

Radio conversation between foreman in charge of work and engineer to be worded as follows when using "Proceed Prepared To Stop" and "Conditional Stop" signs.

**FOREMAN'S FORM U  
TRAIN ORDER CLEARANCE**

RI \_\_\_\_\_  
(Occupation) (Name)

in charge of work at MP \_\_\_\_\_, calling  
(Train No.) \_\_\_\_\_ (after train answers giving  
his identification): \_\_\_\_\_

This is RI \_\_\_\_\_  
(Occupation) (Name)

in charge of the work between MP \_\_\_\_\_ and  
MP \_\_\_\_\_ Train Order No. \_\_\_\_\_  
We are in the clear and you may proceed past the  
red conditional stop sign and through the limits of  
order at \_\_\_\_\_ MPH.

Where Rule 10 (i) (2) is authorized, Foreman will  
omit the words, "Train Order No. \_\_\_\_\_."

**ENGINEER'S ORAL ACKNOWLEDGMENT  
OF FORM U CLEARANCE**

This is engineer of RI Train

\_\_\_\_\_  
(Train No.) (Direction)

I may proceed past the red conditional stop sign  
and through the limits of Order No. \_\_\_\_\_  
between MP \_\_\_\_\_ and MP \_\_\_\_\_ at  
\_\_\_\_\_ repeat \_\_\_\_\_ miles per hour.  
(Speed) (Speed)

Where Rule 10 (i) (2) is authorized, Engineer will omit  
the words, "of Order No. \_\_\_\_\_."

**PROVE YOU ARE SAFE TODAY**



**THEN IMPROVE ON IT TOMORROW**

**Chicago, Rock Island & Pacific Railroad**



**SOUTHERN DIVISION**

**TIME  
TABLE**

**No.**

**1**

**EFFECTIVE AT 12:01 A.M.  
CENTRAL STANDARD TIME**

**SUNDAY, OCT. 15, 1972**

J. E. HARE  
Superintendent

F. J. GARNER  
Asst. Gen. Manager

W. C. HOENIG  
General Manager

C. R. HURT  
Asst. Gen. Manager

This Time Table for the exclusive use  
and guidance of Employees



Southward

Main Line

Northward

				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 251 STATIONS TIME TABLE NO. 1 October 15, 1972				M. P. from St. Joseph	Signs				
					Yard	11670	RI	HERINGTON	*TO(N)	171.4	BCFR WYYd					
				6130		20007		-7.1								
					29	20012		AT&SF Crossing	A-P	178.5						
					21	20016		-5.0								
				4660	46	20023		LINCOLNVILLE	P	183.5						
								-3.9								
								ANTELOPE	P	187.4						
								-6.9								
					19	20029		MARION	P	194.3	W					
				6135	45	20037		-0.2								
								AT&SF Crossing	A-P	194.5						
								-5.9								
								AULNE	P	200.4						
								-7.9								
								PEABODY	*P	208.3						
								-0.2								
								AT&SF Crossing	A-P	208.5						
								-7.7								
					38	20045		ELBING	P	216.2						
				6320	24	20051		-6.6								
								WHITEWATER	P	222.8						
								-0.1								
								MoPac Crossing	A-P	222.9						
				5130	17	20058		-6.6								
								FURLEY	P	229.5						
								-6.6								
								KECHI	P	236.1						
				5830	Yard	20070	KN	-5.1								
								CLINE	*TO	241.2	CFTW					
								-0.4								
								SL-SF Crossing	A	241.6						
								-0.4								
								MoPac Crossing	A	242.0						
								-1.7								
								NORTH JCT.	P	243.7						
								-0.9								
								WICHITA		244.6						
								-0.8								
								SOUTH JCT.	P	245.4						
								-4.2								
				7200	77	20078		MIDLAND	P	249.6						
								-3.5								
								HAYSVILLE	P	253.1						
								-5.7								
								PECK	P	258.8						
								-7.5								
								MoPac Crossing	A-P	266.3						
								-0.1								
								RIVERDALE	P	266.4						
								-7.4								
				3900	62	20103		WELLINGTON	*P	273.8	W					
				4630	44	20112		-9.2								
								PERTH	P	283.0						
								-4.0								
					N49	20116		CORBIN	P	287.0						
								-7.5								
				5780	Yard	20123	CD	CALDWELL	*TO(N)	294.5	BCRTW					
								-123.1								

AUTOMATIC BLOCK SYSTEM  
Rules 400 to 406 MP 172-7 to MP 243-34

Rules 400 to 406 MP 245-20 to MP 294-30

WHERE RULES 400 TO 406, INCLUSIVE, ARE NOT IN EFFECT, OR WHEN OPERATING UNDER RULE 356, TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.  
RULE 99(k) AUTHORIZED

See page 3 for Speed Restrictions and Special Instructions

MAXIMUM SPEED: 50 MPH

Southward

Main Line

Northward

				SUBDIVISION 25 STATIONS TIME TABLE NO. 1 October 15, 1972			
	Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number		M.P. from St. Joseph	Signs	
	5780	Yard	20123	CD			
	4589	27	20131				
		81	20140				
	6228	47	20148				
		90	20151				
	4640	56	20159				
	6044	Yard	20167	HN			
	8095	Yard	20171				
		56	20178				
	6245	31	20184				
	4783	91	20190				
	4592		20195				
			20199				
	6798	207	20207				
	5178	51	20217				
	7302	52	20225				
		Yard	21232	FO			
		Yard	21232				

AUTOMATIC BLOCK SYSTEM		Rules 400 to 406 MP294.30 to MP333.13		Rules 400 to 406 MP343.13 to MP402.17	
	CALDWELL, KAN.	*TO(N)	294.5	BCRTW	
	8.1				
	RENFROW, OKLA.	P	302.6		
	9.0				
	AT&SF Crossing	A-P	311.6		
	0.2				
	MEDFORD	P	311.8		
	6.7				
	JEFFERSON	P	318.5		
	3.7				
	POND CREEK	P	322.2		
	8.5				
	KREMLIN	P	330.7		
	8.8				
	NORTH ENID	*TO	339.5	BCFRW Yd	
	1.0				
	SL-SF Crossing	A	340.5		
	1.3				
	ENID	P	341.8	WYYd	
	7.7				
	WAUKOMIS	P	349.5		
	5.9				
	BISON	P	355.4		
	6.0				
	HENNESSEY	P	361.4		
	5.1				
	JACKS	P	366.5		
	3.9				
	DOVER	P	370.4		
	8.2				
	KINGFISHER	*P	378.6		
	9.8				
	OKARCHE	P	388.4		
	7.7				
	CONCHO	P	396.1		
	4.7				
	EL RENO JCT.	P	400.8		
	0.9				
	EL RENO YARD	*TO(N)	401.7	BCFRT W Yd	
	0.1				
	CRI&P Crossing	P	400.9		
	0.1				
	ROCK ISLAND JCT.	P	401.0		
	1.6				
	EL RENO		402.6	FWYd	
	108.1				

WHERE RULES 400 TO 406, INCLUSIVE, ARE NOT IN EFFECT, OR WHEN OPERATING UNDER RULE 356,  
 TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.  
 RULE 99(k) AUTHORIZED  
 MAXIMUM SPEED: 50MPH

See page 3 for Speed Restrictions and Special Instructions

**SPEED RESTRICTIONS****MPH****Subdivision 251**

MP 240 Pole 31 to MP 247 Pole 0 (Except as shown below) .....	30
MP 241 Pole 20 to MP 243 Pole 28 Cline to North Jct .....	20
MP 243 Pole 28 to MP 245 Pole 20 North Jct. to South Jct. ....	25
MP 247 Pole 0 to MP 249 Pole 39 .....	45

**Subdivision 25**

MP 322 Pole 0 to MP 323 Pole 0 Pond Creek (engines only) .....	45
MP 338 Pole 24 to MP 343 Pole 32 .....	30
MP 360 Pole 37 to MP 362 Pole 0 Hennessey (engines only) .....	35
MP 378 Pole 0 to MP 379 Pole 11 Kingfisher (engines only) .....	40
El Reno: Over all public crossings protected by automatic signal devices (Except as shown below) .....	35
Rogers-Woodson-Mitchell-Foreman-Elm Streets .....	20

**SPECIAL INSTRUCTIONS****Subdivision 251**

Herington-Southward trains and engines reduce speed to 12 MPH (engines only) over Walnut Street Crossing.

AT&SF Crossing Lost Springs trains finding signal at stop position must stop not more than 100 feet from signal.

Between interlocking North Junction and interlocking South Junction, the two west tracks are main tracks signalled in both directions. Trains and engines using these main tracks will be governed by interlocking and block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

Interlocking signals at North Junction and South Junction controlled by Santa Fe train dispatcher located at Newton, Kansas.

Trains and engines using other than main tracks must move prepared to stop short of train, engine, obstruction, or switch not properly lined, but not exceeding 15 MPH.

Trains or engines on other than main tracks between North Junction and South Junction must secure permission from Santa Fe Dispatcher before departing station.

Freight cars must not be handled on tracks adjacent to train sheds Wichita.

Trains and engines must obtain clearance at Caldwell.

**Subdivision 25**

Trains moved into siding at North siding switch North Enid or South siding switch Enid by Train Dispatcher must not foul or re-enter main track except on authority of the Train Dispatcher.

Trains and Engines must obtain clearance at Caldwell and El Reno Yard.

Engineers will not be required to check train register at El Reno Yard. Register check will be furnished.

North Enid is register station for trains originating and terminating.

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 314 Pole 24	Orin	12
MP 363 Pole 4	Continental Oil	10
MP 364 Pole 8	Humble Oil	27
MP 380 Pole 18	Armour Chemical	11

Westward

## Ponca City Branch

Eastward

SECOND CLASS				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 25-A STATIONS TIME TABLE NO. 1 October 15, 1972			M.P. from North End	Signs	SECOND CLASS								
			717														712			
			Freight														Freigh			
			Daily														Daily			
					16	20055		PONCA CITY	54.8	Yd										
								1.5 AT&SF Crossing	A	53.3										
			A.M.		Yard		AY	0.8 PONCA CITY YARD	*TO(N)	52.5	BCFR WYYd		P.M.							
			12.01					11.9 TONKAWA		41.1			9.40							
			12.22		62	20041		8.3 ALCORN		32.8			9.35							
			12.40	2585	32	20033		6.7 BILLINGS	TO(N)	26.1			9.01							
			1.01	2780	53	20026	BI	10.4 GARBER	TO(N)	15.7			8.40							
			1.25		93	20015	GB	6.0 CROPPER		9.7			8.20							
			1.45		27	20010		2.2 SL-SF Crossing	UX	7.5										
								7.5 NORTH ENID	*TO	0.0	BCFR WYd		8.00							
			2.05 A.M.	6044	Yard	20167	HN	54.8					P.M.							

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
RULE 99(d) AUTHORIZED.

MAXIMUM SPEED: 30 MPH

## SPEED RESTRICTIONS

MPH

MP 7 Pole 15 SLSF Crossing ..... 10  
MP 16 Pole 10 to MP 54 Pole 24 ..... 20

## SPECIAL INSTRUCTIONS

No. 717 may leave Ponca City Yard without clearance when operator not on duty.

Trains moved into siding at North siding switch North End or South siding switch Enid by Train Dispatcher must not foul or re-enter main track except on authority of the Train Dispatcher.

## SPECIAL INSTRUCTIONS—continued

At Ponca City movement over South Ave. crossing will be protected by member of crew at crossing.

All railroad crossings at grade are protected by interlocking except SL-SF crossing MP 7.5 operated by trainmen normal position gates against SL-SF; light arrangement for Stop—Red; Proceed—Yellow.

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 50 Pole 0	Farmers, Coop. Grain	51

Southward

Warren Branch

Northward

				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 25-B STATIONS TIME TABLE NO. 1 October 15, 1972			Mile Post Locations	Signs				
				6044	Yard	20167	HN	NORTH ENID	*TO	0.0	BCFR WYd				
								2.7							
								SL-SF Crossing	UX	2.7					
					36	20312		9.4							
								LAHOMA		12.1					
								5.0							
					27	20317		MENO		17.1					
								3.7							
					26	20321		RINGWOOD		20.8					
								3.3							
				904	13	20324		WARREN		24.1	Yd				
								24.1							

TRAINS AND ENGINES WILL OPERATE PER RULE 93.  
RULE 10 (I) (2) AUTHORIZED  
MAXIMUM SPEED: 25 MPH

**SPEED RESTRICTIONS**

MPH

MP 9 Pole 24 to Warren ..... 20

**SPECIAL INSTRUCTIONS—continued**

Trains moved into siding at North siding switch North Enid or South siding switch Enid by Train Dispatcher must not foul or re-enter main track except on authority of the Train Dispatcher.

All railroad crossings at grade are protected by interlocking except SL-SF crossing MP 2.3 Gate operated by Trainmen. Normal position of gate AGAINST CRI&P, Light arrangement for Stop, Red; Proceed, Yellow.

**SPECIAL INSTRUCTIONS**

Trains arriving SL-SF connection North Enid will receive permission from operator. North Enid or dispatcher to occupy Main Track from SL-SF connection to North Enid.

Southward

Alva Branch

Northward

				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 25-C STATIONS TIME TABLE NO. 1 October 15, 1972			Mile Post Locations	Signs				
						96	20439	AO	ALVA	TO	103.5	FRW YYd			
									7.9						
						38	20431		ASHLEY		96.4				
									7.9						
						70	20423		INGERSOLL		88.5				
									15.7						
							20406		AUGUSTA		72.8				
									40.0						
				6044	Yard	20167	HN	NORTH ENID	*TO	0.0	BCFR WYd				
									71.5						

TRAINS AND ENGINES WILL OPERATE PER RULE 93 AND RULE 10 (I) (2) AUTHORIZED BETWEEN AUGUSTA AND ALVA.  
MAXIMUM SPEED: 20 MPH

**SPEED RESTRICTIONS**

MPH

MP 88 Pole 15 to MP 88 Pole 25 ..... 10

**SPECIAL INSTRUCTIONS—continued**

Trains moved into sidings at North siding switch North Enid or the South siding switch Enid by train dispatcher must not foul or re-enter Main Track except on authority of the train dispatcher.

Movement over State Highway 281, Alva, and Highway 64, Ingersoll, will be protected by member of crew at crossing.

**SPECIAL INSTRUCTIONS**

Between NORTH ENID and AUGUSTA trains will be governed by SL & SF timetable and operating rules.

Trains arriving SL & SF connection North Enid will receive permission from operator North Enid or dispatcher to occupy Main Track from SL & SF connection to North Enid.





**Southward**

**Mangum Branch**

**Northward**

SECOND CLASS				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 26-A STATIONS TIME TABLE NO. 1 October 15, 1972			M.P. from Junction Subdivision 26	Signs	SECOND CLASS					
		821											820				
		Freight											Freight				
		Sun. Tues. Thurs.										Mon. Wed. Fri.					
		A.M. 8.30		Yard	21265	C	CHICKASHA	*TO		BCFR WYYd		P.M. 1.30					
							0.6 SL-SF Crossing	A	0.6								
		9.00		33	21810		8.7 VERDEN		9.3			12.50					
		9.30 A.M.	2235	151	21723	DO	8.7 ANADARKO	TO(N)	18.0	RWYYd		12.20 P.M.					
				55	21825		5.7 WASHITA		26.7								
			2593	32	21832	FC	10.3 FORT COBB	TO(N)	32.4								
			1408	57	21843	CG	8.5 CARNEGIE	TO	42.7	W							
			1640	68	21851		7.5 MOUNTAIN VIEW		51.2								
				66	21859		6.9 GOTEBO		58.7								
				38	21866		5.6 KOMALTY		65.6								
							0.3 SL-SF Crossing	UX	71.2								
			1388	158	21872	KO	8.6 HOBART	TO	71.5	WY							
							0.8 AT&SF Crossing	UX	79.1								
				70	21881		7.6 LONE WOLF		80.9								
			1415	25	21889		8.4 GRANITE		88.5								
							0.3 M-K-T Crossing	UX	96.9								
				144	21898	MG	97.2 MANGUM	TO(N)	97.2	CRWY							

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD  
RULE 99(d) AUTHORIZED.  
MAXIMUM SPEED: 30 MPH**

**SPEED RESTRICTIONS**

**MPH**

MP 0 to MP 0 Pole 4 and North leg of Wye at Chickasha	10
Main Street Crossing Verden (engines only)	12
Anadarko to Mangum	20
Bridges 495, 518, and 854	10

**SPECIAL INSTRUCTIONS**

Private industry scales located at Chickasha; Osborn Elevator, not equipped with dead rails. Engines are not permitted to stand or move over these scales.

