H-155	
		482.0	WICHITA YD.	⊠⊙⊠T⊙	H-183	Yd.
114.6						

Business Tracks	Sta. MP No.	Business Tracks	Sta. MP No.	Business Tracks	Sta. MP No.
Athens	378.9 H-80	Rosalia	⊙-2 441.9 H-143	Electric Spur	471.0 H-172
Toronto	399.5 H-101	Towanda	463.6 H-164	Greenwich	474.4 H-175
Neal	407.6 H-109	Benton	469.4 H-170		
Reece	430.5 H-132				

McPHERSON SUBDIV. — KANSAS DIVISION

Rule 99 (d) in effect between McPherson Jct. and Newton only.	Maximum Speed MPH	Radio communication via Channel One, Call-in Two	WEST Miles	STATIONS	EAST ▲	Sta- tion Nos.	Sid- ings Feet
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.			454.6	McPHERSON JCT.	⊙T	H-155	
			467.1	POTWIN		PB-13	
			474.5	WHITEWATER		PB-20	1117
			474.7	⊙OKT⊙			
			486.8	NEWTON	⊙	PB-32	1006
			487.0	⊙AT&SF⊙			
			495.1	HESSTON	⊙	PB-41	1992
			501.6	MOUND RIDGE	⊙	PB-47	1488
			514.9	⊙SSW⊙			
			516.2	McPHERSON	⊙⊙	PB-62	Yd.
61.6							

Business Tracks	Sta. MP No.	Business Tracks	Sta. MP No.
Oil Hill	456.7 PB-2	Marvel Industries	488.8 PB-34
Brainerd	471.6 PB-17	Zimmerdale	491.7 PB-37
McLains	481.4 PB-27	Cent.-Kan. Hatchery	500.9 PB-46
		Elyria	509.3 PB-56

PARIS SUBDIV. — CENTRAL DIVISION

Rule 99 (d) in effect.	Yard Limits: Ft. Smith: BN Conn. to MP 515.00.	Maximum Speed MPH	Radio communication via Channel One, Call-in Two	SOUTH Miles	STATIONS	NORTH ▲	Sta- tion Nos.	Sid- ings Feet
MP 510-20				497.2	VAN BUREN	⊙⊙T⊙	L-158	Yd.
MP 510-20								
MP 510-21				508.0	FT. SMITH	⊙⊠⊙	LD-5	
MP 512-05								
MP 512-11				509.3	⊙BN G.			
MP 512.26 — 5 MPH until South 31st St. is occupied.				509.4	⊙KCS⊙			
				512.8	SO. FT. SMITH	⊙	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								
Ft. Smith Yard: Nth. R St. ⊙BN G Nth. L St. ⊙KCS⊙								
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.								



WEST Miles	STATIONS	EAST	Station Nos.	Sidings Feet	
319.3	NASSAU JCT. . . . .	⊙T	P-71		Rule 99 (d) in effect between Chetopa and Nassau Jct. only.
13.9					
333.2	BRONAUGH . . . . .		N-16		Trains arriving Nassau Jct. will secure authority from train dispatcher or operator at Nevada before fouling main track on Carthage Subdiv.
10.1	LIBERAL, MO. . . . .		N-26		
343.3					
343.4	⊙BN⊙ . . . . .				
9.4					
352.8	CORNELL, KAN. . . . .		N-35	2802	
4.8					
357.6	⊙KCS G . . . . .				Yard Limits: Nassau Jct. to MP 321-17; Pittsburg, MP 355-00 to MP 360-18 and MP 422-00 to Coffeyville.
0.4					
358.0	PITTSBURG. . . . .	⊙⊙⊙	N-41	Yd.	
4.8					
362.8	FLEMING . . . . .		N-46	1991	
2.8					
365.6	⊙BN⊙ . . . . .				Maximum Speed MPH (Except as below) . . . 30 MP 392-09 — MP 392-30 . . . . .) 15
0.2					
365.8	CHEROKEE . . . . .		N-48	834	
1.0					
366.8	⊙BN G . . . . .				
12.8					
379.6	SHERWIN ⊙BN G . . . . .		N-62	1320	
6.5					
386.1	FAULKNER . . . . .		N-68	1561	
6.7					
392.8	CHETOPA . . . . .		N-75	1820	
0.4					
393.2	⊙MKT G . . . . .				
14.9					
408.1	EDNA . . . . .		N-91		
5.1					
413.2	VALEDA . . . . .		N-96	930	
9.8					
423.0	⊙AT&SF⊙MKT⊙ . . . . .				
0.3					
423.3	COFFEYVILLE . . . . .	⊙ T⊙⊙⊙⊙	R-135	Yd.	
	104.0				

MIDLAND VALLEY SUBDIV. — CENTRAL DIVISION

WEST Miles	STATIONS	EAST	Station Nos.	Sidings Feet	
20.8	PANAMA . . . . .		MV21		Rule 99 (d) in effect. Yard limits: MP 93-00 to MP 101-04 and MP 146-04 to MP 154-23.
8.5					
29.3	⊙FS & VB⊙ . . . . .				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
11.6					
40.9	KEOTA . . . . .		MV41		
14.3					
55.2	STIGLER . . . . .		MV55		
12.3					
67.5	PORUM . . . . .		MV67		
9.7					
77.2	WARNER . . . . .		MV77		
18.6					
95.8	SHOPTON . . . . .	⊙⊙T⊙⊙	MV96	Yd.	
1.3					
97.1	⊙BN⊙ . . . . .				
0.1					
97.2	⊙MKT G . . . . .				
2.9					
100.1	MUSKOGEE⊙MP G. . . . .	⊙⊙T⊙	MV97		
17.2					
117.3	HASKELL . . . . .		MV117		
16.7					
134.0	BIXBY . . . . .		MV134		
7.5					
141.5	JENKS . . . . .		MV142		
6.6					
148.1	TULSA . . . . .	⊙T⊙⊙⊙	MV152	Yd.	
4.2					
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.

SOUTH Miles	STATIONS	NORTH	Station Nos.	Sidings Feet	
334.4	OSAWATOMIE . . . . .	⊙-2⊙T⊙	MX-341	Yd.	
0.5					
334.9	⊙MP⊙ . . . . .				
1.1					
336.0	TOLER . . . . .				
2.9					
338.9	BALDWIN . . . . .				
4.6					
343.5	LANE JCT. . . . .		R-9		
9.9					
353.4	HECLA . . . . .	†	R-20	7401	
4.0					
357.4	⊙AT&SF⊙ . . . . .				
3.8					
361.3	BIRCH . . . . .	†	R-29	7640	
10.4					
371.7	DIXON . . . . .	†	R-39	9124	
10.0					
381.7	FIELDS . . . . .	†	R-51	7627	
9.3					
391.0	VERNON . . . . .	†	R-59	8944	
7.5					
398.5	DURAND . . . . .	⊙⊙-2T⊙	H-85	8260	
16.6					
415.1	ROPER . . . . .	†	R-82	7981	
2.5					
417.6	BENEDICT ⊙AT&SF⊙ . . . . .		R-85		
8.1					
425.7	HENNELLY . . . . .	†	R-94	7740	
9.1					
434.8	NEODESHA . . . . .	⊙†	R-102	8177	
0.1					
434.9	⊙BN⊙ . . . . .				
7.4					
442.3	SYCAMORE . . . . .	†	R-109	9473	
6.3					
448.6	⊙AT&SF⊙ . . . . .				
0.5					
449.1	INDEPENDENCE . . . . .	⊙	R-116	8008	
13.3					
462.4	DEARING . . . . .	†	R-130	8200	
5.4					
467.8	COFFEYVILLE . . . . .	⊙-2T⊙	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 Drugging 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 (Except as below)	MPH	BUSINESS TRACKS	MP	Sta. No.
MP 334-31 — MP 334-41	30	Greeley	348.1	R-15
MP 340-39 — MP 341-34	40	Garnett ⊙	357.6	R-24
MP 343-23 — MP 344-01	45	Westphalia	373.6	R-41
MP 348-03 — MP 348-24	25	New Strawn Spur	375.6	R-43
MP 348-24 — MP 348-26	45	Aliceville	377.4	R-44
MP 356-40 — MP 357-37	25	Le Roy ⊙	384.4	R-51
MP 371-27 — MP 372-26	45	Buffalo	411.2	R-78
MP 383-34 — MP 385-00	30	Altoona ⊙	427.2	R-94
MP 418-01 — MP 418-11	45	Blake	453.3	R-120
MP 423-00 — MP 423-11	45	DMA	461.2	R-129
MP 426-10 — MP 428-20	40	Fredonia . . . . .	⊙-2	426.5 RC-12
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		NORTH ▲	Sta- tion Nos.	Sid- ings Feet
		STATIONS				
662.8			COFFEYVILLE, KAN. ....	☐ ① ② -2T ☐	R-135	Yd.
660.5			2.3 ② MKT ②			
651.0			9.5 LENAPAH, OKLA. ....	☐	L-311	7724
634.4			16.6 CLEM .....	☐	L-294	9195
622.1			12.3 OOLONGAH. ....	☐ ①	L-282	7445
610.3			11.8 ② BN ②			
607.3			3.0 PRATT .....	☐	L-268	7566
596.9			10.4 INOLA .....	☐ ①	L-257	9148
581.4			15.5 WAGONER ② MKT ②	☐ ②	L-242	
579.6			1.8 COOKSON .....	☐	L-239	9136
575.5			4.1 OKAY JCT. ....		L-233	
568.7			6.8 OG & E SPUR .....		L-229	
557.5			17.2 BRAGGS .....	☐	L-218	8533
541.3			14.6 UPSON .....		L-201	7800
526.7			7.0 ② KCS ②			
519.7			15.0 HANSON .....		L-180	8214
504.7			6.3 GREENWOOD, OKLA. ....		L-164	9057
498.4			1.2 ② BN ②			
497.2			1.2 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 Dragging 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).

### (Continued from Page 44)

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 363-21 is illuminated, train may proceed at low speed.

