



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. 22**

**Effective 12:01 a.m. Sunday,  
MAY 27, 1984**

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.

---

R. K. DAVIDSON, 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.-St. Louis, Mo.
Q.D. Pickering	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.
M.F. Kelly	Asst. General Manager-N. Little Rock, Ark.
L.D. Nelson	General Supt.-N. Little Rock, Ark.
K.R. Welch	Dist. Engr.-N. Little Rock, Ark.
R.W. Diamond	Mech. Supt.-N. Little Rock, Ark.

Division	Superintendent	Headquarters
Chicago	C.M. Pitts	Yard Center, Ill.
Illinois	K.C. Packard	Chester, Ill.
Arkansas	L.J. Wagner	N. Little Rock, Ark.
Little Rock		
Terminal	W.C. Richardson	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.
D.K. Barnes	General Supt.-Kansas City, Mo.
T.L. Gibson	Dist. Engr.-Kansas City, Mo.
B.W. Wiggins	Mech. Supt.-Kansas City, Mo.

Division	Superintendent	Headquarters
Northern	R.L. McCoy	Kansas City, Mo.
Kansas City		
Terminal	R.D. Naro	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.
G.A. Taylor	Mech. Supt.-Spring, Tex.

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

**TEXAS DISTRICT**

W.J. Farrell	Vice President-Spring Tex.
A.W. Rees	General Manager-Dallas, Tex.
C.E. O'Hara	Asst. General Manager-Dallas, Tex.
R.L. Short	General Supt.-Dallas, Tex.
J.W. Heavin	Dist. Engr.-Dallas, Tex.
J.G. Dunlap	Mech. Supt.-Dallas, Tex.

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

**CHIEF DISPATCHERS**

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

**INDEX**

	Page
<b>EASTERN DISTRICT</b> .....	2-23
Chicago Division .....	2-3
Illinois Division .....	2-8
St. Louis Terminal Division .....	2, 4-5, 9-11, 24-26
Arkansas Division .....	10-18
Little Rock Terminal Division .....	13
Louisiana Division .....	19-23
<b>WESTERN DISTRICT</b> .....	24-45, 50
Northern Division .....	24-29, 31-34
Kansas City Terminal Division .....	30
Kansas Division .....	35-41
Central Division .....	41-45, 50
<b>TEXAS DISTRICT</b> .....	46-47, 50-61
Red River & Dallas-Ft. Worth Term. Divs. ....	46-47, 50-54
Rio Grande Division .....	55-57
Palestine Division .....	58-61
<b>SOUTHERN DISTRICT</b> .....	61-71
Kingsville Division .....	62-64
DeQuincy Division .....	61, 65-66
New Orleans Division .....	67-71
<b>MAP</b> .....	48-49
Special Instructions - System .....	72-95
Doctors and Counselors .....	96

SUBDIV:		SUBDIV:	
A&S .....	55	Lenora .....	34
Alexandria .....	69	Lesperance .....	9
Anchorage .....	67	Lincoln .....	33
Austin .....	58, 59	Little Rock .....	14, 15
Avoyelles .....	70	Longview .....	54
Baird .....	56	Louisville .....	33
Baton Rouge .....	70	McPherson .....	41
Baytown .....	65	Memphis .....	17
Beaumont .....	66	Midland Valley .....	42
Bonham .....	52	Monroe .....	20, 21
Brownsville .....	62, 63	Nashville .....	18
Brownsville Ind. Leads .....	63	N.O. & L.C. ....	71
Burr Oak .....	34	Norman .....	18
Cape Girardeau .....	7	Oklahoma .....	50
Carondelet .....	9	Omaha .....	31, 32
Carthage .....	26, 27	Orange .....	65
Charleston .....	11	Osawatomie .....	36
Chester .....	4, 5	Pana .....	2
Chicago .....	2, 3	Paris .....	41
Church Point .....	71	Pea Ridge .....	10
Coffeyville .....	43	Pinckneyville .....	6
Concordia .....	32	Pittsburg .....	42
Conway Springs .....	40	River .....	29
Corpus Christi .....	64	Salina .....	38
Cotter .....	16	Ste. Genevieve .....	8
Council Grove .....	36, 37	St. Joseph .....	34
Crete .....	33	Sedalia .....	24-26
Crowley .....	68	Shreveport .....	53
Crystal City .....	60	Sparta .....	8
Dallas .....	46, 47, 50	Springfield .....	28
DeSoto .....	10, 11	Stafford .....	39
Ft. Worth .....	55	Sugarland .....	65
Gurdon .....	18	Thibodaux .....	71
Hardtner .....	39	T-NM .....	55
Hastings .....	34	Topeka .....	35
Henderson .....	54	Toyah .....	57
Hoisington .....	37	Trinity .....	61
Horace .....	38	Tyler .....	54
Hot Springs .....	15	Van Buren .....	44, 45
Hoxie .....	12, 13	Wagoner .....	44
Hutchinson .....	40	Warren .....	22
Huttig .....	22	W.M.W. & N.W. ....	56
Joppa .....	7	Webb City .....	28
Kansas City .....	35	Westville .....	6
Lake Charles .....	68	Whitesboro .....	51
Lake Providence .....	23	Wichita .....	41
Laredo .....	60	Wynne .....	19







Radio communication via Channel One, call-in One.		Sta- tion Nos.	Sid- ings Feet
SOUTH Miles ▼	NORTH STATIONS ▲		
0.0	VALLEY JCT. Ⓞ TRRA Ⓞ	C-9	
1.5	AIRPORT		
1.7	PARKS	C-10	
4.3	NO. DUPO	C-13	
5.5	WOODS		
6.0	DUPO	C-15	Yd.
7.5	SOUTH DUPO		
9.4	Ⓞ ICG Ⓞ		
20.6	VAL	C-29	
33.6	FULTS	C-42	
47.7	KIDD	C-56	
49.6	FLINTON	C-58	Yd.
52.1	GAGE JCT.	C-60	
55.8	REILY	C-63	
60.8	MENARD JCT.		
62.9	CHESTER	C-70	7585
65.7	FORD	C-73	n6522 s6160
70.3	ROCKWOOD JCT.	C-77	
72.4	CORA	C-80	
73.0	CORA JCT.	C-81	
76.3	RADDLE JCT.	C-85	
81.4	JACOB	C-90	
84.2	GORHAM	C-93	Yd.
84.8	CHAP	C-94	
90.5	HOWARDTON JCT.	C-100	
95.0	HALSEY JCT.	C-104	
108.0	POTTS	C-117	
115.5	NILE, ILL.	C-125	
119.7	SIMBCO	C-129	
122.7	CAPEDEAU JCT.	C-132	
	ILLMO MO.	C-133	
192.6	MISSOURI JCT.	C-179	
191.4	DEXTER JCT.	XD-26	
190.3	CHARLESTON JCT.		
190.1	DEXTER	XD-24	6488
178.7	IVES	XD-13	9205
172.1	JUNLAND	XD-6	9560
165.7	POPLAR BLUFF	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. 22

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	Airscule	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.

30 MPH turnouts at SSW connection and crossover MP 1-35. Remote control switches between MP 6-10 and Poplar Bluff are 30 MPH turnouts except: Flinton-both ends yard, Chester-south end siding. 30 MPH 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. 22



MAXIMUM SPEED..... 20 MPH		SOUTH STATIONS		NORTH STATIONS		Station Nos.
Miles	Sta. No.	▼	▲	▼	▲	
122.7	DANVILLE.....	①②③				ZD-123
	10.1					
132.8	WESTVILLE.....	④				ZD-132
	9.3					
142.1	INDIANOLA.....					ZD-142
	3.5					
145.6	SIDELL JCT.....		T			ZE-141
	0.9					
146.5	SIDELL.....					ZD-146
	6.1					
152.6	ALLERTON.....					ZD-153
	3.1					
155.7	BROADLANDS.....					ZD-156
	9.2					
164.9	VILLA GROVE.....	⑤T⑥⑦⑧				ZB-145
	42.2					

Yard Limits: Entire Subdiv.  
 Operation over: CR Danville to Wyton (3.9 mi.); CR Wyton to Westville (6.2 mi.).  
 Before entering CR tracks secure permission of operator Wyton Tower and be governed by his instructions.

## PINCNEYVILLE SUBDIV. — ILLINOIS DIVISION

Maximum Speed MPH (Except as below)..... 35		Radio communication via Channel Two, call-in Two.		Station Nos.	Sidings Feet
Miles	Sta. No.	SOUTH STATIONS	NORTH STATIONS		
63.7	CHESTER.....	①②③④⑤		C-70	
	8.1				
71.8	WELGE.....			CA-10	4479
	5.4				
77.3	STEELEVILLE.....			CA-16	8700
	2.1				
79.4	PERCY @ ICG.....	⑥		CA-18	
	4.2				
83.7	NEW WILSON.....			CA-23	5165
	8.8				
92.5	PINCNEYVILLE @ ICG.....	⑦-2		CA-31	Yd.
	2.7				
95.5	SHAKE RAG.....			CA-34	
	7.4				
102.7	TAMAROA @ ICG.....			CA-41	
	8.5				
111.2	SCHELLER.....			CA-49	Yd.
	0.4				
111.6	@ ICG.....				
	2.8				
115.0	WALTONVILLE @ BN.....			CA-53	
	7.2				
121.8	JSW JCT.....	⑧		CA-60	
	2.9				
124.6	MT. VERNON.....	⑨⑩⑪⑫		ZC-276	Yd.
	60.8				
Yard Limits: Chester Subdiv. Conn. to MP 65-24; MP 120-00 to Mt. Vernon.					

Absolute block in effect between MP 65.6 and JSW Jct. MP 120.0. Authority for occupancy must be obtained from train dispatcher.

Block Limits established between:

MP 65.6 to MP 71.6;	MP 90.8 to MP 95.6;
MP 71.6 to MP 77.4;	MP 95.6 to MP 103.0;
MP 77.4 to MP 79.4;	MP 103.0 to MP 111.3;
MP 79.4 to MP 83.1;	MP 111.3 to MP 120.0.
MP 83.1 to MP 90.8;	

Be governed by Special Instructions Item 13 (27).

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

Industrial Leads — Maximum Speed 10 MPH except, Fidelity Mine lead 5 MPH. Radio Communication Via Channel 2.

Over Scale 300 feet west of No. 1	
Load Yard switch Cap. Mine.....	5 MPH
CAPTAIN MINE.....	Breaks out at MP 81.2
ICG Jct.....	82.5
Captain Mine.....	86.1 CA-20
Do not leave cars on scale track.	
BURNING STAR NO. 4..... (CA-21).....	Breaks out at New Wilson
BURNING STAR NO. 2.....	Breaks out at Shake Rag
ICG Jct.....	99.1
Burning Star No. 2 Mine.....	101.2 CA-38
ORIENT.....	Breaks out at Scheller
ICG Jct.....	111.5
⑩ BN @.....	113.5
Orient Mine No. 6.....	114.1 CA-52
JSW Industrial Lead.....	Breaks out at JSW Jct.
Huff.....	279.9 ZC-280
Nason.....	286.5 CA-68
Inland No. 1.....	291.1 ZC-275
Old Ben 21.....	293.1 ZC-277
Old Ben 26.....	CA-053

Radio communication via Channel One		Station Nos.	Sidings Feet	Yard Limits: MP 303-00 to MP 309-20
Miles	SOUTH STATIONS	NORTH STATIONS		
298.2	BENTON JCT.....	⑬-2	ZC-298	Buckhorn Ind. Lead breaks out at Jenkins
	6.8			
305.0	WEST FRANKFORT.....	⑭⑮⑯	ZC-305	Zeigler-Orient Mines Lead Max. Speed..... 10 MPH
	3.8			
308.8	JENKINS.....	⑰	ZC-309	3870
	7.6			
316.4	MARION @ COE.....	⑱	ZC-317	2700
	7.6			
324.0	NEILSON JCT.....	⑲⑳	ZC-324	
	5.3			
329.3	GOREVILLE.....	㉑	ZC-329	2655
	4.7			
334.0	OMAR.....	㉒	ZC-333	
	5.7			
339.7	VIENNA JCT.....	㉓	ZC-340	
	5.6			
345.3	CYPRESS.....	㉔	ZC-345	2565
	6.2			
351.5	KARNAK @ NS.....	㉕	ZK-352	6840
	11.8			
363.3	JOPPA.....	T	ZK-363	Yd.
	65.1			

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

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

Operation on BN R.R. between Vienna Jct. and Cook.

Special Instructions Item 13(1) not in effect between Neilson Jct. and Vienna Jct.

Absolute Block in effect between Benton Jct. and MP 303.00; MP 309.20 and Neilson Jct.; Vienna Jct. and Joppa. Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 13 (27).

## CAPE GIRARDEAU SUBDIV. — ILLINOIS DIVISION

Radio communication via Channel One, call-in One		Station Nos.	Maximum Speed 30 MPH except: Through cuts between Hendrix and Williams Street, Cape Girardeau 5 MPH.
Miles	SOUTH STATIONS	NORTH STATIONS	
122.8	CAPEDEAU JCT.....		MP 128.6 to End of Track 10 MPH
	4.2		Yard Limits: MP 128.5 to MP 130.2
127.0	MARQUETTE.....		Normal position of switch Rush Jct. is lined for movement to and from BN connection.
	1.5		Vertical clearance Morgan Oak and Goodhope Streets at Cape Girardeau will not clear cars in excess of Plate "C".
128.5	RUSH JCT.....	①	Absolute block in effect between Rush Jct. and Capedeau Jct. Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 13 (27).
	0.1		
128.6	@ BN G.....		
	1.6		
130.2	CAPE GIRARDEAU.....	②③④	
	7.4		



Rule 99 (d) in effect.		Radio Communication via Channel Two, Call-in One		Station Nos.
		SOUTH	NORTH	
Yard Limits: Riverside-Crystal City	0.0	RIVERSIDE	④⑤T	X-27
Trains originating St. Louis enroute Ste. Genevieve secure BN clearance at Carroll St.	1.9	HERCULANEUM	④⑤	MC-2
Maximum Speed	4.5	CRYSTAL JCT.	④	MC-5
Except Ste. Genevieve	5.2	CRYSTAL CITY	④	MC-6
Depot-Ogborn	83.0	STE. GENEVIEVE	T④⑤	MB-2
Business Tracks	MP	Sta. No.		
McClay Spur	6.2	MC-6		
Ag-Nit Spur	8.0	MC-8		
Thomure — Track and time must be granted by BN train dispatcher before switches are lined for BN main.				
Stations on BN R.R. between Crystal City and Thomure:				
Name	BN	MP		
Crystal City		40.0		
Selma		44.6		
Rush Tower		46.8		
Brickeys		53.2		
Coral		56.6		
Duren		61.5		
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 Derail on lead at MP 97.5.				
Business Tracks				
Thomure	83.0	MB-0		
Mosher	87.0	MB-5		
Zell	91.5	MB-9		
Weingarten	97.4	MB-14		
Ogborn	110.7	MB-27		
Esther	115.2	MB-32		
Central	117.0	MB-34		
Derby Jct.	118.2	MB-36		
Trains or engs. must not occupy following public crossings at grade without first providing flag protection for vehicular traffic by a member of the crew on the ground at the crossing: MP 116.4 Route 32; MP 114.3 Route 0; MP 110.8 Route D; MP 101.7 Route 32.				

SPARTA SUBDIV. — ILLINOIS DIVISION

Maximum Speed		Radio Communication via Channel Two, Call-in Two		Station Nos.	Sidings Feet
(Except as below)		SOUTH	NORTH		
Chicago Subdiv. Conn.	25				
MP 11-05	10	SALEM	④	ZC-252	
MP 14-00 — MP 29-00	10	BRANCH JCT.	④	MI-12	
MP 54-20 — MP 56-05	10	CENTRALIA		MI-14	
MP 80-06 — MP 83-00	10	ICG JCT.	④BN G	MI-15	
Between Branch Jct. and ICG Jct., operation over ICG.					
Yard Limits: MP 48-17 to MP 60-0 and MP 80.2 to End of Track at Kellogg.					
BUSINESS TRACKS					
Selmaville	3.0	BIG BEN		MI-16	2077
Hoyleton	23.2	NASHVILLE	④SBD④	MI-34	
Meinert	30.9	COULTERVILLE	④ICG④⑤	MI-49	1948
Oakdale	40.9	ICG	④	MI-57	
IP Co.	47.0	SPARTA	④-1④⑤	MI-58	Yd.
Zeigler		PAUTLER		MI-69	2855
Mine # 11	51.5	GAGE JCT.			
Midwest		2.5 Mi. Via Chester Subdiv.			
Mine	52.0	FLINTON	④	MI-80	Yd.
Burning Star		KELLOGG	④	MI-82	Yd.
Mine 3	59.4	83.0			
Evansville	69.6				
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.

Yard Limits: Entire Subdiv.		Radio Communication via Channel Two, Call-in Two		Station Nos.	④Crestwood, MP 13.9 to MP 15.8.
		SOUTH	NORTH		
Kirk Jct.	0.6	KIRK JCT.	④⑤	MX-12	
BN	3.0	GRANT		GH-4	
Broadway Jct.	7.1	BROADWAY JCT.	T	GH-11	
					Maximum Speed 20 MPH.
					Green and red flashing light indicators located each side highway crossings MP 15-10 and MP 22-13, unless indicator is green stop and member of crew flag highway traffic.

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

Block limits established between:

- Kirk Jct. and Sappington Road
  - Sappington Road and Highway 21
  - Highway 21 and Reavis Barracks Road
  - Reavis Barracks Road and Broadway Junction
- Be governed by Special Instructions Item 13 (27).

LESPERANCE SUBDIV. — ST. LOUIS TERM. DIV.

Yard Limits: Entire Subdiv.		Radio Communication via Channel Two, Call-in Two		Station Nos.	Two main tracks between Lesperance St. and Nagel St. Maximum Speed MPH (except as below) 20 Elevated Track Between 8th St., and Rutgers St. 10 Gratiot St. Through Interlocking 10
		SOUTH	NORTH		
Gratiot St.	0.5	GRATIOT ST.	④⑤		
Poplar St. Jct.	0.6	POPLAR ST. JCT.	④		
Lesperance St.	5.7	LESPERANCE ST.	④⑤⑥⑦	X-3	
Davis Jct.	6.8	DAVIS JCT.	④	X-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.	Radio Communication via Channel Two, call-in One.		Station Nos.	Siding Feet	NORTH First Class 22 Psg.
	Miles	STATIONS			
PM 11 15	0.5	ST. LOUIS . . . . .	MX-1		AM 6 55
	2.3	GRAND AVE. . . . .			
	3.6	IRON MTN. JCT. . . . .	X-1		
	3.7	BN . . . . .			
	10.6	DAVIS JCT. . . . .	X-8		
	6.8				
11 53	9.5	BARRACKS JCT. . . . .	X-10		5 20
	18.7	WICKES . . . . .	X-19	4842	
	26.5	RIVERSIDE . . . . .	X-26	4953	
	35.6	HEMATITE . . . . .	X-36		
	42.2	DE SOTO . . . . .	X-42	6370	
	51.0	BLACKWELL . . . . .	X-51	4404	
	57.0	CADET . . . . .	X-57	4630	
	60.9	MINERAL POINT . . . . .	X-61	4390	
	75.3	BISMARCK . . . . .	X-75	5023	
	91.8	TIP TOP . . . . .	X-92	4244	
	107.9	ANNAPOLIS . . . . .	X-108	4554	
	117.7	GADS HILL . . . . .	X-120	4348	
	127.3	PIEDMONT . . . . .	X-127	6570	
	145.4	WILLIAMSVILLE . . . . .	X-146	4471	
	164.6	BLACK RIVER JCT. . . . .	X-164		
s2 44	165.5	POPLAR BLUFF . . . . .	X-166	Yd.	2 47
AM		162.3			AM

St. Louis Terminal jurisdiction St. Louis to Barracks Jct.  
Between Grand Avenue and Iron Mountain Jct. and between Davis Jct. and Barracks Jct., two main tracks designated east track and west track signalled for movement with current of traffic only.  
Between Iron Mountain Jct. and Davis Jct. single main track, signalled for Northward movement 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 57.8 to MP 59.0.		Radio Communication via Channel Two, call-in One.		Station Nos.
Maximum Speed	25 MPH	WEST ▼	EAST ▲	
Switch point derail installed main track MP 83.3.		Miles	STATIONS	
Special Instructions Item 13(1) not in effect.		57.7	CADET . . . . .	X-57
		58.6	NEW FOUNTAIN FARM . . . . .	XA-58
		72.4	INDIAN CREEK . . . . .	XA-72
		84.1	PEA RIDGE . . . . .	XA-84
			26.4	

Absolute Block in effect and block limits established between MP 59.0 and MP 72.0; MP 72.0 and 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.