Trains may leave Anadarko without clearance.

A train assuming No. 820 schedule at Anadarko must originate at Lawton on Subdivision 26-B as No. 820.

Movements over US Highway 163 crossing MP 69 Pole 15 near Hobart will be protected by member of crew on ground at crossing.

**SPECIAL INSTRUCTIONS - continued**

Mangum: movement over Carolina Street will be protected by member of crew at crossing.

Anadarko: Conveyor over middle of Roosevelt material track will not clear engine, car, or man on top of car, in excess of 12'3" ATR.

All railroad crossings at grade are protected by interlocking except:

Location	Crossing	Remarks
MP 70.6	SL-SF	Stop Sign
MP 79.5	AT&SF	Stop Sign
MP 96.4	MKT	Stop Sign

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 1 Pole 14	Chickasha Ind. Park	40
MP 8 Pole 8	Alfalfa Spur	2
MP 70 Pole 7	Highland Supply Corp	9

**Southward**

**Lawton Branch**

**Northward**

SECOND CLASS				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 26-B STATIONS			M.P. from Str. Joseph	Signs	SECOND CLASS					
		821					TIME TABLE NO. 1							820			
		Freight					October 15, 1972							Freight			
		Sun. Tues. Thurs.															
		A.M. 11.00		2235	151	21723	DO	ANADARKO	TO(N)	460.5	RWYYd	A.M. 11.20					
		11.40 A.M.			71	21738		APACHE		476.0		10.45					
		12.50 P.M.		2286	202	21748	RB	RICHARDS SPUR	TO(N)	485.3	YYd	10.15					
		1.05 P.M.		2766	86	21755		FORT SILL		492.5	YYd	9.15					
		1.30 P.M.		1259	84	21759	WN	LAWTON	TO	496.2	BCRW YYd	9.00 A.M.					
								SL-SF Crossing	UX	496.5							
						30	21767	GERONIMO		504.7							
						95	21777	WR	WALTERS	TO(N)	514.7						
						30	21784	TEMPLE		521.8							
					Yard	21329	WA	WAURIKA	*TO(N)	537.6	BCRWY Yd						

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. RULE 99(d) AUTHORIZED.**

MAXIMUM SPEED: 30 MPH

**SPEED RESTRICTIONS**

MPH  
 MP 460 Pole 15 to MP 460 Pole 21 ..... 20  
 MP 496 Pole 8 to MP 537 Pole 20 ..... 25

**SPECIAL INSTRUCTIONS**

Trains may leave Anadarko without clearance.  
 A train assuming No. 821's schedule at Anadarko must originate at Chickasha on Subdivision 26-A as No. 821.  
 Movement over all street crossings in Ft. Sill will be protected by member of crew at crossing.  
 All trains and engines of CRI&P and SL-SF must move at restricted speed on SL-SF tracks between CRI&P crossing and Fourth St. Lawton expecting to find trains or engines of either line on wye or making deliveries.

**SPECIAL INSTRUCTIONS - continued**

Temple Milling Co. track north of road crossing must not be used by engines.  
 Anadarko conveyor over middle of Roosevelt Material track will not clear engine, car, or man on top of car in excess of 12'3" ATR.  
 SL-SF crossing MP 496.5 gated operated by trainmen normal position of gates against CRI&P. Light arrangement for Stop, Red; Proceed, Yellow.



Westward

Graham Branch

Eastward

				Footage Capacity of Staging	Car Capacity of Other Tracks	Station Number	SUBDIVISION 27-A STATIONS TIME TABLE NO. 1 October 15, 1972			M.P. from Bridgeport	Signs				
				4585	Yard	22398	BR	BRIDGEPORT	*TO		BCRW YYd				
				1580	130	22028		JACKSBORO		29.5	W				
				2662	92	22055	GM	GRAHAM	TO(N)	56.2	RWY				

TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(I)(2) AUTHORIZED.  
MAXIMUM SPEED: 20 MPH

**SPEED RESTRICTIONS****MPH****Subdivision 27-A**

MP 4 Pole 0 to MP 8 Pole 0 ..... 10

**SPECIAL INSTRUCTIONS****Subdivision 27-A**

Trains must obtain clearance at Bridgeport.  
Graham - movement over street crossing just west of depot will be protected by member of crew at crossing. Eastward trains stop and flag West Fourth Street crossing. Private industry scales not equipped with dead rails. Engines must not stand or move over them.

**SPEED RESTRICTIONS****Subdivision 27**

MP 544 Pole 21 to MP 544 Pole 30 ..... 55  
MP 547 Pole 33 to MP 548 Pole 5 ..... 55  
MP 563 Pole 0 to MP 567 Pole 17 ..... 50  
MP 567 Pole 17 to MP 571 Pole 0 ..... 40  
MP 568 Pole 18 to MP 570 Pole 25 ..... 20  
MP 582 Pole 0 to MP 582 Pole 30 ..... 45  
MP 604 Pole 20 to GCSF Crossing ..... 20  
MP 605 Pole 0 to MP 608 Pole 31 ..... 30  
MP 608 Pole 31 to MP 610.2 ..... 20

**SPECIAL INSTRUCTIONS****Subdivision 27**

**Rule 83:** Bridgeport for trains originating and terminating.  
Fort Worth FW&D Yard Office for trains originating and terminating.

Peach for CR&amp;IP trains only.

General Order Boards and Books are located off line at:

Fort Worth - FW&amp;D North Yard Office

SL&amp;SF Yard Office and Enginehouse, West Yard.

Standard Clocks are located off line at:

Fort Worth - FW&amp;D Telegraph Office

Waurika: Not more than one locomotive unit at a time will be used on team tracks.

Ryan: Unloading spout on elevator track will not clear man on east side or top of car.

Chico: Engines must not go beyond clearance point west end Lone Star main track between load track and cleaning track.

Not more than one locomotive unit at a time will be used in movements beyond 4,000 feet from main track switch on Texas Electric Spur, MP 597 Pole 22.

**SPECIAL INSTRUCTIONS - continued****Subdivision 27-A**

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 4 Pole 16	Rickels	9

**SPECIAL INSTRUCTIONS - continued****Subdivision 27**

All tracks between MP 610.2 (Trinity River) and MP 612.6 (17th St. Ft. Worth) are yard tracks. See Rule 105.

GC&SF viaduct over 7th St. Industrial Track Fort Worth and T&P Viaducts MP 611.2 and MP 612.1 will not clear man on top of car.

Scales Purina Elevator 1 and 3 Fort Worth have total capacity of 200,000 pounds; do not cross these scales while switching with a load of more than 180,000 pounds gross weight.

Movements over 1st Street crossing between Peach and Purina Jct. must be protected by member of crew on ground at crossing.

Interlocking Rules 325 to 332 inclusive and 340 to 345 inclusive are in effect at Purina Jct. and 6th Street Jct., Fort Worth.

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 561 Pole 10	Cities Service	15
MP 564 Pole 0	Lone Star	137
MP 565 Pole 4	Crushers, Inc.	224
MP 565 Pole 5	Perch Hill	243
MP 565 Pole 14	ARC Spur	40
MP 584 Pole 12	Lone Star	3
MP 597 Pole 22	Texas Electric	684

Southward

Main Line

Northward

				SUBDIVISION 28 STATIONS				TIME TABLE NO. 1				
				October 15, 1972								
				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number		M.P. from St. Joseph		Signs		
					Yard	22441	F					
								PEACH	*TO(N)	611.4	BCFR	
								—0.5			WYYd	
								PURINA JCT.		611.9		
								—0.3				
								DALWOR JCT.	P	612.2		
								—1.3				
				4728	Yard	22197		SYLVANIA	P	613.5		
								—8.1				
				4983	54	22194		HURST	P	621.6		
								—5.6				
				10000	20	22192		TARRANT	P	627.2		
								—1.2				
					22	22191		DOROTHY	P	628.4		
								—6.2				
								N.C. JCT.	P	634.6		
								—0.1				
				4645	140	22189	GV	IRVING	TO(N)	634.7	WY	
								—0.2				
								S.C. JCT.	P	634.9		
								—4.1				
				7429	Yard	23185		DALLAS (Freight Station)	*P	639.0	BC	
								—4.8				
								NORTH JCT.	P	643.8		
								—0.5				
								DALLAS		644.3	BCY	
								—0.6				
				Yard			CJ	CADIZ ST. JCT.	TO(N)	644.9	CR	
								—33.5				

RULE 99(k) AUTHORIZED  
MAXIMUM SPEED 50 MPH

**SPEED RESTRICTIONS**

	MPH
Between Purina Jct. and Dalwor Jct. ....	10
MP 611 Pole 15 to MP 617 Pole 0 .....	30
Dorothy to Station 95 (Great Southwest) .....	10
MP 629 Pole 28 to MP 637 Pole 0 .....	30
MP 642 Pole 2 to MP 643 Pole 28 (North Jct.) .....	40

**SPECIAL INSTRUCTIONS**

**Rule 83:** Ft. Worth—FW&D Yard Office for trains terminating. Peach—For CRI&P trains only.

Cadiz St. Jct. is the initial station for Rock Island and FW&D trains leaving Dallas.

Dallas GC&SF Yard is the initial station for SL-SF trains leaving Dallas. General Order Boards and Books off line are located at:  
Ft. Worth—FW&D North Yard Office  
SL-SF Yard Office and Enginehouse, West Yard  
Teague—Trainmaster's Office and Enginehouse.  
Standard Clocks off line are located at:  
Ft. Worth—FW&D Telegraph Office  
Dallas—GC&SF Yard

All tracks between MP 610.2 (Trinity River) Subdivision 27 and MP 611.9 (Purina Jct.) are yard tracks. See Rule 105.

GC&SF Viaduct over 7th St. Industrial track Ft. Worth and T&P Viaducts MP 611.2 and MP 612.1 will not clear man on top of car.

Movement over 1st St. crossing between Peach and Purina Jct. must be protected by member of crew on ground at crossing.

Scales Purina Elevator 1 and 3 Ft. Worth have total capacity of 200,000 pounds; do not cross these scales in switching with a load of more than 180,000 pounds gross weight.

Interlocking Rules 325 to 332 inclusive and 340 to 345 inclusive are in effect at Purina Jct. and 6th St. Jct. Fort Worth.

**SPECIAL INSTRUCTIONS—Continued**

Richland Hills scale track overhead structure MP 618.5 will not clear man on top of car.

Between North Jct. and Cadiz St. Jct. trains will be governed by Timetable and Rules of the Dallas Union Terminal. Speed restrictions within the limits of the Union Terminal Co. Dallas, Texas:

**MAIN TRACKS**

	MPH
1 Between North Jct. and North Tower .....	15
2 Between North Tower and South Tower .....	10
3 Between South Tower and double track Jct. Cadiz St. ....	15
4 Between Double Track Jct. and AT&SF Tower .....	25
Movement through crossovers and turnouts .....	10
Movement on Depot and Shed Tracks .....	10

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 618 Pole 5	Richland Ind Pk	77
MP 620 Pole 1	Gifford Hill	28
MP 620 Pole 9	Hart Spur	24
MP 620 Pole 21	Hurst Warehouse	16
MP 620 Pole 27	Anchor Metal-Boyle	
	Galvanizing	30
MP 622 Pole 8	Bell Aircraft	43
MP 626 Pole 12	Phillips Pipe Line Co.	36
MP 626 Pole 13	Ed Pit	38
MP 629 Pole 25	Texas Gypsum Co.	50
MP 630 Pole 10	Liggett Tex P&L Spur	8
MP 633 Pole 24	Ratteree	5
MP 636 Pole 1	Texas Power and Lt	3
MP 636 Pole 6	Norrick	43

# Westward

# Main Line

SECOND CLASS					Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 29 STATIONS		M.P. from Memphis	Signs	
39	727	725	723	31				TIME TABLE NO. 1				
Freight	Cotton Belt Freight			Freight				October 15, 1972				
Daily	Daily	Daily	Daily	Daily								
P.M. 8.30				A.M. 9.30		Yard	30000	FO	MEMPHIS, TENN.	*TO(N)		BCFR WY
8.35	P.M. 7.00	P.M. 5.30	P.M. 1.00	9.35				K	1.2 KENTUCKY ST., TENN.	TO(N)	1.2	R
							30004		2.2 SL-SF Crossing BRIDGE JCT., ARK	M	3.4 3.4	
							30005		0.7 BRIARK		4.1	
9.03	7.25	5.55	1.25	10.03	4130	Yard	30009	YD	5.3 WEST MEMPHIS	TO	9.4	WYd
9.09	7.31	6.01	1.31	10.09	5319		30013		4.3 MOUNDS	P	13.7	
9.17	7.39	728 6.09	1.39	10.17	4631	2	30020		6.0 PROCTOR	P	19.7	
9.26	7.48	6.18	1.48	724 10.26	8391		30027		7.2 HETH	P	26.9	
9.40	8.02	6.32	2.02	10.40	4017	20	30038		11.6 WIDENER	P	38.5	
						115	30041		2.2 MADISON	P	40.7	
9.48	8.10	6.40	2.10	10.48	3713	206	30045	FC	4.1 FORREST CITY MoPac Crossing	*TO A	44.8	W
						70E	30050		5.1 LONGINO	P	49.9	
9.57	8.19	6.49	2.19	10.57	8391	30	30052		1.9 PALESTINE	P	51.8	
						8W	30059		7.2 GOODWIN	P	59.0	
10.13	8.35	7.05	2.35	11.13	4392	44	30064	WY	5.5 WHEATLEY	TO	64.5	
38	8.40	7.10	2.40						4.0 COTTON BELT JCT.	P	68.5	Yd
	8.50 P.M.	7.20 P.M.	2.50 P.M.						0.6 BR JUNCTION		69.1	Yd
10.20				11.20	W4585 E4322	98	30069	B	0.1 SILSW Crossing BRINKLEY	M *TO(N)	69.2	BCRW Yd
						11W	30080		11.3 BRASFIELD	P	80.5	
10.43				11.43	4434	47	30088		7.8 MESA	P	88.3	Y
10.49				11.49	4091	59	30093	HA	5.0 HAZEN	TO	93.3	W
10.55				11.55 A.M.	4612	18	30098		5.0 SCREETON	P	98.3	
11.00				12.01 P.M.	4112	101	30103		4.4 CARLISLE	P	102.8	W
						18W	30110		6.1 SISEMORE	P	108.9	
11.11				12.12	4586	117	30111	KO	2.6 LONOKE	TO	111.5	W
11.27				12.28	4594	4E	30124		13.1 GALLOWAY	P	124.6	
									6.0 SILSW Crossing	AP	130.5	
11.36				12.37	2862	Yard	31132		1.4 NORTH LITTLE ROCK	P	131.9	Yd
									0.9 MoPac Crossing	A	132.8	
11.39				12.40		Yard	31133		0.1 LITTLE ROCK	P	132.9	Yd
11.55 P.M.				12.55 P.M.		Yard	31136	RK	2.3 BIDDLE	*TO(N)	135.2	BCFR TWYd

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. RULE 99(k) AUTHORIZED BRIARK TO BIDDLE.