Miles	SOUTH ▼	Radio communication via Channel One, Call-in Two		NORTH ▲	Sta- tion Nos.	Sid- ings Feet
		STATIONS				
497.2			VAN BUREN .....	☐ ① ② -2T ②	L-158	Yd.
486.0			11.2 DYER .....		L-146	7554
469.7			16.3 POPING .....		L-130	7488
464.8			4.9 OZARK .....	② -2	L-125	3859
456.5			8.3 ALIX .....		L-117	7510
443.0			13.1 SPADRA .....		L-105	7530
435.6			7.4 CLARKSVILLE JCT. ....		L-93	
427.5			8.1 SCOTIA .....	T ① ②	L-85	8200
417.7			9.8 RUSSELLVILLE .....	☐ ②	L-75	6215
417.6			0.1 D.&R. CONN. ....			
410.7			6.9 WORTHEN .....		L-68	7906
400.1			10.6 BLACKVILLE .....		L-57	7754
392.5			7.6 MORRILTON .....		L-50	4728
381.3			11.2 MENIFEE .....		L-38	7536
373.1			8.2 CONWAY .....	☐ ② -2 ②	L-30	7506
363.6			9.5 MAYFLOWER .....		L-21	10684
344.2			19.4 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 Dragging Equipment Detectors located \*MP 368-26, \*MP 433-14 and \*MP 463-20.

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

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.



WEST		Radio communication via Channel One, Call-in One. At Texarkana and Centennial Yard, Channel Two		EAST	
First Class	21	DALLAS SUBDIVISION		First Class	22
Mon. Wed. Sat.	Pagr.	Miles	STATIONS	Stations Nos.	Sidings Feet
AM 8 19	0.0		TEXARKANA, ARK ...	TP-0	Yd.
	0.5		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 34	66.3		MARSHALL @S@T	TP-67	8243
	70.5		QUINCY	TP-70	4748
	75.3		KEOKUK	TP-75	7484
	81.5		LANSING JCT.	TP-83	
	87.7		RED		
s10 06	89.6		LONGVIEW @S@T	TP-90	Yd.
	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 @S@T	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. @S@T	TP-210	7037
	214.2		TOWER 19		
s1 05			DALLAS @S@T	TP-215	s4 45
	214.8		TERMINAL JCT. @T	TP-216	
	216.1		BROWDER @S@T	TP-218	4362
	226.4		GRAND PRAIRIE	TP-227	4570
	229.0		BOP @S@T	TP-230	Yd.
	232.7		ARLINGTON	TP-233	4179
	241.1		POLY	TP-241	
2 25 PM	245.4		TOWER 55 @S@T	TP-245	3 45 PM
	251.1		CENTENNIAL YD. @S@T	TP-250	

TIMETABLE NO. 21

Yard Limits: MP 488-30 at Texarkana and SSW crossing; MP 244-02 and MP 248-01.

Maximum Speed	MPH Psgr. Frt.	Maximum Speed	MPH Psgr. Frt.
(Except as below)	75 60	Eastward Absolute Sig. Tower	
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 244-02	40 40
MP 46-20 — MP 47-22	70 —	MP 244-02 — MP 252-00	20 20
MP 48-20 — MP 49-00	70 —	Through Interlocking Tower 55	15 15
MP 50-06 — MP 50-14	50 50	Maximum Speed on controlled sidings	35
MP 50-14 — MP 51-17	30 30	MPH unless otherwise restricted.	
MP 51-17 — MP 54-00	65 —	In siding Marshall:	
MP 56-11 — MP 56-25	65 —	MP 66-15 — MP 66-23	15 15
MP 59-00 — MP 65-16	65 —	Inside tracks auto convoy-TOFC	
MP 65-16 — MP 67-06	30 30	Mesquite	10 10
MP 67-06 — MP 68-33	65 —	Through sidings and turnouts	
MP 80-07 — MP 80-19	65 —	East Yard Ft. Worth	15 15
MP 80-19 — MP 81-16	60 —		
MP 81-16 — MP 85-00	65 —	<b>Business Tracks</b>	
MP 86-06 — MP 95-06	40 40*	Hoot	6.5 TP7
MP 100-21 — MP 104-30	40 40*	South	
MP 112-33 — MP 112-34	45 45	Texarkana	11.4 TP11
MP 112-34 — MP 113-11	65 —	Pirkey	76.1 TP76
MP 126-14 — MP 126-25	70 —	Trinity	84.6 TP85
MP 131-14 — MP 132-07	65 —	Pumps	87.0 TP87
MP 136-00 — MP 136-12	40 40*	Hawkins	118.6 TP119
MP 139-29 — MP 141-07	70 —	Debbie	128.9 TP129
MP 148-07 — MP 148-36	60 40	Amoco	156.3 TP157
MP 148-36 — MP 149-19	40 40	Forney	194.0 TP194
MP 156-00 — MP 157-00	60 35*	Mesquite Team	202.0 TP202
MP 166-09 — MP 167-01	35 35*	Skyline	205.6 TP205
MP 182-06 — MP 183-09	40 40	Eagle Ford	220.0 TP220
MP 183-26 — MP 184-18	60 —	Cloudy	222.0 TP224
MP 192-07 — MP 193-00	70 —	June Pit	223.2 TP225
MP 193-07 — MP 194-10	45 40	Mt. Creek	223.8 TP226
MP 194-10 — MP 196-14	65 —	Great	
MP 196-14 — MP 201-10	70 —	Southwest	231.2 TP231
MP 201-10 — MP 203-00	45 45	Handley	239.2 TP239
MP 203-00 — MP 205-15	70 —	Jamestown	242.9 TP243
MP 205-15 — S.P. MP 2.1	20 20	Fort Worth	245.8 TP246
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 248-00, 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 Dragging Equipment Detectors: \*MP 29-15, MP 54-24, MP 80-05, MP 108-05, \*MP 162-11, and \*MP 190-18.

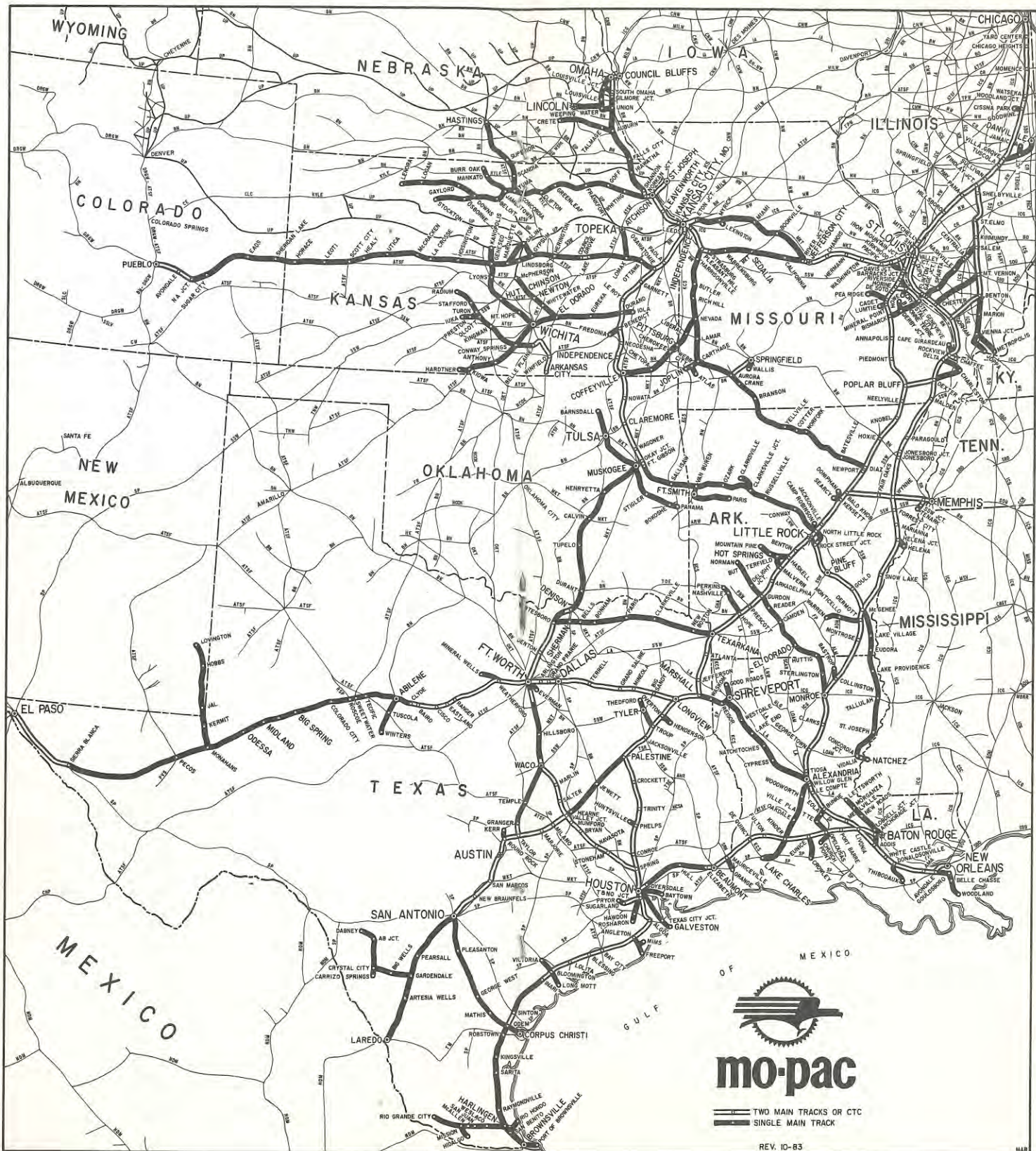
Trains originating secure clearance at Longview, Texarkana and Centennial Yd. or Tower 55.