MPH Pgrr. Frt.	BUSINESS TRACKS	MP No.	Sta.
60 40	Triangle Spur . . . . .	10.8	X-11
10 10	Bussen Spur . . . . .	11.6	X-12
	Hillcrest . . . . .	17.8	X-17
45 35	Sulphur Spring Spur . . . . .	22.9	X-23
15 15	Pevely . . . . .	27.3	X-27
	Horine . . . . .	29.5	X-30
	Iron Mountain . . . . .	80.7	X-81
	Middlebrook . . . . .	83.1	X-83
	Pilot Knob . . . . .	87.0	X-86
	Arcadia-Ironton . . . . .	88.6	X-89
	Glover . . . . .	97.8	X-99
	Chloride . . . . .	100.1	X-101
	North Des Arc . . . . .	111.8	X-112
	Leeper . . . . .	133.1	X-133
	Mill Spring . . . . .	134.5	X-135
	Wilby . . . . .	155.4	X-155
	Lumtie Industrial Lead 1.7 miles: Maximum speed 10 MPH (Mineral Point — Lumtie)		
	Lumtie . . . . .	62.0	XB-1
	Bonne Terre Ind. Lead 15.8 miles: (Max. speed 10 MPH) breaks out at Bismarck.		
	Bismarck . . . . .	126.0	X-75
	Derby . . . . .	119.2	MB-36
	Derby Jct. . . . .	118.2	MB-36
	Rivermines . . . . .	37.6	MC-38
	Flat River . . . . .	37.1	MC-37
	Desloge . . . . .	35.6	MC-35
	Dolomite . . . . .	34.0	MC-34
	McDowell Spur . . . . .	32.3	MC-32
	Bonne Terre . . . . .	31.1	MC-32
	Monsanto Ind. lead breaks out of Bonne Terre Ind. lead at MP 32.0 (max. speed 5 MPH). Deraul on lead at MP 97.5.		

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 25 MPH turnouts 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 . . . . .	SSW G	D-74	Maximum Speed MPH Between Delta and Charleston (Except as below) . . . . . 30
157.4	BN G . . . . .			Around wye-Charleston . . . . . 10
158.1	ORAN . . . . .		D-83	Between Dexter Jct. and Charleston (Except as below) . . . . . 30
162.0	MORLEY . . . . .		D-87	MP 211.0 — MP 214.0 . . . . . 10
178.3	CHARLESTON . . . . .	T	D-103	(Approach Highway 61 Crossing, Sikeston, prepared to stop for highway traffic.)
219.5	BERTRAND . . . . .		XD-54	
211.4	SIKESTON . . . . .	SSW G	XD-46	BUSINESS TRACKS MP No. Newman Spur . . . . . 160.2 D-85
211.0	BN G . . . . .			Diehlstadt . . . . . 173.5 D-98
205.4	MOREHOUSE . . . . .		XD-40	Buckeye . . . . . 217.3 XD-52
195.6	ESSEX . . . . .		XD-30	Miner . . . . . 214.5 XD-49
191.3	DEXTER JCT. . . . .	SSW G	XD-26	Hunterville . . . . . 198.7 XD-33
		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						NORTH	
First Class		Radio Communication via Channel One, call-in Two.				First Class	
21		STATIONS		Station	Sid-	22	
Psgr.				Nos.	ings	Psgr.	
Mon. Wed.	Miles				Feet	Sun. Tues.	
Sat.						Fri.	
AM 2 47	165.5	POPLAR BLUFF	⊙-2 ⊙ I	X-166	Yd.	AM s2 44	
	170.0	STANLEY	I	X-170			
	172.9	HARVIELL JCT.	⊙	X-173			
	180.4	NEELYVILLE, MO.	⊙	X-180	8457		
	192.2	CORNING, ARK.	⊙-2 ⊙	X-192	8376		
	199.0	KNOBEL	⊙	X-199	9800		
	202.9	PEACH ORCHARD	⊙	X-203	8088		
	214.4	O'KEAN	⊙	X-214	8338		
	223.6	MURTA JCT.	⊙	X-223			
s3 38	224.9	WALNUT RIDGE		X-225		s1 48	
	226.3	HOXIE	⊙BN ⊙	X-226	8641		
	228.5	MINTURN JCT.	⊙	X-228			
	238.9	ALICIA	⊙	X-239	8448		
	251.8	TUCKERMAN	⊙	X-252	8436		
	258.1	CAMPBELL JCT.		X-258			
	259.5	DIAZ JCT.	IT	X-259			
s4 14	261.7	NEWPORT	⊙-2 ⊙ I ⊙	X-262	Yd.	s1 14	
	263.9	NORTH BRIDGE JCT.		X-264			
	264.1	WHITE RIVER	⊙ ⊙				
	264.5	SOUTH BRIDGE JCT.		X-265			
	269.7	JIFFY	I	X-269			
	274.3	GLAISE JCT.	⊙	X-275			
	278.1	BRADFORD	⊙	X-278	9893		
	286.7	RUSSELL JCT.		X-286			
	288.4	BALD KNOB	⊙-2 ⊙ IT	X-288	5763		
	289.7	JUD	I	X-289			
	296.4	KENSSETT		X-296			
	298.4	HIG	I	X-298			
	306.5	MACK	I	X-306			
	312.7	BEEBE	⊙-2	X-313			
	319.2	WACROSS	I	X-320			
	330.7	JAX	I	X-331			
	332.1	JACKSONVILLE	T	X-332			
	343.6	N. LITTLE ROCK	⊙ I	X-344	Yd.		
s5 45 AM	345.6	L. ROCK AMTK STA.	⊙ T ⊙	X-346		11 55 PM	
	180.1						

MAXIMUM SPEED	MPH	BUSINESS TRACKS	MP	Sta. No.
(Except as below)	Psgr. Frt.			
MP 172-04 — MP 172-37	75 60	Delaplaine	207.6	X-208
MP 179-08 — MP 179-12	70 —	Olyphant	269.8	X-270
MP 184-37 — MP 185-04	65 —	Judsonia	292.6	X-293
MP 191-21 — MP 192-33	70 —	Higginson	299.7	X-300
MP 192-33 — MP 193-12	50 40	McRae	308.2	X-308
MP 192-33 — MP 193-12	70 55	Ward	317.6	X-318
MP 224-12 — MP 227-29	50 50 <sup>v</sup>	Cabot	323.0	X-323
Minturn Jct. — thru turnout	45 45	Valentine	336.1	X-336
MP 258-00 — MP 263-37	50 50 <sup>v</sup>			
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>v</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 333-07 — MP 333-19	60 —			
MP 339-15 — MP 339-20	65 —			
MP 339-20 — MP 347-15	40 40			
North and South Wye Bald Knob	15 15			

Jacksonville Ind. Lead 2.8 miles: (Max. Speed 10 MPH) breaks out at Jacksonville: Jacksonville - 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 30 MPH turnouts 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 349.3. Max. Speed ..... 10 MPH.

	MP	Sta. No.
North Little Rock	343.6	X-344
Arkansas River ⊙ ⊙	345.0	
⊙ LR&W ⊙	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.

CARLISLE INDUSTRIAL LEAD  
(North Little Rock to Carlisle 29.2 miles)

Maximum speed 20 MPH except MP 135.2 to MP 130.5 10 MPH.

Station	MP	No. Sta.
North Little Rock ⊙	131.9	X-344
⊙ SSW ⊙	130.5	
Galloway	124.6	XZ-011
Lonoke	111.5	XZ-024
Sisemore	108.9	XZ-027
Carlisle	102.8	XZ-033



SOUTH First Class 21 Psg.	Radio Communication via Channel One, call-in One.		Station Nos.	Sid- ings Feet	NORTH First Class 22 Psg.
	Miles	STATIONS			
Mon. Wed. Sat.					Sun. Tues. Fri.
AM		ⓈX@TⓈ			PM
343.6		N. LITTLE ROCK.....	X-344	Yd.	
		1.7			
345.3		ARK. RIVER@			
		0.3			
s6 00		L. ROCK AMTK STA. I	X-346		11 55 s11 40
		0.4			
346.0		ⓈLR&WⓈ			
		1.2			
347.2		LRJCT.....			
		4.5			
351.7		ENSIGN..... I	X-352		
		7.2			
358.9		ALEXANDER..... I	X-359		
		5.2			
364.1		BAUXITE JCT..... Ⓢ-1	X-364	5411	
		4.2			
368.3		SHERIDAN JCT..... I	X-368		
		0.4			
368.7		BENTON..... TⓈ	X-369		
		1.5			
370.2		SALINE JCT..... ∅	X-370		
		3.1			
373.3		HASKELL..... ♀	X-373	11187	
		4.0			
377.3		TRASKWOOD..... ♀	X-377	6181	
		7.3			
384.6		GIFFORD..... ♀	X-385	6311	
		4.1			
s6 45		MALVERN..... ⓈTⓈ-1	X-389		s10 37
		3.5			
392.2		ABCO..... ♀	X-390	9238	
		7.4			
399.6		DONALDSON..... ♀	X-400	6215	
		6.0			
405.6		WITHERSPOON..... ♀	X-406	6198	
		5.4			
411.0		ARKADELPHIA... Ⓢ-1♀	X-411	8839	
		11.3			
422.3		CURTIS JCT..... ♀	X-422		
		4.0			
426.3		GURDON..... ⓈIⓈ-1TⓈ	X-426	Yd.	
		3.0			
429.3		BEIRNE JCT..... ♀	X-429		
		8.3			
437.6		BOUGHTON..... ♀	X-438	8331	
		4.8			
442.4		PRESCOTT..... ♀	X-442	9094	
		7.2			
449.6		EMMET..... ♀	X-450	6564	
		8.1		n10477	
457.7		HOPE ⓈBNⓈ..... ⓈTⓈ	X-458	s5769	
		5.3			
463.0		GUERNSEY..... ♀	X-463	6186	
		7.3			
470.3		FULTON..... ♀	X-471	9509	
		7.9			
478.2		HOMAN..... ♀	X-478	8729	
		2.2			
8 04		CLEAR LAKE JCT... ∅	X-481		
		9.8			
s8 26		TEXARKANA..... ⓈT	X-491	Yd.	9 03
		146.6			
AM					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 (Except as below)	MPH		Sta. No.
	Psg.	Frt.	
MP 339-20 — MP 347-15	75	60	BUSINESS TRACKS
MP 347-15 — MP 351-07	40	40	Vogels East Main..... 351.0 X-351
MP 351-07 — MP 351-23	60	—	Cash Whistle-East Main..... 352.3 X-352
MP 357-10 — MP 357-24	50	50	Ark. Power & Light-West Main
MP 361-03 — MP 363-10	60	50	Midwest Castings-West Main
MP 363-10 — MP 364-20	70	—	353.4 X-353
MP 364-30 — MP 366-11	65	—	354.0 X-354
MP 362-18 — MP 385-35	60	55	Mabelvale-West Main..... 355.0 X-355
MP 388-05 — MP 389-19	35	35	AG West Main..... 356.3 X-356
MP 414-04 — MP 414-29	70	—	Ark. Power & Light-East Main
MP 425-31 — MP 426-35	40	40+	356.5 X-356
MP 434-28 — MP 435-34	65	—	Enmar-East Main..... 356.7 X-357
MP 441-26 — MP 442-29	50	50+	Jacuzzi Bros.-West Main..... 357.2 X-357
MP 457-12 — MP 458-09	30	30	Ark. Cont. Corp..... 357.4 X-357
MP 470-20 — MP 471-09	70	—	Bryant-West Main..... 362.7 X-383
MP 471-16 — MP 471-21	40	40	Perla..... 386.7 X-367
MP 483-07 — MP 483-21	65	—	Daleville..... 410.0 X-410
MP 485-35 — MP 488-32	60	—	Gum Springs..... 415.5 X-415
MP 488-32 — MP 490-08	25	20	Beirne..... 430.1 X-430
Union Station tracks Little Rock	10	10	
Malvern Wye tracks	10	10	

Remote control switches are 30 MPH turnouts 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.

Creww 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

Miles	Radio communication via Channel One.		Station Nos.	Sid- ings Feet	Maximum Speed MPH
	SOUTH ▼	NORTH ▲			
					Mountain Pine to MP Jct. . . . . 20
					MP Junction to MP 397.7 . . . . . 25
					(except as below) . . . . . 25
					MP 407.6 to MP 407.4 . . . . . 20
					MP 401.2 to MP 399.9 . . . . . 20
					MP 398.6 to MP 398.3 . . . . . 20
					MP 397.7 to Malvern . . . . . 35
					(except as below) . . . . . 35
					MP 396.8 to MP 396.6 . . . . . 20
					MP 393.5 to MP 394.0 . . . . . 20
					Butterfield Industrial Lead:
					Butterfield-Haskell 12.6 miles
					(Maximum Speed 10 MPH)
					Special Instructions, Item 9, applies
					Hot Springs 7:00 p.m. until
					7:00 a.m.
					Business Tracks
					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

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).



Radio Communication via Channel Two, call-in One.				Station Nos.	Sidings Feet
Miles	SOUTH STATIONS	NORTH STATIONS			
381.5	COTTER	④ ⑤ ⑥	WR-125	7840	
	24.1				
357.4	NORFORK	④-1	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	④	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	④-1 ④T ④	WR-29	2492	
	20.6				
265.5	PAROQUET		WR-9	4363	
	7.4				
259.5	DIAZ JCT.	T ④	X-259		
	123.4				

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

Conditional Yard Limits: MP 283.0 to MP 287.3 — 9:01 am-5:01 pm.

Engs. must not go beyond Midwest Lime Co. loading chute on Midwest Spur Batesville.

Six axle type engines must not operate over Bridge #1 at Hays Bros. Lbr., Calico Rock.

Trains enroute to or from Cotter Subdiv. via Diaz Jct. secure clearance Newport.

Hot Box and Dragging Equipment Detector located ④ MP 298.8, \*MP 325.0 and ④ MP 352.5.

Max. Speed	MPH
(Except as Below) . . . . .	49
MP 259.5 — 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, Independence Coal plant, 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	EAST STATIONS				
380.7	MEMPHIS (Sargent Yd.) . . . . .	XG-93	Yd.			60
	0.1					
380.6	KC JCT. ④NS G. . . . .					North and South wye Bald Knob . . . . . 15
	2.4					MP 298-08 — . . . . .
378.2	TEXAS ST. ④ICG ④ . . . . .					MP 298-20 — . . . . . 30
	0.1					MP 298-20 — . . . . .
378.1	KENTUCKY ST. ④ . . . . .					MP 299-03 — . . . . . 40
	2.3					MP 331-29 — . . . . .
375.8	BRIDGE JCT. ④BN ④ . . . . .	XG-88				MP 336-05 — . . . . . 40
	0.6					MP 345-17 — . . . . .
375.2	BRIARK . . . . .	XG-87				MP 346-13 — . . . . . 50
	5.2					MP 375-08 — . . . . .
370.0	PRESLEY JCT. ④BN ④ . . . . .	XG-82				MP 378-04 — . . . . . 25
	8.5					Tower 17 — Forrest Yard on NS Main Tracks . . . . . 10
361.5	CRAWFORDSVILLE . . . . .	XG-74	9882			Kentucky St. — ICG ④ on Southward Track. . . . . 10
	13.2					ICG ④ — Old Aulon Tower on Southward Track . . . . . 10
348.3	SMITHDALE . . . . .	XG-60	7515			ICG South Yard wye . . . . . 10
	15.9					Westward trains secure clearance Kentucky Street.
332.4	WYNNE ④MP ④ . . . . .	C-304	8935			
	13.6					
318.8	FAIR OAKS ④SSW ④ . . . . .	XG-31	8472			Business Tracks . . . . .
	18.8					MP No.
300.0	NEW AUGUSTA . . . . .	XG-12	6474			Rio Vista . . . . . 292.8 XG-6
	1.5					Patterson . . . . . 307.3 XG-19
298.5	WHITE RIVER ④ ④ . . . . .					McCrary . . . . . ④-2.309.3 XG-21
	10.6					Hamlin . . . . . ④-2.324.7 XG-37
287.9	BALD KNOB . . . . .	X-288				Levesque . . . . . 337.5 XG-50
	92.8					Parkin . . . . . 346.9 XG-59
						Earle . . . . . ④-2.352.1 XG-64
						Gavin . . . . . ④-2.352.1 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 30 MPH turnouts.

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

Hot Box and Dragging Equipment Detectors located ④MP 292-17, ④MP 315-08, ④MP 340-25 and ④MP 357-15.

Wynne ④-Wynne Subdiv. train dispatcher is the operator per Rule 340. Communication via Channel Two.



18 NORMAN SUBDIV. — ARKANSAS DIVISION

Maximum Speed MPH (except as below)		Radio Communication via Channel One		Station Nos.
MPH	MP	NORTH ▼	SOUTH ▲	
MP 457-20	MP 457-25	STATIONS		
MP 472-00	MP 472-02	Miles		
Yard Limits — Gurdon to MP 430.0		426.3	GURDON	X-426
Between MP 430.0 and Norman absolute block in effect. Authority for occupancy must be obtained from train dispatcher. Be governed by Special Instructions Item 13 (27).		441.0	OKOLONA	XL-15
		446.5	PIKE CITY JCT	XL-20
		454.0	GRAYSONIA	XL-28
Business Tracks	MP No.	465.3	AMITY	XL-39
Summit	433.1	XL-7		
Rosboro	469.8	XL-43		
Birds Mill	478.9	XL-52		
		473.5	GLENWOOD	XL-47
		480.7	CADDO GAP	XL-54
		485.9	NORMAN	XL-60
			59.6	

NASHVILLE SUBDIV. — ARKANSAS DIVISION

Maximum Speed MPH (except as below)		Radio Communication via Channel One		Station Nos.
MPH	MP	SOUTH ▼	NORTH ▲	
MP 457.1	MP 458.0	STATIONS		
MP 483.2	MP 483.3	Miles		
MP 483.2	MP 492.0	457.7	HOPE	X-458
MP 484.0	MP 492.0	483.1	NASHVILLE	XJ-26
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.		493.1	PERKINS	XJ-36
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 Instructions Item 13 (27).			35.3	
Business Tracks	MP No.			
North Hope				

GURDON SUBDIV. — ARKANSAS DIVISION

Maximum Speed MPH (Except as below)		Radio Communication via Channel One		Station Nos.	Sidings Feet
MPH	MP	SOUTH ▼	NORTH ▲		
MP 456-06	MP 456-25	STATIONS			
MP 458-26	MP 460-27	Miles			
MP 487-05	MP 492-25	426.3	GURDON	X426	Yd.
Monsanto Lead		452.4	LESTER	E-26	3412
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.		459.8	CAMDEN	E-33	
Business Tracks	MP No.	460.8	SSW		
Barringer	431.5	E-5			
Reader	437.6	E-11			
Chidester	444.7	E-18			
Kraft	461.3	E-35			
Smackover	478.8	E-52			
Norphlet	484.5	E-58			
		463.1	CULLENDALE	E-37	
		474.5	LOUANN	E-48	6321
		487.5	MONSANTO	E-61	3222
		492.2	EL DORADO	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 dispatcher. Be governed by Special Instructions Item 13 (27).					

TIMETABLE NO. 22

WYNNE SUBDIV. — LOUISIANA DIVISION 19

Maximum Speed MPH (Except as Below)		Radio Communication via Channel One		Station Nos.	Sidings Feet
MPH	MP	SOUTH ▼	NORTH ▲		
MP 235.3	MP 280.7	STATIONS			
MP 235.3	MP 235.5	Miles			
MP 235.5	MP 242.1	219.9	PARAGOULD	C-243	7262
MP 235.5	MP 243.6	221.6	PARAGOULD JCT	C-245	
MP 235.5	MP 278.3	235.3	JONESBORO JCT	C-259	
MP 235.5	MP 280.7	238.0	JONESBORO	C-262	8358
MP 235.5	MP 327.0	256.7	HARRISBURG	C-280	7661
MP 235.5	MP 295.2	278.0	NORTH WYNNE		
MP 235.5	MP 297.0	281.0	WYNNE	C-304	7313
MP 235.5	MP 313.6	290.9	CALDWELL	C-314	7230
MP 235.5	MP 327.0	296.4	FORREST CITY	C-319	
MP 235.5	MP 408.1	314.0	MARIANNA	C-337	6975
MP 235.5	MP 365.4	325.5	LEXA	C-349	11200
MP 235.5	MP 366.4	326.5	HELENA JCT	C-351	
MP 235.5	MP 372.5	339.5	LAKEVIEW	C-363	6975
MP 235.5	MP 382.8	368.7	SNOW LAKE	C-392	6985
MP 235.5	MP 406.8	377.8	WHITE RIVER		
MP 235.5	MP 408.1	381.1	MEDINA	C-405	
MP 235.5	MP 406.8	382.0	ARKANSAS RIVER		
MP 235.5	MP 407.5	387.0	WATSON	C-411	6946
MP 235.5	MP 406.8	406.8	NORTH McGEHEE		
MP 235.5	MP 407.5	408.1	McGEHEE	C-432	Yd.
			188.2		

BUSINESS TRACKS	MP	Sta. No.	BUSINESS TRACKS	MP	Sta. No.	BUSINESS TRACKS	MP	Sta. No.
Greenfield	251.6	C-275	Yaletowne	293.3	C-317	Mellwood	2.356.6	C-380
Whitehall	262.4	C-286	Barton	329.2	CK-12	Vestal Spur	377.4	C-401
Cherry Valley	267.8	C-291	Oneida	335.3	C-359	Cypress Bend	399.7	C-423
Vandale	274.3	C-298	Wabash	341.1	C-365	McArthur	402.5	C-426
Colt	286.2	C-310	Elaine	347.1	C-371			

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 @ — 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.