See Page 14 for Speed Restrictions and Special Instructions.

MAXIMUM SPEED: All Trains 50 MPH

# Main Line

# Eastward

SUBDIVISION 29  
STATIONS  
TIME TABLE NO. 1  
October 15, 1972

## SECOND CLASS

Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 29 STATIONS TIME TABLE NO. 1 October 15, 1972	M.P. from Memphis	Signs	SECOND CLASS						
						722	724	728	38	30		
						Cotton Belt Freight			Freight	Freight		
Daily	Daily	Daily	Daily	Daily								
	Yard	30000	FO	MEMPHIS, TENN.	*TO(N)				P.M. 11.59	A.M. 7.30		
			K	1.2 KENTUCKY ST., TENN.	TO(N)	1.2	R	A.M. 4.45	A.M. 11.00	P.M. 6.35	11.40	7.05
		30004		2.2 SL-SF Crossing BRIDGE JCT., ARK.	M	3.4						
		30005		0.7 BRIARK		4.1						
4130	Yard	30009	YD	5.3 WEST MEMPHIS	TO	9.4	WYd	4.16	10.31	6.07 7.15	11.23	6.50
5319		30013		4.3 MOUNDS	P	13.7		4.10	10.25 31	6.01	11.17	6.44
4631	2	30020		6.0 PROCTOR	P	19.7		4.02	10.17	5.02	11.09	6.36
8391		30027		7.2 HETH	P	26.9		3.53	10.08	4.53	11.00	6.27
4017	20	30038		11.6 WIDENER	P	38.5		3.39	9.54	4.39	10.46	6.13
	115	30041		2.2 MADISON	P	40.7						
3713	206	30045	FC	4.1 FORREST CITY Mo Pac Crossing	*TO A	44.8	W	3.31	9.46	4.31	10.38	6.05
	70E	30050		5.1 LONGINO	P	49.9						
8391	30	30052		1.9 PALESTINE	P	51.8		3.22	9.37	4.22	10.29	5.56
	8W	30059		7.2 GOODWIN	P	59.0						
4392	44	30064	WY	5.5 WHEATLEY	TO	64.5		3.06	9.21	4.06	10.13	5.40
				4.0 COTTON BELT JCT.	P	68.5	Yd	3.01	9.16	4.01		
				0.6 BR JUNCTION		69.1	Yd	3.00 A.M.	9.15 A.M.	4.00 P.M.		
W4585 E4322	98	30069	B	0.1 SLSW Crossing BRINKLEY	M *TO(N)	69.2	BCRW Yd				10.06	5.33
	11W	30080		11.3 BRASFIELD	P	80.5						
4434	47	30088		7.8 MESA	P	88.3	Y				9.41	5.08
4091	59	30093	HA	5.0 HAZEN	TO	93.3	W				9.34	5.01
4612	18	30098		5.0 SCREETON	P	98.3					9.27	4.54
4112	101	30103		4.4 CARLISLE	P	102.8	W				9.20	4.47
	18W	30110		6.1 SISEMORE	P	108.9						
4586	117	30111	KO	2.6 LONOKE	TO	111.5	W				9.10	4.37
4594	4E	30124		13.1 GALLOWAY	P	124.6					8.55	4.22
				6.0 SLSW Crossing	AP	130.5						
2862	Yard	31132		1.4 NORTH LITTLE ROCK	P	131.9	Yd				8.43	4.13
				0.9 MoPac Crossing	A	132.8						
	Yard	31133		0.1 LITTLE ROCK	P	132.9	Yd				8.39	4.09
	Yard	31136	RK	2.3 BIDDLE	*TO(N)	135.2	BCFR TWYd				8.30 P.M.	4.00 A.M.

Two Main Tracks  
Rules 400 to 406

AUTOMATIC BLOCK SYSTEM  
MP132-29 to Briark

Two Main Tracks

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. RULE 99(k) AUTHORIZED BRIARK TO BIDDLE.

See Page 14 for Speed Restrictions and Special Instructions.

MAXIMUM SPEED: All Trains 50 MPH

## SPEED RESTRICTIONS

Subdivision 29	MPH
Memphis—Entering 4th St. Yard	5
Memphis—IC Wye—Texas and Broadway	5
Memphis—Through Union Station	10
Kentucky St. to Briark	25
MP 43 Pole 20 to MP 45 Pole 1	45
MP 44 Pole 28 MOPAC Crossing—Engine only	50
MP 68 Pole 12 to MP 69 Pole 35	25
MP 84 Pole 27 to MP 85 Pole 27	45
Bridge 853 MP 85 Pole 12	25
MP 85 Pole 27 to MP 87 Pole 9	45
MP 130 Pole 17 StLSW Crossing—Engine only	35
MP 132 Pole 2 to MP 135 Pole 7 (Except as shown below)	30
MP 132 Pole 28 East MOPAC Crossing	20

## SPECIAL INSTRUCTIONS

### Subdivision 29

Memphis is the initial station for Westward Trains originating there.

Kentucky Street is initial station for Westward Cotton Belt trains and terminal station for Eastward Cotton Belt trains.

Trains originating at Memphis must obtain clearance at Kentucky Street and will not require clearance at Memphis.

All trains will obtain clearance at Brinkley.

StLSW trains will register at Brinkley by form 1339.

Trains will register at Kentucky Street, Memphis by form 1339.

All trains and engines stop at all Non-interlocked railroad crossings in Memphis Terminal, except crossings between Kansas Avenue and Florida Street.

Between Fourth Street yard and Kentucky Street Memphis all trains and engines move at restricted speed.

Arkansas & Memphis Railway Bridge & Terminal Co. operates two main tracks designated as "North Track" and "South Track" extending for 2.89 miles between Kentucky St., Memphis, Tenn., and Briark, Ark., via Harahan Bridge across Mississippi River.

1. Two main tracks, ABS-CTC rules in effect. CTC controlled by Operator, Kentucky Street.

2. Maximum Speed: Main Tracks—20 MPH; thru crossovers—15 MPH; on auxiliary tracks—10 MPH.

3. Eastward trains and engines must not leave Kansas Ave. and westward trains and engines must not leave Florida Street until verbal permission or a proceed signal given by hand with a yellow flag or a yellow light is received from Operator at Kentucky Street.

## SPECIAL INSTRUCTIONS—Continued

4. All movements must be made prepared to stop short of train, engine, or switch not properly lined.

5. Except as modified hereby, all trains and engines using Arkansas & Memphis Railway Bridge and Terminal Company tracks will be governed by the rules and instructions issued by their own Company.

West Memphis HMT (Hold main track) color light dwarf signal MP 9 Pole 13 for eastward trains. This signal displays yellow indication only and when so displayed authorizes movement on main track to absolute signal at MP 8 Pole 16. This hold main track signal is not an automatic block signal.

StLSW Trains will enter and leave CRI&P main track at Briark, BR Jct. or Cotton Belt Jct.

Private Industry scales at Forrest City not equipped with dead rails; engines must not stand or move over them.

Mesa, through trains will not enter Stuttgart or Des Arc Branches to meet other trains.

Bridge 1325 over Arkansas River protected by manual interlocking.

All tracks between MP 134 Pole 32 Subdivision 29 and MP 136 Pole 16 Subdivision 30 are yard tracks. See Rule 105.

Bulletin Board and General Order Books are located off line at:

- Memphis—I.C. Iowa Yard
- I.C. Roundhouse
- Central Station

Pine Bluff—Gravity Yard

Standard Clocks are located off line at:

- Memphis—Central Station
- I.C. Iowa Yard and Roundhouse

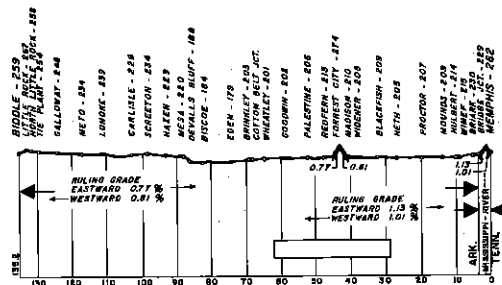
Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 15 Pole 4	Tri-State Aggregate	10
MP 91 Pole 7	Bogard	9
MP 108 Pole 9	Sisemore	18
MP 117 Pole 0	Remington Arms	30
MP 124 Pole 6	Eighty-Four Lumber	19

Train Dispatchers' phones located between stations as follows:

MP 32 Pole 10	MP 86 Pole 6
MP 74 Pole 9	MP 117 Pole 0
MP 80 Pole 12	MP 130 Pole 20

MP 134 Pole 34 to MP 135 (Sweet Home Crossing) be governed by interlocking rules 340-346.





Southward				Des Arc Branch				Northward						
				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 29-A STATIONS TIME TABLE NO. 1 October 15, 1972		M.P. from Mesa	Signs				
					50	30314	DR	DES ARC 13.5	TO(N)	13.5	WYd			
				4434	47	30088		MESA 13.5	P	0.0	RY			

**RULE 10(i)(2) AUTHORIZED.**  
**TRAINS AND ENGINES WILL OPERATE PER RULE 93.**  
**TRAINS ORIGINATING AT DES ARC EN ROUTE SUBDIVISION 29 WILL OBTAIN CLEARANCE AT DES ARC.**

MAXIMUM SPEED: 10 MPH

Southward				Stuttgart Branch				Northward						
				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 29-B STATIONS TIME TABLE NO. 1 October 15, 1972		M.P. from Mesa	Signs				
				4434	47	30088		MESA 14.0	P	0.0	RY			
					50	30214		KAY 5.9		14.0	Y			
								StLSW Crossing 0.7	UX	19.9				
								StLSW Crossing 0.2	UX	20.6				
					Yard	30221	G	STUTT GART 20.8	TO(N)	20.8	BWYYd			

**TRAINS AND ENGINES WILL OPERATE PER RULE 93.**  
**RULE 10(i)(2) AUTHORIZED.**

MAXIMUM SPEED: 20 MPH

#### SPECIAL INSTRUCTIONS

Trains originating at Stuttgart enroute Subdivision 29 must obtain clearance at Stuttgart.

Cotton Oil Mill and Arkansas Grain Mill "J" at Stuttgart private industry scales not equipped with dead rails. Engines must not stand on or move over these scales.

Stuttgart-SSW Railroad Crossing MP 19.9—Trainman must contact SSW Train Dispatcher for authority to operate derails. SSW Train Dispatcher's phone located at crossing.

Stuttgart-Hull House gravity flow spout will not clear man on top of car.

#### SPECIAL INSTRUCTIONS—continued

Railroad crossings at grade are protected by interlocking except:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement for
19.9	StLSW	Derails	Trainmen	CRI&P	Stop
20.6	StLSW	Gate	Trainmen	StLSW	Proceed



## SPEED RESTRICTIONS

Subdivision 30	MPH
MP 135 Pole 7 to MP 136 Pole 30	20
MP 138 Pole 24 to MP 139 Pole 26	40
MP 139 Pole 26 to MP 140 Pole 20	25
MP 142 Pole 10 to MP 144 Pole 0	Restricted Speed
MP 145 Pole 24 to MP 148 Pole 15	Restricted Speed
MP 146 Pole 17 to MP 146 Pole 33	30
MP 149 Pole 20 to MP 151 Pole 9	25
MP 151 Pole 9 to MP 153 Pole 3	40
MP 153 Pole 3 to MP 154 Pole 2	25
MP 154 Pole 2 to MP 161 Pole 5	40
MP 161 Pole 7 to MP 161 Pole 15	25
MP 162 Pole 20 to MP 169 Pole 0	25
MP 170 Pole 9 to MP 171 Pole 25	30
MP 174 Pole 2 to MP 174 Pole 19	35
MP 178 Pole 5 to MP 179 Pole 32	25
MP 212 Pole 9 to MP 212 Pole 17	40

## SPECIAL INSTRUCTIONS

### Subdivision 30

All tracks between MP 134 Pole 32 Subdivision 29 and MP 136 Pole 16 Subdivision 30 are yard tracks. See Rule 105.

MP 136 Pole 16 to MP 136 Pole 18 (Hot Springs Junction) be governed by interlocking rules 340-346.

## SPECIAL INSTRUCTIONS - Continued

### Subdivision 30

Trains may leave Hot Springs Jct. without clearance.

Do not exceed 10 MPH on Arkansas Kraft Paper Mill Track from North switch of South Run-around track to Paper Mill.

Do not handle more than 30 cars on Ark Kraft Spur and do not go beyond road crossing with train.

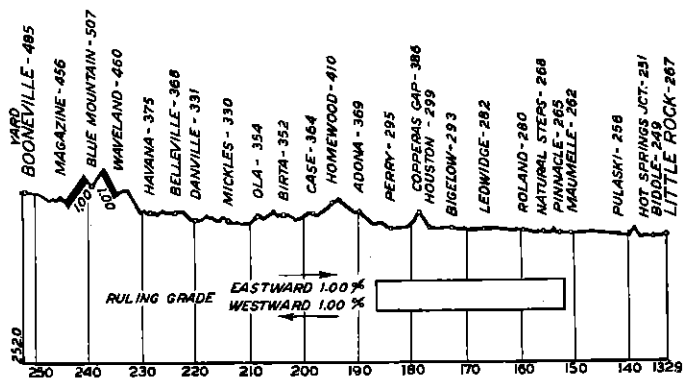
Track No. 1 Booneville is designated as siding.

Dispatcher's phones other than at stations are located at:

MP 155 Pole 28	MP 147 Pole 0
MP 161 Pole 28	MP 180 Pole 9
MP 168 Pole 33	MP 190 Pole 0
MP 178 Pole 30	MP 245 Pole 4
MP 203 Pole 18	
MP 213 Pole 25	

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 145 Pole 0	Kewitt-Johnson	76
MP 180 Pole 9	Arkansas Kraft	414
MP 218 Pole 12	Allied Mill	30



## Westward

## Main Line

## Eastward

SECOND CLASS				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 31 STATIONS			M.P. from Memphis	Signs	SECOND CLASS					
	31	39												38	30		
	Freight	Freight												Freight	Freight		
	Daily	Daily															
	P.M. 6.55	A.M. 3.45	4424	80	32252	BO	BOONEVILLE 19.8	*TO(N)	251.7	BCRW YYd		A.M. 11.55	P.M. 6.30				
	7.22	4.12		25	32272		MANSFIELD 8.5	P	271.5			11.28	5.56				
	7.34	4.24	3683	37	32280		HARTFORD, ARK. 15.4	P	280.0			11.16	5.44				
	7.55	4.45	3705	56	32295	BX	KCS Crossing HOWE, OKLA. 6.4	M TO	295.4			10.55	5.23				
	8.04	4.54	3125	31	32302		SL-SF Crossing WISTER 20.5	UX P	301.8	W		10.43	5.14				
	8.32	5.22		24	32322		RED OAK 7.7	P	322.3			10.15	4.46				
	8.43	5.33		10	32330		PANOLA 5.6	P	330.0			10.04	4.35				
	8.51	5.41	3273	73	32335	WN	WILBURTON 4.4	TO	335.6	W		9.56	4.27				
	8.57	5.47	7558		32340		LIMESTONE 11.5	P	340.0			9.49	4.21				
	9.15 P.M.	6.05 A.M.		18	32352	HN	HARTSHORNE 99.8	*TO(N)	351.5	BCRW		9.29 A.M.	4.05 P.M.				