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. 21





**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 &amp; CENTRAL DIVS.

Maximum Speed between Okay Jct. and KO&G Jct. (Except as below)..... 49	Miles	Radio communication via Channel One		Station Nos.	Sidings Feet
		SOUTH STATIONS	NORTH STATIONS		
MP 128-08 —	120.2	OKAY JCT		L-233	
MP 128-12 ... 10	122.5	2.4			
City Limits		VERDIGRIS RIVER	⊙		
Muskogee ... 25+	128.3	5.8			
Muskogee Over MP		ⓈMKT			
Broadway & Okmulgee Sts.	133.8	5.4			
Muskogee ... 12	145.9	MUSKOGEE	Ⓢ MP	MG-3	Yd.
MP 167-14 —		12.1			
MP 167-20 ... 45	158.5	WAINWRIGHT		MG-146	7766
MP 173-00 —		12.6			
MP 175-00 ... 25	174.1	HITCHITA		MG-159	3420
MP 184-22 —		15.6			
MP 185-01 ... 40	188.6	HENRYETTA	T	MG-174	4140
MP 202-00 —		14.5			
MP 217-00 ... 40	202.2	TANNER		MG-189	4543
Except: Calvin — Over MKT		13.6			
MP 231-03 —	202.2	MINA		MG-202	7560
MP 231-13 ... 45	215.3	13.1			
MP 242-16 —		ⓈMKT			
MP 246-13 ... 40	216.3	1.0			
MP 256-19 —		CALVIN		MG-216	4303
MP 256-27 ... 30	230.0	13.7			
MP 267-22 —		ALLEN		MG-230	5042
MP 273-17 ... 40	252.5	22.5			
MP 291-19 —		TUPELO		MG-252	7798
MP 295-18 ... 30	269.5	17.0			
Thru Conn. KO&G Jct. ... 15	278.0	WAPANUCKA		MG-270	
		8.5			
	278.0	CAIN		MG-279	7760
		19.6			
	297.6	KO&G JCT, OKLA.		MG-298	
		20.9			
		RAY-DENISON, TEX.	Ⓢ	MG-662	Yd.
			Via		
			Ⓢ		
			MKT		
		198.3			
Yard Limits		Business Tracks		MP No.	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	
		Kenefick	287.3	MG-287	
		Durant	298.0	MG-298	

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

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.

Operation over Verdigris River MP 122.5 joint-MKT.

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)..... 60	Miles	Radio communication via Channel One		Station Nos.	Sidings Feet
		SOUTH STATIONS	NORTH STATIONS		
MP 173.3 —	173.1	RAY-DENISON, TEX.	Ⓢ	MK622	Yd.
MP 173.7 ... 35		20.9			
MP 186.2 —	179.5	WHITESBORO JCT.		TA-173	Yd.
MP 186.5 ... 50		6.4			
MP 188.6 —	191.5	COLLINSVILLE		TA-179	4143
MP 188.1 ... 50		12.0			
MP 191.5 —	204.6	PILOT POINT		TA-191	7874
MP 192.1 ... 40		13.1			
MP 203.3 —	209.1	MINGO		TA-203	7610
MP 203.7 ... 30		4.5			
MP 207.9 —	225.4	DENTON		TA-209	7208
MP 210.1 ... 20		16.3			
MP 221.7 —	235.5	ROANOKE		TA-225	7967
MP 222.2 ... 30		10.1			
MP 228.6 —	238.1	WATAUGA		TA-235	2654
MP 228.9 ... 55		2.6			
MP 237.2 —	240.5	ⓈSSW			
MP 243.4 ... 30		2.4			
MP 243.4 —	244.5	HODGE		TA-240	9816
MP 252.0 ... 20		4.0			
Tower 55 — Through Interlocking ... 15		TOWER 55	Ⓢ	TP-245	Yd.
On Wye tracks Tower 55 ... 10					
Yard Limits: Tower 55: MP 243.4 — MP 248.01		92.3			

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 Peach Street and MP 248-01 be governed by instructions of yardmaster or Operator Tower 55.  
 Between MP 248-01 and MP 252 movement of trains and engines will be governed by yardmaster.  
 Hot Box and Dragging Equipment Detectors — ⓈMP 194.3 and ⓈMP 219.4.

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

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











Maximum Speed (Except as below) . . . . .		MPH 50	Radio Communication via Channel One, Call-in One			Station Nos.	Sid- ings Feet
MP	MP		Miles	WEST ▼	EAST ▲		
294-17	295-19	35	251.1	CENTENNIAL YD. T §T@	TP-250	Yd.	
326-05	326-25	45	260.3	IONA . . . . . 9.2	TP-260	7794	
329-28	337-03	35	273.1	EARLS . . . . . 12.8	TP-273	7983	
340-14	341-10	45	277.3	WEATHERFORD . . . . . 4.2	TP-277	8327	
343-05	345-18	35	287.1	PREBLE . . . . . 9.8	TP-287	6788	
360-11	363-18	45	294.1	BENNETT . . . . . 7.0	TP-294	7194	
363-18	363-25	40	301.1	BRAZOS . . . . . 7.0	TP-301	6961	
363-25	364-00	45	313.5	JUDD . . . . . 12.4	TP-313	6972	
383-06	388-18	35	326.8	STRAWN . . . . . 13.3	TP-326	6959	
392-00	393-15	30+	338.7	TIFFIN . . . . . 11.9	TP-338	6809	
405-11	406-04	45	340.8	RANGER . . . . . 2.1	TP-341	6914	
406-04	409-07	30	351.5	EASTLAND . . . . . 10.7	TP-351	6914	
413-00	414-20	40	360.7	CISCO . . . . . 9.2	TP-361	9803	
438-03	438-13	40	367.9	DOTHAN . . . . . 7.2	TP-368	6920	
446-30	448-14	35	381.7	JAYELL . . . . . 13.8	TP-381	6772	
509-00	510-00	20	385.8	BAIRD . . . . . 4.1	TP-386	6914	
			392.8	CLYDE . . . . . 7.0	TP-392	7405	
			404.5	HOLDER . . . . . 11.7	TP-405	8779	
			406.6	ABILENE . . . . . 2.1	TP-407	Yd.	
			409.9	BAGDAD . . . . . 3.3	TP-409	6008	
			415.0	TYE . . . . . 5.1	TP-414	5520	
			423.9	MERKEL . . . . . 8.9	TP-423	7775	
			429.7	TRENT . . . . . 5.8	TP-429	4718	
			437.0	ESKOTA . . . . . 7.3	TP-438	7481	
			441.0	TECIPIC . . . . . 4.0	TP-441	6914	
			447.8	SWEETWATER . . . . . 6.8	TP-448	11673	
			456.4	ROSCOE . . . . . 8.6	TP-456	7451	
			466.4	LORAINÉ . . . . . 10.0	TP-467	7451	
			478.1	DOMÉ . . . . . 11.7	TP-479	8266	
			491.1	LATAN . . . . . 13.0	TP-492	7474	
			503.7	COAHOMA . . . . . 12.6	TP-503	7401	
			508.5	ZILER . . . . . 4.8	TP-509	4352	
			513.4	BIG SPRING . . . . . 4.9	TP-513	Yd.	
				262.3			

Hot Box and Dragging Equipment Detectors located \*MP 282-30, MP 317-02, MP 347-09, \*MP 377-00, MP 416-00, MP 453-00 and MP 485-14.

No. 16 Turnouts: Old E. Main— West end Centennial Yd.; Big Spring— E. end Old Main; all sidings except: Ranger, Baird, Tye, Trent, Colorado City and Ziler; E. end Roscoe, Loraine; W. end Holder, Eskota, Dome and Iatan.

## WMW&amp;NW SUBDIV. — RIO GRANDE DIV.

Maximum Speed . . . . . 10 MPH		Miles	WEST STATIONS EAST		Station Nos.
Yard Limits: Entire Subdiv.			▼	▲	
Radio Communication via Channel One, Call-in One.		0.0	WEATHERFORD . . . . .	▲	TP-277
		18.1	WOLTERS . . . . .		TK-18
		22.0	MINERAL WELLS . . . . .	○T	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		Miles	WEST ▼	EAST ▲		
533-00	541-00	40	513.4	BIG SPRING . . . . . §T@	TP-513	Yd.	
546-00	551-19	40	523.9	MORITA . . . . . 10.5	TP-524	7560	
551-19	556-15	25+	533.3	STANTON . . . . . 9.5	TP-534	7492	
556-15	576-00	40	549.2	CHUB . . . . . 15.3	TP-549	6944	
587-03	587-17	55	553.3	MIDLAND . . . . . 4.2	TP-553	6944	
608-00	611-00	35	559.0	BOUNCE . . . . . 5.8	TP-559	4335	
646-25	647-04	45	563.8	PEGASUS . . . . . 4.9	TP-564	8312	
692-23	696-20	55	568.7	SOLO . . . . . 4.9	TP-569	4261	
735-08	735-19	50	570.3	ODESSA . . . . . 1.6	TP-570	Yd.	
741-10	744-00	45	578.9	ARCADE . . . . . 8.6	TP-579	7862	
			584.1	DOURO . . . . . 5.1	TP-584	4303	
			593.7	METZ . . . . . 9.6	TP-594	7899	
			609.4	MONAHANS . . . . . 15.7	TP-609	7465	
			615.6	WICKETT . . . . . 6.2	TP-615	5392	
			624.2	PYOTE . . . . . 8.6	TP-624	4898	
			646.6	PECOS . . . . . 22.4	TP-647	4539	
			666.1	TOYAH . . . . . 19.5	TP-666	9551	
			676.7	GOZAR . . . . . 10.6	TP-676	4220	
			686.3	SAN MARTINE . . . . . 9.6	TP-687	4184	
			691.2	LEVINSON . . . . . 4.9	TP-691	4130	
			698.8	KENT . . . . . 7.6	TP-698	4348	
			708.8	BORACHO . . . . . 10.0	TP-709	8522	
			727.1	WILD HORSE . . . . . 18.3	TP-727	4216	
			735.0	VAN HORN . . . . . 7.9	TP-735	3579	
			746.5	ALLAMORE . . . . . 11.5	TP-746	4223	
			753.9	EAGLE FLAT . . . . . 7.4	TP-754	4232	
			763.6	ARISPE . . . . . 9.7	TP-764	4129	
			768.5	SIERRA BLANCA . . . . . 4.9	TP-768	6914	
			858.4	EL PASO . . . . . 88.4	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.	Sidings Feet
LASCA . . . . .	746.1	TP-777	8507
SMALL . . . . .	751.3	TP-785	8479
FINLAY . . . . .	759.1	TP-790	7835
McNARY . . . . .	770.1	TP-803	8306
ISER . . . . .	783.6	TP-815	9978
TORNILLO . . . . .	794.2	TP-826	8589
FABENS . . . . .	800.1	TP-831	—
CLINT . . . . .	807.3	TP-839	8705
BELEN . . . . .	815.2	TP-846	—
YSLETA . . . . .	817.0	TP-848	—
ALFALFA . . . . .	822.8	TP-854	—
TOWER 47 SP CONN. . . . .	827.5	—	—