Detectors located at MP 371.0 and MP 389.0 are also equipped with high-wide detectors. Timetable Items 16 and 16.4 apply. These detectors are equipped with a three light array on cantilever over track. Center light dark indicates high load. Right or left light dark indicates wide load on side indicated. When dark light encountered, stop train at once and inspect entire train as indicated.

When approaching this detector if all 3 lights are not illuminated, stop at once and inspect entire train for high-wide, hot boxes and dragging equipment.

Remote control switches are 30 MPH turnouts except south end siding Lexa and Helena Jct. Northward trains secure clearance at McGehee.

Train orders, clearances and messages received by southward trains Illmo 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	338.6	CJ-12

TIMETABLE NO. 22



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 346.1 ..... 35

MP 346.1 — MP 346.3 ..... 30

MP 346.3 — MP 349.3 ..... 40

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 449-11 — MP 449-18 ..... 50

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 ..... 25<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	580.4	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 30 MPH turnouts except — North end siding Higgins, South end sidings Hensley, White Bluff, South end old siding Pine Bluff; Texmo Jct. and South end Monroe.

30 MPH turnouts 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.

**TIMETABLE NO. 22**

Radio Communication via Channel One.

Miles	SOUTH ▼	STATIONS	NORTH ▲	Station Nos.	Sidings
					Feet
343.6		N. LITTLE ROCK	■I@T\$@	X-344	Yd
347.2		3.6			
344.2		LR JCT			
347.3		3.1		XZ-000	7800
354.1		6.8		K-9	9150
364.5		HIGGINS		K-19	8700
370.5		10.4			
387.4		HENSLEY		K-25	
390.9		6.0			
409.6		WHITE BLUFF	@		
420.2		16.9			
427.9		②SSW@			
431.0		3.5			
447.2		PINE BLUFF	②③④\$	K-43	11385
408.1		18.7		K-64	10138
415.6		GRADY			
422.0		10.5		K-75	
432.1		GOULD	@		
436.4		7.6		K-82	
440.1		DUMAS			
449.3		3.1		K-86	9731
460.8		PICKENS			
473.5		16.2		C-432	Yd.
481.0		McGEHEE	■I@T\$@		
491.8		7.5		C-439	
501.0		DERMOTT			
501.1		6.3		C-446	8873
502.9		HUDSPETH			
516.6		10.1		C-456	
528.2		MONTROSE			
535.1		4.2		C-460	
548.7		PORTLAND	@		
552.8		3.7		C-464	9139
556.5		SUNSHINE			
561.6		9.1		C-473	
576.9		WILMOT, ARK.			
582.1		11.4		C-484	9445
587.4		BONITA, LA.			
592.6		12.7		C-497	
595.1		MER ROUGE			
596.5		7.4		C-505	9360
596.6		COLLINSTON	@T		
597.8		10.7		C-515	9181
601.5		SWARTZ			
		9.2		C-524	
		0.1			
		①ICG@	@@		
		1.8			
		MONROE	■I\$@@	C-525	Yd.
		13.7			
		BOSCO		C-540	9433
		11.6			
		OUACHITA RIVER@@			
		6.7			
		GRAYSON	@	C-558	9200
		13.6			
		OLLA		C-572	7952
		4.1			
		URANIA		C-576	5696
		3.7			
		TULLOS		C-580	
		5.0			
		GEORGETOWN@LOAM@	@	C-585	8003
		15.3			
		ANTONIA		C-601	9584
		14.2			
		TIOGA@L&A@		C-616	8029
		2.5			
		③KCS@			
		1.4			
		RED RIVER@			
		0.1			
		RED RIVER JCT	⑦	C-620	
		1.1			
		TEXMO JCT.@	⑦	TB-196	
		3.7			
		ALEXANDRIA	@⑦⑧@	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, yardmaster channel two.



Maximum Speed MPH (Except as below) 25		Radio Communication via Channel One.			Station Nos.
MP 553-20 — MP 553-22 ..... 10 MP 563-00 — Huttig Jct. .... 10 Inside IMC Plant Sterlington ..... 5	Miles	SOUTH ▼	STATIONS	NORTH ▲	
	527.2		HUTTIG, ARK. .... ①		F-3
	530.3		3.1 LITROE, LA. ....		F-6
	542.8		12.4 HAILE. ....		F-18
	553.7		10.9 OUACHITA RIVER ②② ..... ①		
	554.0		0.2 STERLINGTON ..... ①		F-30
	568.1		14.4 ② A&LM ① ..... ①		
	568.6		0.5 HUTTIG JCT. ① ..... ①		
			0.4 MONROE ..... ① T ① S ①		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 No. Sta. No.  
Upco ..... 547.6 F-22  
Spencer ..... 548.7 F-24  
Lamkin ..... 561.5 F-37

Rule 99 (d) in effect between Sterlington and Huttig only.

Yard Limits: 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. Maximum Speed ..... 30 MPH Note — Trains and engines move over crossing, MP 445-22 when protected by crew member.		Radio Communication via Channel One.			Station Nos.
Business Tracks MP No. Sta. No.	Miles	SOUTH ▼	STATIONS	NORTH ▲	
Baxter ..... 426.5 KC-10	422.6		DERMOTT ..... ①		C-439
Cominto ..... 434.0 KC-17	445.3		22.6 MONTICELLO ② AD&N ① ..... ①		KC-29
Killin ..... 442.5 KC-28	461.4		16.1 WARREN ..... ①		KC-45
Wilmar ..... 454.0 KC-37			38.7		

Maximum Speed MPH (Except as below) 25		Radio Communication via Channel One.			Station Nos.	Sidings Feet	Rule 99 (d) in effect	
MP 641-26 — Ferriday ..... 10 Vidalia Ind. Lead ..... 10	Miles	SOUTH ▼	STATIONS	NORTH ▲			Maximum Speed MPH (Except as below) 25	MP 641-26 — Ferriday ..... 10 Vidalia Ind. Lead ..... 10
	408.1		McGEHEE ..... ① ① ① T S ①		C-432	Yd.		
	424.1		16.0 MACON LAKE ..... ①		K-118			
	431.3		7.2 LAKE VILLAGE ..... ①		K-126	2574		
	446.8		15.5 EUDORA, ARK. .... ①		K-141	2654		
	470.1		23.3 LAKE PROVIDENCE, LA. .... ①		K-165	2597		
	487.4		17.3 SONDHEIMER ..... ①		K-182			
	498.4		11.0 TALLULAH ② ICG ① ..... ①		K-194	2051		
	511.5		13.1 QUIMBY ..... ①		K-207			
	523.3		11.8 NEWELLTON ..... ①		K-219	2607		
	533.7		10.4 ST. JOSEPH ..... ①		K-229			
	546.1		12.4 WATERPROOF ..... ①		K-242			
	557.2		11.1 CLAYTON ..... ①		E-210			
	637.2		5.5 FERRIDAY ..... ① ①		E-216	Yd.		
	642.2		154.6					

BUSINESS TRACKS MP No. Sta. No.  
Trippe ..... 412.1 K-106  
Chicot ..... 440.0 K-135  
Shelburn ..... 463.1 K-158  
H & W  
Warehouse . . . 463.8 K-159  
Hollybrook . . . 474.4 K-169  
Transylvania . . 478.5 K-173  
Talla Bena. . T . . 490.9 K-186  
Goldman . . . . . 544.4 K-240  
Azucena . . . . . 549.4 K-245  
Concordia Jct. . 643.4 E-217  
Vidalia . . . T . . 651.6 E-226  
Natchez ② ① □ 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.	Sidings Feet	EAST	
First Class						First Class	
31 Psgr. Daily	33 Psgr. Daily					30 Psgr. Daily	32 Psgr. Daily
		Miles					
		0.0	GRATIOT ST. ①②				
		1.3	1.3 23RD STREET ①T②③				
		2.3	1.0 GRAND AVE. ①②	MX-2			
PM	AM					PM	PM
5 05	8 20	0.5	ST. LOUIS ①②	MX-1		2 15	8 45
		2.3	1.8 GRAND AVE. ①②③	MX-2			
		3.6	1.3 IRON MTN. JCT. ①②	X-1			
		6.8	3.2 MAPLEWOOD ①②	MX-7			
		10.8	4.0 WEBSTER ①②	MX-11			
		13.2	2.4 KIRK JCT. ①	MX-12			
s5 28	s8 43	13.4	0.3 KIRKWOOD ①②-2	MX-13		s1 44	s8 13
		18.7	5.3 PARK ①	MX-18			
		23.4	4.7 BOYD ①	MX-22			
		32.2	8.8 DOZIER ①	MX-31			
		37.0	4.8 SUMMIT ①	MX-36			
		46.5	9.5 SOUTH POINT ①	MX-52			
		51.7	5.2 WASHINGTON ①②-2	MX-54			
		54.9	2.8 PACE ①	MX-58			
		57.7	28.5 GASCONADE JCT. ①-2②	MX-86			
		86.2	4.7 MORRISON JCT. ①	MX-91			
		90.9	9.3 CHAMMOIS ①T	MX-100			
		100.2	16.5 BONNOT JCT. ①	MX-116			
		116.7	0.6 OSAGE JCT. ①	MX-117			
		117.3	7.0 MOREAU ①	MX-124			
s7 18	s10 29	125.5	1.2 ①②-2T③	JEFFERSON CITY ①		s12 01	s6 28
		7 22	2.4 RIVER JCT. ①	MX-128		11 49	6 19
		7 35	12.3 CENTERTOWN ①	MX-140	4082	11 36	6 06
		7 40	4.5 McGIRK ①	MX-144	4304	11 31	6 01
		7 45	5.6 CALIFORNIA ①-2	MX-150	4017	11 26	5 56
		8 00	15.8 DOW ①	MX-166	9240	11 11	5 41
		8 10	9.6 OTTERVILLE ①	MX-175	1131	11 02	5 32
		8 16	5.4 SMITHTON ①	MX-181	3758	10 57	5 27
		187.7	6.6 ①MKT②				
s8 25	s11 34	188.9	1.2 SEDALIA ①②③-2T④	MX-188	4414	s10 50	s5 19
		8 34	6.8 DRESDEN ①	MX-195	7664	10 40	5 10
		8 39	5.2 LAMONTE ①	MX-200		10 35	5 05
		8 46	7.2 KNOBNOSTER ①	MX-208	6167	10 28	4 58
s8 56	s12 14	218.4	10.3 WARRENSBURG ①-2	MX-218		s10 18	s4 48
		9 03	6.0 CENTERVUE ①	MX-224	9508	10 12	4 42
		9 11	8.4 HOLDEN ①	MX-232	3398	10 04	4 34
		9 15	4.7 KINGSVILLE ①	MX-237	2867	10 00	4 30
		9 21	5.5 STRASBURG ①	MX-242	4293	9 54	4 24
		249.2	6.2 ①-1-2T③	PLEASANT HILL ①②	MX-249	9862	
		252.3	3.0 AVON ①	MX-252	4166		
s9 38	s12 59	259.8	7.5 LEE'S SUMMIT ①②	MX-259	8840	s9 36	s4 06
		265.1	5.3 LITTLE BLUE ①	MX-265	3279		
		271.2	6.1 INDEPENDENCE JCT. ①	MX-271			
s 9 54	s 1 19	273.2	2.0 INDEPENDENCE ①-2	MX-273		s 9 20	s 3 50
		276.8	3.6 ROCK CR. JCT. ①	MX-276			
10 30 PM	1 45 PM	283.0	6.2 KANSAS CITY ①② (Un. Sta.) 278.8	MX-282		9 00 AM	3 30 PM

TIMETABLE NO. 22

SPECIAL INSTRUCTIONS

Maximum Speed	MPH Psgr. Frt.	Maximum Speed	MPH Psgr. Frt.
(Except as below).....	75 60	MP 211-38 — MP 212-18.....	65 —
Thru Grand Ave. Interlocking ...	10 10	MP 216-25 — MP 218-28.....	35 35
Between Grand Ave. and Iron Mountain Jct.....	45 35	MP 218-28 — MP 221-14.....	55 50
MP 3-25 — MP 13-13.....	50 40	MP 221-14 — MP 222-14.....	60 —
MP 13-13 — MP 13-25.....	30 30	MP 227-18 — MP 227-31.....	65 —
MP 13-25 — MP 13-37.....	50 50	MP 231-25 — MP 232-32.....	65 —
MP 13-37 — MP 15-14.....	65 50	MP 232-32 — MP 233-07.....	55 —
MP 15-14 — MP 15-24.....	65 —	MP 248-18 — MP 249-14.....	45 45
MP 17-03 — MP 21-00.....	70 —	MP 256-15 — MP 257-08.....	65 —
MP 21-00 — MP 21-25.....	60 55	MP 257-08 — MP 259-28.....	60 45
MP 21-25 — MP 23-11.....	70 —	MP 259-28 — MP 260-07.....	35 35*
MP 23-11 — MP 27-04.....	60 —	MP 260-07 — MP 261-22.....	65 —
MP 27-04 — MP 28-28.....	60 55	MP 264-11 — MP 264-13.....	55 55*
MP 30-21 — MP 31-12.....	65 55	MP 264-13 — MP 265-28.....	60 40
MP 32-25 — MP 33-31.....	70 —	MP 265-28 — MP 265-32.....	55 55*
MP 33-31 — MP 34-29.....	60 —	MP 270-36 — MP 276-28.....	35 35
MP 34-29 — MP 35-30.....	50 50		
MP 35-30 — MP 44-15.....	70 —	TUNNELS: Gray Summit MP 39-02 to MP 39-24; West Labadie MP 42-34 to MP 43-01.	
MP 48-33 — MP 49-29.....	65 —	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 49-29 — MP 55-17.....	70 —	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 58-16 — MP 58-37.....	70 —	Independence-Fixley Spur: Maximum overhead clearance 16 ft. 6 inches. Maximum speed 10 MPH.	
MP 61-29 — MP 66-37.....	60 55	State Fair Spur ..... 10 MPH	
MP 66-37 — MP 67-08.....	60 50	Hand Throw Crossovers Between Main Tracks:	
MP 70-25 — MP 71-12.....	65 —	Pacific ..... MP 34-20	
MP 72-08 — MP 75-28.....	50 50	West Labadie ..... MP 43-26	
MP 80-10 — MP 81-16.....	50 50	Washington ..... MP 55-22	
MP 83-34 — MP 84-36.....	55 55	New Haven ..... MP 67-12	
MP 84-36 — MP 86-08.....	70 50	Hermann ..... MP 81-02	
MP 86-08 — MP 87-37.....	65 55	Jefferson City ..... { MP 125-00	
MP 87-37 — MP 89-10.....	45 45	Independence ..... { MP 126-20	
MP 89-10 — MP 89-27.....	60 55	MP 273-31	
MP 89-27 — MP 92-06.....	70 —	Trains must secure clearance before leaving St. Louis, Jefferson City, Kansas City or Neff Yard.	
MP 92-06 — MP 93-03.....	60 55	Yard Limits: MP 0-0 to MP 6-29, MP 187-20 to MP 194.	
MP 93-03 — MP 94-13.....	70 —	St. Louis Terminal Div. jurisdiction between St. Louis and MP 14.	
MP 94-13 — MP 97-22.....	65 —	Operation on TRRA between St. Louis and Grand Ave.	
MP 97-22 — MP 97-30.....	60 55		
MP 106-33 — MP 107-01.....	60 55		
MP 107-01 — MP 108-32.....	65 —		
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).....	55 —		
MP 115-27 — MP 116-34.....	50 50		
MP 116-34 — MP 117-12.....	60 —		
MP 117-12 — MP 118-25.....	70 —		
MP 118-25 — MP 121-20.....	65 —		
MP 123-25 — MP 124-24.....	45 45		
MP 124-24 — MP 126-29.....	70 55		
MP 126-29 — MP 276-28.....	55 —		
(Except as below).....	55 50		
MP 126-29 — MP 128-18.....	60 —		
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 —		

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 30 MPH turnouts except Jct. switch with Carthage Subdivision at Pleasant Hill.

Following are 25 MPH turnouts: East end siding Centerview, both ends sidings Dow and Dresden, and hand throw crossovers West Labadie, New Haven and Hermann.

Between Leeds Jct. and Neff Yard and between Southwest Jct. and Neff Yard be governed by Kansas City Terminal Division operating instructions.

TIMETABLE NO. 22



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

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

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

Between Gratiot St. and Grand Avenue,  
authority of train dispatcher is not required  
to enter main track. Movement will be made  
only on authority of yardmaster Lesperance  
Street and must not exceed 20 MPH. Train  
or engines must not enter, foul or re-enter  
after having cleared main track at hand  
operated switch without obtaining author-  
ity 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 obtain-  
ing 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 583 and 584. Block signal normally  
shows approach or advance approach. If bot-  
tom unit displays flashing red train must  
stop and inspect entire train. After inspec-  
tion completed operate push button in detec-  
tor box.

Dragging equipment units are located at  
Bonnot Jct. and Osage Jct. Units normally  
dark. When units display flashing red, train  
must stop and inspect entire train. After  
inspection completed operate push button in  
detector box.

Hot Box and Dragging Equipment Detec-  
tors 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; MP 382-19 to MP  
380.0; and MP 490-00 to MP  
488-00.

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.

25 MPH turnouts: sidings Ore, Adrian, Lamar, Stotts City, Crane,  
Davis, Cotter; South end Pearl.

Maximum Speed	MPH	Maximum Speed	MPH
MP 249-06 — MP 364-03		MP 462-30 — MP 460-04	35
(Except as below)	49	MP 460-04 — MP 459-18	30
MP 258-14 — MP 259-30	40	MP 459-18 — MP 453-05	35
MP 298-24 — MP 299-20	25	MP 448-10 — MP 447-21	35
MP 317-20 — MP 317-28	35	MP 447-21 — MP 445-15	25
MP 364-01 — MP 364-03	15	MP 445-15 — MP 436-24	35
MP 527-30 — MP 468-14		MP 436-24 — MP 429-13	30
(Except as below)	49	MP 423-29 — MP 422-18	35
MP 527-30 — MP 527-00	15	MP 420-22 — MP 420-12	30
MP 511-24 — MP 511-19	40	MP 411-10 — MP 409-33	35
MP 490-15 — MP 488-00	20	MP 409-33 — MP 381-25	
MP 483-07 — MP 481-18	35	(Except as below)	49
MP 481-18 — MP 478-01	45	MP 404-27 — MP 399-03	35
MP 478-01 — MP 477-30	30	MP 399-03 — MP 393-21	45
MP 471-05 — MP 470-21	35	MP 393-21 — MP 392-02	40
MP 468-14 — MP 409-33		MP 385-25 — MP 381-25	35
(Except as below)	40		
MP 467-26 — MP 467-15	30		

## CARTHAGE SUBDIV. — NORTHERN DIVISION

Miles	SOUTH ▼	Radio Communication via Channel One, Call-in One STATIONS	NORTH ▲	Sta- tion Nos.	Sid- ings Feet
249.2		PLEASANT HILL .. @T@-1@		MX-249	9862
		5.5			
254.7		ORE .....		P-5	7550
		4.1			
258.8		HARRISONVILLE@BN@ .....	T	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@ .....	@@-1@	P-69	1800
		1.9			
319.3		NASSAU JCT. ....	T	P-71	
		11.5			
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@ .....	@@@T@	P-115	
527.6		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			







Operating Instructions.

Remote control switches are 30 MPH turnouts except as follows:

15 MPH turnouts located at:  
 UP connection — UP Mile Pole 0.2; Rock Creek Jct. to River Subdiv.; Wyandotte — UP connection; Kaw Point — C&NW yard lead; Kaw Point — end of two main tracks; KCNW conn.; East Yard Jct.; Kaw River Jct.; Leeds — north switch Blue River Yard; Rock Creek Jct. — inbound River Subdiv. to Sedalia Subdiv.; Sheffield wye and crossover — Tower 8; Troost Ave. interlocking switches Nos. 303, 305A, 305B, 307A, 307B, 309A, 309B, 311B, 312, 313A, 313B, 314, 317, 321B and 325; Broadway interlocking switches Nos. 203, 207B, 211 and 221.

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 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.