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD  
MAXIMUM SPEED: 45 MPH

## SPEED RESTRICTIONS

## MPH

MP 251 Pole 16 to MP 253 Pole 1	25
MP 293 Pole 25 to MP 294 Pole 18	40
MP 299 Pole 0 to MP 299 Pole 23	35
MP 299 Pole 23 to MP 300 Pole 3	25
MP 300 Pole 3 to MP 301 Pole 30	30
MP 301 Pole 29 SL-SF Crossing - Engine only	20
MP 301 Pole 30 to MP 302 Pole 30	30

## SPECIAL INSTRUCTIONS

Track No. 1 Booneville is designated as siding.  
Congoleum Spur MP 336 Pole 33: Only one unit engine permitted and cars exceeding 60 ft. in length are prohibited.

Dispatchers Phone other than at stations are located at:

MP 259 Pole 21  
MP 264 Pole 11  
MP 288 Pole 15  
MP 308 Pole 25  
MP 316 Pole 0

All railroad crossings at grade are protected by interlocking except:

Location	Crossing	Remarks	Operated By	Normal Position Gates Against
MP 301.8	SL-SF	Gate	Trainmen	SL-SF
Industrial or spur tracks between stations are located at:				
Location	Name	Car Capacity		
MP 336 Pole 33	Congoleum Industry			

## Westward

## Main Line

## Eastward

SECOND CLASS				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 32 STATIONS			M.P. from Memphis	Signs	SECOND CLASS				
	31	39										38	30			
	Freight	Freight						TIME TABLE NO. 1				Freight	Freight			
	Daily	Daily				October 15, 1972		Daily	Daily							
	P.M. 9.20	A.M. 6.10					HN	HARTSHORNE 8.9	*TO(N)	351.5	BCRW	A.M. 9.20	P.M. 4.00			
	9.32	6.22	3604		32361			ALDERSON 5.5	P	360.9		8.54	3.49			
	9.40	6.30	6538	282	32366	MA		McALESTER 0.0	TO	366.4	CWYd	8.44	3.41			
								MKT Crossing 11.0	A	366.4						
	9.55	6.45	3845	74	32377			HAYWOOD 9.1	P	377.4	Yd	8.24	3.26			
	10.08	6.58	4080	11	32387			STUART 4.6	P	386.5		8.09	3.13			
	10.15	7.05	2239		32391			HILLTOP 5.2	P	391.1		8.01	3.06			
								KO&G Crossing 0.9	A-P	396.3						
	10.21	7.14	4486	64	32397	CA		CALVIN 13.5	TO(N)	397.2		7.50	2.57			
	10.39	7.32 38	7215	140	32411	HD		HOLDENVILLE SL-SF Crossing 7.9	TO A	410.7	W	39 7.32	2.39			
	10.50	7.43	2400	61	32419	WA		WEWOKA 6.3	TO	418.7	W	7.18	2.28			
	10.59	7.52	5635		32426			LIMA 6.2	P	425.0		7.09	2.19			
	11.08	8.01	3292	259	32431	DM		SEMINOLE 4.6	TO	431.2	W	7.00	2.10			
	11.15	8.08	4050		32436			TRACY 10.1	P	435.8		6.53	2.03			
	11.29	8.22						OCA JCT. 3.0	P	445.9	Yd	6.39	1.49			
	11.35 P.M.	8.30 A.M.	3700	Yard	32448	JE		SHAWNEE 97.4	*TO(N)	448.9	BCFR WYd	6.35 A.M.	1.45 P.M.			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
MAXIMUM SPEED: 45 MPH

## SPEED RESTRICTIONS

	MPH
MP 365 Pole 0 to MP 367 Pole 8	25
MP 366 Pole 23 MKT Crossing—Engine only	20
MP 396 Pole 16 KOG Crossing—Engine only	20
MP 397 Pole 4 to MP 398 Pole 10	20
MP 401 Pole 0 to MP 401 Pole 8	40
MP 409 Pole 15 to MP 411 Pole 20 (except as shown below)	40
MP 410 Pole 26 SL-SF Crossing— Engine of Eastward trains only	20
MP 431 Pole 10 (Engine only)	30
MP 447 Pole 10 to MP 448 Pole 1	25

## SPECIAL INSTRUCTIONS

Dispatchers Phone other than at stations are located at:  
MP 405 Pole 11  
MP 428 Pole 18  
MP 442 Pole 1

## SPECIAL INSTRUCTIONS—continued

Shawnee: No 5 Yard Track is designated as siding.  
West siding switch located at MP 449 Pole 19; East siding switch located at MP 448 Pole 33.  
Engines or cars weighing 200,000 pounds or more must not move over private industry scales at McAlester Oil Mill.  
Haywood: TOFC Ramp will not clear man on South side of car.  
Seminole: Crossett Feed Store dock will not clear man on side of car.  
Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 417 Pole 4	Phillips Spur	4
MP 427 Pole 9	Halliburton Oil Well Cementing Co.	9

# Westward

# Main Line

# Eastward

SECOND CLASS				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 33 STATIONS			M.P. from Memphis	Signs	SECOND CLASS				
	31	39											38	30		
	Freight	Freight											Freight	Freight		
	Daily	Daily														
	P.M. 11.40	A.M. 8.35														
				3700	Yard	32448	JE	SHAWNEE	*TO(N)	448.9	BCFR WYy <sup>d</sup>	A.M. 6.25	P.M. 1.40			
				4588		32456		DALE	P	457.0		6.00	1.27			
	11.50 P.M.	8.45		4613	32	32466		HARRAH		466.1		5.45	1.15			
	12.02 A.M.	9.01			15	32473		CHOCTAW	P	472.6						
								SL-SF Crossing	A	482.5						
								MIDWEST	P	483.0	Yd					
								MKT Crossing	P UX	484.1						
								MKT Crossing	UX	485.6						
	12.30	9.25		5532	Yard	32485	KX	HARTER	*TO	485.6	BCFW YY <sup>d</sup>	5.15	12.50			
								MKT Crossing	UX	485.9						
								SL-SF Crossing	UX	486.5						
								SL-SF Crossing	UX	486.8						
								SL-SF Crossing	UX	487.7						
					6E	32495		COUNCIL	P	494.5						
	12.50	9.45		7668	198	32501	KU	YUKON	TO	500.9		4.30	12.05 P.M.			
					20	32507		BANNER	P	506.7						
								BELT JCT.	P	512.3						
	1.30 A.M.	10.20 A.M.			Yard	21232	FO	EL RENO YARD	*TO(N)	513.3	BCFR TWY <sup>d</sup>	3.45 A.M.	A.M. 11.30 A.M.			

AUTOMATIC BLOCK SYSTEM MP488.9 to MP510.8

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. RULE 99(j) AUTHORIZED MP 510.8 TO MP 488.9. MAXIMUM SPEED: 49 MPH**

### SPEED RESTRICTIONS

	MPH
MP 448 Pole 1 to MP 448 Pole 30	20
MP 448 Pole 30 to MP 449 Pole 0	30
MP 474 Pole 20 to MP 474 Pole 28	45
MP 482 Pole 0 to MP 482 Pole 18	25
MP 482 Pole 18 SL-SF Crossing	20
MP 484 Pole 4 MKT Crossing	20
MP 485 Pole 22 to MP 486 Pole 28	20
MP 486 Pole 30 Santa Fe Street	20
MP 487 Pole 25 SL-SF Crossing	20
MP 499 Pole 0 to MP 503 Pole 25 (Engine only)	25
Belt Jct. (through Automatic Switch)	10
El Reno. Over all public crossings protected by automatic warning devices (except as shown below)	35
Over all public crossings not protected by automatic warning devices (except as shown below)	25
Rodgers, Woodson, Mitchell and Foreman streets	20

### SPECIAL INSTRUCTIONS

Do not exceed 10 MPH on Huey Spur MP 487 Pole 11.  
 Harter (Okla. City); Hammonds Mill, Inc., Ralston Purina Co., and Eckroat Grain Co. have track scales not equipped with dead rails. Engines are not permitted on these scales.  
 High TOFC will not clear Walnut Street viaduct when switching on K-83 Ramp track Harter.  
 Private Industry scales located at Yukon not equipped with dead rails. Engines are not permitted on these scales.  
 Shed over National Feed Pen track near Yukon will not clear man on top or side of car.  
 Engineers will not be required to check train register at El Reno Yard; register will be furnished.

### SPECIAL INSTRUCTIONS - continued

Snow plowing equipment will not clear concrete platform at Oklahoma City (Harter).  
 All railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Against Gates	Light Arrangement For Stop	Proceed
484.1	MKT	Gates	Trainmen	MKT	Red	Yellow
485.6	MKT		Trainmen	MKT	Red	Yellow
485.9	MKT	Gate	Trainmen	MKT	Red	Yellow
486.5	SL-SF		Trainmen	SL-SF	Red	Yellow
486.8	SL-SF		Trainmen	SL-SF	Red	Yellow
487.7	SL-SF		Trainmen	SL-SF	Red	Yellow

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 467 Pole 11	Huey	
MP 471 Pole 4	Chandler Materials	16
MP 481 Pole 20	Goodner	25
MP 493 Pole 8	Robberson Steel	26
MP 496 Pole 0	OG&E (two tracks)	53
MP 497 Pole 33	Lacey	13
MP 503 Pole 24	National Feed Lot	8

**Westward**

**Main Line**

**Eastward**

SECOND CLASS				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 34 STATIONS			M. P. from Memphis	Signs	SECOND CLASS			
39							TIME TABLE NO. 1					38			
Freight							October 15, 1972					Freight			
Daily							Daily								
A.M. 10.45				Yard	21232	FO	EL RENO YARD	*TO(N)	513.3	BCFR TWYd	A.M. 1.00				
				AUTOMATIC BLOCK SYSTEM MP513.4 to MP514.4			ROCK ISLAND JCT.	P	514.2	Yd					
							CRISP Crossing	P	514.3						
							PANHANDLE JCT.		514.4	Yd	12.52				
10.50							CALUMET	P	523.2		12.40				
11.02				5162	36	33523	GEARY	TO	534.8	CRWY	12.25 A.M.				
11.16				4354	161	33535	BRIDGEPORT		543.4						
					18	33544	HYDRO	TO	554.6		P.M. 11.57				
11.45				3847	45	33554	WEATHERFORD	TO	562.6	W	11.45				
11.56 A.M.				2491	152	33563	INDIANAPOLIS	P	573.0		11.30				
12.12 P.M.				5160	13	33573	SL-SF Crossing	UX	580.5						
12.27				5085	20	33582	CLINTON	P	580.7	Y	11.18				
							P&SF Crossing	UX	583.2						
12.44				5160		33594	FOSS	P	594.3		10.55				
					29E	33602	CANUTE	P	601.7						
1.02				3816	190	33609	ELK CITY	TO	609.3	W	10.35				
1.25 P.M.				4158	Yard	33627	SAYRE	*TO(N)	626.3	BCFR WYYd	10.00 P.M.				

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.**  
 MAXIMUM SPEED: 45 MPH

**SPEED RESTRICTIONS**

El Reno: Over public crossings protected by automatic warning devices (except as shown below)	35
Over public crossings not protected by automatic warning devices (except as shown below)	25
Rodgers, Woodson, Mitchell and Foreman Streets	20
Rock Island Jct. to Panhandle Jct.	30
MP 539 Pole 15 to MP 539 Pole 25	40
MP 541 Pole 20 to MP 542 Pole 10	30
MP 562 Pole 27 to MP 562 Pole 35	40
MP 580 Pole 22 SL-SF Crossing (Engine only)	20
MP 583 Pole 15 P&SF Crossing (Engine only)	20
MP 583 Pole 18 to MP 583 Pole 25	40

**MPH**

**SPECIAL INSTRUCTIONS**

**Rule 83:** Geary for trains originating or terminating. Engineers will not be required to check train register at El Reno Yard; register will be furnished.  
 Private industry scales Clinton and Elk City not equipped with dead rails; engines must not stand or move over them.  
 Weatherford—Snow plow must be operated via siding as station platform will not clear plow on main track. Unloading ramp Magcobar will not clear man on side of car.  
 Sayre: No. 1 Track is designated as siding.  
 Railroad crossings at grade are protected by interlocking except:

MP	Crossing Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	Stop	Proceed
580.5	SL-SF	Trainmen	SL-SF	Red	Yellow	
583.2	P&SF	Trainmen	P&SF	Red	Yellow	

**Southward**

**Geary Branch**

**Northward**

SECOND CLASS				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 34-A STATIONS			M.P. from Geary	Signs	SECOND CLASS				
			733				TIME TABLE NO. 1									732
			Freight Tues. Thurs. Sat.				October 15, 1972					Freight Mon. Wed. Fri.				
					56	33035				42.8						
			A.M.	1420	89	33039	K	OKEENE	TO(N)	37.3	CRWY Yd	A.M.				
								SL-SF Crossing	UX	36.6						
			7.50	1177	26	33051		HITCHCOCK		26.8			9.35			
			8.10		60	33055		BUCHER		23.0			9.15			
			8:55		126	33061	TG	WATONGA	TO	16.7	W		8.30			
			9.40		36	33070		GREENFIELD		8.0			7.45			
			10.20 A.M.	4354	161	33535	GY	GEARY	TO	0.0	CRWY	7.00 A.M.				

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. RULE 99(d) AUTHORIZED.**  
 MAXIMUM SPEED: 30 MPH

**SPEED RESTRICTIONS**

MPH  
 MP 8 Pole 0 to MP 11 Pole 0 ..... 20  
 MP 11 Pole 0 to MP 42 Pole 8 ..... 10

**SPECIAL INSTRUCTIONS**

Trains may leave Homestead without clearance.  
 Trains may leave Okeene without clearance when operator not on duty.  
 Watonga: Southward trains will move over State Highway crossing 3 and 33 South of depot after protection afforded by member of crew at crossing.

**SPECIAL INSTRUCTIONS - continued**

Bucher: Private industry scales not equipped with dead rails; engines must not stand or move over them.  
 All railroad crossings at grade are protected by interlocking except SL-SF crossing MP 36.6 protected by gate operated by trainmen. Normal position gate against CRI&P. Light arrangement for Stop, Red; Proceed, Yellow.  
 Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 35 Pole 15	Pan American Petro.	8



## Westward

## Main Line

## Eastward

SECOND CLASS				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 35 STATIONS TIME TABLE NO. 1 October 15, 1972			M.P. from Memphis	Signs	SECOND CLASS					
		39												38			
		Freight												Freight			
		Daily															
		P.M. 1.30	4158	Yard	33627	SA	SAYRE	*TO(N)	626.3	BCFR WYYd	P.M. 10.00						
		1.55	2920	80	33641		ERICK	P	640.9		9.35						
				10E	33649		TEXOLA, OKLA.	P	648.5								
		2.11	3700		33654		FULLER, TEXAS	P	653.9		9.15						
		2.25	2740	125	33665	SK	SHAMROCK	TO	664.5		8.30						
		2.56	2680	105	33687		MCLEAN	P	687.2	W	7.53						
		3.16	2700		33702		ROCKLEDGE	P	702.4		7.25						
				36	33714		BOYDSTON	P	713.8								
		3.46	4150	76	33719	GR	GROOM	TO	719.3	Y	7.00						
				36	33727		LARK	P	726.7								
				40	33735		CONWAY	P	735.2								
		4.25	2290		33744		YARNALL	P	743.7		6.25						
							FW&D Crossing	UX	755.6								
							P&S Crossing	M	759.3								
		4.55 P.M.		Yard	34762	VN	AMARILLO	*TO(N)	760.6	BCFR WYYd	6.00 P.M.						