SOUTH		Radio communication via Channel One	Station Nos.	Sidings Feet	NORTH	
First Class 21	Miles				First Class 22	Sun. Tues. Fri.
Mon. Wed. Sat.		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@SP@ .....	AX-171	5427		
	93.9	VALLEY JCT@MP@ .....	AX-175	Yd.		
	99.6	GAUSE .....	AX-181	8170		
	110.0	MILANO@AT&SF@ .....	AX-191	7744		
	123.4	MARJORIE .....	AX-205	7880		
	138.4	THRALL .....	AX-220	7762		
	144.4	@MKT@ .....				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@SP@ .....	AX-247	4564		
	173.8	SNEED .....	AX-253	8507		
s7 08	179.1	AUSTIN .....	AX-262	2700	s10 52	
	187.3	BERGSTROM .....	AX-268	7370		
	201.0	KYLE .....	AX-282	7391		
	208.7	CENTEX .....	AX-288	8193		
	208.8	MKT JCT .....	AX-290			
s7 48	209.7	SAN MARCOS .....	AX-291		s10 06	
	221.5	GOODWIN .....	AX-302	9545		
	227.4	@MKT@ .....				
	234.5	CORBYN .....	AX-316	7626		
	241.0	BRACKEN .....	AX-322	7995		
	251.5	NORTH LOOP .....	AX-333	7596		
	254.0	ADAMS .....	AX-335	3684		
	259.1	SAN ANTONIO .....	AX-340			
9 00	259.8	APACHE JCT@SP G .....	AX-341		9 05	
PM	260.4	@SP@ .....				AM
	264.3	SOSAN .....	AX-345			
		264.3				

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 MP 259.0 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 265.0.

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	MPH	Maximum Speed	MPH
MP 0.0 — MP 93.9		MP 179.1 — MP 180.2	15 15
(Except as below)	50	MP 180.2 — MP 186.1	35 35+
MP 0.0 — MP 1.5	20	MP 190.5 — MP 192.0	60 55
City Limits Palestine	30+	MP 192.0 — MP 195.0	65 —
MP 13.0 — MP 14.0	30	MP 201.6 — MP 203.2	55 50
MP 17.7 — MP 18.1	45+	MP 205.3 — MP 207.6	55 50
MP 21.1 — MP 21.3	45	MP 207.6 — MP 211.1	30 30
MP 34.3 — MP 35.2	40	MP 219.9 — MP 220.0	60 —
MP 61.9 — MP 62.2	45	MP 225.3 — MP 228.1	30 30+
MP 64.2 — MP 64.6	45	MP 228.3 — MP 232.0	60 50
MP 65.5 — MP 65.7	45	MP 232.0 — MP 235.6	60 —
MP 76.4 — MP 77.4	45+	MP 240.3 — MP 240.7	60 —
MP 88.9 — MP 91.4	25+	MP 242.8 — MP 244.3	60 —
MP 93.3 — MP 93.4	20	MP 247.4 — MP 249.4	60 —
MP 93.9 — MP 144.9		MP 252.1 — MP 256.1	45 45
(Except as below)	60	MP 256.1 — MP 257.4	40 40
MP 94.7 — MP 94.9	45	MP 257.4 — MP 258.5	30 30
MP 109.9 — MP 113.0	40	MP 258.5 — MP 259.9	20 20+
MP 113.0 — MP 114.0	45	MP 259.9 — SP Crossing	
MP 118.7 — MP 120.9	45+	No. 1 until crossing	
RS&S Yard	10	occupied	06 06
MP 131.9 — MP 132.8	45+	MP 260.0 — MP 260.9	30 30
MP 143.9 — MP 144.3	25+	MP 260.9 — MP 264.7	35 35
MP 144.3 — MP 144.9	15	MP 264.7 — MP 264.9	15 15
	Psgr. Frt.		
MP 144.9 — MP 264.3			
(Except as below)	70 60		
MP 144.9 — MP 146.5	25 25+		
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. Speed 10 MPH.		
Beavens	42.8	AX-115	Buda	194.2	AX-276
Koch (Conn. FWD)	45.7	AX-127	Texas Cement	196.1	AX-278
New Baden	73.1	AX-154	Cedar Supply	202.3	AX-284
Rockdale	119.1	AX-201	Kroger	211.6	AX-293
Marjorie (Conn. RS&S)	124.4	AX-205	New Braunfels	227.3	AX-308
Thorndale	132.2	AX-214	Landas Park	227.8	AX-309
Hutto	153.4	AX-235	Dittlinger	231.1	AX-312
Round Rock	161.6	AX-243	Parker Bros.	231.2	AX-312
Georgetown Ind. Lead 2.0 mi.			Ogden	236.7	AX-318
Round Rock to Kerr DX-002.			Wetmore	247.7	AX-329
Max. Speed 10 MPH.			Longhorn Industrial Lead 4.0 miles.		
IBM	169.0	AX-251	Max. Speed 20 MPH.		
Hooper	171.1	AX-254	Longhorn	249.2	AX-330
Stripling Blake	171.9	AX-253	Green Light Spur	250.0	AX-331
Steck Paper Co.	172.1	AX-253	Towne Spur	251.8	AX-333
Vinson	183.8	AX-265	Cementville	253.6	AX-334



Miles	Radio communication via Channel One		Station Nos.	Sidings Feet
	SOUTH STATIONS	NORTH STATIONS		
264.3	SOSAN	⊙@T⊙\$⊙	AX345	Yd.
318.0	MELON		AX399	7501
339.5	GARDENDALE	@T	AX422	7018
345.8	COTULLA		AX427	4616
367.6	ATLEE		AX449	3191
408.3	NYE	⊙	AX490	
412.0	⊙TM⊙			
412.2	LAREDO	@T⊙\$⊙	AX494	Yd.
147.9				

Yard Limits: MP 259.0 to MP 265.0; MP 404.1 to end of track Laredo.  
Conditional Yard Limits: MP 265.0 to MP 268.0 8:01 a.m. to 6:01 p.m.

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	Lytile	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.	Miles	Radio communication via Channel One		Station Nos.	Sidings Feet
		SOUTH STATIONS	NORTH STATIONS		
Carrizo Springs — Ind. Lead 12.2 miles Crystal City — Carrizo Springs (FX-156) Max. Speed 25 MPH Max. Wt. 240,000 lbs.	190.8	DABNEY	\$	HX18	
	187.3	BLEWETT	⊙URA⊙	HX14	
Yard Limits: MP 105.0 to MP 107.0; MP 142.0 to MP 148.0.	146.0	CRYSTAL CITY	⊙@T⊙\$⊙	FX146	Yd.
	143.4	RIVER		FX143	Yd.
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.	134.5	BRUNDAGE		FX134	4324
	118.3	COUNTY LINE		FX118	2068
	105.0	GARDENDALE	@T⊙	AX422	
85.8					
		Business Tracks		MP	Sta. No.
		Kelley		172.9	GX-173
		LaPryor		163.9	GX-164

Miles	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet
	SOUTH STATIONS	NORTH STATIONS		
0.0	PALESTINE	⊙-1⊙ \$T⊙	AX-81	yd.
0.0	WEST JCT.		A-81	
1.6	SOUTH JCT.		A-83	
12.2	ELKHART		A-94	7512
37.5	CROCKETT	⊙-1	A-119	9121
64.8	TRINITY	⊙@-1	A-146	10200
84.0	PHELPS	⊙-1T	A-165	7807
95.7	NEW WAVERLY		A-177	4175
111.7	CONROE	@AT&SF	A-193	7100
127.7	SPRING JCT.	T	A-208	
128.3	LLOYD YD.	⊙-1X	A-210	yd.
131.5	WESTFIELD	X	A-213	
137.2	ALDINE	X	A-219	
142.0	McGOWEN	X	A-223	
145.8	BELT JCT.	⊙HBT⊙	A-227	
146.6	⊙SP⊙			
147.5	GULF COAST JCT.			
150.1	SETTEGAST YD.	⊙T⊙\$	B-379	yd.
150.1				

Hot Box and Drugging 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 except south switch Lloyd Yard, east and west lead switches north end Lloyd Yard.



Maximum Speed	MPH
T&NO Jct.—Algoa	45
(Except as below)	20
T&NO Jct.—MP 18	20
Around two curves on AT&SF MP 0.5 to MP 0.0	20
Wye Tracks Alvin and Algoa	25
Algoa—MP 269-07	50
(Except as below)	25
MP 343-09—MP 342-28	25
MP 320-08—MP 317-27	20
MP 309-17—MP 308-06	25
MP 305-17—MP 305-14	35
MP 285-15—MP 282-22	30+
MP 269-07—MP 240-01	35
MP 240-01—MP 118-09	40
(Except as below)	25
MP 187-02—MP 184-02	25
MP 162-07—MP 161-17	20+
MP 155-01—MP 154-07	20
MP 142-00—MP 140-00	25
MP 132-01—MP 131-06	20+
MP 125-09—MP 124-30	15+
MP 118-09—MP 0-00	40
(Except as below)	30
MP 95-00—MP 65-00	30
MP 48-00—MP 45-12	35
MP 25-6—MP 24.8	15
MP 22.1—MP 18.0	20+
MP 3.1—MP 3.0	15+
MP 3.0—MP 1.0	20
<b>BUSINESS TRACKS</b>	Sta. No.
Monsanto Storage	335.9 B-336
Chocolate Bayou	
Spur	335.6 B-336
Danbury	327.3 B-327
Pan American	
Petroleum Spur	298.5 B-299
Abercrombie	297.5 B-297
Bay-Tex Fertilizer	290.5 B-290
Celanese Storage	277.3 B-277
Elmaton	269.6 B-270
McFaddin	209.4 B-209
Refco Corp.	190.4 B-190
Refugio	186.0 B-186
Cranell	173.6 B-174
Calallen	148.1 B-148
Corpus Christi Filtration Plant	147.3 B-147
Lon Hill	146.7 B-147
Nueces	138.7 B-138
Driscoll	132.1 B-132
Chemcel	122.8 B-123
Ricardo	112.0 B-112
Riviera	103.1 B-103
Turcotte	82.8 B-83
Yturria	52.4 B-52
Lyford	41.4 B-41
Sebastian	36.9 B-37
Russelltown	14.1 B-14
<b>Yard Limits:</b>	
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	
<b>Conditional Yard Limits:</b> 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.	