SOUTH		NORTH		Station Nos.	Sidings Feet
Miles	STATIONS	Miles	STATIONS		
484.0	Council Bluff, IA. ⊗ ⊕ ⊗ ⊕			O-205	Yd.
	via UP-10.1 Miles				
473.1	GILMORE JCT. NE. ⊕			O-191	
467.1	6.0 LA PLATTE			O-185	3587
465.5	1.6 ⊗ BN ⊕				
465.2	0.3 ⊗ BN ⊕				
455.1	10.1 MURRAY			O-172	3703
447.4	7.7 UNION			O-165	3243
437.9	9.5 MONTANA			O-155	3609
436.9	1.0 NEBRASKA CITY. ⊗ BN ⊕			O-153	Yd.
428.5	8.4 PAUL			O-146	3637
423.2	5.3 JULIAN			O-141	2994
416.4	6.8 CRETE JCT.			O-134	
414.1	2.3 AUBURN			O-132	6215
401.0	13.1 STELLA			O-119	3593
393.2	7.8 VERDON			O-112	6407
389.9	3.3 STRAUSVILLE			O-107	3708
384.3	5.6 FALLS CITY, NEB. ⊗ BN ⊕			O-102	Yd.
379.1	5.2 RESERVE, KAN. ⊕ ⊗ ⊕ ⊗			O-97	
370.3	8.8 HIAWATHA			O-88	4684
369.7	0.6 ⊕ UP ⊕				
358.7	11.0 WILLIS			O-76	6453
351.7	7.0 EVEREST			O-69	
347.4	4.3 HURON			O-64	6279
341.3	6.1 LANCASTER			O-59	
338.1	3.2 SHANNON			O-56	6387
332.3	5.8 NORKAN JCT.			O-49	
330.7	1.6 ATCHISON			O-48	Yd.
320.0	10.7 OAK MILLS			O-38	7561
314.2	5.8 WADE			O-32	5145
310.0	4.2 LEAVENWORTH			O-27	4646
309.2	0.8 CNW CONN.				
306.2	3.0 COCHRANE			O-23	5786
298.2	8.0 WOLCOTT			O-16	8593
293.4	4.8 NEARMAN			O-10	6276
287.5	5.9 EDGEWATER JCT.			O-05	
284.8	2.7 ⊕ UP ⊕				
284.7	0.1 ⊕ UP ⊕				
284.5	0.2 KAW PT., KAN.				
283.0	1.5 BROADWAY				
282.0	1.0 ⊗ KCS ⊕				
280.0	2.0 NEFF YD., Mo. T ⊕ ⊗			MX283	Yd.
	199.6				

Radio communication via Channel One, Call-in One  
 Trains originating Neff Yard, Council Bluff 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 ATSE.

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; Gilmore Jct. to Council Bluffs.

Operation over Union Pacific between Gilmore Jct. and Council Bluffs 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

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 be governed by Kansas City Terminal Division operating instructions.

Remote control switches 30 MPH turnouts 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	Station Nos.	Sidings Feet
330.7	ATCHISON	ⓂⓈ T Ⓢ Ⓜ	O-48	Yd.
332.3	NORKAN JCT.	Ⓞ	O-49	
347.9	EFFINGHAM		S-17	
355.2	MUSCOTAH		S-25	
361.4	WHITING		S-31	
367.3	NETAWAKA		S-37	467.8
379.8	GOFF		S-49	
385.7	CORNING		S-55	413.4
392.9	CENTRALIA		S-62	
400.4	VERMILLION		S-70	
408.8	FRANKFORT	Ⓞ UP Ⓞ	S-78	257.4
413.7	TUTTLE		S-83	526.5
425.6	BLUE RAPIDS		S-95	
430.5	WATERVILLE		S-100	
437.7	BARNES		S-107	
443.6	GREENLEAF		S-113	313.3
450.6	LINN		S-120	
455.4	PALMER		S-125	
464.4	CLIFTON		S-134	373.1
466.0	Ⓞ KYLE Ⓞ			
471.0	CLYDE		S-141	
485.1	Ⓞ ATSF Ⓞ			
485.4	CONCORDIA	Ⓞ Ⓜ Ⓢ Ⓞ	S-155	Yd.
490.2	HASTINGS JCT.	T	S-159	
490.3	YUMA		S-160	221.9
496.3	BURR OAK JCT.	Ⓞ	S-166	
496.4	JAMESTOWN	Ⓞ	S-166	
502.8	SCOTTSVILLE		S-172	
514.4	BELOIT	Ⓞ UP Ⓞ	S-184	166.3
524.1	GLEN		S-194	196.8
533.3	CAWKER		S-203	175.4
538.6	DOWNNS	Ⓞ Ⓜ T Ⓞ	S-208	Yd.
548.5	OSBORNE		SF-10	
562.1	ALTON		SF-23	
570.4	WOODSTON		SF-32	
580.4	STOCKTON	Ⓞ T	SF-42	Yd.
				246.9

Rule 99 (d) in effect

Maximum Speed MPH  
(Except as below) . . . 25  
MP 418-00 — . . . 30  
MP 580-16 . . . . . 30  
MP 491-08 — . . . . . 10  
MP 491-14 . . . . . 10

Business Tracks MP Sta. No.  
Vliets . . . . . 404.0 S-74  
Ames . . . . . 473.8 S-143  
Rice . . . . . 479.8 S-149  
Gilbert . . . . . 509.5 S-179  
Solomon . . . . . 519.3 S-189  
Rapids . . . . . 519.3 S-189  
Glen . . . . . 525.6 S-195  
Elder . . . . . 525.6 S-195  
Cawker . . . . . 532.9 S-202  
City . . . . . 532.9 S-202  
Bloomington . . . . . 553.7 SF-15

ABS — CTC: Norkan Jct. to Atchison.

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

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

At Osborne, stop and protect U.S. Highway 281 crossing.

Rule 99 (d) in effect		WEST	EAST	Station Nos.	Sidings Feet
Yard Limits:	Miles	STATIONS	STATIONS		
MP 456-00 to MP 467-00.	455.1	WEeping WATER . . . . . Ⓞ Ⓜ Ⓢ Ⓞ		OD-41	Yd.
	456.0	OMAHA JCT . . . . . Ⓞ		OD-42	
Maximum Speed MPH	459.9	MANLEY . . . . . Ⓞ		OD-46	1243
(Except as below) . . . 25	465.6	LOUISVILLE . . . . . Ⓞ		OD-52	1804
MP 466-00 — . . . . . 10	465.9	Ⓞ BN Ⓞ			
	471.6	SPRINGFIELD . . . . .		OD-58	1376
	479.5	Ⓞ UP Ⓞ			
	485.6	Ⓞ C&NW Ⓞ			
	489.1	LOUISVILLE JCT. . . . . Ⓞ		O-199	
		OMAHA . . . . . Ⓞ Ⓜ Ⓢ Ⓞ		O-205	Yd.
		38.7			

## LINCOLN SUBDIV. — NORTHERN DIVISION

Maximum Speed MPH		WEST	EAST	Station Nos.	Sidings Feet
(Except as below) . . . 25	Miles	STATIONS	STATIONS		
Between 33rd Street and Lincoln . . . . . 10	447.4	UNION . . . . . Ⓞ Ⓞ T		O-165	
14th Street and end of track . . . . . 10	460.4	WEeping WATER . . . . . Ⓞ Ⓞ Ⓞ Ⓞ Ⓞ		OD-41	
Weeping Water, First street east of depot. . . . . 10	461.4	OMAHA JCT . . . . .		OD-42	
Business Tracks MP Sta. No.	471.5	ELMWOOD . . . . .		OF-24	
Nehawka . . . . . 451.7 OF-4	494.2	Ⓞ CRI&P Ⓞ			
Wabash . . . . . 467.6 OF-20	495.1	LINCOLN . . . . . Ⓞ Ⓞ		OF-48	Yd.
Eagle . . . . . 479.1 OF-32					
Walton . . . . . 486.5 OF-39					
					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 MP 468-00.		WEST	EAST	Station Nos.	Sidings Feet
Maximum Speed . . . . . 25	Miles	STATIONS	STATIONS		
Except 10 MPH MP 416.4 to MP 468.1.	416.4	CRETE JCT . . . . . Ⓞ		O-134	
Business Tracks MP Sta. No.	427.9	TALMAGE . . . . .		OD-14	
Brock . . . . . 423.2 OD-9	466.6	BN JCT. . . . .			
Tangeman . . . . . 431.9 OE-3	468.1	ALDO JCT. . . . . Ⓞ Ⓞ		OE-39	
Cook . . . . . 437.8 OE-9	486.1	CRETE . . . . . Ⓞ Ⓞ		OE-58	Yd.
Nissen Spur . . . . . 440.1 OE-12					
Burr . . . . . 445.6 OE-17					
Douglas . . . . . 451.4 OE-23					
Panama . . . . . 458.5 OE-30					
Hickman . . . . . 465.6 OE-37					
Kramer . . . . . 480.3 OE-52					
					69.7
Rule 99 (d) in effect.					
Yard Limits: Crete Jct. to MP 419-00; MP 468-00 to MP 469-00.					

Cars left at Aldo Jct. for delivery to Union Pacific will be cut off west of Aldo Jct. within Yard Limits.

Track between MP 416.4 and MP 468.1 is designated as "FRA excepted track". No train will be operated on this track handling in excess of five (5) cars placarded "hazardous materials".



Miles	WEST ▼ STATIONS	EAST ▲	Sta- tion Nos.	Rule 99 (d) in effect. Maximum Speed . . . . . 30 MPH
490.2	HASTINGS JCT. . . . .	⊙ T	S-159	Sta. . . . .
	2.1			MP No. . . . .
492.3	⊙ ATSF G . . . . .			BUSINESS TRACKS . . . . .
	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	⊙ ATSF ⊙ . . . . .			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	Sta. . . . .
	33.3			MP No. . . . .
529.7	BURR OAK . . . . .		SE-34	BUSINESS TRACKS . . . . .
	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	Sta. . . . .
	9.1			MP No. . . . .
547.7	PORTIS . . . . .		S-217	BUSINESS TRACKS . . . . .
	10.1			Harlan . . . . . 552.9 S-222
557.8	GAYLORD . . . . .		S-227	Claudell . . . . . 567.8 S-237
	5.2			Speed . . . . . 589.8 S-259
563.0	CEDAR . . . . .		S-233	At Glade stop and protect Kan. High- way 183 crossing.
	9.6			
572.6	KIRWIN . . . . .		S-242	
	10.5			
583.1	GLADE . . . . .		S-253	
	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	Sta. . . . .
	1.4			MP No. . . . .
347.8	FRENCH . . . . .			BUSINESS TRACKS . . . . .
	7.1			Michigan . . . . . 374.4 T. 97
340.7	HALLS . . . . .			Overbrook . . . . . 381.6 T-104
	3.7			Pauline . . . . . 401.1 T-124
337.0	⊙ ATSF ⊙ . . . . .			
	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			

Miles	SOUTH ▼ STATIONS	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			
290.0	DODSON . . . . .	⊙-1	MX-298	n4431 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 30 MPH turnouts except: Osawatomie-Coffeyville Subdiv. main track to running track — Osawatomie Subdiv. main track to running track and to yard lead at south end.

ABS From ⊙ ICG crossing to Osawatomie. Signal indication with current of traffic Southwest Jct.-Leeds Jct. CTC Leeds Jct. to Osawatomie.	Maximum Speed	MPH
Neff Yard to MP 296-34		
(Except as below)		40
Neff Yard — MP 280-11		25
MP 296-34 to MP 334-16		60
(Except as below)		40
MP 325-07 — MP 326-44		55
MP 326-44 — MP 327-33		55
MP 331-12 — MP 331-23		55
MP 332-35 — MP 335-00		25
Osawatomie — Around wye 10 MPH		
Business Tracks	MP	Sta. No.
Alexander . . . . .	284.8	MX-291
Missey Spur . . . . .	285.6	MX-293
Hytex . . . . .	286.5	MX-294
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 be governed by Kansas City Terminal Division operating instructions.

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.
368.3	LOMAX . . . . .		MX-376	MPH
	38.2			25
406.5	⊙ AT&SF ⊙ . . . . .			BUSINESS TRACKS . . . . .
	1.1			MP No. . . . .
407.6	TOPEKA . . . . .	⊙ T ⊙	T-130	Michigan . . . . . 374.4 T. 97
	39.3			Overbrook . . . . . 381.6 T-104
				Pauline . . . . . 401.1 T-124



WEST ▼	ABS — Osawatomie — Council Grove CTC — Lake — Council Grove Hot box and dragging equipment detector located at *MP 364-31 and *MP 390-33.		Station Nos.	Sid- ings Feet	EAST ▲
	Miles	STATIONS			
334.4	OSAWATOMIE	T S ① ② ③	MX-341	Yd.	
	8.9				
343.3	RANTOUL		MX-351	7244	
	10.8				
354.1	OTTAWA	①-1	MX-362	7535	
	0.3				
354.4	① AT&SF ②				
	2.7				
357.1	① AT&SF ②				
	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	① AT&SF ②				
	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 ① ②	MX-432	Yd.	
	91.2				

Business Tracks	MP	Sta. No.	Maximum Speed (Except as below)	MPH
Richter	360.5	MX-368	Osawatomie—Around wye	10
Vassar	375.3	MX-383	MP 332-55 — MP 335-00	25
Miller	395.3	MX-403	MP 338-34 — MP 339-29	45
Allen	405.8	MX-414	MP 353-29 — MP 354-32	20
Bushong	411.0	MX-419	MP 357-05 — MP 357-13	50
			MP 385-00 — MP 387-03	40+
			MP 400-15 — MP 400-27	50
			MP 425-26 — MP 426-26	25

Remote control switches are 30 MPH turnouts except at Osawatomie; Coffeyville Subdiv. main track to running track and Osawatomie Subdiv. main track to running track and to yard lead at west end and at Council Grove at west end No. 1 track.

Radio communication via Channel One, Call-in One

COUNCIL GROVE SUBDIV. — KANSAS DIVISION

WEST ▼	ABS — Council Grove-Hoisington CTC — Council Grove-Pete Hoisington — Rule 425 in effect between remote control switches located at both ends of yard.		Station Nos.	Sid- ings Feet	EAST ▲
	Miles	STATIONS			
425.6	COUNCIL GROVE	①-1 ① ②	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	① SSW ②				
	7.1				
458.6	HOPE		MX-467	4637	
	0.6				
459.2	① AT&SF ②				
	8.8				
468.0	ELMO		MX-476	6092	
	8.1				
476.1	CODY		MX-485	6443	
	1.9				
478.0	GYP SUM	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	① UP ②				
	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	MX-532	12262	
	5.2				
529.7	① BN ②				
	7.9				
537.6	BUSHTON		MX-545	4677	
	7.6				
545.2	CLAF LIN		MX-553	6872	
	13.6				
558.8	HOISINGTON	T ① ② ③-1 ④	MX-567	Yd.	
	133.3				

Radio communication via Channel One, Call-in One

TIMETABLE NO. 22

Maximum Speed (Except as Below)	MPH	BUSINESS TRACKS	Sta. MP No.
MP 425-26 — MP 426-26	25	Delavan	443.9 MX-452
MP 430-22 — MP 430-34	50	Dillon	462.9 MX-471
MP 432-18 — MP 434-42	45	Carlton	470.9 MX-479
City Limits Herington	30	Frederick	530.4 MX-538
MP 495-32 — MP 496-37	30	Proco	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 30 MPH turnouts except at west end No. 1 track Council Grove. 25 MPH turnouts east end Hope. 25 MPH turnouts both ends of Prairie, Elmo and Cody. Yard Limits: MP 556-02 to MP 559-36; MP 524-00 to MP 527-00 and MP 476-35 to MP 479-20.

HOISINGTON SUBDIV. — KANSAS DIVISION

WEST ▼	ABS — Hoisington-Horace Hoisington — Rule 425 in effect between remote control switches located at both ends of yard.		Station Nos.	Sid- ings Feet	EAST ▲
	Miles	STATIONS			
558.8	HOISINGTON	① ② ③-1 T ④	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	① AT&SF ②				
	0.8				
682.5	SCOTT CITY	①-1	MX-690	3850	
	0.3				
682.8	① AT&SF ②				
	9.3				
692.1	MODOC		MX-700	6379	
	7.1				
699.2	MARIENTHAL		MX-707		
	7.9				
707.1	LEOTI	①-1	MX-715	4038	
	10.0				
717.1	SELKIRK		MX-725	6159	
	11.9				
729.0	TRIBUNE		MX-737	2591	
	1.8				
730.8	HORACE	① ② ③-1 ④	MX-739	Yd.	
	171.8				

Maximum Speed (Except as Below)	MPH	BUSINESS TRACKS	Sta. MP No.
MP 588-36 — MP 589-11	50	Kanbrick	
City Limits LaCrosse	45	(Hoisington)	561.4 GD-3
MP 617-0 — MP 730-8	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 30 MPH turnouts.

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. 22



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

Maximum Speed	MPH
(Except as below)	55
MP 730.8 — MP 820.9	40
City Limits Ordway	40
NA Jct. — Pueblo Jct.	60
(Except as below)	60
Boone (until crossing occupied)	40
ATSF MP 615.9 — MP 616.0	50
ATSF MP 617.2 — MP 617.6	25
Pueblo Jct. — ATSF MP 617.6	15
MP 617.8	15
MP 893.06 — MP 895.06	20
(Industrial Lead West of Fountain River Bridge, Pueblo, Colo. — Old Main Line.)	

Yard Limits:	MP 730-00 to MP 732-20
Business Tracks	MP No. Sta. No.
Astor	736.9 MS-745
Kanco	742.9 MX-750
Brandon	766.2 MX-774
Galatea	799.1 MX-807
Arlington	821.4 MX-829
Crowley	851.9 MX-860
Olney Springs	@-1 857.3 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-ATSF track controlled by ATSF dispr. at La Junta. Uniform Code of Operating Rules apply except as modified by ATSF Rules shown under Item 17 (a) of Special Instructions. 35 MPH turnouts both ends sidings Baxter and Avondale. ATSF mileage and mile post numbers used between NA Jct. and Pueblo Jct.

Time applies at the station for trains operating through Horace. Operation in Pueblo Terminal will be governed by DRGW timetable and Special Instructions of Pueblo Union Depot. MP trains must secure MP clearance before leaving Pueblo (ATSF clearance not required). Hot Box and Draging Equipment Detectors located at \*MP 792-05, MP 851-00 and ATSF \*MP 595-1.

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

## SALINA SUBDIV. — KANSAS DIVISION

MOUNTAIN STANDARD TIME		Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet
WEST	EAST	WEST	EAST		
Maximum Speed	MPH				
(Except as below)	20				
Ohio Street Salina	10				
West leg of wye Salina Jct.	10				
Yard Limits Entire Subdivision					
BUSINESS TRACKS	MP No. Sta. No.				
Kipp	484.7 GK-6				
Smolan	504.5 GK-26				
Phillips	506.5 GK-28				
Mackie	516.5 GK-38				
Miles	STATIONS				
479.1		SALINA JCT.	Ⓞ	MX-488	
494.8		ⓄOKTⓄ			
494.8		ⓄUPⓄ			
494.9		SALINA	ⓈⓈⓈ T Ⓢ	GK-16	Yd.
495.3		SALINA UNION DEPOT	Ⓞ		
499.1		TRIGO		GK-21	2184
511.3		FALUN		GK-32	1652
521.0		MARQUETTE	ⓄⓈⓈ	MX-513	
		41.6			

Rule 99 (d) in effect between MP 491-00 and Conway Springs only.		WEST	EAST	Station Nos.	Sidings Feet
Miles	STATIONS				
485.9		HARDTNER JCT.	Ⓞ T	M-001	
487.9		ⓄATSFⓄ			
488.8		ⓄATSFⓄ			
494.3		FRONTIER		H-196	6428
496.6		BAYNEVILLE		H-197	1307
501.4		CLEARWATER		H-202	1199
506.9		MILLERTON		H-208	1394
512.9		CONWAY SPRINGS	ⓄⓈⓈ TⓄ	NL-135	Yd.
524.3		ARGONIA		H-225	
524.5		ⓄATSFⓄ			
531.2		FREEPORT		H-232	2250
541.6		ANTHONY		H-243	
541.9		ⓄATSFⓄ			
542.0		ⓄATSFⓄ			
558.8		CORWIN		H-260	
564.0		HAZELTON		H-265	
571.2		KIOWA		H-272	
572.5		ⓄATSF G			
573.1		ⓄATSFⓄ			
576.8		STUBBS		H-278	
581.5		HARDTNER	T	H-283	
		95.6			

Max. Wt. 220,000 lbs. between Olcott and Iuka, except on authority of Superintendent.		WEST	EAST	Station Nos.	Sidings Feet
Miles	STATIONS				
558.7		CONWAY SPRINGS	ⓄⓈⓈⓈ T	NL-135	Yd.
567.1		MILTON		NL-144	
572.2		ⓄATSF G			
592.3		KINGMAN		NL-169	
593.1		ⓄATSF G			
593.9		ⓄATSFⓄ			
598.4		BROWNS SPUR		NL-175	
605.8		PENALOSA		NL-183	
610.0		OLCOTT	T	NL-187	
619.9		PRESTON	Ⓞ	NC-10	500
620.1		ⓄSSW G			
630.0		IUKA	Ⓞ T	NC-20	
614.5		TURON		NL-191	
615.0		ⓄSSWⓄ			
628.6		STAFFORD	□	NL-205	
629.6		ⓄATSFⓄ			
639.3		HUDSON		NL-216	
648.3		SEWARD		NL-225	
653.7		RADIUM		NL-230	
		95.0			



WEST	EAST	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH
Miles	STATIONS			
482.0	WICHITA YD. .... ①②③④⑤	H-183	Yd.	Between Wichita and Geneseo (Except as below) 30
482.4	⑥BN⑦			MP 485-00 20
482.6	⑧OKT⑨			MP 485-00 20
483.0	⑩WTA⑪			MP 486-00 10
483.0	⑫ATSF⑬			MP 530-19 20
483.0	⑭ATSF⑮			MP 533-25 20
485.9	HARDTNER JCT. .... ⑯T	M-1		MP 559-06 20
495.0	MAIZE .....	M-10	1532	MP 561-01 20
499.1	COLWICH .....	M-14	1546	BUSINESS Sta. TRACKS MP No.
509.9	MT. HOPE .....	M-25	3059	Wichita Sand ..... 490.5 M-5 Superior
516.9	HAVEN .....	M-32	2918	Berwet ..... 490.9 M-6 Lock- Joint ..... 497.7 M-13
522.4	YODER .....	M-37	2222	KGE Co. .... 498.3 M-14 Andale ..... 504.2 M-19
531.5	⑰ATSF⑱			Small Spur ..... 511.1 M-26
531.6	⑲ATSF⑳			Elmer ..... 526.0 M-41
532.0	㉑SSW㉒			Yaggy ..... 535.8 M-54
532.6	HUTCHINSON ..... ㉓④⑤	M-48	Yd.	Nickerson (between YA Jct. & ST Jct.) ..... 544.0 M-59
533.5	⑥ATSF⑦			Kanopolis ..... 14.3 M-103
537.5	YA JCT. .... ⑧⑨⑩⑪			Stations on ATSF between YA Jct. and ST Jct.: Name ATSF MP YA Jct. .... 222.7 Yaggy ..... 223.2 Nickerson ..... 228.6 ST Jct. .... 235.6
	Via ATSF 13.09 Mi.			
550.1	ST JCT. .... ⑫⑬			
559.2	⑭BN⑮			
560.5	LYONS ..... ⑯⑰⑱	M-76	2566	
561.0	⑲ATSF⑳			
573.2	⑳GENESEO ..... ㉑⑲⑳㉑	MX-532	3841	
524.5				
	91.7			

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

Yard Limits: Wichita to MP 487-23; MP 530-19 to MP 537-13; MP 558-04 to MP 562-00 and MP 570-20 to Geneseo. Operations via ATSF, 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 ATSF numbered clearance card.