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

MAXIMUM SPEED: 45 MPH

## SPEED RESTRICTIONS

	MPH
MP 627 Pole 28 to MP 628 Pole 21 .....	40
MP 643 Pole 9 to MP 643 Pole 18 .....	40
MP 664 Pole 0 to MP 665 Pole 0 (Engines only) .....	35
MP 671 Pole 30 to MP 672 Pole 6 .....	40
MP 674 Pole 13 to MP 674 Pole 23 .....	40
MP 678 Pole 1 to MP 678 Pole 9 .....	40
MP 680 Pole 25 to MP 681 Pole 31 .....	40
MP 685 Pole 5 to MP 700 Pole 23 .....	40
MP 705 Pole 5 to MP 706 Pole 2 .....	40
MP 758 Pole 14 to MP 760 Pole 18 (Engine only) .....	20

## SPECIAL INSTRUCTIONS

Sayre: No. 1 Track is designated as siding.  
All railroad crossings at grade are protected by interlocking except FW&D Crossing at MP 755.6 protected by gate operated by trainmen normal position of gate against FW&D. Light arrangement for STOP; Red.  
Industrial spur tracks between stations are located at:

Location	Name	Car Capacity
MP 657 Pole 35	Norrick	43
MP 748 Pole 3	Royal	

Dispatchers phones between stations located at: MP 657 Pole 35.

# Westward

# Main Line

# Eastward

SECOND CLASS				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 36 STATIONS TIME TABLE NO. 1 October 15, 1972			M.P. from Memphis	Signs	SECOND CLASS			
39							38								
Freight							Freight								
Daily				Daily											
		P.M. 10.40			Yard	34762	VN	AMARILLO	*TO(N)	760.6	BCFR WYYd	P.M. 12.10			
						33	34768	SONCY		767.1					
						33	34775	BUSHLAND		774.0					
		11.08		1580		57	34783	WILDORADO		782.0		A.M. 11.25			
						32	34789	EVERETT		789.5					
		11.26		2940		69	34796	VEGA	TO(N)	795.0	Y	10.59			
						19	34804	LANDERGIN		802.7					
		11.45 P.M.		2680		53	34810	ADRIAN		808.8		10.31			
					W19		34813	GRUHLKEY		813.0					
		A.M. 12.01		2450			34821	BOISE		821.5		10.14			
						13	34833	GLENRIO, TEX.		832.2					
		12.50				22	34851	SAN JON, N. MEX.		850.3		9.31			
						20	34866	LESBIA		865.3					
		1.30 A.M.			Yard	16137	XN	TUCUMCARI	*TO(N)	874.0	BCFR TWYYd	9.01 A.M.			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
MAXIMUM SPEED: 45 MPH

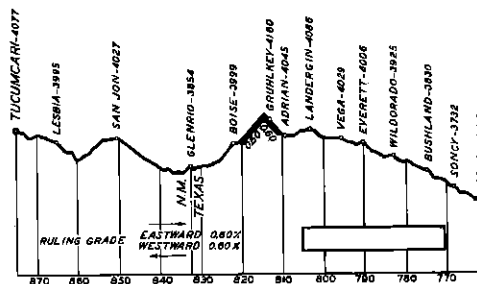
### SPEED RESTRICTIONS

MPH  
MP 760 Pole 18 to MP 764 Pole 7 ..... 20  
MP 795 Pole 0 to MP 795 Pole 8 ..... 40

### SPECIAL INSTRUCTIONS

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 764 Pole 3	Team Track	10
MP 775 Pole 0	Southwest Portland Cement	



# Southward

# Hot Springs Branch

# Northward

SECOND CLASS				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 37 STATIONS TIME TABLE NO. 1 October 15, 1972				M.P. from Hot Springs Junction	Signs	SECOND CLASS					
771	749	35	Freight				Freight	Freight	Freight	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday	34	746	772	Freight
Mo. Pacific Freight	Mo. Pacific Freight	Mo. Pacific Freight													Mo. Pacific Freight	Mo. Pacific Freight	Mo. Pacific Freight	
A.M. 7.00		A.M. 5.00		Yard	31136	RK	Signal Indications	BIDDLE 1.2	*TO(N)		BCFR YdTW	A.M. 5.10		P.M. 7.55				
7.10		5.05						HOT SPRINGS JCT. 4.9	P	0.0	YYd	4.57		7.45				
7.35		5.15		58	31146			BRITTAIN 13.9		4.9		4.45		7.13				
9.00		5.55	4491	Yard	31155	BI		BAUXITE 3.3	TO	18.8	WYd	4.10		6.38				
								MoPac Crossing 1.0	UX	22.1								
9.15				101	31159			BENTON 4.3		23.1	W			6.30				
9.30		6.16 A.M.	4047	80	31164			HASKELL 0.3	*P	27.4	RYd	3.50 A.M.		6.20				
								MoPac Crossing 12.3	A	27.7								
10.01	A.M. 6.20			Yard	31176			BUTTERFIELD 4.5	P	40.0	RYYd		A.M. 11.15	5.30				
10.15	6.35		1331	30	31180	GS		JONES MILLS 10.6	TO	44.5	Yd		10.59	5.00				
10.30	7.05 A.M.							MP Jct. 2.9		54.1	RYd		10.30 A.M.	3.50				
10.45 A.M.				53	31193	HD		HOT SPRINGS 58.2	TO(N)	57.0	BRW YYd			3.45 P.M.				

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. EXCEPT NO. 749 IS SUPERIOR TO NO. 746.  
RULE 99(d) AUTHORIZED JONES MILLS TO HOT SPRINGS

MAXIMUM SPEED: 40 MPH

## SPEED RESTRICTIONS

	MPH
MP 0 Pole 0 to MP 0 Pole 5	10
MP 0 Pole 5 to MP 2 Pole 3	30
MP 4 Pole 28 to MP 4 Pole 36	35
MP 8 Pole 7 to MP 8 Pole 35	35
MP 13 Pole 14 to MP 15 Pole 2	35
MP 18 Pole 26 to MP 19 Pole 29	30
MP 22 Pole 4 (MoPac Crossing (Engines only))	15
MP 27 Pole 14 to MP 40 Pole 0 (except as shown below)	30
MP 27 Pole 25 MoPac crossing	20
MP 40 Pole 0 to MP 41 Pole 30	25
MP 41 Pole 30 to MP 55 Pole 34	20
MP 55 Pole 34 to MP 57 Pole 0	15

## SPECIAL INSTRUCTIONS

Trains may leave Hot Springs Jct. without clearance.  
Trains may leave Butterfield without clearance.  
Train assuming No. 749's schedule at Butterfield must originate at Malvern on Subdivision 37-A as No. 748 unless authorized by train order out of Butterfield.  
Train assuming No. 34's schedule at Haskell must originate at Eldorado Subdivision 38 as No. 34 unless authorized by train order out of Haskell.  
Mile Post numbers between Biddle and Hot Springs will be designated in train orders by prefix "H."  
Hot Springs Jct. to Biddle (MP 136 Pole 16 Subdiv. 30) be governed by Interlocking Rules 340-346.

## SPECIAL INSTRUCTIONS—continued

A board, indicating beginning of heavy descending grade southward, is located about 7800 feet north of switch at Butterfield on National Lead Co. spur. When descending this grade, if retainer valves are not turned up on cars at top of hill and an "over" brake pipe reduction or brake pipe leakage causes brakes to set sufficiently to stop the train, engineer will not attempt to release brakes until sufficient number of retainer valves have been turned up to insure that train will not move until brake system is fully re-charged. Trains must not leave National Lead Co. Mine or Magnet Cove Co. Mine unless at least 85 per cent of air brakes in their train are in operation.

Rule No. 83: Haskell, Butterfield and MP Jct. for regular trains. Railroad crossings at grade are protected by interlocking except MoPac Crossing MP 22.1 protected by gate operated by trainmen. Normal position gate against MoPac. Light arrangement for Stop—Red; Proceed—Yellow.

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 1 Pole 2	Twen. Cen.	102
MP 3 Pole 1	Ward	70
MP 3 Pole 3	Peiser	15
MP 4 Pole 1	Berger	38
MP 4 Pole 4	A.P. Green	14
MP 17 Pole 0	Lignite	30
MP 48 Pole 2	General Cable	75
MP 48 Pole 5	Wilson Springs	10
MP 49 Pole 0	Union Carbide	129
MP 50 Pole 20	Lake Catherine Norris Dispenser	35

**Southward**

**Sparkman Branch**

**Northward**

SECOND CLASS				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 37-A STATIONS			M. P. from Butterfield	Signs	SECOND CLASS						
			747															
			Mo. Pacific Freight															
			Daily Except Sunday															
			A.M. 11.20		Yard	31176		BUTTERFIELD	P	0.0	RYYd							
			11.35 A.M.		Yard	31281	MR	MALVERN	*TO	5.0	BCR WYd							
								MoPac Crossing	UX	5.6								
					19	31308		MANNING		31.8								
					43	31316		SPARKMAN		40.1								

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD  
 TRAINS AND ENGINES WILL OPERATE PER RULE 93 AND RULE 10(i)(2)  
 AUTHORIZED BETWEEN MALVERN AND SPARKMAN  
 MAXIMUM SPEED: 30 MPH

**SPEED RESTRICTIONS**

**MPH**

Butterfield - East leg of wye	10
MP 0 Pole 0 to MP 0 Pole 21	10
MP 0 Pole 21 to MP 2 Pole 25	20
MP 2 Pole 33 to MP 5 Pole 27	20
MP 11 Pole 21 to MP 18 Pole 21	20
MP 18 Pole 21 to MP 40 Pole 6	10

**SPECIAL INSTRUCTIONS - continued**

No. 748 may leave Malvern without clearance when operator is not on duty and train order signal indicates proceed.  
**Rule 83:** Butterfield for regular trains.  
 All railroad crossings at grade are protected by interlocking except MoPac crossing MP 5.6 protected by gate operated by trainmen. Normal position gate against CRI&P. Light arrangement for Stop - Red; Proceed - Yellow.  
 Mile Post numbers will be designated in train orders by prefix "C."  
 Industrial or spur tracks between stations are located at:

**SPECIAL INSTRUCTIONS**

Trains may leave Butterfield without clearance.  
 Train assuming No. 747's schedule at Butterfield must originate at MP Jct. on Subdivision 37 as No. 746 unless authorized by train order out of Butterfield.

Location	Name	Car Capacity
MP 2 Pole 3	Cuffman Lumber Co.	10

**Southward**

**Camden Branch**

**Northward**

				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 38-A STATIONS			M. P. from Camden	Signs							
				4939	231	31514	FY	FORDYCE	TO		WYd							
					Yard	31340		CAMDEN			CWYd							

Between Fordyce and Camden trains will be governed by STL&SW Timetable and Operating Rules.

Trains will enter and leave STL&SW main track at North siding switch Camden and at Fordyce.

Southward				Main Line						Northward					
SECOND CLASS				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 38 STATIONS			M.P. from Haskell	Signs	SECOND CLASS			
		35					TIME TABLE NO. 1							34	
		Freight					October 15, 1972					Freight			
		Daily A.M. 6.21		4047	80	31164	HASKELL		*P	0.0	RYd	Daily A.M. 3.45			
						S11	31476	POYEN		12.4					
						S10	31482	THIEL		18.1					
		6.57				73	31487	LEOLA	OA	23.4		2.55			
						4	31494	CARTHAGE		30.4					
						N7	31500	BUNN		36.5					
						S7	31507	IVAN		43.9					
		8.01		4939	231	31514	FORDYCE		FY	50.7	WYd	1.45			
							STLSW Crossing			50.8					
		8.45		6084	139	31528	TINSMAN		*P	64.6	RW YYd	12.55			
						80	31533	CRAM		70.9					
		9.02				33	31537	HARRELL	HR	73.6		12.40			
						98	31552	CALION		89.0					
		10.20 A.M.				Yard	31564	EL DORADO	DO	100.6	BCFR WTYd	12.01 A.M.			

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

See Page 28 for Speed Restrictions and Special Instructions.

MAXIMUM SPEED: 40 MPH

Southward				Crossett Branch						Northward					
				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 38-B STATIONS			M.P. from Tinsman	Signs				
							TIME TABLE NO. 1								
							October 15, 1972								
				6084	139	31528	TINSMAN		*P	0.0	RWY Yd				
				2700	35	31835	BANKS			6.2	Yd				
							W&SR JCT			15.7	Yd				
				1483	25	31846	HERMITAGE			16.8	Yd				
						13	31853	VICK		26.4					
						14	31859	STILLIONS		32.6					
						16	31868	WHITLOW		37.5					
						38	31869	WHITLOW JCT.		38.5	Yd				
							AD&N Crossing		UX	43.0					
							MoPac Crossing		UX	43.0					
						208	31874	A&LM JCT.		43.1	RWB YYd				
						ST	CROSSETT		TO(N)						

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.  
RULE 99(d) AUTHORIZED.

See Page 28 for Speed Restrictions and Special Instructions.

MAXIMUM SPEED: 20 MPH

## SPEED RESTRICTIONS

Subdivision 38	MPH
MP 0 Pole 0 to MP 0 Pole 7	10
MP 5 Pole 0 to MP 31 Pole 0	35
MP 43 Pole 5 to MP 57 Pole 0 (Except as shown below)	30
MP 50 Pole 26 StL&SW Crossing	20
MP 57 Pole 0 to MP 98 Pole 27 (Except as shown below)	35
Bridge L-876 over steel portion	10
MP 98 Pole 27 to MP 100 Pole 20	10

Subdivision 38-B	MPH
Bridge LV317	10

## SPECIAL INSTRUCTIONS

### Subdivision 38

Mile Post numbers between Haskell and El Dorado will be designated in train orders by prefix "L."

**Rule 83:** Tinsman for trains originating and terminating.

Cram—between 6 AM and 6 PM daily, trains and engines moving between switches must not exceed 20 MPH account gravel trucks crossing track. Gravel conveyor 450 ft. from north end old high line will not clear engine or cars except low cars such as coal cars or flats, and will not clear man on top or side of car.

All trains will approach Ouachita River Bridge MP 87.6 at Restricted Speed and be prepared to stop if gate is in stop position.

## SPECIAL INSTRUCTIONS—continued

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 22 Pole 0	Toler Lumber Co.	15
MP 22 Pole 11	International Paper	9
MP 45 Pole 22	Barnes Spur	6
MP 92 Pole 25	Morrow (AP&L)	52

### Subdivision 38-B

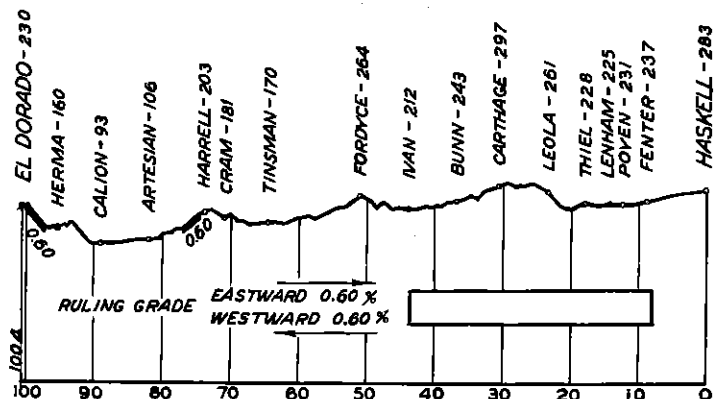
Trains operating between hours of 7:30 AM and 5 PM will run at Restricted Speed looking out for motor cars and work equipment.

Maintenance of Way employees will not be required to obtain lineup between the hours of 7:30 AM and 5 PM.

Mile Post numbers between Tinsman and Crossett will be designated in train orders by prefix "LV."