Radio communication via Channel One		STATIONS	Station Nos.	Siding Feet
SOUTH	NORTH			
Miles				
377.0		SETTEGAST YD. T	B-379	Yd.
368.1		8.9		
20.3		NEW SOUTH YD. SP	B-368	Yd.
19.4		0.9		
		T & NO JCT.		
14.0		5.4	n7690	
		MYKAWA	s9350	
		4.0		
10.0		PEARLAND		5400
		5.9		
4.1		HASTINGS		12800
		4.1		
0.0		ALVIN		Yd.
28.6		4.2		
24.4		ALGOA	B-343	
343.2		0.4		
342.8		BROWNIE	B-342	9636
		9.4		
333.4		LIVERPOOL	B-333	7552
		13.4		
320.0		ANGLETON	B-321	Yd.
		11.8		
308.2		BRAZORIA	B-308	8000
		2.7		
305.5		S. BERNARD RIV.	B-306	
		4.7		
300.8		SWEENEY	B-301	5095
		9.1		
291.7		ALLENHURST	B-292	7800
		7.6		
284.1		AT&SF		
		0.3		
283.8		BAY CITY	B-284	5121
		8.6		
275.2		BUCKEYE	B-275	7800
		10.6		
264.6		BLESSING	B-265	7800
		14.9		
249.7		LAWARD	B-250	7800
		4.8		
244.9		LOLITA (PCN Conn.)	B-245	
		4.8		
240.1		VANDERBILT	B-240	Yd.
		10.6		
229.5		KEERAN	B-230	5547
		5.2		
224.3		PLACEDO	B-224	
		5.0		
219.3		BLOOMINGTON	B-219	6375
		3.3		
216.0		BARGE CANAL		
		10.3		
205.7		INARI	B-205	7521
		12.3		
193.4		GRETA	B-193	7252
		13.4		
180.0		WOODSBORO	B-180	6392
		18.0		
162.0		SINTON JCT.	B-162	2224
		1.0		
161.0		SINTON	B-162	10864
		6.5		
154.5		ODEM	B-155	3656
		13.1		
141.4		ROBSTOWN	B-141	5773
		16.5		
124.9		BISHOP	B-125	
		6.5		
118.4		KINGSVILLE	B-119	Yd.
		21.0		
97.6		SARITA	B-98	4249
		20.6		
77.0		ARMSTRONG	B-77	7506
		9.4		
67.6		NORIAS	B-68	4098
		21.2		
46.4		RAYMONDVILLE	B-46	5228
		19.6		
26.8		SP		
		1.2		
25.6		HARLINGEN	B-25	Yd.
		6.6		
19.0		SAN BENITO	B-19	
		18.3		
0.7		BROWNSVILLE	B-0	Yd.
		377.0		

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.

Trains and engines operating on Texas Mexican Railway at Robstown (Tex-Mex MP 145 to MP 148) — be governed by Uniform Code of Operating Rules and the following: Timetable direction MP 145 to MP 148 is west to east and Tex Mex timetable not required between these points. ABS Rules not in effect. Rule 93 in effect, no first class trains are scheduled. Maximum speed 10 MPH.

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

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

#### Seadrift Industrial Lead

Maximum Speed	MPH
(Between Bloomington and Long Mott)	14.0 miles
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

MP	Sta. No.
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	MP	Sta. No.
Ross	7.3	BH-10
Clute	9.5	BH-8
Hoskins	11.4	BH-6
Freeport	15.4	BH-0

#### Business Tracks

MP	Sta. No.
Fresnal	6.6 BS-6
Rio Hondo	9.0 BS-9
SPG	5.5

#### Phillips Refinery Spur — MP 297.5

Maximum Speed	MPH
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

SP MP 1.2

#### Celanese Industrial

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

#### Victoria Industrial Lead

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

Business Tracks	MP	Sta. No.
Dernal	4.2	BM-4
Tennessee Gas	4.5	BM-4







ABS — Settegast Jct. to DeQuincy CTC — Settegast Jct. to Dyersdale Jct. and Elizabeth to DeQuincy	Radio communication via Channel One, Call-in Two STATIONS			Station Nos.	Sidings Feet
	WEST	EAST			
Trains secure clearance - DeQuincy	508.0	DEQUINCY, LA. . . . .	ⓂⓈⓈ	B-508	8386
Trains originating Houston receive clearance	507.3	CS JUNCTION . . . . .		B-507	
Crews arriving and departing Settegast Yard will register in and out on the HB&T Railway Co. Register.	504.0	HELME . . . . .		B-504	4820
Two main tracks designated north and south between Langham Road and KCS Ry, drawbridge Beaumont; 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	STARKS . . . . .		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. ⓂⓈⓈ	□	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 — . . . . . 20 <sup>+</sup>	461.8	DRAWBRIDGE ⓂⓈⓈ			
MP 453-19 — GCL Jct. . . . . 20 <sup>+</sup>	461.6	ⓂⓈⓈ-AT&SF ⓂⓈⓈ			
MP 507-11 — . . . . . 20	460.8	GCL JCT. . . . .			
MP 508-25 — . . . . . 20	460.3	ⓂⓈⓈ-KCS ⓂⓈⓈ			
Sta. . . . .	459.1	BEAUMONT . . . . .	T ⓂⓈⓈ	B-461	Yd.
Business Tracks MP No. . . . .	455.1	ELIZABETH . . . . .	ⓂⓈⓈ	B-455	7768
Hardin . . . . . 422.4 B-422	451.1	AMELIA . . . . .	ⓂⓈⓈ ⓂⓈⓈ-2 ⓂⓈⓈ	B-450	Yd.
Int. Chem. Co. . . . . 418.5 B-418	441.3	GRAYBURG . . . . .		B-441	5541
Kenefick . . . . . 413.9 B-413	427.2	HULL . . . . .	ⓂⓈⓈ-2	B-427	8300
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.	409.0	MARTHA . . . . .		B-409	4664
All radio communication in connection with HB&T operation is to be handled exclusively on Channel 2.	398.8	HUFFMAN . . . . .	ⓂⓈⓈ-2	B-398	8470
Hot Box and Dragging Equipment Detectors located at #MP 402-23 and #MP 444-18. Timetable direction from GCL Jct. to CS Jct. is North. Northward trains secure KCS clearance at Beaumont.	385.0	DYERSDALE JCT. . . . .		B-385	
KCS Station . . . . . MP	381.6	SETTEGAST JCT. . . . .		B-382	Yd.
CS Jct. . . . . 720.3	378.0	GULF COAST JCT. . . . .		A-229	
Helme . . . . . 723.6	130.2				
Lucas . . . . . 728.4	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.				
Starks . . . . . 735.2	Hot Box and Dragging Equipment Detectors located at #MP 402-23 and #MP 444-18. Timetable direction from GCL Jct. to CS Jct. is North. Northward trains secure KCS clearance at Beaumont.				
Ruliff . . . . . 740.6	KCS Station . . . . . MP				
MP Crossing . . . . . 750.2	Alton Box Co. . . . . 721.2				
Mauriceville . . . . . 750.2	Green Island . . . . . 727.0				
Vidor . . . . . 760.4	Lucas . . . . . 730.4				
SP Jct. . . . . 764.9	Lemontville . . . . . 748.1				
Beaumont . . . . . 766.0	Korf . . . . . 764.9				
SP Crossing . . . . . 766.0	Max. Speed GCL Jct. to CS Jct. . . . . MPH				
GCL Jct. . . . . 766.6	(Except as below) . . . . . 50				
	Over MP Crossing MP 750.2 . . . . . 30 <sup>+</sup>				
	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				