Hutchinson: In yard ⑤ 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(l) expecting to find track cars.

CONWAY SPRINGS SUBDIV. — KANSAS DIVISION

WEST	EAST	Sta- tion Nos.	Sid- ings Feet	Yard Limits: MP 537-09 to MP 558-00.
Miles	STATIONS			
522.9	ARKANSAS CITY ..... ①	NB-25		Maximum Speed MPH Between Belle Plaine & Conway Springs 20
	43.3 Mi. Via ATSF			
537.9	BELLE PLAINE .....	NL-115		Winfield Ind. Lead 5.0 miles opens off ATSF MP 249.7 Max. speed 20 MPH.
544.5	②OKT③			
558.7	CONWAY SPRINGS ..... ④⑤⑥⑦	NL-135	Yd.	BUSINESS MP No. Sta. No. Riverdale ..... 544.4 NL-121 Anson ..... 552.2 NL-129 Winfield ..... 517.2 NL-94
	68.7			
	Operation over ATSF Belle Plaine to Arkansas City Special Instructions Item 17(a).			

WEST	STATIONS	EAST	Sta- tion Nos.	Sid- ings Feet
Miles				
367.4	IOLA .....		H-68	
367.8	①ATSF②			
374.7	PIQUA .....		H-76	1590
383.6	DURAND ..... ③④⑤⑥		H-85	4902
386.0	YATES CENTER ..... ⑦		H-87	
394.4	BATESVILLE .....		H-96	4881
420.7	EUREKA .....		H-122	
438.6	SUMMIT .....		H-140	4286
452.7	WALNUT .....		H-154	4502
454.5	ELDORADO ..... ⑧⑨⑩⑪		H-155	
454.6	McPHERSON JCT. .... T		H-155	
482.0	WICHITA YD. .... ⑫⑬⑭⑮		H-183	Yd.
	114.6			

Business Tracks	Sta. MP No.	Business Tracks	Sta. MP No.	Business Tracks	Sta. MP No.
Atlanta .....	378.9 H-80	Rosalia ..... ⑰-2	441.9 H-143	Electric Spur .....	472.4 H-172
Toronto .....	399.5 H-101	Towanda .....	463.6 H-164	Benton .....	469.4 H-170
Neal .....	407.6 H-109	Greenwich .....	474.4 H-175		
Reece .....	430.5 H-132				

McPHERSON SUBDIV. — KANSAS DIVISION

WEST	STATIONS	EAST	Sta- tion Nos.	Sid- ings Feet
Miles				
454.6	McPHERSON JCT. .... ①T		H-155	
467.1	POTWIN .....		PB-13	
474.5	WHITEWATER .....		PB-20	1117
474.7	②OKT③			
486.8	NEWTON .....		PB-32	1006
487.0	④ATSF⑤			
495.1	HESSTON .....		PB-41	1992
501.6	MOUND RIDGE .....		PB-47	1488
514.9	⑥SSW⑦			
516.2	McPHERSON ..... ⑧⑨		PB-62	Yd.
	61.6			

Business Tracks	MP No.	Business Tracks	MP No.	Business Tracks	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

WEST	STATIONS	NORTH	Sta- tion Nos.	Sid- ings Feet
Miles				
497.2	VAN BUREN ..... ①②③④⑤		L-158	Yd.
508.0	FT. SMITH .....		LD-5	
509.3	⑥BN G .....			
509.4	⑦KCS⑧			
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			

Rule 99 (d) in effect.  
Yard Limits: Ft. Smith: BN Conn. to MP 515.00.  
Maximum Speed MPH (Except as below) 30  
City Limits Ft. Smith 25  
BN Conn. — MP 508-00 15  
MP 510-20 — MP 510-21 10  
MP 512-05 — MP 512-11 10  
MP 512.89 — 5 MPH until South 31st St. is occupied.  
Business Tracks MP No. Sta. No. Barling ..... 518.1 LD-16 Lavaca ..... 526.3 LD-24 Branch ..... 540.0 LD-38 Ratcliff ..... 544.1 LD-42  
Ft. Smith Yard: Nth. R St. .... ⑨BN G Nth. L St. .... ⑩KCS

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.	Sid- ings Feet	
319.3	NASSAU JCT. ....	⊙T	P-71		Rule 99 (d) in effect between Chetopa and Nassau Jct. only.  Trains arriving Nassau Jct. will secure authority from train dispatcher or operator at Nevada before fouling main track on Carthage Subdiv.  Yard Limits: Nassau Jct. to MP 321-17; Pittsburg, MP 355-00 to MP 360-18 and MP 422-00 to Coffeyville.
332.2	BRONAUGH 13.9		N-16		
343.3	LIBERAL, MO. 10.1		N-26		
343.4	⊙BN⊙ 0.1				
352.8	CORNELL, KAN. 9.4		N-35	2802	
357.6	⊙KCS G 4.8				
358.0	PITTSBURG 0.4	⊙⊙⊙	N-41	Yd.	
362.8	FLEMING 4.8		N-46	1991	
365.6	⊙BN⊙ 2.8				
365.8	CHEROKEE 0.2		N-48	834	
366.8	⊙BN G 1.0				
379.6	SHERWIN ⊙BN G 12.8		N-62	1320	
386.1	FAULKNER 6.5		N-68	1561	
392.8	CHETOPIA 6.7		N-75	1820	
393.2	⊙MKT G 0.4				
408.1	EDNA 14.9		N-91		
413.2	VALEDA 5.1		N-96	930	
423.0	⊙ATSF⊙MKT⊙ 9.8				
423.3	COFFEYVILLE 0.3	⊙ T ⊙ ⊙ ⊙ ⊙	R-135	Yd.	
104.0					

MIDLAND VALLEY SUBDIV. — CENTRAL DIVISION

WEST Miles	STATIONS	EAST ▲	Station Nos.	Sid- ings Feet	
20.8	PANAMA 8.5		MV21		Rule 99 (d) in effect.  Yard limits: MP 93-00 to MP 101-04 and MP 146-04 to MP 154-23.  Maximum Speed MPH Panama to MP 95-02... 30 MP 95-02—MP 96-00 20 MP 96-00—MP 98-00 12 MP 98-00—MP 100-00 25 MP 100-00—MP 142-00 30 MP 142-00—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
29.3	⊙FS & VB⊙ 11.6				
40.9	KEOTA 14.3		MV41		
55.2	STIGLER 12.3		MV55		
67.5	PORUM 9.7		MV67		
77.2	WARNER 18.6		MV77		
95.8	SHOPTON 1.3	⊙⊙T⊙⊙	MV96	Yd.	
97.1	⊙BN⊙ 0.1				
97.2	⊙MKT G 2.9				
100.1	MUSKOGEE⊙MP G...⊙⊙T⊙		MV97		
117.3	HASKELL 17.2		MV117		
134.0	BIXBY 16.7		MV134		
141.5	JENKS 7.5		MV142		
148.1	TULSA 6.6	⊙T⊙⊙⊙	MV152	Yd.	
152.3	⊙SS RY⊙ 4.2				
187.2	BARNSDALL 34.9		MV187		
166.4					

Operation via BN between MP 97.2 and MP 97.8.

Operation via BN between Cherokee Yd. and ATSF 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.

SOUTH Miles	STATIONS	NORTH ▲	Station Nos.	Sid- ings Feet
334.4	OSAWATOMIE 0.5	⊙-2⊙T⊙⊙	MX-341	Yd.
334.9	⊙MP⊙ 1.1			
336.0	TOLER 2.9			
338.9	BALDWIN 4.6			
343.5	LANE JCT. 9.9		R-9	
353.4	HECLA 4.0	†	R-20	7401
357.4	⊙ATSF⊙ 3.8			
361.3	BIRCH 10.4	†	R-29	7640
371.7	DIXON 10.0	†	R-39	9124
381.7	FIELDS 9.3	†	R-51	7627
391.0	VERNON 7.5	†	R-59	8944
398.5	DURAND 16.6	⊙⊙-2T⊙	H-85	8260
415.1	ROPER 2.5	†	R-82	7981
417.6	BENEDICT ⊙ATSF⊙ 8.1		R-85	
425.7	HENNELLY 9.1	†	R-94	7740
434.8	NEODESHA 0.1	⊙†	R-102	8177
434.9	⊙BN⊙ 7.4			
442.3	SYCAMORE 6.3	†	R-109	9473
448.6	⊙ATSF⊙ 0.5			
449.1	INDEPENDENCE 13.3	⊙	R-116	8008
462.4	DEARING 5.4	†	R-130	8200
467.8	COFFEYVILLE 133.4	⊙-2T⊙⊙⊙	R-135	Yd.

ABS-CTC — Osawatomi to MP 466-23 at Coffeyville.  
Two main tracks designated East and West tracks between Osawatomi and Lane Jct. Fredonia: Reached via ATSF from Benedict. (See Item 17(a) Special Instructions.) Remote control switches are 30 MPH turnouts.  
Hot Box and Drugging Equipment Detectors located at \*MP 366-21, \*MP 387-03, \*MP 410-34 and \*MP 438-08.  
Trains originating Osawatomi, Coffeyville and Durand must secure clearance.

Maximum Speed	MPH	BUSINESS TRACKS	MP	Sta. No.
(Except as below)	50	Greeley	348.1	R-15
MP 334-31 — MP 334-41	30	Garnett ⊙	357.6	R-24
MP 340-39 — MP 341-34	40	Westphalia	373.6	R-41
MP 343-23 — MP 344-01	45	New Strawn Spur	375.6	R-43
MP 348-03 — MP 348-24	25	Le Roy ⊙	384.4	R-51
MP 348-24 — MP 348-26	45	Buffalo	411.2	R-78
MP 356-40 — MP 357-37	25	Altoona ⊙	427.2	R-94
MP 371-27 — MP 372-26	45	Blake	453.3	R-120
MP 383-34 — MP 385-00	30	DMA	461.2	R-129
MP 418-01 — MP 418-11	45	Fredonia	426.5	RC-12
MP 423-00 — MP 423-11	45			
MP 426-10 — MP 428-20	40			
MP 433-27 — MP 435-09	30			
MP 448-06 — MP 450-10	40			
MP 462-02 — MP 462-09	45			

Osawatomi — Around wye ..... 10 MPH  
Coffeyville — Read St. to 14th St. .... 20 MPH



Miles	SOUTH ▼	Radio communication via Channel One, Call-in Two STATIONS	NORTH ▲	Sta- tion Nos.	Sid- ings Feet
662.8		COFFEYVILLE, KAN.	☐ ④ ② -2T ④	R-135	Yd.
660.5		② MKT ② 2.3			
651.0		LENAPAH, OKLA.	▼	L-311	7724
634.4		CLEM 16.6	▼	L-294	9195
622.1		OLOGAH.	④ ▼	L-282	7445
610.3		② BN ② 11.8			
607.3		PRATT 3.0	▼	L-268	7566
596.9		INOLA 10.4	④ ▼	L-257	9148
581.4		WAGONER ② MKT ② 15.5	④ ②	L-242	
579.6		COOKSON 1.8	▼	L-239	9136
575.5		OKAY JCT. 4.1		L-233	
568.7		OG & E SPUR 6.8		L-229	
557.5		BRAGGS 11.2	④	L-218	8533
541.3		UPSON 17.2		L-201	7800
526.7		② KCS ② 14.6			
519.7		HANSON 7.0		L-180	8214
504.7		GREENWOOD, OKLA. 15.0		L-164	9057
498.4		② BN ② 6.3			
497.2		VAN BUREN, ARK. 1.2	☐ ④ T ② -2 ④	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 30 MPH turnouts except Public Service and OG&E Spur.  
25 MPH turnout both ends Braggs, 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

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

**VAN BUREN SUBDIV. — CENTRAL DIVISION**

APB in effect between southward absolute signal Mayflower, MP 363-00, and northward absolute signal North Little Rock, MP 344-12.  
Southward absolute signal at Mayflower is controlled by the control operator Locust Street Tower.  
Northward trains and engines must not pass absolute signal, MP 344-12 North Little Rock, regardless of indication displayed, without permission of control operator.  
Before granting permission for a northward train or engine to leave North Little Rock, control operator must receive permission of dispatcher, must know that there are no opposing movements between Mayflower and North Little Rock, and must display stop indication on southward absolute signal, Mayflower, and apply blocking devices as prescribed by Rule 375 (10).

**(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.

Maximum Speed	MPH
(Except as below)	50
MP 343-06 — MP 346-00	25
MP 357-19 — MP 359-10	45
MP 359-10 — MP 359-29	35
MP 371-00 — MP 382-02	45
MP 385-31 — MP 386-05	45
MP 391-13 — MP 392-30	30
MP 412-28 — MP 412-34	45
MP 415-00 — MP 419-30	30
MP 426-27 — MP 427-00	45
MP 434-19 — MP 434-31	45
Between Clarksville Jct. and Clarksville	20
MP 464-10 — MP 467-10	45
MP 471-20 — MP 474-16	40
MP 479-19 — MP 479-26	45

BUSINESS TRACKS:	MP	Sta. No.
Alma	489.4	L-149
Mulberry	479.7	L-140
Co-op Spur	462.9	L-123
Carbon	459.2	L-120
Peabody	447.5	L-110
Hoyt	445.8	L-108
Clarksville	443.7	L-101
King Switch	441.9	L-99
Lambrick Spur	440.7	L-97
Lamar	438.5	L-95
Clarksville Jct.		
Storage	435.3	L-93
Knoxville	433.6	L-91
AP&L Spur	424.5	L-83
Cargill	423.4	L-82
Atkins	405.8	L-63
Banquet Foods	404.2	L-63
AP&L Spur No. 2	362.3	L-19
Maumelle	355.3	L-13
Marche	353.3	L-10
Jeffrey	349.5	L-6
Levy	345.7	L-3

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

25 MPH turnouts both ends siding Mayflower, Menifee, Blackville, Worthen, Scotia, Alix, Popping and Dyer.

Miles	SOUTH ▼	Radio communication via Channel One, Call-in Two STATIONS	NORTH ▲	Sta- tion Nos.	Sid- ings Feet
497.2		VAN BUREN	☐ ④ ② -2T ④	L-158	Yd.
486.0		DYER 11.2		L-146	7554
469.7		POPING 16.3		L-130	7488
464.8		OZARK 4.9	② -2	L-125	3859
456.5		ALIX 8.3		L-117	7510
443.0		SPADRA 13.1		L-105	7530
435.6		CLARKSVILLE JCT. 7.4		L-93	
427.5		SCOTIA 8.1		L-85	8200
417.7		RUSSELLVILLE 9.8	T ⑤ ④ ② -2	L-75	6215
417.6		D.&R. CONN. 0.1			
410.7		WORTHEN 6.9		L-68	7906
400.1		BLACKVILLE 10.6		L-57	7754
392.5		MORRILTON 7.6		L-50	4728
381.3		MENIFEE 11.2		L-38	7536
373.1		CONWAY 8.2	④ ② -2 ④ ④	L-30	7506
363.6		MAYFLOWER 9.5		L-21	10684
344.2		N. LITTLE ROCK 19.4	④ ⑤ ④ ④	X-344	Yd.
152.6					

ABS — Van Buren-N. Little Rock. Clarksville Jct. to Clarksville Industry Lead - Max. Speed 20 MPH.

Yard Limits: MP 495-20 to MP 498-20; MP 415-00 to MP 419-30; MP 371-00 to MP 374-00. Clarksville Jct. is register station only for trains directed to register by train order.

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

TUNNELS:  
Conway: MP 375-31 to MP 376-03.  
All trains must flag crossing Conway when using siding and cutoff track.



WEST		Radio communication via Channel One, Call-in One At Texarkana and Centennial Yard, Channel Two		EAST		
First Class 21 Psg.	Mon. Wed. Sat.	Miles	STATIONS	Station Nos.	Sid- ings Feet	
DALLAS SUBDIVISION					First Class 22 Psg.	
					Sun. Tues. Fri.	
AM 8 29		0.0	TEXARKANA, ARK ... T ⊙ ⊙ ⊙ ⊙ ⊙ ⊙ ⊙	TP-0	Yd.	PM s 9 00
		0.5	⊙SSW⊙			
		1.3	NATIONAL JCT., TEX.			8 45
		1.8	⊙KCS⊙			
		2.4	SULPHUR	TP-8	9157	
		7.9	SPRINGDALE	TP-15	4914	
		14.8	QUEEN CITY	TP-21	7449	
		20.4	ATLANTA	TP-24	4756	
		23.6	BIVINS	TP-31	7425	
		31.2	KILDARE	TP-37	5022	
		37.5	PAYNE	TP-44	7761	
		43.5	JEFFERSON, ⊙L&A⊙	TP-51	9513	
		50.7	WOODLAWN	TP-58	7395	
		58.7	MARSHALL	TP-67	8243	s 7 48
s 9 44		66.3	QUINCY	TP-70	4748	
		70.5	KEOKUK	TP-75	7484	
		75.3	LANSING JCT.	TP-83		
		81.5	RED			
		87.7	LONGVIEW	TP-90	Yd.	s 7 20
s 10 16		89.6	LONGVIEW JCT.			
		89.9	GREGGTON	TP-94	12870	
		93.8	GLADEWATER	TP-103	7255	
		104.8	BIG SANDY	TP-113	7277	
		113.8	FADA	TP-124	7507	
		124.2	HOARD	TP-130	4967	
		130.0	MINEOLA	TP-138	13970	
		136.1	SILVER LAKE	TP-143	4730	
		142.2	GRAND SALINE	TP-149	7512	
		150.0	EDGEWOOD	TP-160	7559	
		158.8	WILLS POINT	TP-167	7728	
		167.4	ELMO	TP-176	7454	
		175.9	TERRELL	TP-183	4406	
		181.9	LAWRENCE	TP-187	7466	
		187.0	MARITH	TP-199	7403	
		199.1	MESQUITE	TP-204	9402	
		204.5	SCOTTDALE	TP-207	4686	
		207.0	MP JCT.	TP-209	7037	
		209.1	TOWER 19			
		214.2	DALLAS	TP-215		s 4 45
s 1 05		214.8	TERMINAL JCT.	TP-216		
		216.1	BROWDER	TP-218	4362	
		226.4	GRAND PRAIRIE	TP-227	4570	
		229.0	BOP	TP-230	Yd.	
		232.7	ARLINGTON	TP-233	4179	
		241.1	POLY	TP-241		
		245.4	TOWER 55	TP-245		3 40 PM
		251.1	CENTENNIAL YD.	TP-250		

TIMETABLE NO. 22

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

Maximum Speed	MPH Psg. Frt.	Maximum Speed	MPH Psg. 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	25 25
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 <sup>†</sup>	MP 226-25—MP 228-32	50 50
MP 30-27—MP 31-12	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	In siding Marshall:	
MP 50-14—MP 51-17	30 30	MP 66-15—MP 66-23	15 15
MP 51-17—MP 54-00	65 —	Inside tracks auto convoy-TOFC	
MP 56-11—MP 56-25	65 —	Mesquite	10 10
MP 59-00—MP 65-16	65 —	Through sidings and turnouts	
MP 65-16—MP 67-06	30 30	East Yard Ft. Worth	15 15
MP 67-06—MP 68-33	65 —		
MP 80-07—MP 80-19	65 —	<b>Business</b>	<b>Sta.</b>
MP 80-19—MP 81-16	60 —	<b>Tracks</b>	<b>MP No.</b>
MP 81-16—MP 85-00	65 —	Hoot	6.5 TP7
MP 86-06—MP 95-06	40 40	South	
MP 100-21—MP 104-30	40 40 <sup>†</sup>	Texarkana	11.4 TP11
MP 112-33—MP 112-34	45 45	Pirkey	76.1 TP76
MP 112-34—MP 113-11	65 —	Trinity	84.6 TP85
MP 126-14—MP 126-25	70 —	Pumps	87.0 TP87
MP 131-14—MP 132-07	65 —	Hawkins	118.6 TP119
MP 136-00—MP 136-12	40 40 <sup>†</sup>	Debbie	128.9 TP129
MP 139-29—MP 141-07	70 —	Amoco	156.3 TP157
MP 148-07—MP 148-36	60 —	Forney	194.0 TP194
MP 148-36—MP 149-19	40 40	Mesquite Team	202.0 TP202
MP 156-00—MP 157-00	60 35	Skyline	205.6 TP205
MP 166-09—MP 167-01	35 35 <sup>†</sup>	Eagle Ford	220.0 TP220
MP 182-06—MP 183-09	40 40	Cloudy	222.0 TP224
MP 183-26—MP 184-18	60 —	June Pit	223.2 TP225
MP 192-07—MP 193-00	70 —	Mt. Creek	223.8 TP226
MP 193-07—MP 194-10	45 40	Great	
MP 194-10—MP 196-14	70 —	Southwest	231.2 TP231
MP 196-14—MP 201-10	70 —	Handley	239.2 TP239
MP 201-10—MP 203-00	45 45	Jamestown	242.9 TP243
MP 203-00—MP 205-15	70 —	Fort Worth	245.8 TP246
MP 205-15—S.P. MP 2.1	25 25		
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.