All railroad crossings at grade are protected by interlocking except:

Mile-post	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For
38.5	AD&N	No Gate			Stop Proceed
43.0	MoPac	No Gate			Stop Proceed



**Southward**

**Main Line**

**Northward**

SECOND CLASS				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 39 STATIONS			M.P. from Haskell	Signs	SECOND CLASS					
		35												34			
		Freight												Freight			
		Daily										Daily					
		P.M. 7.01			Yard	31564	DO	EL DORADO	*TO(N)	100.6	BCFR TWYd	P.M. 5.05					
		7.25			92	31580	JN	JCT. CITY, ARK.-LA.	TO	116.7		4.30					
		7.55			146	31596	BN	BERNICE	TO	132.2	W	4.02					
		8.09			104	31605		DUBACH		141.2		3.42					
					16	31614		VIENNA		150.3							
		8.57		3235	145	31619	RS	RUSTON IC Crossing	TO	154.8	WYYd	3.15					
					21	31632		QUITMAN		168.3							
		9.40			Yard	31638	HO	HODGE	TO	174.0	Yd	2.40					
		9.46			74	31640		JONESBORO		176.4		2.15					
					28	31649		HUNT	TO(N)	185.1							
		10.02			50	31652		DODSON		188.4		1.55					
		10.19			Yard	31663	W	WINNFIELD	TO	199.3	BCR WYYd	1.35					
		10.24						L&A JCT.		199.9	R	1.30					
								PINEVILLE JCT		245.5							
								ALEX. L&A YARD		246.5	CR						
		1.55 A.M.			Yard	31710	AX	ALEXANDRIA	TO(N)	246.8	BCR WYYd	12.01 P.M.					

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

See Page 30 for Speed Restrictions and Special Instructions.

MAXIMUM SPEED: 40 MPH

**Southward**

**Eunice Branch**

**Northward**

				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 40 STATIONS			M.P. from Haskell	Signs						
					Yard	31710	AX	ALEXANDRIA	TO(N)	246.8	BCR WYYd						
								R.I. JCT.		247.1							
								ALEXANDRIA JCT.		249.8							
								LAMOURIE JCT.		257.7							
					30	31725		LECOMPTÉ		261.0							
					S10	31740		TURKEY CREEK		276.0							
					40	31746	NE	PINE PRAIRIE	TO(N)	282.4							
					25	31748		EASTON		284.5							
					32	31756		MAMOU		292.8							
								SO. PAC. JCT.		301.6							
						31765	NI	EUNICE	TO(N)	302.6	RYYd						

TRAINS AND ENGINES WILL OPERATE PER RULE 93.

TRAINS MAY LEAVE ALEXANDRIA WITHOUT CLEARANCE WHEN OPERATOR NOT ON DUTY. RULE 10(I)(2) AUTHORIZED.

See Page 30 for Speed Restrictions and Special Instructions.

MAXIMUM SPEED: 25 MPH

## SPEED RESTRICTIONS

Subdivision 39	MPH
MP 100 Pole 20 to MP 101 Pole 0	20
MP 101 Pole 0 to MP 116 Pole 11	30
MP 116 Pole 11 to MP 116 Pole 18	25
MP 131 Pole 20 to MP 154 Pole 18	35
MP 154 Pole 18 to MP 155 Pole 10	20
MP 155 Pole 10 to MP 173 Pole 23	30
MP 173 Pole 23 to MP 174 Pole 10	10
MP 174 Pole 10 to MP 198 Pole 23	35
MP 198 Pole 23 to MP 199 Pole 21	20
MP 199 Pole 21 to MP 199 Pole 30	10

### Subdivision 40

MP 249 Pole 20 to MP 249 Pole 27	10
MP 257 Pole 20 to MP 258 Pole 0	10
MP 301 Pole 0 to MP 301 Pole 19	10

## SPECIAL INSTRUCTIONS

### Subdivision 39

Rule 83: Winnfield for trains originating and terminating. Alexandria is the initial station for trains originating. Train 34 will register by form 1339 and leave in register box at old L&A yard office, Alexandria, La. Bernice—unloading platform and pit on East Beacon Track will not clear man on side of car. Winnfield—Timetable and Train Order time applies at North switch MP 197 Pole 12. Between L&A Jct. and RI Jct. (Alexandria) trains will be governed by L&A Timetable and operating rules. Industrial or spur tracks between stations are located at:

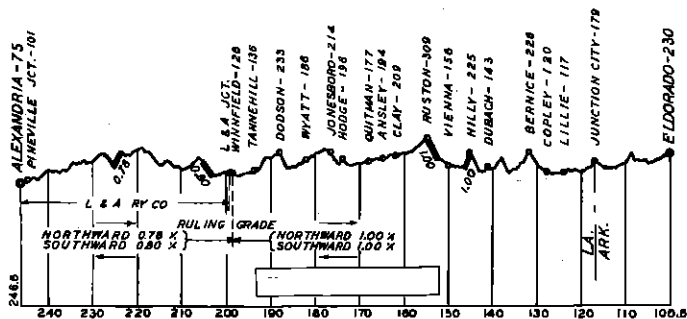
## SPECIAL INSTRUCTIONS—continued

### Subdivision 40

Alexandria is the initial station for trains originating. Eunice is the initial station for trains originating. Between RI Jct. and Lamourie Jct. trains and engines will use Missouri Pacific-Texas and Pacific tracks and will be governed by T&P Timetable and operating rules. Rock Island trains and engines may occupy MoPac-T&P main track only on authority of MoPac-T&P train dispatcher. Connection at Lamourie Jct. MP 257.7 is a hand operated electrically locked switch. Maximum speed through turnout is 15 MPH. MoPac-T&P General Order Book and General Notice Book located in CRI&P Alexandria freight office. That portion of old main track from Alexandria Jct. MP 249.8 to MP 250.4 retained as industrial lead to serve Wickes Lumber Co. Between SP Jct. MP 301.6 and Eunice trains will be governed by Southern Pacific Timetable and operating rules. Industrial or spur tracks between stations located at:

Location	Name	Car Capacity
MP 250 Pole 1	Wickes Lumber Co.	12
MP 284 Pole 7	Continental Oil Co.	18
MP 291 Pole 7	River Brand Rice Mills	7
MP 297 Pole 16	Contl. Can Co.	16
MP 300 Pole 9	Pioneer Lumber Co.	10

Location	Name	Car Capacity
MP 108 Pole 3	Catesville	17
MP 124 Pole 21	Olincraft	90
MP 129 Pole 9	C. A. Reed Lumber Co.	16
MP 134 Pole 7	Claiborne Gasoline Co.	15
MP 145 Pole 8	Hilly Spur	15
MP 148 Pole 0	Farmers Spur	20
MP 178 Pole 3	Rogers Spur	3
MP 184 Pole 25	Louisiana Plywood	24
MP 185 Pole 2	Hunt & Son Lumber Co.	28
MP 191 Pole 11	Chembond Corp.	25





## UNIFORM CODE OF OPERATING RULES

**Rule L (Addition)**—Enginemen and trainmen whose vision requires the use of glasses, must have with them such glasses when examined or re-examined, and must wear such glasses when on duty at all times. Enginemen and trainmen requiring glasses for distant vision, must have with them while on duty two pairs of the required glasses. Where glasses are required for both distant vision and reading, two pairs of distant glasses and one pair of reading glasses or two pairs of bifocal glasses must be carried. Such employees must have each pair of glasses with them when reporting to the examiner and will be examined with each pair.

Employees whose duties require them to work on or about moving equipment of any type, or machinery having moving parts or around open fires or sparks must keep their hair at a length which will avoid the danger of its becoming ignited, entangled or enmeshed in said equipment or machinery.

Hair must be of a suitable length that will not interfere with the employee's normal vision.

Hair of a length not meeting the above requirements, must be completely confined at all times when on duty with a suitable net, or other headgear that will provide for the safety of employees.

**Rule 10(g) (Addition)**—Temporary Speed Restriction signs will be displayed to the right of the restricted track in the direction of approach.

**Rule 10(j), Rule 10 (k),** and Train Order Form X Example (3) effective only where authorized by Special Instructions.

**Rule 12(m)**—Trainmen and Enginemen must not use foreign line radio frequencies while on Rock Island Lines property.

**Rule 14 (Addition to Note)**—Radio communication may be used in lieu of engine whistle signal 14(a); that part of 14(b) Release brakes; that part of 14(b) acknowledgement of "calling-on" indication; 14(k); 14(n); 14(o). When so used, a complete understanding of the conditions must be reached.

**Rule 17 (Addition)**—That part of Rule 17 of the Uniform Code of Operating Rules, Paragraph four, reading:

"and (Headlight) must be extinguished when train has stopped entirely clear of main track"

is amended to read:

"and must be extinguished when train has stopped entirely clear of main track until head end of train to be met has passed and then may be used to inspect passing train but must be extinguished before rear of train passes."

**Rule 17-A (Addition)**—On engines equipped with dual alternating flashing lights, the rules governing the use of white oscillating headlight will apply.

**Rule D-81 Revised**—Where two main tracks are in service, trains and engines must keep to the right unless otherwise provided. Where three or more tracks are in service, their use will be indicated by special instructions.

Within yard limits, trains and engines may move against the current of traffic upon authority of the train dispatcher. Train dispatchers will not grant such authority until it is known that the track to be used is clear of opposing trains and engines and the movement protected. (Where specified, train dispatcher will include control operators and/or train directors.)

Trains and engines granted authority to run against the current of traffic under this rule will not exceed LOW SPEED and will notify train dispatcher when movement has been completed. When such authority is given under this rule, it will supersede the superiority of trains.

**Rule 83(a),** paragraph 2, Item (4)—(Addition) Radio, telephone or other equally effective communicating media may be used in connection with Item 4 (by proper identification) when such communication is directly between the two crews involved.

**Rule S-88 Meeting Points Extra Train**—Unless otherwise provided by train order Form S-C, at meeting points prescribed by Form S-A Train Order between Extra Trains, the train order must specify which train will hold the main track.

**Rule D-93** of the Uniform Code of Operating Rules is changed to read:—Within yard limits, when moving against the current of traffic, all trains and engines must move at LOW SPEED.

**Rule 98 (Addition)**—Trains or engines moving against the current of traffic on two or more tracks must approach railroad crossing at grade, drawbridges and junctions prepared to stop.

**Rule 100-Leaving Trains, Engines, or Cabs**—"When an engine leaves a portion of its train on a main track between stations, two torpedoes must be placed not less than 20 car lengths in advance of the head end of portion to serve as a warning. When conditions require, a trainman must protect the returning portion."

**Rule 103(a) (7) Revised**—Before coupling to or moving cars on team or house tracks or tracks serving industries, see that running boards, oil tank couplings, elevator spouts and similar connections are removed and clear; plug doors and swinging doors on cars are closed and secured; and persons in, on or about cars are warned and requested to vacate cars while being switched.

## RULES CHANGES (continued)

**Rule 103(a) (13)**—Before making a movement of engines or cars through gates, doorways and similar openings, stop must be made and it must be ascertained that gates, doors or openings are completely open and secured. Where overhead or side clearances are doubtful, adequate protection must be provided.

**Note to Rule 104(5)**—Automatic switches as defined Page 12 and Rule 104(5) must not be trailed through when lined against movement.

**Rule 104(11)**—When a train or engine is clear of main track to meet or to be passed by a train, employees must not unlock any main track switch. They must not take a position in the vicinity of any main track switch while the expected train is closely approaching. They must not go beyond the clearance point for the purpose of attending the switch to be used and must remain at least 150 feet from the switch while the expected train is approaching or passing the switch. If the expected train is not closely approaching, a member of the crew will inspect facing point switches over which the expected train will pass to determine if the switches are lined for the route to be used, that the switch points fit properly and that the lever is secure.

**Rule 104(a) (Addition)**—When there is a signal protecting trailing movement to a main track through a spring switch and such signal indicates "Stop" or "Stop, Then Proceed at Low Speed," and, there is no conflicting movement closely approaching the switch, member of crew will operate key release marked "Clear" if so equipped and, signal should clear after expiration of time. If signal does not clear, train or engine may then proceed as prescribed by Rule 350 or Rule 351.

**Rule 110(a) High-Wide Load**—A load which is contained on more than one car, or; on one car, or; equipment on its own wheels which measures in excess of 11'0" wide or 15' 6" above top of rail, or; contained on a car longer than 54' 6" so that the lading exceeds the width of the car.

High-wide loads which exceed published clearance for the route to be moved must not be moved until clearance instructions have been issued by the Office of the General Superintendent of Transportation. The Chief Train Dispatcher will supervise the movement of high-wide loads and excessive weight shipments.

"Conductors are responsible to see that waybills are checked for high-wide loads and excessive weight shipments for which they do not have instructions. They must notify the train dispatcher immediately, when such conditions exist. Yard Conductors, in making up trains, must notify the Yardmaster of any of these cars being lined up for movement in trains. Yardmasters must notify the train dispatchers."

Conductors of trains handling high-wide or excessive weight shipments or when picking up on line these type

shipments, repaired cars or equipment, or any equipment with known defects must make notation on train list of the condition and call attention of same to connecting crews or yardmaster, agent, yard forces or operator prior to or upon arrival at final terminal.

High-wide loads or excessive weight shipments must not be switched except in placing them in and taking them out of trains. In switching movements, they must not be cut off while in motion, but must be shoved to a stop; sufficient hand brakes must be set or cars properly secured to avoid rolling. They must not be stored on nor moved over yard tracks where clearance is insufficient. Employees must not ride on top, ends, or on sides of such cars. These cars must be given careful handling through turnouts, yards, sidings and interchange tracks and crews must keep a sharp lookout for close clearances. Where overhead or side clearance is doubtful, movement must be stopped and adequate protection provided.

Chief Train Dispatchers, in issuing movement instructions, will notify train and engine crews and yard forces to handle such cars in line with this Rule, listing items by numbers as shown below:

1. At no place shall the width of a load on adjacent tracks exceed the width of a large box car (11 ft. 0 inches wide).
2. On single track-trains handling this shipment, if holding main track when meeting or passing trains on adjacent tracks, must move at restricted speed until wide load has passed train clear of the main track. Trains clear of the main track when meeting or being passed by train handling wide load must be stopped. Train handling this shipment, if on other than main track when being met or passed by train on adjacent track, must be stopped and other train must move at restricted speed until entire train has passed wide shipment. On two or more tracks—trains handling this shipment, unless otherwise instructed, must be stopped when meeting, passing or being passed on adjacent tracks, other train proceed at restricted speed until entire train has passed wide load.
3. Shipment must come to a complete stop and be very carefully hand-signalled at the lowest possible speed at (location).
4. Use westward track only over Bridge 1822 Mississippi River at Davenport.
5. Do not pass any trains or equipment on Bridge 1822, Davenport.
6. Use westward track only over Bridge 1826 1/2, Perry Street, Davenport.
7. Use westward track only over Bridge 3611 at Des Moines.
8. Use eastward track only over Bridge 3611 at Des Moines.
9. Speed must not exceed \_\_\_\_\_ mph at (or between) \_\_\_\_\_.

10. Other special handling instructions issued by General Superintendent Transportation.

When movement instructions include any of the items 1 through 10, Train Dispatchers must issue train orders to trains affected which must indicate which of the items shown above are to be applied.

Example:

"Extra 300 West has (car number) in train measuring \_\_\_\_\_ in width and \_\_\_\_\_ in height. Be governed by Rule 110(a) Items One, Two and Nine, 10 mph at Bridge \_\_\_\_\_."

Crews of trains receiving notice of high-wide loads in other trains must inspect their trains for open or swinging doors or anything projecting beyond normal clearance. When a train which is handling a high-wide load is notified by train order of another train handling a high-wide load on the same subdivision, the Conductor must notify the Train Dispatcher so that a meeting or passing point can be arranged.