ABS — DeQuincy to Anchorage Yd. CTC — DeQuincy to MP 641-15.	Radio Communication via Channel One, Call-in Two STATIONS			Station Nos.	Sidings Feet
	WEST	EAST			
Trains secure clearance at DeQuincy.	643.9	ANCHORAGE ⓂⓈⓈ ⓂⓈⓈ T ⓂⓈⓈ		B-644	
Yard Limits:	631.5	ERWINVILLE . . . . .		B-631	
MP 641-15 to end of track.	621.1	LIVONIA ⓂⓈⓈ ⓂⓈⓈ		TB-114	
Maximum Speed MPH (Except as below) . . . . . 50		ATCHFALAYA RIV. ⓂⓈⓈ ⓂⓈⓈ			
MP 507-11 — . . . . . 20	610.4	KROTZ SPRINGS . . . . .		B-610	4114
MP 508-25 — . . . . . 20	597.6	PORT BARRE . . . . .	T	B-597	5346
MP 543-27 — . . . . . 20 <sup>+</sup>	590.7	OPELOUSAS . . . . .	ⓂⓈⓈ	B-590	
MP 544-23 — . . . . . 20 <sup>+</sup>	590.2	ⓂⓈⓈ ⓂⓈⓈ			
City Limits Elton . . . . . 35 <sup>+</sup>	590.1	ⓂⓈⓈ ⓂⓈⓈ			
City Limits Basile . . . . . 30 <sup>+</sup>	584.2	LAWTELL . . . . .		B-584	3700
MP 568-24 — . . . . . 20 <sup>+</sup>	570.3	EUNICE . . . . .	ⓂⓈⓈ T	B-570	6550
MP 571-12 — . . . . . 20 <sup>+</sup>	559.5	BASILE . . . . .		B-559	4116
City Limits Opelousas . . . . . 20 <sup>+</sup>	544.5	KINDER ⓂⓈⓈ ⓂⓈⓈ	□ ⓂⓈⓈ T ⓂⓈⓈ	B-544	
MP 597-10 — . . . . . 30 <sup>+</sup>	543.4	K.D. SIDING . . . . .		B-543	7500
MP 610-15 — . . . . . 35	532.3	REAVES . . . . .		B-532	7616
MP 611-00 — . . . . . 35	515.3	GORDON . . . . .		B-515	5616
Between MP 641.2 and Anchorage . . . . . 20	508.4	ⓂⓈⓈ KCS ⓂⓈⓈ			
Business Tracks: MP No. . . . . Sta. No.	508.0	DEQUINCY, LA. . . . .	ⓂⓈⓈ ⓂⓈⓈ	B-508	8386
Boudreaux . . . . . 637.8	136.4				
McDearmon (Big River Ind.) . . . . . 630.8	Hot Box and Dragging Equipment Detectors located at *MP 529-32, *MP 563-22 and *MP 596-02.				
Livonia . . . . . 622.5	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.				
Lott . . . . . 617.2					
East Krotz Springs . . . . . 611.2					
Hazelwood . . . . . 600.1					
Tyrone . . . . . 565.1					
Unatex . . . . . 563.6					
Elton . . . . . 553.6					
LeBlanc . . . . . 538.5					
Fulton . . . . . 523.2					



68 LAKE CHARLES SUBDIV. — NEW ORLEANS DIVISION

Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
SOUTH	NORTH			
Miles	STATIONS			
601.6	ALEXANDRIA .....	C-625	Yd.	MP 602-10 — 50
	9.0			MP 602-20 — 35
610.6	WOODWORTH .....	C-634	2997	MP 602-20 — 40
	5.1			MP 618-00 — 40
615.7	BRINGHURST .....	C-640	7500	MP 623-24 — 35+
	7.9			City limits
623.6	GLENMORA .....	C-647	3464	Oakdale .....
	12.0			On AT&SF
635.6	OAKDALE .....	C-659	7080	Tracks —
	0.4			Oakdale .....
636.0	⊙AT&SF⊙ .....			MP 649-24 —
	18.1			MP 651-00 .....
654.1	ELDER .....	C-679	4850	Wye Track
	6.5			Kinder .....
660.6	KINDER .....	B-544	Yd.	MP 661-07 — 15
	19.4			MP 690-02 .....
680.0	IOWA JCT.⊙SP⊙ .....	C-704		MP 690-02 .....
	10.2			MP 693-07 .....
690.2	⊙SP⊙ .....			Wharves &
	4.0			Apron Docks .....
694.2	LAKE CHARLES. ⊙⊙⊙⊙⊙	C-720	Yd.	5
	95.0			Rule 99(d) in effect
				between Kinder and Lake
				Charles.

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 ⊙SP ⊙  
 ⊙ KCS ⊙

No. 15, 16 or 20 turnouts both ends of sidings: Woodworth, Bringhurst and Glenmora.  
 Harbor Ind. Lead — Lake Charles to Harbor 12.4 miles — max. speed tangent track 25 MPH; curved track 10 MPH.  
 All radio communication in connection with Alexandria Terminal operation 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 Two		Station Nos.	Maximum Speed (Except as below) MPH
SOUTH	NORTH		
Miles	STATIONS		
570.3	EUNICE .....	B-570	MP 570-10 — MP 571-10 .....
	7.6		MP 590-28 — End Track .....
577.9	MOWATA .....	BD-578	Mill Row Lead — Crowley .....
	4.5		
582.4	MAXIE .....	BD-582	
	9.9		
592.3	CROWLEY .....	BD-592	
	22.0		

**Industrial Lead Entire Subdiv.**  
 Crowley-Mill Row Lead ⊙SP ⊙  
**BUSINESS TRACKS** MP No. Sta. No.  
 Gulf States .....

ALEXANDRIA SUBDIV. — NEW ORLEANS DIVISION 69

Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
SOUTH	NORTH			
Miles	STATIONS			
192.1	ALEXANDRIA. ⊙⊙T⊙⊙	C-625	Yd.	MP 195.8 — MP 190.4 .....
	1.7			MP 179.2 — MP 178.4 .....
190.4	WILLOW GLEN .....	TB190		MP 170.9 — MP 170.3 .....
	13.4			MP 163.3 — MP 162.5 .....
177.0	MEEKER .....	TB177	10453	MP 128.8 — MP 115.0 .....
	5.9			MP 118.9 — MP 117.6 .....
171.1	CHENEYVILLE .....	TB170		MP 114.8 — MP 115.0 .....
	0.9			MP 109.9 — MP 108.9 .....
170.2	SOUPAC JCT. ....	TB169		MP 102.5 — MP 101.0 .....
	7.1			MP 95.1 — MP 94.9 .....
163.1	BUNKIE .....	TB163	10249	MP 91.4 — MP 88.7 .....
	11.1			MP 86.7 — MP 84.0 .....
152.0	MORROWS .....	TB153	8960	MP 75.5 — MP 75.0 .....
	13.5			MP 66.0 — MP 64.0 .....
138.5	PALMETTO .....	TB139	11970	MP 16.4 — MP 16.6 .....
	9.0			MP 13.8 — MP 10.2 .....
129.5	MELVILLE ⊙⊙ .....	TB129		
	15.4			
114.1	LIVONIA ⊙MP⊙ .....	TB114	11165	
	12.3			
101.8	GROSSE TETE .....	TB102	11647	
	6.8			
95.0	MORLEY ⊙⊙ .....	TB95		
	4.9			
90.1	ADDIS .....	TB90	19342	
	4.6			
85.4	PLAQUEMINE .....	TB85		
	9.6			
75.8	WHITE CASTLE .....	TB75	6048	
	8.0			
67.8	McCALL .....	TB68	6806	
	3.1			
64.7	DONALDSONVILLE .....	TB65	10457	
	11.6			
53.1	ST. JAMES .....	TB52	10843	
	13.1			
40.0	JOHNSON .....	TB40	11336	
	11.5			
28.5	TAFT .....	TB28		
	6.4			
22.1	LULING .....	TB22		
	1.3			
20.8	AMA JCT. ....	TB20		
	1.5			
19.3	FARMERS .....	TB19		
	2.2			
17.1	SELLERS .....	TB17		
	0.6			
16.5	CYANAMID ⊙SP⊙ .....	TB16		
	2.6			
13.9	WILLS .....	TB13		
	2.5			
11.4	AVONDALE .....	C-806	Yd.	
	1.2			
10.2	W. BRIDGE JCT. ⊙ .....	TB10	Yd.	
	15.2			
	NEW ORLEANS. ⊙-B-2 ⊙T	C-817	Yd.	

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 Texmo Jct. and Willow Glen movement of trains and engines will be governed by instructions of yardmaster, Alexandria.

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.  
 Operation Race St. to Gentilly Yard via SBD RR.



Maximum Speed MPH (Except as below) . . . . . 35	Radio Communication via Channel One, Call-in Two, 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	BATCHELOR . . . . .	TD-51	4163
Lobdell Jct.—West Jct. (Conn. with MP Baton Rouge Subdiv. . . . . 20	750.9	MORGANZA . . . . .	TD-42	1234
MP 11-26 — MP 11-25 . . . . . 10	760.9	NEW ROADS . . . . .	TD-33	3768
MP 11-25 — MP 0-00 . . . . . 20	768.3	GLYNN . . . . .	TD-25	1655
Business Sta. Tracks MP No.	779.9	LOBDELL . . . . .	TD-13	7741
La Cour . . . . . 745.0 TD-48	780.7	LOBDELL JCT. . . . .	TD-12	
Morrison . . . . . 755.5 TD-38	12.8			
Bertha . . . . . 761.1 TD-32	11.9	BR JCT. . . . .	TD-10	
Cajun Elec. Power . . . . . 762.6 TD-30	10.4	ANCHORAGE JCT. @MP . . . . .	TD-9	
La. Elec. Coop . . . . . 766.4 TD-26	7.8	PORT ALLEN . . . . .	TD-8	
Smithfield . . . . . 774.4 TD-19	6.5	CANAL @ . . . . .	TD-6	
Avoyelles Parish Coop . . . . . 2.0 TD-2	0.0	ADDIS . . . . .	TB-90	Yd.
		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 fuses protects movement on the ground at the crossing. A lighted red fuse must be left displayed during the time the crossing is obstructed.

### BATON ROUGE SUBDIV. — NEW ORLEANS DIV.

Business Tracks MP Sta. No.	Radio Communication via Channel One, Call-in Two except Addis Terminal, Channel Two		Station Nos.	Sid- ings Feet
	SOUTH	NORTH		
Baton Rouge . . . . . 649.0 B-649	Miles	STATIONS		
Baton Rouge Port . . . . . 7.4 B-649	648.0	NO. BATON ROUGE . . . . .	B-647	Yd.
Maximum Speed MPH (Except as below) . . . . . 10	785.5	MP JCT. . . . .	B-646	
Tracks other than main tracks, all turnouts and crossovers . . . . . 5	784.8	EAST JCT. . . . .	B-645	
	781.5	WEST JCT. . . . .	TD-11	
	11.9	BR JCT. . . . .	TD-10	
		5.4		

Operation over L&A. Railway between BR Jct. and M.P. Jct.  
Yard limits BR Jct. to West Jct. and East Jct. to M.P. Jct.  
ABS-CTC East Jct. to West Jct. — Control Operator at East Jct.