30 MPH 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.

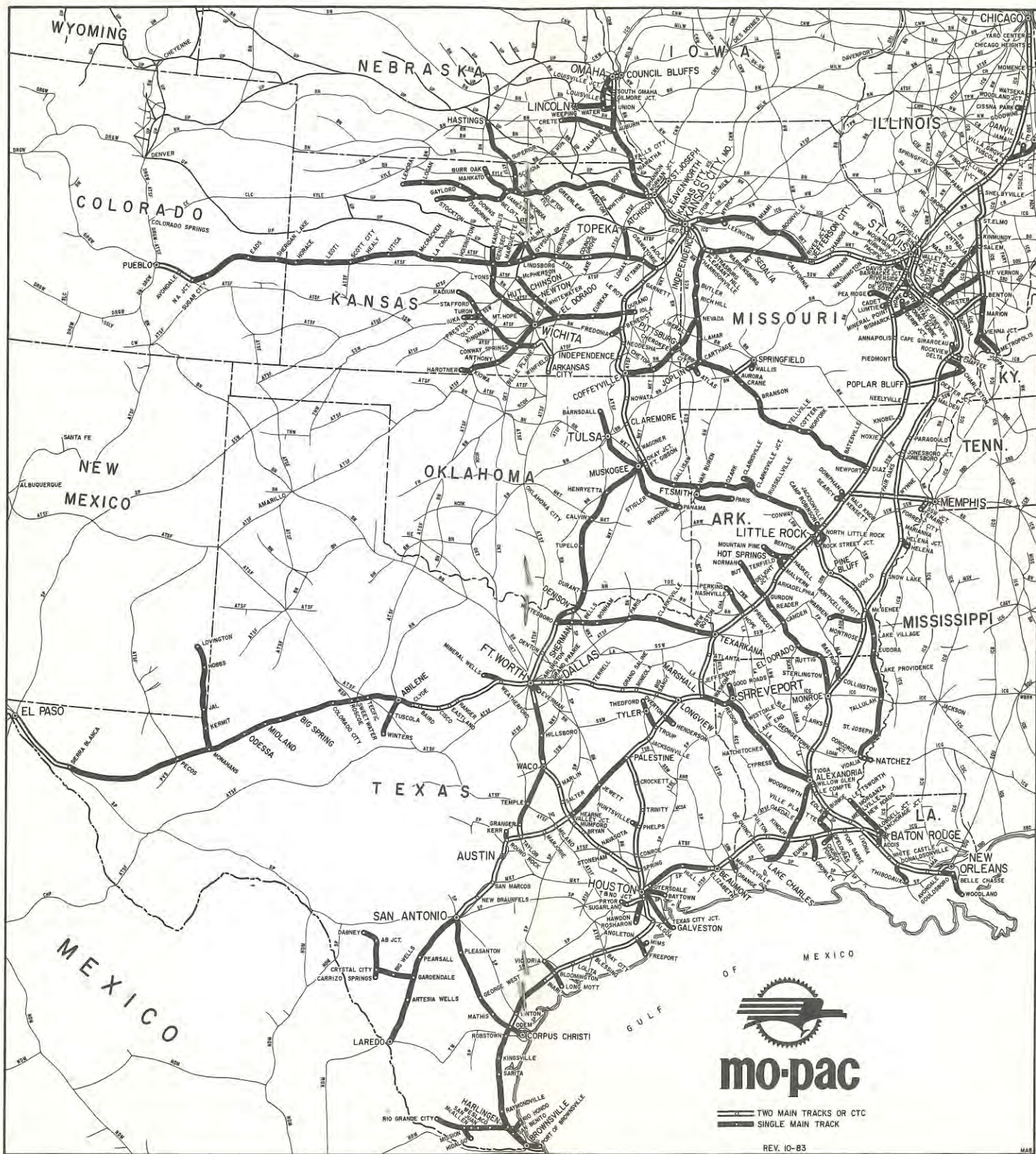
Do not exceed 5 MPH on Morton Salt Co. tracks, Grand Saline.

Dallas-Ft. Worth Terminal Division jurisdiction MP 203 to Centennial Yard inclusive.

(Continued on Page 50)

TIMETABLE NO. 22





——— TWO MAIN TRACKS OR CTC  
 ——— SINGLE MAIN TRACK

REV. 10-83







Radio communication via WEST Channel One EAST		Sta- tion Nos.	Sid- ings Feet	Rule 99 (d) in effect.	
Miles	STATIONS			Maximum Speed.	MPH
0.0	TEXARKANA .. ①②③	TP-0	Yd.	(except as below) .. 25	MP 0.0 — MP 4.7 .. 20
0.6	0.6 ①KCS②			Over Church St., Paris .. 10	ATSF-SP ① .. 10
14.8	14.2 HOOKS .. ①②③	TA15	4051	MP 153.2 — MP 156.4 .. 20	
34.2	19.4 DE KALB .. ①②③	TA34	4059	<b>BUSINESS TRACKS</b>	
61.0	26.8 CLARKSVILLE .. ①②③	TA61	4979	Nash .. MP 5.1	Sta. TA-5
91.0	30.0 PARIS .. ①②③④	TA91	Yd.	Proetz Lbr. Co. .. 6.0	TA-6
91.7	0.7 ①ATSF-SP②			Anglo-American Paper .. 6.6	TA-7
128.1	36.4 BONHAM .. ①②③④	TA128	Yd.	Lone Star Ord. Plant .. 15.7	TA-12
141.6	13.5 ①MKT②	TA142		Red River Army Depot .. 17.3	TA-17
154.5	12.9 ①SP②			New Boston .. 22.0	TA-22
154.6	0.1 ①MKT G .. ①②③			Annona .. 52.5	TA-53
154.7	0.1 SHERMAN .. ①②③	TA155	Yd.	Mulberry Lbr. .. 59.4	TA-58
173.1	18.4 WHITESBORO JCT. .. ①②③	TA173	Yd.	Detroit .. 74.2	TA-74
	173.1			Kimberly Clark .. 93.4	TA-94
				Brookston .. 100.0	TA-100
				Honey Grove .. 112.0	TA-112
				Windom .. 117.3	TA-117
				Savoy .. 139.2	TA-139
				TP&L .. 140.0	TA-140
				Friendship Homes .. 161.1	TA-161
				Whitesboro .. 173.1	TA-173

Yard Limits: MP 0.0 to MP 2.3; MP 59.0 to MP 63.0; MP 88.2 to MP 93.0; MP 126.0 to MP 132.2; MP 152.2 to MP 156.1 and MP 171.3 to MP 173.1.

MKT Crossing Sherman may be left lined as last used.

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

Radio Communication via WEST Channel One EAST		Sta- tion Nos.	Sid- ings Feet	Rule 99 (d) in effect.	
Miles	STATIONS			Maximum Speed.	MPH
192.1	ALEXANDRIA .. ①②③④	TB-195	Yd.	(except as below) .. 50	MP 190.4 — MP 195.8
195.7	3.6 TEXMO JCT. ②	TB-196		MP 284.0 — MP 287.0	
203.7	7.9 RAPIDES .. ①②③	TB-204	4105	MP 310.6 — MP 324.5	
225.2	22.3 FERN .. ①②③④	TB-225	4124	MP 347.5 — MP 351.4	
235.8	10.6 CYPRESS .. ①②③④	TB-236	5094	<b>Maximum Speed</b> MPH	
246.0	10.2 CANE .. ①②③④	TB-246	4066	(except as below) .. 50	
247.5	1.5 NATCHITOCHES .. ①-1	TB-247		MP 190.4 — MP 195.8	25
265.7	18.2 LAKE END .. ①②③④	TB-265	2935	MP 195.8 — MP 199.8	20
286.0	20.3 WESTDALE .. ①②③④	TB-286	4777	MP 208.6 — MP 209.1	35
308.6	22.6 LUCAS .. ①②③④	TB-308	4805	MP 235.8 — MP 236.2	40
311.7	3.7 ①KCS②			MP 245.8 — MP 247.8	25+
313.9	2.2 ①SP②			MP 310.9 — MP 320.3	20
315.0	0.6 CUT OFF JCT. .. ①②③④	TB-315	Yd.	MP 348.6 — MP 350.6	40
315.6	0.3 HOLLYWOOD JCT. .. ①②③④	TB-316	Yd.	MP 350.7 — MP 351.4	30
1.5	6.4 HOLLYWOOD YD. ①-IT②③④	TS-326		<b>Business</b> Sta.	
322.3	1.1 REISOR, LA. .. ①②③④	TB-321	13850	Tracks	MP No.
332.5	10.2 WASKOM, TEX. .. ①②③④	TB-331	5289	England AFB	199.8 TB199
343.1	10.6 SCOTTSVILLE .. ①②③④	TB-342	4028	Boyce ..	208.7 TB209
349.5	6.4 LOUISIANA .. ①②③④			Rodemacher ..	211.0 TB212
351.0	1.5 MARSHALL .. ①②③④	TP-67	Yd.	Soybean Spur ..	244.2 TB243
351.4	0.4 MARSHALL JCT. .. ①②③④			Plywood Spur ..	251.0 TB251
	156.9			Powhatan ..	258.8 TB258
				Gahagan ..	275.9 TB275
				Dolet Hill ..	280.9 TB281
				Grand Bayou ..	281.0 TB280
				Bayou Pierre ..	285.0 TB285
				Caspiana ..	296.0 TB296
				Gayles ..	302.4 TB302
				Olin ..	303.9 TB304
				Flournoy ..	317.7 TB319
				Greenwood ..	326.4 TB325
				Jonesville ..	335.4 TB334

ABS — Texmo Jct. to Marshall Jct.

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

20 MPH turnout, Hollywood Jct.

Hot Box and Dragging Equipment Detectors: \*MP 337.0, \*MP 292.0, \*MP 268.9, \*MP 242.2 and \*MP 216.3.

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

North Drill Track switch to Good Roads at Shreveport 20 MPH except between Cross Bayou and Wye at "X" Yard — 10 MPH.

Bayou Pierre lead — international paper:

MP0 to MP 3 — 25 MPH

MP 3 to MP 6 — 10 MPH



54 LONGVIEW SUBDIV. — RED RIVER DIVISION

Maximum Speed		MPH	Radio Communication via Channel One		Station Nos.	Sidings Feet
(Except as below)		30	SOUTH	NORTH		
City Limits Palestine	MP 0-00 — MP 0-16	20				
MP 18-33 — MP 19-07	MP 21-15 — MP 22-07	45				
MP 26-10 — MP 28-30	MP 30-02 — MP 31-15	45				
MP 36-11 — MP 36-16	MP 36-11 — MP 36-16	40				
MP 44-30 — MP 45-30	MP 50-09 — MP 50-24	45				
MP 52-10 — MP 53-00	MP 52-10 — MP 53-00	30				
MP 56-07 — MP 56-20	MP 59-18 — MP 60-19	45				
MP 68-00 — MP 71-00	MP 73-05 — MP 73-25	45				
MP 78-07 — MP 80-10	MP 80-10 — MP 81-03	40				
MP 80-10 — MP 81-03		25				
Business Tracks	MP No.	Sta. No.				
Alcoa Spur	7.4	AX-73				
Arp	52.7	AX-29				
Kinsloe	74.0	AX-7				
Bodie	78.0	AX-4				
30 MPH turnouts north end freight route Palestine, both ends Wells Creek, south end Overton, north ends Troup, both ends Hume, and north end Tecula.						
Hot Box and Dragging Equipment Detectors: MP 25-12 and MP 53-01.						

ABS — CTC between Palestine and Longview. Do not exceed 10 MPH over LeTourneau Lead track — Longview. Originating trains secure clearance Palestine and Longview. Make all radio communications concerning terminal operation Palestine via Channel #2. Trains arriving Palestine yard call yardmaster from Wells Creek.

TYLER SUBDIV. — RED RIVER DIVISION

Industrial Lead Entire Subdiv.		MPH	SOUTH NORTH		Station Nos.
(Except as below)		30	STATIONS	STATIONS	
MP 26.0 to MP 30.0		10			
BUSINESS TRACKS	MP	Sta. No.			
General Electric Co.	13.5	CX-13			
Max. Wt.					
Troup-Swan		263,000 lbs.			
Swan-Thedford		220,000 lbs.			
Radio Communication via Channel One			30.1		

HENDERSON SUBDIV. — RED RIVER DIVISION

Industrial Lead Entire Subdiv.		MPH	SOUTH NORTH		Station Nos.
(Except as below)		30	STATIONS	STATIONS	
MP 26.0 to MP 30.0		10			
BUSINESS TRACKS	MP	Sta. No.			
Humble Oil Rack	2.7	BX-4			
Int. Paper Co.	13.3	BX-13			
Henderson Clay	13.6	BX-14			
Woodcarve	14.0	BX-14			
Radio Communication via Channel One			16.0		

FT. WORTH SUBDIV. — RIO GRANDE DIVISION 55

Radio Communication via Channel One, Call-in One		MPH	Station Nos.	Sidings Feet
SOUTH NORTH		MP 0.0 — MP 165.8 (except as below)		
Miles	STATIONS	60		
	T\$@T@	35		
	CENTENNIAL YD.	50		
	5.7	40+		
	TOWER 55@	50		
	85.0	50		
165.8	WACO JCT.	55		
	0.4	50		
165.4	@SSW@	55		
	1.7	50		
163.7	WACO	55		
	8.7	25		
155.0	HARRISON	25		
	18.0	55		
137.0	MARLIN	50		
	20.5	25		
116.5	SALTER	55		
	6.4	55		
110.1	SARGE	25		
	9.5	25		
100.6	@VALLEY JCT.@	25		
	3.6	25		
97.3	@SP@	10		
	5.0	10		
92.0	MUMFORD	25		
	13.9	25		
78.1	BRYAN	25		
	0.3	25		
77.8	@SP@	25		
	2.3	25		
75.5	BRYAN JCT.	25		
	26.9	25		
48.6	NAVA JCT.	25		
	0.1	25		
48.5	NAVASOTA	25		
	3.3	25		
45.0	JERRY	25		
	8.5	25		
36.5	STONEHAM	25		
	10.4	25		
26.1	GAZZOLI	25		
	4.0	25		
22.1	MAGNOLIA	25		
	10.9	25		
11.2	HUFSMITH	25		
	11.2	25		
0.0	SPRING JCT.	25		
	254.5	25		

ABS — CTC Spring Jct. to Waco Jct. Hot Box and Dragging Equipment Detectors \*MP 19.3, \*MP 85.4, \*MP 107.8, \*MP 132.7 and \*MP 159.0. Trains and engines must secure SP and MP clearances before moving north of Spring Jct. Southward trains secure MP clearance at Tower 55. Southward trains secure SP clearance before moving south of Bryan Jct.

All remote control switches are 30 MPH turnouts. Operation: on SP between Nava Jct. and Bryan Jct.; on MKT between Waco Jct. and Centennial Yard; Dallas Subdiv. between Tower 55 and Centennial Yard.

A & S SUBDIV. — RIO GRANDE DIVISION

Industrial Lead: Entire Subdiv.		MPH	Station Nos.
(Except as below)		30	
Miles	STATIONS	10	
	@ATSF@	10	
0.0	ABILENE	10	
	16.7	10	
17.2	TUSCOLA	10	
	27.4	10	
27.4	BRADSHAW	10	
	38.2	10	
	WINTERS	10	
	105.5	10	

T-NM SUBDIV. — RIO GRANDE DIVISION

Rule 99 (d) in effect		MPH	Station Nos.
Maximum Speed (Except as below)		30	
Miles	STATIONS	10	
	TM-105	10	
105.5	LOVINGTON	10	
	21.1	10	
84.4	HOBBS	10	
	19.4	10	
65.0	EUNICE	10	
	22.7	10	
42.3	JAL, N.M.	10	
	18.7	10	
23.6	KERMIT, TEX.	10	
	23.6	10	
0.0	MONAHANS	10	
	105.5	10	

Business Tracks MP No. Sta. No.  
 Combust 52.6 TM-53  
 United Carbon 55.9 TM-56  
 Warren 78.0 TM-78  
 Climax 80.1 TM-80  
 Southern Union Oil 100.0 TM-100  
 Lea County Oil 101.0 TM-101







SOUTH First Class 21		Radio communication via Channel One	Station Nos.	Sid- ings Feet	NORTH First Class 22	
Mon. Wed. Sat.	Miles				STATIONS	Sun. Tues. Fri.
.....	0.0	PALESTINE ..... ⓉⓈⓄ	AX-81	Yd.	.....	
.....	1.0	WEST JCT ..... Ⓞ	AX-81	.....	.....	
.....	8.5	TUCKER ..... 7.5	AX-90	3448	.....	
.....	18.0	OAKWOOD ..... 9.5	AX-99	6953	.....	
.....	34.7	BUFFALO ..... Ⓞ	AX-116	2909	.....	
.....	43.8	JEWETT ..... Ⓞ	AX-125	3600	.....	
.....	54.8	MARQUEZ ..... Ⓞ	AX-136	8909	.....	
.....	70.4	EASTERLY ..... 15.6	AX-152	3552	.....	
.....	77.1	FRANKLIN ..... 6.7	AX-158	8488	.....	
.....	89.6	HEARNE Ⓞ SP Ⓞ	AX-171	5427	.....	
.....	93.9	VALLEY JCT Ⓞ MP Ⓞ	AX-175	Yd.	.....	
.....	99.6	GAUSE ..... 5.7	AX-181	8170	.....	
.....	110.0	MILANO Ⓞ ATSF Ⓞ	AX-191	7744	.....	
.....	123.4	MARJORIE ..... Ⓞ	AX-205	7880	.....	
.....	138.4	THRALL ..... 15.0	AX-220	7762	.....	
.....	144.4	Ⓞ MKT Ⓞ	.....	.....	.....	AM
s6 20	144.8	TAYLOR ..... ⓈⓄⓄ	AX-226	Yd.	s11 45	
.....	150.8	HESTES ..... 6.0	AX-232	7450	.....	
.....	161.6	ROUND ROCK ..... 10.8	AX-243	6844	.....	
.....	166.0	McNEIL Ⓞ SP Ⓞ	AX-247	4564	.....	
.....	173.8	SNEED ..... 7.8	AX-253	8516	.....	
s7 08	179.1	AUSTIN ..... T	AX-262	2700	s10 57	
.....	187.3	BERGSTROM ..... 8.2	AX-268	7070	.....	
.....	201.0	KYLE ..... 13.7	AX-282	7091	.....	
.....	208.7	CENTEX ..... 7.7	AX-288	8649	.....	
.....	208.8	MKT JCT. .... 0.1	AX-290	.....	.....	
s7 48	209.7	SAN MARCOS ..... 0.9	AX-291	.....	s10 11	
.....	221.5	GOODWIN ..... 11.8	AX-302	9771	.....	
.....	227.4	Ⓞ MKT Ⓞ	.....	.....	.....	
.....	234.5	CORBYN ..... 7.1	AX-316	7477	.....	
.....	241.0	BRACKEN ..... Ⓞ	AX-322	8248	.....	
.....	251.5	NORTH LOOP ..... 10.5	AX-333	7596	.....	
.....	254.0	ADAMS ..... 2.5	AX-335	3684	.....	
.....	259.1	SAN ANTONIO ..... 5.1	AX-340	.....	.....	
9 00	259.8	APACHE JCT Ⓞ SP G ... 0.7	AX-341	.....	9 05	
.....	260.4	Ⓞ SP Ⓞ	.....	.....	.....	AM
.....	264.3	SOSAN ..... ⓈⓄⓄ	AX-345	.....	.....	
.....	264.3	.....	.....	.....	.....	