**Rule 111(c)**—Mirrors of any type must not be used in making inspection as required by Rule 111.

**New indication Rule 282:** Proceed, reducing to 40 MPH before reaching next signal.

**New Rule 346**—Engines or cars must not be left standing between the absolute signals of an interlocking without permission.

**Addition to Rule 508(5)**—When Diesel engines equipped with 26-L brake equipment are set out or cut-off from a controlling consist, the MU-2-A valve must be properly positioned to "Lead or Dead" position before the unit is uncoupled from consist.

Train Orders may be duplicated mechanically at the following stations:

Biddle, Arkansas	Herington, Kansas
Booneville, Arkansas	Caldwell, Kansas
Hartshorne, Oklahoma	El Dorado, Arkansas
Shawnee, Oklahoma	Amarillo, Texas
El Reno Yard, Oklahoma	Peach, Texas

On Subdivisions where mile posts are located every two miles, the following examples of Form X Train Orders must be used:

Example 1. Do not exceed \_\_\_\_\_ MPH between the two resume speed signs governing in opposing directions located between MP \_\_\_\_\_ and MP \_\_\_\_\_.

Example 2. Do not exceed 20 MPH between the two resume speed signs governing in opposing directions located between MP \_\_\_\_\_ and MP \_\_\_\_\_.  
30 MPH located between MP \_\_\_\_\_ and MP \_\_\_\_\_.

15 MPH located between MP \_\_\_\_\_ and MP \_\_\_\_\_.

Train orders, except Form X Example 2, must not be issued in the form of a General Order.

The following new portion of Rule 29 Of RULES AND INSTRUCTIONS FOR TRAIN DISPATCHERS AND OPERATORS is in effect:

"Train dispatchers and operators must use particular care in repeating and checking the repetition of train orders as they are jointly responsible for the correct repetition."

**SPEED RESTRICTIONS**

**ALL SUBDIVISIONS**

Authorized speed through switch leads of turnouts as follows:

	MPH	Loaded 85 ft. & Longer Cars
No. 20 .....	40	35
No. 15 .....	25	20
Others .....	10	

MPH

TOFC Trailers loaded with swinging meat thru No. 15 and No. 20 turnouts ..... 15

**LOCATION No. 15 TURNOUTS**

Subdivision 251	MP 240 Pole 10 North Siding East Siding
	MP 245 Pole 17 Switch to WUT Tracks
Subdivision 25	MP 295 Pole 0 South Siding Switch
	MP 338 Pole 12 North Siding Switch
	MP 378 Pole 3 North Siding Switch
	MP 379 Pole 19 South Siding Switch
	MP 388 Pole 3 North Siding Switch
	MP 395 Pole 34 North Siding Switch
	MP 396 Pole 28 South Siding Switch
Subdivision 26	MP 455 Pole 1 North Siding Switch
Subdivision 27	MP 511 Pole 31 South Siding Switch
	MP 603 Pole 19 North Siding Switch
	MP 610 Pole 7 Trinity River
Subdivision 28	MP 614 Pole 17 South Siding Switch
	MP 621 Pole 5 North Siding Switch
	MP 622 Pole 7 South Siding Switch
	MP 626 Pole 25 North Siding Switch
	MP 627 Pole 27 South Siding Switch
	MP 634 Pole 26 North Siding Switch
	MP 635 Pole 26 South Siding Switch
	MP 637 Pole 14 North Siding Switch
	MP 639 Pole 0 South Siding Switch
Subdivision 29	MP 25 Pole 17 East Siding Switch

## SPEED RESTRICTIONS

Subdivision 29 MP 27 Pole 5 West Siding Switch  
 MP 51 Pole 29 East Siding Switch  
 MP 53 Pole 20 West Siding Switch  
 MP 134 Pole 31 Crossover  
 MP 134 Pole 33 End of Two Main Tracks

### MAXIMUM ENGINE SPEEDS:

	MPH
610, 613-615, 618, 620, 630, 639, 641-646, 649, 650, 652-655, 657-665, 675-677, 750	95
300-305, 309, 311, 312, 314, 316, 317, 319-321, 323, 325, 328, 330, 332, 333, 340, 343-346, 348-361, 364-376, 378-396, 4700-4719	90
190-199, 201, 208-211, 220, 223, 226, 228-230, 234, 238, 243-281, 285-289, 290-299	83
307-309, 313, 315, 318, 322, 324, 326, 327, 329, 331, 341, 342, 347, 362, 363, 377	77
10, 12, 13, 101, 106, 108, 109, 111, 116, 117, 118, 120, 123, 124, 403, 404, 406, 409, 430- 441, 920-936, 940-949, 1200-1239, 1250- 1300, 1302-1353	71
200, 203-207, 213-219, 222-225, 227, 231-233, 235-237, 240-242, 415-424, 451-454, 456	70
537-546, 550, 558, 765-780, 795-797, 811-840, 900, 902-904, 906-909, 911, 913-915, 4800- 4804, 4900-4909	65
529-535	45
536, 551-557, 559, 561-563, 905, 910, 912	40

### DO NOT EXCEED 10 MPH THROUGH ALL SIDINGS

Trains and engines having a six-axle locomotive in engine consist must not exceed 40 MPH where present curves are posted 45 or 50 MPH. Except E 7 and E 8 passenger units.

Engine consists of two or more units making a reverse movement from mechanical facility to their train or from train to mechanical facility, the controls will be handled from lead unit in the direction of travel when possible to do so. This must be done any time relatively long moves are made or for shorter distances when necessary for safe movement.

Trains and engines making movement against current of traffic on two main tracks over facing point spring switches not protected by signals or indicators.	30
Railroad crossing not protected by interlocking except where higher speed authorized in this rule	Engines Only 10 Engines Only

Single unit engines running forward light, or with only one car (except suburban service)	35
Road freight or passenger diesels, other than road switchers, backing up	25
When this is being done, except in switching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.	
Scale test cars moving in trains will be handled 5 cars ahead of caboose except RI 95381 may be positioned at any location in the train.	
Short Wheel base ore hoppers	30
Trains handling steam derrick, pile drivers, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by officer	25
Pile Driver 95230, 95231, 95232 and Crane 95260:	
Main Line	35
Branch Line	25
These machines must not be handled over bridges on industrial and other back tracks unless otherwise authorized by officer and must not be handled in trains when pile leads and platforms are attached to boom in either a raised or lowered position unless accompanied by the operator in the cab of the machine.	
These machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where it can be done unless otherwise authorized.	
Ditcher, or other type of spreaders handled in trains in through movements, must have wings in trailing position when practicable. These instructions will not apply to relief derricks with boom trailing when trained behind engine in relief train service. In such case speed restrictions will be as follows:	
Subdivisions 35A, 36, 38, 39	30
Subdivisions 26B, 34A, 35B, 37, 38B	25
Subdivision 25B, 25C, 26A, 27A	20
Subdivision 29A, 29B	10
Subdivision 37A, 40	15
All other Subdivisions	40

## SPEED RESTRICTIONS (continued)

Trains handling relief derrick 95019 must not exceed 15 MPH over Bridges 1325 (Subdiv 29); H-439 and LV-15.

Spreader 95319 when being moved in train with wings in trailing position and coupled to loaded cars on both ends

40

Trains handling welded rail of any length will not exceed 35 MPH or 5 MPH through turnpits. Buffer cars must be placed on both ends of welded rail and must be placed in train as instructed.

Air dump cars under load (R.I. SERIES 97000) Where speeds on any subdivision or part thereof are lower than the above. THE LOWER SPEED WILL GOVERN.

40

All work Equipment cars converted from old passenger cars are to be moved only on rear end of freight trains, no more than five cars ahead of caboose. Where more than one of such cars are to be moved in the same train, all such cars must be trained together with rear car not more than five cars ahead of caboose.

When gross tonnage of freight trains exceeds 80 tons per operative brake, maximum speed of train must not exceed 45 MPH. (Note: To determine tons per operative brake, divide the gross tonnage by the number of cars in the train.)

## SPECIAL INSTRUCTIONS

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below, unless otherwise instructed by officer at location of high water. When towed or operated under own power through water of lesser depth than shown below, a speed of 3 MPH must not be exceeded.

### Maximum height of water above rail

Diesel engines	3 inches
Lightweight passenger cars	7 inches
Conventional passenger cars	12 inches

1. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at the initial point on each Division, except where they have consulted the Bulletin Board and General Order Book of such Division at the initial point of run.

4. When snowplows are operated preceding or following other trains, absolute block must be maintained between such trains in territory involved. An absolute block may be established by flagmen, train orders, absolute signals, or by verbal communication when authorized by an officer.

When handling snowplows, a maximum speed of 30 MPH must not be exceeded except, when using Vanderbilt-type snowplows, the officer in charge is authorized to permit maximum speed of 40 MPH.

Flangers will be used only when necessary and must not be in lowered position when working or moving over switches, bridges, road or street crossings, motor car set-offs, or at any place marked by flanger signs.

Not more than two road switcher-type engines shall be coupled to wedge snowplows to avoid buckling.

5. Speedometers on road engines must be checked by observing time between mile posts twice on each trip. The location, speed and any variation must be shown on work report.

6. The following letters and symbols shown in "Station" and "Signs" columns indicate:

- B—General order boards and Books
- C—Standard clock
- F—Fuel station
- P—Telephone
- R—Train register station
- T—Turntable
- W—Water station
- Y—Wye
- TO—Train order station per Rule 221
- TO(N)—Train order station, no train order signal
- UX—Railroad crossing not protected by interlocking
- YD—Station where yard limit signs are maintained
  - \*—Radio installation
- M—Manual Interlocking
- A—Automatic Interlocking
- M/A—1. Communicate with Control Operator if interlocking signal indicates STOP.
- 2. If means of communication is not available or when instructed by control operator, be governed by Rule 344.

7. At stations where telephones are located, conductor or engineer will communicate with dispatcher within fifteen minutes after arrival unless expected train is heard, or seen approaching.

9. A train holding main track at meeting point must not pass beyond OVERLAP SIGN nor open a switch beyond the overlap sign until the opposing train has arrived and the siding switch has been set for entrance to the siding. Train taking siding must open siding switch before passing OVERLAP SIGN.

10. HIGHWAY CROSSING SIGNALS—Operation of highway crossing signals and automatic gates is such that when an engine or cars move toward crossing on main track, the crossing signal will operate, and after crossing has been occupied and cleared, if any movement by such engine or cars is again made toward the crossing without such movement having been started from the outside of the signal starting circuits, which vary in length 2000 feet

## SPECIAL INSTRUCTIONS

to 3500 feet beyond the crossing, the signal or automatic gate will not operate.

Trains or engines standing in start circuits at crossing protected by automatic signal devices, to avoid unnecessary delay to highway traffic, member of crew must go immediately to the crossing and operate control to stop automatic crossing signal.

A controller is provided on side of case for this purpose. To raise gates, insert switch key in slot marked raise, turn and hold for five seconds before removing key. After gates have thus been raised, before movement is started over crossing switch key must be inserted in slot marked lower, turned and held until gates are down before removing key.

In territory where two or more main tracks are involved extreme care should be taken to see the correct controller is used.

12. All through girder bridges will not clear man on the side of a car.

13. Sanders must not be used while moving over rail-locks and draw-span of drawbridges.

Drawbridges are located as follows:

Subdivision 29 MP85.3 White River

Subdivision 29 MP132.5 Arkansas River

Subdivision 38 MP87.6 Ouachita River

14. In CTC territory, where maximum speed is in excess of 20 MPH, trains or engines using a hand operated main track switch not equipped with electric lock must have a portion of its train occupying main track or leave main track switch open while using such track. Trains or engines must not clear main track at such switches.

15. Dead engines will be handled immediately behind the operating units.

When moving two or more road switcher type engines dead in same train, separate each engine by at least 1 car.

17. When employees are deadheading on freight trains, they must ride in the caboose or in a deadhead caboose when available. Where there are insufficient seats to accommodate all deadhead employees on cabooses, those that cannot be seated on cabooses will be permitted to ride the trailing units of the engine. Deadhead employees will not be permitted to ride in the lead unit of engine without proper authority.

18. Except when being moved in work train service, panel rail loaded in open top cars with lading extended above sides of car must be adequately secured to the car be either banding or chaining the panel rail to the car. When these loads are being moved on trains other than in work train service, they must be trained next behind engine. When practicable these loads should be moved on trains other than important symbol trains.

19. When flat spots on wheels of engines or cars are developed on trains between terminals and it is known that no other damage to wheel or running gear exists, they may be operated at speeds as follows:

(1) Less than two and one-half inches—Normal Speed.

(2) Two and one-half inches or more—Not to exceed 10 MPH to first inspection point.

If mechanical inspection reveals two and one-half inches or more flat spots, the equipment must not be operated beyond inspection point except on specific instructions of mechanical or operating officer present.

When flat spots are detected on engines or cars between terminals, conductor or engineer must notify Dispatcher at first available point of communication.

Engines or cars set out on line due to excessive flat spots must be reported to Dispatcher who must, when necessary, arrange to have track inspected.

20. TRAIN LOCATION LINE-UP RULES—Rules contained herein govern all types of track work and similar cars, all railroad machinery or work equipment used on or adjacent to railroad tracks, all of which will be referred to hereinafter as "track cars." Operators of these vehicles must have a standard watch and either be examined and qualified on "Rules and Regulations of Maintenance of Way and Structures" or be working under the immediate (on-the-job) supervision of personnel having a standard watch and examined and qualified on Rules and Regulations for Maintenance of Way and Structures and will be referred to hereinafter as "track car operators."

Highway-Rail Automotive Vehicles must have head and tail lights burning when moving on the rail. When other track cars are operated between sunset and sunrise and during the day when visibility is restricted, a white light to the front and a red light to the rear must be displayed.

The prescribed form must be used for train location information. A copy of the current line-up must be obtained and read to other members of crew:

1. Before placing track car on main track.
2. Before operating track cars foul of main track.
3. Before working on or obstructing the main track.

The time of trains must be cleared not less than 10 minutes. If the line-up indicates a scheduled train is running late, the later time will be cleared.

When figuring time of a train between stations, the maximum speed will be used.

When unable to secure a line-up due to failure of communication or no communication is available, track cars may only occupy and move on, or foul of main track by providing flag protection as prescribed by Rule 99.

The Line-up shall list all trains on the road, ordered, or expected to be run in the territory involved within the specified time, with information as to whether scheduled trains, including sections, are late or on time. For scheduled trains running late and extra trains, line-up must show approximate leaving time at the initial station or the "OS" and in addition, approximate times at not less than two intermediate stations. To help identification of extra trains, engine numbers shall be given when possible.

Line-up will not contain information as to train and engine movements made exclusively within yard limits.

Track cars will be moved as the way is seen to be clear

within yard limits. Dispatchers in issuing line-ups will use the words "Not Before" when quoting figures:

Example: Extra 303 East (Station) not before 7:30 A.M.; or No. 74 leave (Station) not before 2:01 P.M., etc.

Except in an emergency situation and when authorized by the Superintendent or his designated officer, only those trains shown on current train location line-up will be permitted to enter the limits of such line-up during the time the line-up is in effect. This provision will apply when necessary to operate a train against the current of traffic when such information is not shown on current line-up.

Except as provided herein, the Train Dispatcher will be responsible to know that trains not shown on line-ups are not permitted to run before expiration time of current line-up.

In emergency situations, when it becomes necessary to operate a train or engine during time line-up is in effect and such train or engine is not shown on current line-up an officer should ride the engine whenever possible and dispatcher must issue Train Order to the train or engine as follows:

"Track car operators have no notice of your train (or engine) on line-up. Run at restricted speed and sound whistle freely." On two or more tracks when an emergency requires operating a train or engine against current of traffic, dispatcher must issue Train Order to the train (or engine) as follows:

"Track car operators have no notice of your train (or engine) moving against current of traffic between (station) and (station). Run at restricted speed and sound whistle freely."