Operation over ICG R.R. M.P. Jct. (ICG M.P. 362) and No. Baton Rouge (ICG M.P. 367) and Rule 93 in effect. Be governed by M.P. timetable and Uniform Code of Operating Rules except:

1. Timetable direction M.P. Jct. to No. Baton Rouge is south. No scheduled trains.  
2. ABS in effect M.P. 362 — M.P. 367. CTC in effect M.P. 362 — M.P. 363.5.  
All movements must be made per Rule 93 and first paragraph Rule 404 does not apply.

3. Before entering ICG main track ascertain from Control Operator location of track and speed restrictions.  
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.

Industrial Lead Entire Subdiv.	MPH	Radio Communication via Channel One, Call-in Two		Station Nos.	Sid- ings Feet
		SOUTH	NORTH		
Maximum Speed (Except as below) . . . . . 30	Miles	STATIONS			
MP 11-25 — MP 11-29 . . . . . 25	0.0	BUNKIE . . . . .	@-2T	TB-163	
MP 19-11 — MP 20-18 . . . . . 10+	3.6	EOLA @SP . . . . .		TL-4	
MP 35-00 — MP 36-26 . . . . . 10	5.2	ST. LANDRY . . . . .		TL-9	470
MP 36-26 — MP 47-03 . . . . . 25	8.8	VILLE PLATTE . . . . .		TL-20	1927
MP 47-03 — End of track . . . . . 10	26.7	LEDOUX . . . . .		TL-27	705
Business Tracks MP Sta. No.	36.0	OPELOUSAS @MP . . . . .	@	B-590	611
Cleco . . . . . 9.5 TL-10	47.9	CHURCH POINT . . . . .		TX-36	752
Tate Cove . . . . . 15.4 TL-16					
Lithcote . . . . . 21.5 TL-21					
Swift Co. . . . . 41.1 TX-30					
Canal Refinery Spur . . . . . 46.0 TX-35					
		47.9			

### THIBODAUX SUBDIV. — NEW ORLEANS DIVISION

Miles	Radio Communication via Channel One, Call-in Two		Station Nos.	Yard Limits: Entire Subdiv.	
	WEST	EAST		Maximum Speed (Except as below) . . . . . 20	MPH
	STATIONS				
0.0	McCALL . . . . .		TB-68	MP 0-0 — MP 0-07 . . . . . 10	
1.4	PALO ALTO . . . . .		TH-3	MP 12-13 — MP 13-11 . . . . . 10+	
12.5	MUNSON . . . . .		TH-14	Business Sta. Tracks MP No.	
31.0	THIBODAUX . . . . .		TG-29	Lula . . . . . 5.0 TH-7	
				Dow Chemical . . . . . 7.5 TH-8	
				Westfield . . . . . 8.9 TH-9	
				La. Miller . . . . . 15.0 TH-15	
				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 Two		Station Nos.	Yard limits entire subdiv.	
	SOUTH	NORTH		Maximum Speed: (Except as below) . . . . . 20	MPH
	STATIONS				
	W. BRIDGE JCT. @ . . . . .			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	
	@SP G . . . . .		Y-1	MP 20.5 — MP 22.0 . . . . . 10	
				MP 23.6 — MP 24.3 . . . . . 10	
				MP 32.5 — MP 32.8 . . . . . 10	
9.2	BELLE CHASSE . . . . .		Y-10	Business Tracks MP Sta. No.	
38.2	END OF TRACK . . . . .			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: 17001-17031 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 8002-8035; 8102-8124	Tie cars
MPX 27006-29060	Gondolas
MPX 30000-30014	Box cars
MPX 50000-50014	Flat cars
MPX 70002-70054	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 Speed is:	Wrecker Derrick		Locomotive Crane		Plow	
	Boom Trail	Boom Lead*	Boom Trail	Boom Lead*	Working Direc- tion	Reverse Direc- tion*
10-15 MPH	10 MPH	10 MPH	10 MPH	10 MPH	10 MPH	10 MPH
20	15	10	15	10	15	15
25	20	15	20	15	20	15
30	25	20	25	20	25	15
35	30	25	30	25	30	15
40	35	30	30	25	35	15
45-60	40	30	30	25	40	15

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 on this territory 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	SW9 SW12	
TRAIL	GP50 GP35 U23B B23-7 B30-17A	10MPH 1125AMP	10MPH 1275AMP	10MPH 1230AMP	10MPH 1100AMP	10MPH 980AMP	10MPH 870AMP	10MPH 825AMP
UNITS	GP18 28 38 SD40 U30C	10MPH 1125AMP	10MPH 1275AMP	9.5MPH 1275AMP	9.5MPH 1150AMP	9.5MPH 1025AMP	9.5MPH 890AMP	9.5MPH 840AMP
S	SW9 12 SW15 MP15 GP15	10MPH 1125AMP	10MPH 1275AMP	9.5MPH 1275AMP	9.5MPH 1150AMP	9.5MPH 1025AMP	7MPH 1065AMP	7MPH 950AMP

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

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

While the ammeter is the most accurate measure of load, the speedometer can be used for the ¼ hour rating if the ammeter is inoperative. Example: When a lead MP15 is at a steady 10 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 1856-1881, 1900-1944; SW Units 1100-1299, 1400-1422 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 clearly stenciled for its ON-OFF positions. The function of this switch, when placed in ON position is to limit the throttle response to #1 notch power and engine speed regardless of throttle advance on lead or controlling locomotive. When placed in OFF position engine speed, loading and throttle response will respond normally on this locomotive. When one of these locomotives is the lead or controlling unit, the switch may still be in ON position without affecting throttle advance on other locomotives in consist.

If possible to maintain maximum speed with less than full power of all units, engineer will place fuel saver switch in ON position. If another locomotive in the consist fails while the FUEL SAVER SWITCH is in the ON position and the locomotive is required, this switch may then be placed in OFF position to obtain maximum horsepower and tractive effort.

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

- (1) Block Indicators will be designated by letter "I."
- (2) In territory where CTC rules are in effect, where maximum speed permitted is in excess of 20 MPH trains and engines using a hand operated main track switch, or switch within a controlled siding, not equipped with electric lock or spring switch mechanism must leave a portion of train occupying main track, or controlled siding, or leave switch open on that track.
- (3) Where CTC Rules are in effect, trains or engines must not enter a siding at a spring switch or hand operated switch unless authorized by dispatcher.
- (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) Form 8620 — Instructions for Handling Hazardous Materials.

**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:** On subdivisions where maximum speed does not exceed 35 MPH, 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, or
- (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 locking 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.

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

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

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

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

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

**ITEM 13. (CONTINUED)**

(13) **RULE 215:** A train or engine initiating movement on a main track which has not received a clearance must ascertain from the train dispatcher that there are no train orders which must be delivered to them.

(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 292:** Block and Interlocking aspects, add; Red over dark and Red over red over dark.

(18) **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.

(19) **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.

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

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

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

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

(22) **RULE 375 (10) AND RULE 99 M/W:** Within CTC territory track may be removed from service by an 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.



## ITEM 13. (CONTINUED)

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

(23) **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)."

(24) **RULE 404 First Para.:** Add: Exception; at interlockings within CTC territory, absolute signal must display proceed signal other than Rule 290 (low).

(25) **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.

(26) **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.

(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 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) **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

## ITEM 13. (CONTINUED)

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.

Crew may accept verbal advice from train dispatcher in lieu of Form V Example 2 train order.

- Printed Form X Example 1 train order showing multiple locations may be used. These orders must be reissued daily when there is a change in location or removal of any of the restrictions. The individual locations may be annulled to trains holding the order until it is practicable to reissue it as follows: (Example).

"Line 6 of order No. 544 is annulled."

- Train order Form X Example 5:

"On \_\_\_\_\_(dates)\_\_\_\_\_ men and equipment on \_\_\_\_\_ track between MP\_\_\_\_\_ and MP\_\_\_\_\_ from \_\_\_\_\_M until \_\_\_\_\_M. Proceed through these limits at low speed and stop short of men or machines fouling track unless a different speed is verbally authorized by employe in charge or entire train has passed a temporary resume speed sign."

When a train or engine finds a red sign displayed to the right of the track as viewed from an approaching train within the limits of this order, stop must be made before any part of train or engine passes the red sign unless verbal permission is given to proceed.

Verbal permission to pass a red sign or to proceed at speed other than low speed will be given in the following form:

"Foreman \_\_\_\_\_using order no. \_\_\_\_\_ between MP\_\_\_\_\_ and MP\_\_\_\_\_ on \_\_\_\_\_ subdivision."

To authorize passing red sign the following will be added:

5(a) "\_\_\_\_(train)\_\_\_\_\_ may pass red sign at MP\_\_\_\_\_ on \_\_\_\_\_ track without stopping."

Train or engine designated may pass red sign without stopping continuing to move at low speed as prescribed by the order.

To authorize a speed greater than low speed the following will be added:

5(b) "\_\_\_\_(train)\_\_\_\_\_ may proceed through the limits at \_\_\_\_\_MPH" (or "at maximum authorized speed").

Train or engine may proceed through the limits at the prescribed speed unless otherwise restricted.

To require movement at a speed less than low speed the following will be added:

5(c) "\_\_\_\_(train)\_\_\_\_\_ proceed at low speed but not exceeding \_\_\_\_\_MPH" (adding if necessary "until reaching MP\_\_\_\_\_").

Train or engine must not exceed the prescribed speed and must be prepared to stop as required by the order. These instructions must be repeated by the engineer and "OK" received from employe in charge before acting upon them.

Engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

A temporary resume speed sign displayed to the right of the track indicates the end of the restrictions prescribed by this order.

When train order is modified as follows: "Do not enter limits unless verbally authorized by employe in charge." Train must not enter limits unless verbally authorized in the prescribed words by the employe in charge.

Temporary speed restriction signs will be placed as prescribed by Rule 10(g).

Temporary resume speed sign will be placed to the right of the track at the point where the restriction prescribed by this order ends.

- Form T, Form F and Form X examples 3 and 4 train orders 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.



## ITEM 13. (CONTINUED)

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.

- i. 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.

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

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

Name	Aspect	Indication
Distant Clear	Green with a "D" marker	Proceed; next signal displaying other than stop indication. The provisions of Rule 328 and Rule 330 will apply to train or engine having passed distant clear indication.
Distant Approach	Yellow with a "D" marker	Proceed prepared to stop before reaching next signal.