All remote control switches are 30 MPH 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 260.7 and MP 263.3.

CTC between Palestine and Signal 14 and between MP 77.3 and MP 259.0.

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 259.0 to MP 265.0.

All trains secure clearance at 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.

All radio communications concerning terminal operation at Palestine and Sosan must be handled on Channel #2.

Trains arriving Palestine call yardmaster from Tucker.

Trains arriving Sosan call yardmaster from San Antonio International Airport.

Trains arriving San Antonio must call operator for permission to use SP interlocking when engine passes over Martin Street.

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 21.1 — MP 21.3	45	MP 205.3 — MP 207.6	55 50
MP 34.3 — MP 35.2	40	MP 207.6 — MP 211.1	30 30
MP 61.9 — MP 62.2	45	MP 219.9 — MP 220.0	60 —
MP 64.2 — MP 64.6	45	MP 223.0 — MP 230.0	30 30†
MP 65.5 — MP 65.7	45	MP 228.3 — MP 232.0	60 50
MP 88.9 — MP 91.4	25†	MP 232.0 — MP 235.6	60 —
MP 93.9 — MP 144.9		MP 240.3 — MP 240.7	60 —
(Except as below)	60	MP 242.8 — MP 244.3	60 —
MP 94.7 — MP 94.9	45	MP 247.4 — MP 249.4	60 —
MP 109.9 — MP 113.0	40	MP 252.1 — MP 256.1	45 45
MP 113.0 — MP 114.0	45	MP 256.1 — MP 257.4	40 40
MP 118.7 — MP 120.9	45†	MP 257.4 — MP 258.5	30 30
RS&S Yard	10	MP 258.5 — MP 259.9	20 20†
MP 143.9 — MP 144.3	25†	MP 259.9 — SP Crossing	
MP 144.3 — MP 144.9	15	No. 1 until crossing	
MP 144.9 — MP 264.3		occupied	06 06
(Except as below)	70 60	MP 260.0 — MP 260.9	30 30
MP 144.9 — MP 146.5	25 25†	MP 260.9 — MP 264.7	35 35
MP 146.5 — MP 146.7	40 40	MP 264.7 — MP 264.9	15 15
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†		

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



SOUTH		Radio communication via Channel One		NORTH		Station Nos.	Sidings Feet
Miles	STATIONS	STATIONS	STATIONS				
264.3	SOSAN	27.2	①②T③④	AX345	Yd.		
291.5	DEVINE	26.5	①	AX373			
318.0	MELON	21.5		AX399	7450		
339.5	GARDENDALE	6.3	①T	AX422	7575		
345.8	COTULLA	21.8		AX427	4616		
367.6	ATLEE	40.7		AX449	3191		
408.3	NYE	3.7	①	AX490			
412.0	②TM③	0.2					
412.2	LAREDO		①T②③④	AX494	Yd.		
		147.9					

All radio communications concerning terminal operation Sosan must be handled on Channel #2.

Trains arriving Sosan call yardmaster from Von Ormy.

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.

Between Sosan and Laredo absolute block in effect and absolute blocks established between:

Sosan MP 265.0 and south end Devine MP 291.6

South end Devine MP 291.6 and south end Melon MP 318.5;

South end Melon MP 318.5 and south end Gardendale MP 340.8;

South end Gardendale MP 340.8 and south end Atlee MP 367.8;

South end Atlee MP 367.8 and Laredo MP 404.1.

Authority for occupancy must be obtained from train dispatcher.

Be governed by Special Instructions Item 13(27).

Maximum Speed (Except as below)	MPH	Business Tracks	MP	Sta. No.
MP 281.4 — MP 282.7	30+	Lytle	282.1	AX-363
MP 290.4 — MP 291.7	40+	Natalia	287.1	AX-368
MP 312.0 — MP 314.0	30+	Armour		
MP 345.0 — MP 346.0	40+	Chemical	310.1	AX-390
		Medina Electric	310.5	AX-391
		Pearsall	① 313.0	AX-394
		Derby	321.9	AX-403
		Dilley	329.1	AX-410
		Burns Stock		
		Pens	331.0	AX-412
		Artesia Wells	356.9	AX-438
		Encinal	373.6	AX-455
		Callaghan	385.3	AX-467

## CRYSTAL CITY SUBDIV.—PALESTINE DIVISION

Rule 99 (d) in effect.		Radio communication via Channel One		Station Nos.	Sidings Feet
Miles	STATIONS	STATIONS	STATIONS		
190.8	DABNEY	3.5	①	HX18	
187.3	BLEWETT	41.5	①URA②	HX14	
146.0	CRYSTAL CITY	2.4	①②T③	FX146	Yd.
143.4	RIVER	8.9		FX143	Yd.
134.5	BRUNDAGE	16.2		FX134	4324
118.3	COUNTY LINE	13.3		FX118	2068
105.0	GARDENDALE		①T②	AX422	
		85.8			

Yard Limits: MP 105.0 to MP 107.0; MP 142.0 to MP 148.0.

Maximum Speed Crystal City — Gardendale 25 MPH; Crystal City — Dabney 20 MPH except 15 MPH MP 172.9 to MP 173.1 Wye tracks Crystal City 15 MPH.

Business Tracks MP No. Kelley ..... 172.9 GX-173 LaPryor ..... 163.9 GX-164

Between Crystal City and Gardendale absolute block in effect and absolute block established between:

Crystal City MP 148.0 and Gardendale MP 107.0.

Authority for occupancy must be obtained from train dispatcher.

Be governed by Special Instructions Item 13(27).

Maximum Speed (Except as shown below)		MPH	Radio communication via Channel		Station Nos.	Sidings Feet
Miles	STATIONS	STATIONS	STATIONS			
0.0	PALESTINE	①-1②③④	AX-81	Yd.		
0.0	WEST JCT.		A-81			
0.0	SOUTH JCT.		A-83			
1.6	ELKHART		A-94	7512		
12.2	CROCKETT	①-1②	A-119	9121		
37.5	TRINITY	①-1②	A-146	10200		
64.8	PHELPS	①-1②	A-165	7807		
84.0	NEW WAVERLY		A-177	4175		
111.7	CONROE	①ATSF②	A-193	7100		
127.7	SPRING JCT.		A-208			
128.3	LLOYD YD.	①-1②	A-210	Yd.		
131.5	WESTFIELD		A-213			
137.2	ALDINE		A-219			
142.0	McGOWEN		A-223			
145.8	BELT JCT	①HBT②	A-227			
146.6	②SP③					
147.5	GULF COAST JCT.					
150.1	SETTEGAST YD.	①T②③④	B-379	Yd.		
		150.1				

Business Tracks MP No. Salmon ..... 18.3 A-100 Nuclear ..... 23.1 A-104 Grapeland ..... 24.5 A-106 Southland ..... 32.8 A-114 Texas Power & Light Co. .... 33.2 A-114 Cut ..... 43.3 A-125 Lovelady ..... 51.2 A-133 Davy ..... 52.5 A-134 Riverside ..... 71.7 A-153 Dodge ..... 79.6 A-161 Huntsville Ind. Lead: 7.0 mi. Phelps to Huntsville AD-7. Max. Speed 20 MPH. Bus Tracks: Townley MP 3 St. No. AD-4. La. Pacific ..... 93.2 A-175 Willis ..... 103.7 A-185 Camp Strake ..... 114.0 A-196 Tin Barn ..... 117.9 A-197 Bison ..... 117.4 A-198 Tamina ..... 120.6 A-202 Spring ..... 128.3 A-210 Jetero & Drillco ..... 136.3 A-218 Texas Crushed Stone ..... 138.9 A-220 Frohlick ..... 140.2 A-221 Hardy ..... 142.3 A-224 Houston, Tex. — B-372

Hot Box and Dragging Equipment Detectors located at MP 33.4; MP 67.4, MP 97.5 and ②MP 134.6. 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.

All radio communications concerning terminal operations at Palestine must be handled on Channel #2.

Trains arriving Palestine Yard, call yardmaster from Elkhart.

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

Operation between MP 144.0 and Settegest 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 30 MPH turnouts except south switch Lloyd Yard, east and west lead switches north end Lloyd Yard.



Maximum Speed (Except as below)	MPH	Radio communication via		Station Nos.	Sid- ings Feet
		SOUTH	NORTH		
Miles					
STATIONS					
T&NO Jct.-Alvin	55		§ T	B-379	Yd.
T&NO Jct. — MP 18	20			B-368	Yd.
Around two curves on ATSF MP 0.5 to MP 0.0	20				
Between Alvin and Algoa (Except as below)	50		SP		
Wye Tracks Alvin and Algoa	25				
Between T&NO Jct. and Algoa trains exceeding 90 tons per car or exceeding 7000 tons total must not exceed 45 MPH	10.0				n7690 s9350
Algoa—MP 218-00 (Except as below)	50			B-342	9636
MP 343-09—MP 342-28	25			B-333	7552
MP 320-08—MP 317-27	20			B-321	Yd.
MP 309-17—MP 308-06	25			B-308	7690
MP 305-17—MP 305-14	35			B-306	
MP 285-15—MP 282-22	30+			B-301	5095
MP 269-07—MP 240-01	35			B-292	7800
MP 218-00—MP 118-09 (Except as below)	40			B-284	5121
MP 187-02—MP 184-02	25			B-275	7800
MP 162-07—MP 161-17	20+			B-265	7800
MP 155-01—MP 154-07	20			B-250	7800
MP 142-00—MP 140-00	25			B-245	
MP 132-01—MP 131-06	20+			B-240	Yd.
MP 125-09—MP 124-30	15+			B-230	5547
MP 118-09—MP 0-00 (Except as below)	40			B-224	
MP 95-00—MP 65-00	30			B-219	6913
MP 48-00—MP 45-12	35			B-205	7521
MP 25-6—MP 24-8	15			B-193	7252
MP 22-1—MP 18-0	20+			B-180	6392
MP 3-1—MP 3-0	15+			B-162	2224
MP 3-0—MP 1-0	20			B-162	10864
BUSINESS	Sta. No.			B-155	3656
Monasanto Storage	335.9	B-336		B-141	5773
Chocolate Bayou				B-125	
Spur	335.6	B-336		B-119	Yd.
Danbury	327.3	B-327		B-98	4249
Fan American				B-77	7506
Petroleum Spur	298.5	B-299		B-68	4098
Abercrombie	297.5	B-297		B-46	5228
Bonus Crop					
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			
Yard Limits:					
MP 0.5 to MP 3.0;					
MP 23.5 to MP 28.2;					
MP 116.0 to MP 120.0;					
MP 152.6 to MP 154.8.					
Conditional Yard Limits: MP 120.0 to MP 125.9 2:00 p.m. to 6:30 a.m.					
All siding switches Algoa to Inari inclusive are 30 MPH turnouts.					
Monsanto Ind. Lead — MP 335.6					
5.6 miles					
Maximum Speed	MPH				
(Except as below)	15				
MP 3 — MP 5	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 No.				
Ross	7.3	BH-10			
Clute	9.5	BH-8			
Hoskins	11.4	BH-6			
Freeport	15.4	BH-0			

ABS-CTC (ATSF-TCS) T&NO Jct. 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 ATSF between T&NO Jct. and Algoa, be governed by Uniform Code of Operating Rules and Special Instructions Item 17(a). ATSF timetable not required between T&NO Jct. and Algoa.

ATSF 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.

ATSF 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 ATSF clearance prior to leaving HB&T (T&NO Jct.).

Northward trains must secure ATSF clearance at Angleton.

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

All trains secure clearance Odem unless verbally relieved by train dispatcher.

Hot Box and Dragging Equipment Detectors located \*MP 189-20, @ MP 246-24, \*MP 270-08, @ MP 295-12 and \*MP 330-00.

Phillips Refinery Spur — MP 297.5  
2.3 miles  
Max. Speed ..... 10 MPH

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

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

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

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

Sadrift Industrial Lead  
(Between Bloomington and Long Mott  
14.0 miles)  
Maximum Speed MPH  
MP 0.0 — MP 13.0 ..... 25  
MP 13.0 — MP 14.0 ..... 10  
Business Tracks MP No.  
Heyser ..... 5.0 BK-05  
Green Lake ..... 10.3 BK-10  
North Sadrift ..... 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 No.  
Fresnal ..... 6.6 BS-6  
Rio Hondo ..... 9.0 BS-9  
@ SP G ..... 5.5

Mission Ind. Lead  
(Harlingen to Mission 42.0 miles)  
Max. Speed 25 MPH Except 15 MPH MP  
32.3 to MP 36.8.  
@ SP @ ..... MP 34.5

Business Tracks MP No.  
CPL Spur ..... 1.3 BR-1  
Kipfer ..... 1.9 BR-2  
Adams Gardens ..... 6.2 BR-6  
LaFeria ..... 8.3 BR-8  
Mercedes ..... 13.9 BR-14  
Weslaco ..... 18.8 BR-19  
Weslaco Salvage Spur ..... 20.6 BR-21  
Gross Wearden ..... 21.7 BR-22  
Donna ..... 22.8 BR-23  
Val Verde ..... 24.8 BR-25  
Alamo ..... 26.9 BR-27  
San Juan ..... 29.3 BR-29  
Pharr ..... 31.0 BR-31  
Hauser ..... 32.5 BR-32  
McColl ..... 33.0 BR-33  
McAllen ..... 34.2 BR-34  
Peace Thornton Lbr. Co ..... 36.9 BR-37  
Mission ..... 40.0 BR-40

HIDALGO — MISSION INDUSTRIAL  
LEAD (4.5 Miles)



Miles	SOUTH ▼	Radio Communication via Channel One STATIONS	NORTH ▲	Station Nos.	Sid- ings Feet	
3.1		SOSAN .....	ⓂTⓂⓂⓂⓂ	AX345	Yd.	
		17.2				
20.3		LEHR .....		CC20	2570	
		14.0				
34.3		PLEASANTON .....	ⓂⓂⓂ	CC34	8307	(Except as below).... 49
		20.9				
55.2		CAMPBELLTON .....		CC55	7898	South Leg
		20.6				SAUG Wye MP 3.1 . 10
75.8		FLOOD GATEⓂ .....				MP 33.0 —
		1.5				MP 35.0 ..... 20+
77.3		THREE RIVERS.....	Ⓜ	CC77	2110	MP 77.1 —
		0.5				MP 77.8 ..... 20+
77.8		FLOOD GATEⓂ .....				MP 113.1 —
		10.3				MP 113.2 ..... 30+
88.1		GEORGE WEST .....		CC88	7850	MP 145.5 —
		24.9				MP 149.0 ..... 15
113.0		MATHIS .....	Ⓜ	CC113		
		11.7				
124.7		HUBERT .....		CC124	3176	
		7.5				
132.2		ODEM.....	ⓂMPGⓂTⓂ-2Ⓜ	B-155	Yd.	
		9.0				
141.2		VIOLA .....	Ⓜ	CC141		
		4.4				
145.6		MP JCT.....				
		0.3				
145.9		ⓂCCTAⓂ .....				
		3.1				
149.0		CORPUS CHRISTI.....	ⓂTⓂⓂ	CC150	Yd.	
		145.9				

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

BUSINESS TRACKS		MP	No.	BUSINESS TRACKS		MP	No.
San Jose.....	6.7	CC-7	San Miguel Power Plant.....	53.0	CC-53		
Espey Sand Pit.....	23.1	CC-23	Whitsett.....	63.3	CC-63		
Leming.....	26.6	CC-27	Suniland.....	68.0	CC-68		
Coughran.....	38.8	CC-39	Edroy.....	126.1	CC-126		
McCoy.....	46.3	CC-46					

Handle all radio communications concerning terminal operation Sosan on Channel #2. Trains arriving Sosan call yardmaster from Loop 410. Yard Limits: MP 3.1 to MP 4.8; MP 130.0 to MP 134.1; MP 140.5 to Corpus Christi. Conditional Yard Limits: MP 4.8 to MP 7.0, 7:01 am to 3:01 p.m. In Corpus Christi Yard @Tex. Mex. Trains and engines operating between Viola and Corpus Christi be governed by instructions of yardmaster or operator when on duty at Corpus Christi. When not on duty contact train dispatcher. All trains receive clearance at Odem unless verbally relieved by train dispatcher.

Miles	SOUTH ▼	STATIONS	NORTH ▲	Station Nos.	Yard Limits Entire Subdiv. Maximum Speed 20 MPH	
					Business Tracks	MP Sta. No.
0.0		TAP .....			Pierce Junction .....	7.9 AE-7
		7.9			Klein Industrial.....	9.2 AE-9
7.9		PIERCE JCT.....		AE-7	Interpac.....	10.1 AE-10
		0.6			Witco Co.....	13.1 AE-13
8.5		MYRTLE .....		AE-8	Metal Arts.....	13.7 AE-14
		2.3			Fresno.....	16.0 AE-16
10.8		ALMEDA .....		AE-11	Juliff.....	23.0 AE-23
		8.2			Rosharon.....	29.7 AE-30
17.0		ARCOLA.....	ⓂATSFⓂ	AE-19	Sugarland.....	33.0 AG-33
		2.3			Pryor.....	35.0 AG-35
21.1		HAWDON.....		AE-21		
		21.1				

Radio communication via Channel One, Call-In Two. Operation via HB&T between:

Tap & Settegast Yard	5.8 Miles
Tap & Myrtle	8.5 Miles
Tap & T&NO Jct.	3.5 Miles

Be governed by HB&T timetable and Special Instructions.

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

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

## BAYTOWN SUBDIV. — DeQUINCY DIVISION

Miles	Radio Communication via Channel One, Call-in Two		Station Nos.	Yard Limits Entire Subdiv.	
	WEST ▼	EAST ▲		Maximum Speed (Except as below)	MPH
33.4	BAYTOWNⓂ.....	Ⓜ	BG-33	MP 7.5 — MP 9.0.....	20
	2.7			MP 11.0 — MP 11.6.....	10
30.7	ⓂE.O. CO.Ⓜ.....			MP 14.7 — MP 14.9.....	10
	2.2			Jacinto Port Lead.....	10
28.5	DURHAM YARD.....	T	BG-28	(Except Penn City Road east to end of track.....)	20
	1.5			Arco Industrial Lead.....	10
27.0	COADY YARD.....	ⓂⓂ	BG-27	U.S. Steel Industrial Lead.....	10
	4.5			MP 19-29 — MP 20-24.....	15
22.5	HIGHLANDS.....		BG-22	(San Jacinto River Bridge).....	10
	4.5			MP 22.6 — MP 23.3.....	10
18.0	CHANNELVIEW.....		BG-18	MP 26.0 — MP 33.4.....	10
	8.5			Lift bridge over Cedar Bayou Bridge No. 3 — U.S. Steel lead protected by signals.	
9.5	MARKET ST.....	ⓂⓂT	BG-9	When signals indicate Stop be governed by instructions in release box.	
	5.7				
3.8	SETTEGAST YD.....	ⓂⓂTⓂ	B-379		
	29.6				

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

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

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

When using HB&T tracks Houston, HB&T timetable and Special Instructions apply. MP 30-22 — San Jacinto Street Crossing — member of crew must protect on ground before occupying.

## ORANGE SUBDIV. — DeQUINCY DIVISION

Miles	Radio Communication via Channel One, Call-in Two		Station Nos.	Yard Limits Entire Subdiv. Maximum Speed	
	SOUTH ▼	NORTH ▲		(Except as below)	MPH
477.7	MAURICEVILLE.....	ⓂKCSⓂⓂT	B-477	MP 489-06 — MP 490-15.....	20
	5.3			Doc Brown: Dupont Industrial Lead.....	10
482.9	PEVETO .....		BE-482	Dupont Industrial Lead.....	10
	4.0			East Conn.....	10
486.9	ⓂSPⓂ.....			Firestone Ind. Lead.....	10
	1.1			ORANGE:	
488.0	DOC BROWN.....	T	BE-488	Weaver Ind. Lead.....	5
	2.5			County Dock Ind. Lead.....	5
490.5	ORANGE.....	ⓂⓂⓂ	BE-490		
	12.9			BUSINESS TRACKS	MP Sta. No.
				Bancroft.....	485.0 BE-485
				Kilowatt.....	486.5 BE-486







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			
601.6	ALEXANDRIA	C-625	Yd.	MP 602-20 — 35
	9.0			MP 602-20 — 35
610.6	WOODWORTH	C-634	2997	MP 610-04 — 40
	5.1			MP 610-04 — 40
615.7	BRINGHURST	C-640	7500	MP 610-26 — 35
	7.9			MP 610-26 — 35
623.6	GLENMORA	C-647	3464	MP 618-00 — 40
	12.0			MP 623-24 — 35†
635.6	OAKDALE	C-659	7080	MP 624-11 — 35†
	0.4			MP 636-00 — 25†
636.0	ATTSF			On ATTSF
	18.1			Tracks —
654.1	ELDER	C-679	4850	Oakdale — 5
	6.5			MP 649-24 — 35
660.6	KINDER	B-544	Yd.	MP 651-11 — 35
	19.4			Wye Track
680.0	IOWA JCT	C-704		Kinder — 10
	10.2			MP 661-07 — 30
690.2	SP			MP 690-02 — 30
	4.0			MP 690-02 — 20
694.2	LAKE CHARLES	C-720	Yd.	MP 693-07 — 20
	95.0			Wharves & Apron Docks — 5

Rule 99(d) in effect between Kinder and Lake Charles.

Business Tracks	Sta. No.	Business Tracks	Sta. No.	Business Tracks	Sta. 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 @

25 MPH 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		
570.3	EUNICE	B-570	MP 570-10 — MP 571-10 — 20
	7.6		MP 590-28 — End Track — 10
577.9	MOWATA	BD-578	Mill Row Lead — Crowley — 10
	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.  
Gulf States ..... 575.5 BD-575  
American  
Cyanamid ..... 577.7 BD-577

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			
192.1	ALEXANDRIA	C-625	Yd.	MP 195.8 — MP 190.4 — 20
	1.7			MP 179.2 — MP 178.4 — 45
190.4	WILLOW GLEN	TB190		MP 170.9 — MP 170.3 — 35
	13.4			MP 163.3 — MP 162.5 — 40
177.0	MEEKER	TB177	10453	MP 128.8 — MP 128.1 — 25
	5.9			MP 118.9 — MP 117.6 — 40
171.1	CHENEYVILLE	TB170		MP 114.8 — MP 115.0 — 50
	0.9			MP 109.9 — MP 108.9 — 35
170.2	SOUPAC JCT.	TB169		MP 102.5 — MP 101.0 — 40
	7.1			MP 95.1 — MP 94.9 — 35
163.1	BUNKIE	TB163	10249	MP 91.4 — MP 88.7 — 20
	11.1			MP 86.7 — MP 84.0 — 20
152.0	MORROWS	TB153	8960	MP 75.5 — MP 75.0 — 20
	13.5			MP 66.0 — MP 64.0 — 40†
138.5	PALMETTO	TB139	11970	MP 16.4 — MP 16.6 — 50
	9.0			MP 13.8 — MP 10.2 — 20
129.5	MELVILLE	TB129		
	15.4			
114.1	LIVONIA	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	8879	
	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	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	C-817	Yd.	
	192.1			

Trains originating Addis secure clearance.

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

Hot Box and Dragging Equipment 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. 30 MPH 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 Phalia St. via New Orleans Public Belt RR.

Operation Phalia St. to Gentilly Yard via SBD RR.

Operation between Wills and West Bridge Jct. governed by instructions yardmaster Avondale.







## 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:

Thru No. 9, 10 and 11 turnouts and crossovers, entire train	MPH 15
Thru No. 14, 15, 16 and 20 turnouts and crossovers, entire train	30
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. 14, 15, 16 and 20 spring switches	30
In straightaway movement when lead wheels have passed over points of spring switches, maximum speed may be resumed.	

All turnouts: 15 MPH unless otherwise specified.

### ITEM 3-B. SPEEDS ON TRACKS OTHER THAN MAIN TRACKS:

Sidings in CTC Territory	30 MPH.
Other Sidings	25 MPH.
Others (except as specified on schedule page)	10 MPH.

### ITEM 3-C. TRAINS HANDLING EQUIPMENT OR MATERIAL CARS:

Ditchers and Burro Cranes, loaded on flat cars	MPH 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.

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 Direction	Reverse Direction*
10-15 MPH	10 MPH	10 MPH	10 MPH	10 MPH	10 MPH	10 MPH
20	15	10	15	10	15	15
25	20	15	20	15	20	15
30	25	20	25	20	25	15
35	30	25	30	25	30	15
40	35	30	30	25	35	15
45-60	40	30	30	25	40	15

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

Handle 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 Operations Control, 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 3-I. MAXIMUM TRAIN SPEEDS:**

When average tonnage of train exceeds 100 gross tons per car, train must not exceed speed of 40MPH.

Trains handling a solid block of 40 or more empty open top hoppers or high side gondolas must not exceed a speed of 50 MPH.

**ITEM 4. PASSENGER EQUIPMENT:**

Passenger equipment in freight trains will be handled on rear of train.

When MP business cars are handled on Amtrak trains having Amtrak superliner equipment, business cars must be handled on rear of train.

Other conventional passenger equipment must not be handled with Amtrak superliner equipment.

**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

Then: 4 axle cars may handle

	220,000 lbs.	240,000 lbs.	263,000 lbs.
" 6 " " " "	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:**

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.

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 employee 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:**

A. When engines are moved from mechanical facility to train or vice versa the controls will be handled from the lead unit when practicable, except when making short back up moves.

B. Operating diesel engines through water. Unless otherwise directed by officer at point of high water, diesel engines must not be moved or allowed to stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour, to prevent water getting inside traction motors. If any probability of water having entered motors, cover on motors should be removed and motor examined. If water has entered motor, unit must be moved, off line, to assignment location for necessary repairs.

C. Under unusual circumstances when a unit becomes inoperative, abnormal weather, etc., it is possible that the units can go into overload and damage traction motors. To prevent overload do not exceed the quarter hour short time rating of any unit in 8th throttle when speed is steady or decreasing. The following chart illustrates quarter hour ratings. The unit having highest minimum speed governs the short time rating of the entire consist.

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

	SPEED AND AMMETER READINGS ON LEAD UNIT						
	GP35 GP50	U23B B23-7 B30-7A	U30C	GP28 GP38 SD40	GP18	GP15 SW15 MP15	SW9 SW12
T R A I L	GP50	10MPH	10MPH	10MPH	10MPH	10MPH	10MPH
	GP35 U23B B23-7 B30-17A	1125AMP	1275AMP	1230AMP	1100AMP	980AMP	870AMP
U N I T S	GP18 28 38 SD40 U30C	10MPH 1125AMP	10MPH 1275AMP	9.5MPH 1275AMP	9.5MPH 1150AMP	9.5MPH 1025AMP	9.5MPH 890AMP
	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.

D. 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 start the movement smoothly. 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 on main track or 30 MPH on controlled sidings, trains and engines using a hand operated switch 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 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 employe.

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 carshop repair tracks, a speed of five (5) miles per hour must not be exceeded, and derail must be placed at least 50 feet from rolling equipment.
- (3) When workmen are working on, under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine.

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

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

- (1) From the entrance switch or derail of the service track, and the



**ITEM 13. (CONTINUED)**

engine which is placed on the track is stopped short of coupling to another engine, or

- (2) From the controlling unit to be moved and from the service track departure switch or derail, before the engine is removed from the track.

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

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

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

- (1) A blue signal must be displayed at each switch providing access to the area.
- (2) Each switch providing access to the area must be lined away from movement to the area and locked with an effective locking device.
- (3) If operated by an authorized employe under the direction of the person in charge of the workmen, a car mover may be used to reposition rolling equipment within this area after workmen on the affected track have been notified of the movement.

Rolling equipment must not be placed on car shop or repair tracks until it is known that all employes are clear of the track on which the movement is to be made.

**RULE 26 (e). HUMP YARD TRACKS AND TRACKS WITH REMOTELY CONTROLLED SWITCHES:**

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

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

The operator must maintain for 15 days a written record of each notification which contains the following information:

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

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

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

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

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

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

**ITEM 13. (CONTINUED)**

yard limits, the main track may be used, clearing first class trains at the time shown at the next station in direction of their approach, but not less than 5 minutes.

If not clear by the time required, train or engine must be protected at that time, as prescribed by Rule 99.

Within yard limits, the main track may be used without protecting against second and inferior class trains, extra trains and engines.

Within yard limits, second and inferior class trains, extra trains and engines must move prepared to stop within one half the range of vision, short of train, engine, obstruction or switch not properly lined not exceeding 20 MPH except in ABS territory when main track is known to be clear by block signal indication, per Rule 281, then trains and engines may proceed at maximum speed.

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

**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 (b):** 104 (b) (1). Within a hump yard, during humping operations, before a train or yard crew member places himself between engines or cars on a bowl track for the purpose of coupling air hoses or adjusting coupling devices, protection against cars being released from the hump into the track involved must be provided as follows:

- (1) A crew member must notify the employe controlling switches that provide access from the hump to the track on which such work is to be performed;
- (2) Upon such notification, any remotely controlled switch must be lined against movement to the affected bowl track and employe must apply or have applied a locking or blocking device, or reminder, to the control for that switch; and
- (3) Crew member must then be notified that the required protection has been provided and such protection shall be maintained until the crew member advises that work is completed and protection is no longer required.

**ITEM 13. (CONTINUED)**

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

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

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

(12) **RULE 209:** Train orders may be duplicated mechanically. Printed Form X Examples (1) and (5) showing multiple locations may be used.

(13) **RULE 215:** A train or engine which is initiating movement on a main track and 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 284:** Change indication to read: proceed, reducing to 30 MPH before reaching next signal.

**RULE 286:** Change indication to read: proceed on diverging route, not exceeding prescribed speed through turnout, reducing to 30 MPH before reaching next signal.

**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.



## ITEM 13. (CONTINUED)

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.

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:** Officers and employes whose duties are prescribed by and who are examined on the rules must use watches that have been authorized by general notice. Employes must have a standard watch card, form 20108, approved by a division officer for the watch being used and must carry this card with them while on duty.

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.

(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

## ITEM 13. (CONTINUED)

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:**

a. Train order Form S-C may be modified by adding for example: "Extra \_\_\_\_\_ North originates (or terminates) at \_\_\_\_\_."

b. Train order Form G Example 4; second paragraph of instructions should read: The extra moving under this order must move within yard limits as prescribed by Rule 93.

c. Train order Form Y Example 4 may be combined with train order Form G, and worded "\_\_\_\_\_ protecting to the rear as prescribed by Rule 99."

d. Train order Form Y Example 3 may be combined with Form V Example 2.

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

e. 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."

f. 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.



## ITEM 13. (CONTINUED)

- g. Form T, Form F and Form X examples 3 and 4 train orders discontinued.
- h. To issue a restricting train order for delivery at a station where the operator has not been on duty continuously, or the station is not equipped with a train order signal the dispatcher must, if practicable, notify the crew that they are to receive a restricting order at that station and must not leave there without a clearance. He must get acknowledgment from both the conductor and engineer that they received and understand these instructions. He must make record of this acknowledgment in the train order book. An absolute signal within CTC territory or at a manual interlocking may be used to insure that the train does not pass the station without receiving the train order. If the signal is controlled by an operator other than the one who is to deliver the order, the train order must also be addressed to him, and the controlling operator must block signal in stop position until the order has been delivered, the crew has been notified they are to receive the order or train order signal has been displayed at stop at delivering station. If delivery of the train order cannot be insured, as prescribed above, the operator must be instructed to place torpedoes and be in position to flag the train a sufficient distance from the point where it will be restricted before the train order is transmitted. The train dispatcher must verify that the operator understands what is to be done and how to flag the train.
- 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.

When a train must be operated which is not included in "PX Line-up," such train will be operated only on the authority of the chief train dispatcher and the train dispatcher will issue train order in following form:

"Extra \_\_\_\_\_ South (or No. \_\_\_\_\_) run at restricted speed but not exceeding 30 MPH on straight track or 15 MPH on curved track \_\_\_\_\_ to \_\_\_\_\_ (Limits of "PX") until \_\_\_\_\_ M (Time "PX" expires) sounding whistle signal per last paragraph Rule 14(l) expecting to find track cars."

## ITEM 14. USE OF RADIO:

(a) Radio call-in system areas are identified by symbols ⓑ-1 and ⓑ-2 which denote base stations or radio control points. Employees may contact train dispatcher by operating Dispatcher 1 button for ⓑ-1 stations and Dispatcher 2 button for ⓑ-2 stations on radio.

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

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

(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	— ATSF 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 hridge 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 (WHEN APPLICABLE, HIGH-WIDE) DETECTORS:

## 16.1 General Instructions:

The following instructions apply to all detectors:

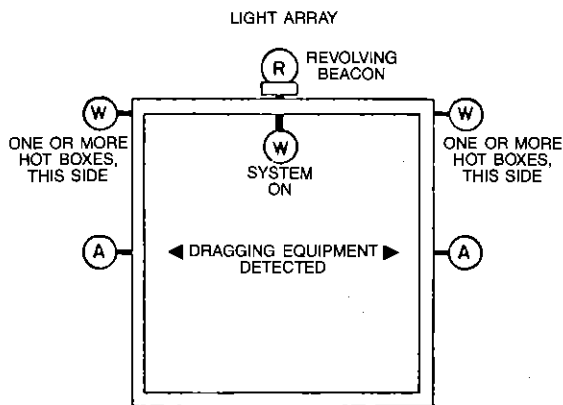
- Train speed of at least 10 MPH must be maintained while train is moving over detector. If speed is less than 10 MPH over detector, make inspection of entire train.
- Do not stop train over detector equipment when practicable.
- Avoid braking, if practicable, while approaching or passing detector. Excessive braking will cause false indications.
- Instructions (a) and (b) above may be suspended at the discretion of the crew in the interest of safe train operation, or in an emergency condition, in which case crew must inspect entire train.
- When detectors are actuated, the following information must be reported to the dispatcher by radio or from first open office.
  - Train identification.
  - Date and time actuated and MP location of detector.
  - Type of indication displayed by detector, i.e., hot box or dragging equipment.
  - When detector is equipped with digital readout, report car number, axle and hot box location as indicated by readout.



## ITEM 16. (CONTINUED)

- (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 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



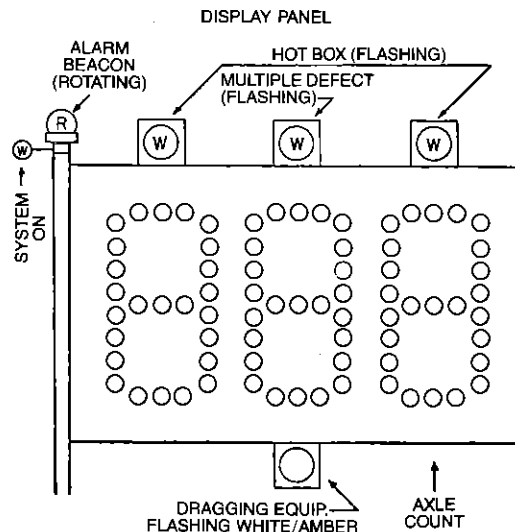
When illuminated, array lights indicate the following:

- (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.

## ITEM 16. (CONTINUED)

- (b) Yellow light-side — Both yellow lights will be illuminated when dragging equipment is detected. Make immediate inspection of entire train for dragging equipment. Air hoses hanging below top of rail and dragging chains will be detected.

## 16.3 Detector Stations Equipped With Digital Display



- (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:



**ITEM 16. (CONTINUED)**

The first indicated hot journal may be on either side of train at axle indicated by numeral display. Make on ground inspection of both sides of entire train from point of first hot journal to the end of the train, looking for subsequent hot journals on same side of train as first hot journal and one or more subsequent hot journals on opposite side of train.

- (4) Multiple defect indicator flashing and dragging equipment indicator flashing, axle count displayed:  
Two instances of dragging equipment detected; the first occurring near axle count displayed.
- (5) Multiple defect indicator flashing, dragging equipment indicator flashing, right (left) side indicator flashing, axle count displayed:

A hot journal on the right (left) side of train has been detected or dragging equipment has been detected at axle count indicated. Make on ground inspection right (left) side of train for second defect: (hot journal or dragging equipment).

**16.4 Detector Stations Equipped With Radio Transmitted Verbal Defect Indicators**

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**

High-wide detectors shall not be removed 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 ATSF 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

**ITEM 17a. (CONTINUED)**

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

9. Temple and Ft. Worth. (Crews operating on AmTrak passenger trains will be governed by current ATSF Northern Div. and Southern Div. Timetables.)

**At above locations (1 thru 9) be governed by the following ATSF Rules:**

<u>SIGNAL ASPECT</u>	<u>NAME</u>	<u>INDICATION</u>
(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 ATSF tracks. On the ATSF each movement made past a stop signal must be authorized by ATSF 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 ATSF Trainmaster joint with the ATSF 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	



## ITEM 17(a). (CONTINUED)

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 ATSF.

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

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

BN timetable and Special Instructions will apply.

Uniform Code of Operating Rules apply except as modified below:

- (1) Definition Restricted Speed: A speed that will permit stopping within one-half the range of vision short of train, engine, obstruction, other on-track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, 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. A yellow flag or yellow light displayed to the right of the track as viewed from an approaching train or engine indicates that beginning at a point two miles from the yellow signal the train or engine must proceed at a speed of not more than 10 MPH unless a different speed is specified by train order bulletin or general order. Speed must not be increased until entire train has passed a green flag or a green light displayed to the right of the track indicating the end of the restriction.
- (6) Rule 10(h): Permanent speed restriction signs will be placed  $\frac{3}{4}$  mile in advance of speed restriction prescribed by timetable. There will be no resume speed signs.
- (7) 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.
- (8) 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."

## ITEM 17(b). (CONTINUED)

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.

- (9) Rule II(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.
- (10) 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.
- (11) 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.
- (12) No Superiority of Trains: Where ATSF Rule 94 is in effect there is no superiority of trains. Flag protection against trains and engines not required. All movements must be made at low speed.
- (13) Rule 104(D): An electrically locked switch must not be used, or door of case opened, to enter or foul a main track or a controlled siding without permission of the control operator. 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.
- (14) Controlled Siding: A siding, the entrance to which is governed by signal indication.
- (15) 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.
- (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 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.
- (18) 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



## ITEM 17(b). (CONTINUED)

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. In the event time expires, flag protection per Rule 99 is not required.

- (19) Rule 404: The reverse movement of a train or engine may be made only:
- by signal indication;
  - within track and time limits; or
  - with permission of control operator.

- (20) Block and interlocking signal aspects and indications:

Aspect (From top unit down)	Indication
Yellow over yellow or yellow over yellow over red.	Proceed prepared to stop at second signal.
Flashing yellow, flashing yellow over red or over two reds or solid yellow over green or over green and red.	Proceed prepared to pass next signal not exceeding 35 MPH.
Solid yellow over lunar or solid yellow over red over lunar.	Proceed prepared to pass next signal at restricted speed.
Yellow, yellow over red or yellow over two reds.	Proceed prepared to stop at next signal. Trains exceeding 35 MPH must immediately reduce to that speed.
Red over yellow or red over yellow over red.	Proceed on diverging route at prescribed speed prepared to stop at next signal. Trains exceeding 35 MPH must immediately reduce to that speed.
Lunar or lunar over red or red over lunar or two reds over lunar.	Proceed at restricted speed.
Red or two reds over yellow permissive marker.	Proceed at restricted speed through entire block.
Flashing red or red over flashing red or two reds over flashing red or red or two reds with number plate.	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:**

- 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.
- 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.
- 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.
- Rule 10(g): Temporary Speed Restriction and Resume Speed signs will not be used. Rule 10(h): Green Resume Speed signs are not used.
- 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 arriv-

## ITEM 17(c). (CONTINUED)

ing switch (the first switch of the siding encountered by the train holding the main track) until train to be met has entered the siding and stopped. The train entering the siding will, when the rear of train arrives in the clear, stop and allow train holding main track to proceed.

- (6) Rule 93 and Rule D-93: Within yard limits, trains and engines must not exceed yard speed.
- (7) Rule 99(i), add: When flagman of proceeding train is riding engine of following train, following train must proceed at restricted speed while flagman is on engine, regardless of any specific flagging instructions.

- (8) Rule 101(a), add: Any broken pieces of wheels, flanges, or other parts found, indicating defective equipment or track that may cause damage or derailment, must be reported immediately to the train dispatcher.

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

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

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

(Form contains 8 lines for up to 8 locations)

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

- When authorized by man in charge after proper identification and explanation of foreman's absence.
- When authorized by train dispatcher after he has ascertained from foreman that track is clear and safe for passage.
- 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.



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

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

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

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

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

MP 737.2\*, MP 755.9, MP 776.3\*

\*Equipped with Oversize Load Feature.

Between West Jct. and East Jct.: MP 782.3# and MP 784.8#  
#Dragging Equipment Detectors only. Has radio alarm but no monitor display board or integrity light.

Between GCL Jct. and CS Jct.:

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

\*Equipped with Oversize Load Feature.

**ITEM 18. UNIFORM CODE OF SAFETY RULES**

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

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

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

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

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



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

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

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

#### District Medical Officers

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

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 2600 S.W. Freeway Houston, Tex.	Lou Meyers 220 Willow St. N. Little Rock, Ark.	Steve Caldwell 4625 Lindell Blvd. St. Louis, Mo.	Tom Stevens 2630 West Freeway Ft. Worth, Tex.
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### 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	1	59.0	1	16	47.4	1	30	40.0	2	20	25.7
1	2	58.0	1	17	46.7	1	31	39.6	2	25	24.8
1	3	57.1	1	18	46.1	1	32	39.1	3	0	20.0
1	4	56.2	1	19	45.6	1	33	38.7	4	0	15.0
1	5	55.3	1	20	45.0	1	34	38.2	6	0	10.0

### EXPLANATION OF CHARACTERS

- Ⓢ — Automatic Interlocking.
- Ⓡ — Radio Base Station.
- Ⓢ — Call-in System Dispatcher 1.
- Ⓢ — 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.
- Ⓢ — Regular Stop.
- Ⓢ — Flag Stop For Psgrs.
- Ⓢ — 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.