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

(31) 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(1) expecting to find track cars."

## ITEM 14. USE OF RADIO:

(a) Radio call-in system areas are identified by symbols ①-1 and ①-2 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 ①-2 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

## ITEM 14. (CONTINUED)

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.

(b) Proper identification under Uniform Code of Operating Rules No. 24, 83(a), or S-89(a) may be accomplished by direct radio conversation between crews involved. Train must approach such location at restricted speed until proper identification is received and acknowledged.

When a crew is unable to identify a train at meeting or passing points, as required by Rule S-89(a), they may accept verbal information from the train dispatcher that the train has arrived or passed.

(c) 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.

(d) 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

(e) All crews operating on M.P. tracks must monitor M.P. radio channel assigned to that territory if equipment permits.

## 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:

- (a) 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.
- (b) Do not stop train over detector equipment when practicable.
- (c) Avoid braking, if practicable, while approaching or passing detector. Excessive braking will cause false indications.
- (d) 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.
- (e) When detectors are actuated, the following information must be reported to the dispatcher by radio or from first open office.
  - (1) Train identification.
  - (2) Date and time actuated and MP location of detector.
  - (3) Type of indication displayed by detector, i.e., hot box or dragging equipment.
  - (4) When detector is equipped with digital readout, report car number, axle and hot box location as indicated by readout.
  - (5) 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.
- (f) Connecting crews, if any, must be notified by incoming crew of



## ITEM 16. (CONTINUED)

failure to locate hot journal if indication is received from any detector and car is not set out.

- (g) 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 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.

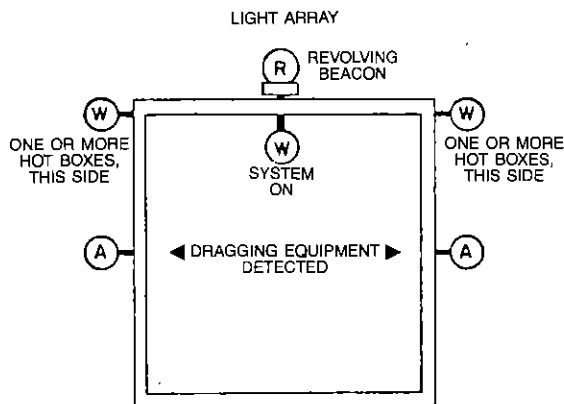
This section (g) does not apply to detectors equipped with verbal defect indicators (#), except as modified by section (i).

- (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.

- (i) At detectors equipped with verbal and visual indicators: Trains passing over detector without working M.P. radio will be governed by visual indicator.
- (j) When inspection is required, train must be stopped at once. The engineer will not move the locomotive until he has been informed by a member of the crew that the required inspection has been completed and that it is safe to do so, except that when bridge or other physical characteristic prevents required inspection, train may be moved not exceeding 4 mph, no further than is necessary to permit required inspection.

## 16.2 Detector Station Equipped With Light Array Indicator

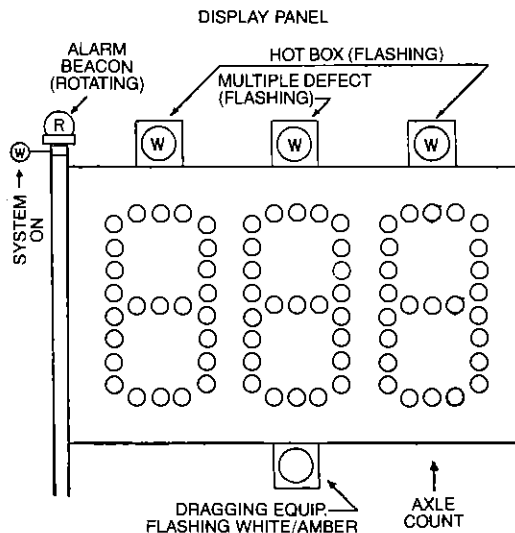


When illuminated, array lights indicate the following:

- (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.

## ITEM 16. (CONTINUED)

## 16.3 Detector Stations Equipped With Digital Display



- (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



**ITEM 16. (CONTINUED)**

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**

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, 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 also be stopped at once and entire train inspected when:

- (1) Verbal information is not received or understood.
- (2) 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. Tecific and Sweetwater
2. Eton Jct. and Congo
3. Benedict and Fredonia
4. Belle Plaine and Arkansas City
5. YA Jct. and ST Jct.
6. NA Jct. and Pueblo Jct.
7. New South Yard and Algoa
8. Temple (AT&SF MP 218.2) and MKT connection (MP 217.5) two main tracks. North track is to right as viewed by No. 21. ABS-CTC in effect. Maximum authorized speed 20 MPH except 10 MPH through turnouts and on MKT connection.

**ITEM 17a. (CONTINUED)**

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.
(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 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.

**ITEM 17(b). (CONTINUED)**

- (9) Rule 17: A train standing on the main track awaiting the arrival of another train must not dim its headlight until the approaching train has dimmed its headlight as a signal for the standing train to do likewise.
- (10) Rule S-90: When a train approaches a point where it is to wait, meet another train or is restricted by a Track Protection train order, other crew members, if practicable, must call attention of engineer to the restriction after passing the last station, but not less than two miles from point of restriction. Should engineer fail to act to comply with restriction the conductor must stop the train.
- (11) Rule 104(b): Within track and time limits permission must be obtained from control operator before removing power from a remote control switch.
- (12) Rule 104(d): Permission must be obtained from control operator before using an electrically locked switch.  
Seal on emergency release of electric lock must not be broken or emergency release operated, without authority from train dispatcher or control operator, except when communication is not available.
- (13) Controlled Siding: A siding, the entrance to which is governed by signal indication.
- (14) Within CTC territory a train or engine must not clear the main track at a hand operated switch not equipped with a mechanical time lock or electric lock except as follows:
  - (1) Where maximum speed is 20 MPH or less.
  - (2) When main track switch is left open.
- (15) When block signal rules require train movement at restricted speed, this speed must not be increased until the entire train has passed the next signal.
- (16) Rule 350: Train or engine must not proceed from a Stop indication in CTC territory when there is lack of communication.  
In authorizing train or engine to proceed from a Stop indication of block signal, control operator will say "Proceed at restricted speed to next signal" or, if it is not known there is no opposing train or engine, "You may proceed under flag protection to the next clear or approach signal." Such information must include information as to the route to be used. The instructions must be repeated to the control operator.  
When flagging from a Stop signal, train must wait ten minutes after flagman has started.  
When a train or engine is stopped by a Stop indication at the entering signal at a station and communication 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:



## ITEM 17(b). (CONTINUED)

**Aspect** (From top unit down)

Yellow over yellow or yellow over yellow over red.

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

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

Yellow, yellow over red or yellow over two reds.

Red over yellow or red over yellow over red.

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

Red or two reds over yellow permissive marker.

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

**Indication**

Proceed prepared to stop at second signal.

Proceed prepared to pass next signal not exceeding 35 MPH.

Proceed prepared to pass next signal at restricted speed.

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

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

Proceed at restricted speed.

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

## ITEM 17(c). (CONTINUED)

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 fuses 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 fuses, 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 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.



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

- (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 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.

<b>Aspect:</b>	<b>Indication:</b>
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#

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

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

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

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

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

**Rule 27(a):** Employee must use uncoupler lever to open knuckles, when practicable. When necessary to use hand to open knuckle on standing equipment employee if practicable, must keep both feet from between rails and must check to ascertain that knuckle pin is in place before placing hand on knuckle.



CHIEF MEDICAL OFFICER  
Ernest T. Rouse, M.D., St. Louis, Mo.

ASST. CHIEF MEDICAL OFFICER  
William G. Juergens, Jr., M.D., St. Louis, Mo.

MEDICAL OFFICERS AUTHORIZED TO TREAT  
ON-DUTY INJURIES AND TO GIVE PHYSICAL  
EXAMINATIONS INCLUDING PRE-EMPLOYMENT  
EXAMINATIONS

#### District Medical Officers

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

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

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

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

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

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

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

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

#### EMPLOYE ASSISTANCE COUNSELORS:

Pat Patrick      Steve Caldwell      J. T. Golden      Bob Eakin  
2600 S.W. Freeway      220 Willow St.      4625 Lindell Blvd.      2630 West Freeway  
Houston, Tex.      N. Little Rock, Ark.      St. Louis, Mo.      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.
- Ⓑ — Radio Base Station.
- Ⓒ-1 — Call-in System Dispatcher 1.
- Ⓒ-2 — Call-in System Dispatcher 2.
- Ⓓ — Wayside Radio Station.
- Ⓔ — Draw Bridge.
- Ⓕ — Gate—Normal Position Against Conflicting Route.
- Ⓖ — Gate—Normal Position Against This Subdiv.
- Ⓗ — Manual Interlocking.
- Ⓘ — Stop Sign.
- Ⓚ — Turntable or Wye.
- Ⓛ — Railroad Crossing At Grade.
- Ⓜ — Yard Limits.
- Ⓝ — Conditional Yard Limits.
- Ⓟ — Controlled Siding.
- Ⓠ — 50 MPH Equilateral Turnout.
- Ⓡ — 50 MPH Precurved Turnout.
- Ⓢ — Track Scale.
- Ⓣ — Northward.
- Ⓤ — Southward.
- Ⓡ — Train Order Office.
- Ⓡ — Crossover Between Main Tracks—Dual Control Switches.
- Ⓡ — General Order Book and Standard Clock.
- Ⓡ — General Order Book.
- s — Regular Stop.
- f — Flag Stop For Psgrs.
- ⑨ — Item 9 Special Instructions Applies.
- † — Applies Only Until Eng. Has Reached Resume Speed Sign.
- \* — Detector Stations Equipped With Digital Display.
- # — Detector Stations Equipped With Radio Transmitted Verbal Defect Indicators.
- Ⓡ — Detector Stations Equipped With Verbal and Visual Defect Indicators.

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.