Dispatchers must take necessary action to prevent trains or engines running in advance of figures shown at the stations designated on line-up, when necessary, protecting the figures shown by Form "E" Train Order (Wait Order).

Train Dispatchers shall issue line-ups for all concerned at times specified by the Superintendent and will be written in train order book numbered consecutively beginning at midnight. Additional line-ups will be issued upon request. When line-ups previously issued are still in effect when Dispatchers are relieved, transfer must show numbers of line-ups in effect and relieving Dispatchers will be responsible for trains operating not shown on line-up or trains operating ahead of line-up figures. Line-up must be repeated by one or more of those copying it. Each person copying line-up must observe whether line-up is repeated correctly and, if not, will immediately call attention to any mistakes.

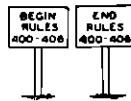
At designated intervals, copies of line-ups will be sent to a designated supervisory officer for checking.

Persons copying line-ups shall make as many copies as necessary. When an operator copies line-up a file copy shall be retained bearing signature of all persons to whom copies were issued, and when relayed by phone or other communication, notation will be made on file copy.

When necessary, foremen shall obtain extra copies of line-ups for use by employees under their supervision. Such employees shall acknowledge receipt and understanding of the line-up by signing the foreman's copy.

### Rule 21

①



1. Indicates location where Centralized Traffic Control CTC Rules 400-406 begin and end.

②



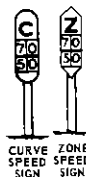
2. Indicates location where Rules governing a movement of trains and engines in the same direction by block signals begin and end.

③



3. Indicates location of beginning and end of cab signal territory.

④



4. Curve speed sign indicates speed restriction for curve 4000 ft. from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign to be placed 6600 ft. in advance of curve. Zone speed sign indicates maximum speed for zone ahead. Sign to be placed 4000 ft. in advance of zone where speed restriction becomes effective except on sub-divisions where maximum freight train speed is in excess of 60 MPH, signs to be placed 6600 ft. in advance of zone where speed restriction is effective. Where the movement is from a lower to a higher speed zone the zone speed sign will be placed at the point where speed may be increased. On both signs the higher figures govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures is shown it governs all trains and engines. See Rule 10(h).

⑤



5. Permanent Speed Restriction sign indicates permanent speed restriction begins 4000 feet or farther when neces-

**SPECIAL INSTRUCTIONS (continued)**

sary from sign. On subdivisions where maximum speed for freight trains is in excess of 60 MPH sign to be placed 6600 feet in advance of where permanent speed restriction begins. The higher figures on signs govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures is shown, it governs all trains and engines. Where the movement is from a lower to a higher speed, the sign will be placed at the point where speed may be increased, but the prescribed speed restriction must be maintained until entire train has passed this sign. See Rule 10(h).

6. Temporary speed restriction sign indicates temporary speed restriction located two miles or farther from sign except where maximum speed is 45 MPH or less, one mile or farther from sign. Resume speed sign indicates end of speed restriction. Note: The prescribed speed must be maintained until entire train has passed the resume speed sign. See Rule 10(g).
7. Indicates point where stop must be made before any part of train or engine passes such stop sign, sign used to protect railroad crossings not protected by interlocking or gates; junction points and other points where required by rule or law.

8. Yellow "PROCEED PREPARED TO STOP" sign indicates "CONDITIONAL STOP" sign will be displayed two (2) miles from "PROCEED PREPARED TO STOP" sign, (except when restricted track is less than two miles from terminal or junction point). "CONDITIONAL STOP" sign placed at point where train

must be stopped unless authorized by foreman in charge of work to proceed beyond sign. Green "Resume Speed" sign will be displayed at point where restriction ends. See Rule 10(i)(1) and 10(i)(2).

9. "Yard Limit Approach" sign indicates "Yard Limit" sign displayed approximately 1 mile ahead. "Yard Limit" sign indicates start of yard limits and is the point where train must be moving at restricted speed when required by rule.

10. R.R. Jct. sign indicates R.R. jct. located 1 mile ahead.

11. R.R. Crossing sign indicates R.R. Crossing located 1 mile ahead.

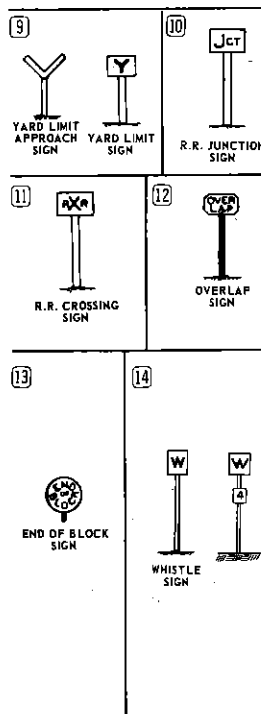
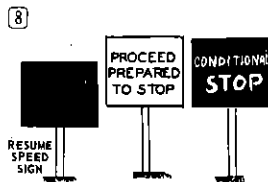
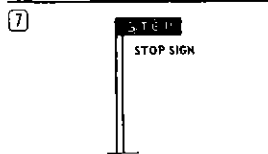
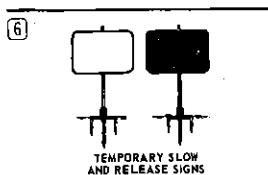
12. Overlap sign indicates the point where signal section for the block ahead begins. After track has been occupied beyond this sign, signals in opposing direction will indicate stop. See Rule 9 Special Instructions.

13. End of block sign indicates the point where block signal section ends.

14. Whistle sign indicates point where Rule 14-L whistle signal must begin. Whistle signal must be repeated or prolonged until crossing is occupied by engine or car. Whistle sign will be located at distances from crossing as follows on sub-divisions where maximum speed is:

40 MPH or less	1320 Ft.
40-60 MPH	2000 Ft.
60-80 MPH	2600 Ft.
80-90 MPH	3000 Ft.

When standard crossing whistle sign bears a number plate below the "W" such sign will designate the number of crossings for which whistle signal Rule 14-L is to be sounded. Whistle signal Rule 14-L must be repeated or prolonged until all crossings protected by





this sign have been occupied by engine or car.

15. Station sign indicates station ahead 1 mile from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign will be located 2 miles from station. Distance to be measured from siding switch in direction of approach.

16. Combination whistle and station sign. To be placed when both signs are applicable as shown in signs 14 & 15.

17. Indicates location of spring switches.

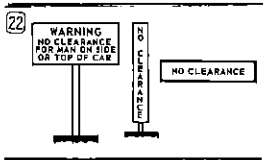
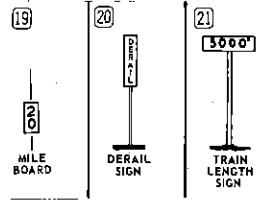
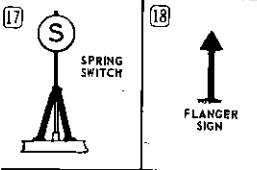
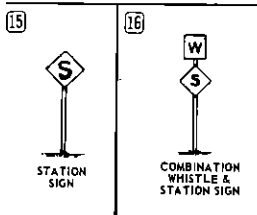
18. Flanger sign indicates location where flangers are to be raised over motor car set-offs, road crossings or other obstructions when operating snow plows, spreaders or other work equipment.

19. Mile board indicates mile post location.

20. Derail sign indicates location of derails.

21. Train length marker signs indicate distance from leaving switch of siding or yard (or other designated point) to determine length of train by feet.

22. No clearance sign indicates point where there is insufficient clearance for a man on side or top of car.



Roadway signs facing direction of approaching trains (except temporary speed restriction signs) will be respected regardless of which side of the tracks signs are located.

**Rule 22**

Loads (gross weight of car and lading) with a maximum gross weight of 263,000 pounds can be moved unrestricted over all main and branch lines except those shown below:

**BRANCH LINES**

Sub-division	Description of Line	Gross Weight
40	Alexandria to Eunice	200,000M
	M. Cars with gross weights over 200,000 pounds but not exceeding 263,000 pounds may be handled between Alexandria and Eunice with the following restriction:	
	<b>Br. No.</b>	<b>Town</b> <b>Speed</b>
	2632	LeCompte      10 mph
	2638	LeCompte      10 mph
	2657	LeCompte      10 mph
	2891	Mamou          10 mph
	2966	Mamou          10 mph
	2991	Eunice          10 mph
	2992	Eunice          10 mph
	2993	Eunice          10 mph
	3000	Eunice          10 mph
37-A	Butterfield to Sparkman	190,000N
	N. From Butterfield to Abco 263,000 pounds can be moved except for Bridge 50A maximum gross weight 190,000 pounds and 50B maximum gross weight 150,000 pounds.	
W&OV	Warren to Banks	200,000
29-A	Des Arc to Mesa	221,000
27-A	Bridgeport to Graham	221,000P
	P. Cars with gross weights over 221,000 pounds but not exceeding 263,000 pounds may be handled between Bridgeport and	

**SPECIAL INSTRUCTIONS (continued)**

Graham with the following restriction:

	<b>Br. No.</b>	<b>Town</b>	<b>Speed</b>
	298	Jacksboro	10 mph
26-A	Anadarko to Mangum		190,000
	Work equipment restrictions: RI 95019 (El Reno relief crane) cannot move over Bridge 495, Mountain View, Oklahoma.		
25-B	Enid to Warren		221,000
25-C	Alva to Enid		200,000
34-A	Homestead to Okeene		221,000

**Industrial and Yard Trackage  
(Restriction account of Bridge)**

28	Dorothy Spur	210,000
	Highland Industrial District	240,000
	Trinity Industrial District	240,000
	Dixie Culvert Spur	190,000
	Oklahoma Gas & Electric Spur (Harrah)	221,000
	Bethany Line (Oklahoma City)	190,000
35-A	Twen Cen, Arkansas	240,000
27-A	Texas Electric Spur	221,000
26-B	Fort Sill Spur	190,000

Loads (gross weight of car and lading) with a maximum gross weight exceeding that shown above must not be moved except on authority of Chief Train Dispatcher. The Chief Train Dispatcher, before authorizing movement, must obtain authority from the General Superintendent of Transportation.

**Rule 23**

In the event of a derailment or accident involving a train, Conductor will take train list and waybills with him when leaving caboose to survey the damage, or if waybills are being carried on head end of train, Conductor must make arrangements to secure. After damage has been surveyed and assessed, he must, as soon as practicable, make a telephone report to the Train Dispatcher the information required below—Items 1 through 11. The Train Dispatcher will enter the information on the proper form in his office along with any other information deemed necessary and furnish to the Chief Dispatcher or Asst. Chief Dispatcher on duty.

1. Train or Engine Number \_\_\_\_\_
2. Location \_\_\_\_\_ Nearest Mile Post \_\_\_\_\_  
Brief description of physical layout such as curves, cut, fill, ascending or descending grade.  
\_\_\_\_\_
3. Time of Derailment or Accident \_\_\_\_\_
4. Loads, empties and tons (in train) \_\_\_\_\_
5. Location in train of derailed cars \_\_\_\_\_
6. Estimate of Track, Bridge or Signal damage \_\_\_\_\_  
\_\_\_\_\_
7. Personal injuries \_\_\_\_\_
8. Cause of Derailment or Accident (if known) \_\_\_\_\_
9. Weather conditions \_\_\_\_\_
10. If Hazardous Material involved:
  - A. How close to residential or commercial establishments \_\_\_\_\_  
\_\_\_\_\_
  - B. Are any cars broken open or leaking (if yes, describe) \_\_\_\_\_  
\_\_\_\_\_
  - C. Is any car or equipment on fire \_\_\_\_\_  
\_\_\_\_\_

11. Details of cars involved as follows: (List each car involved in accident or derailment)

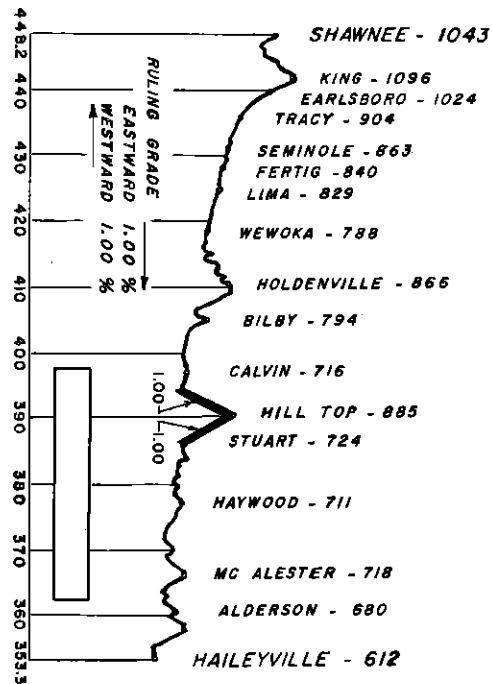
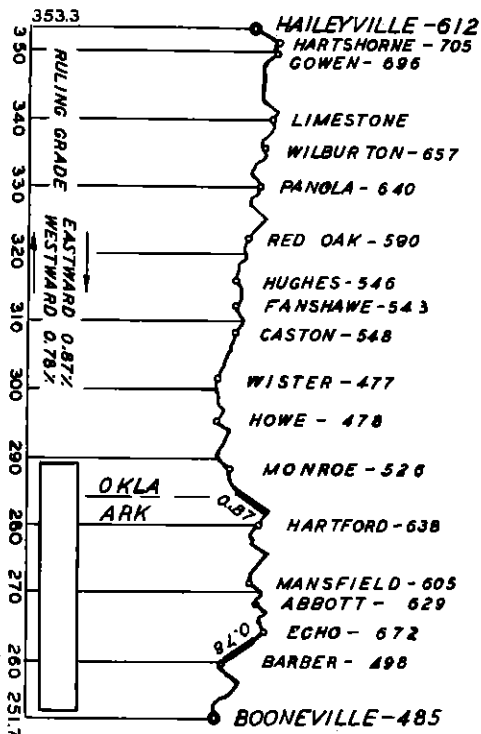
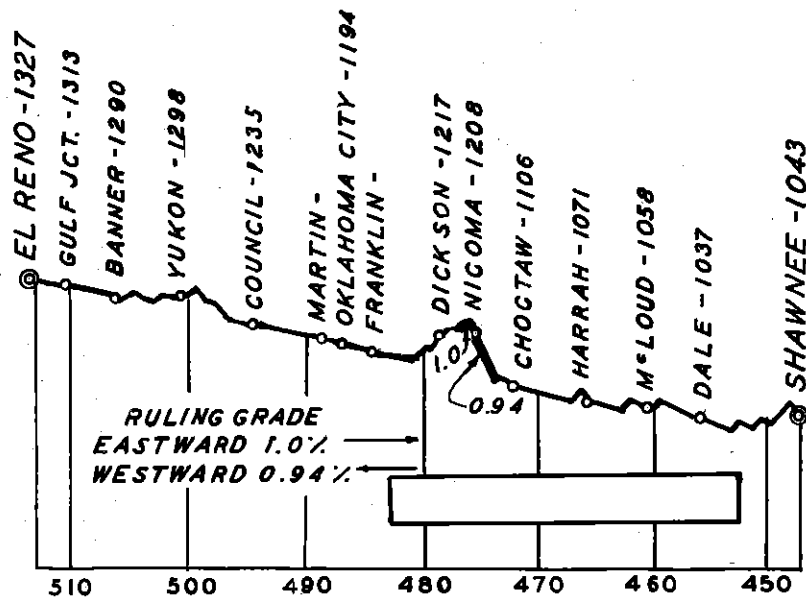
Car Initial & Number	Waybill Name of Commodity	Shipper	Origin	Consignee	Destn	Placarded	Position of Derailed car

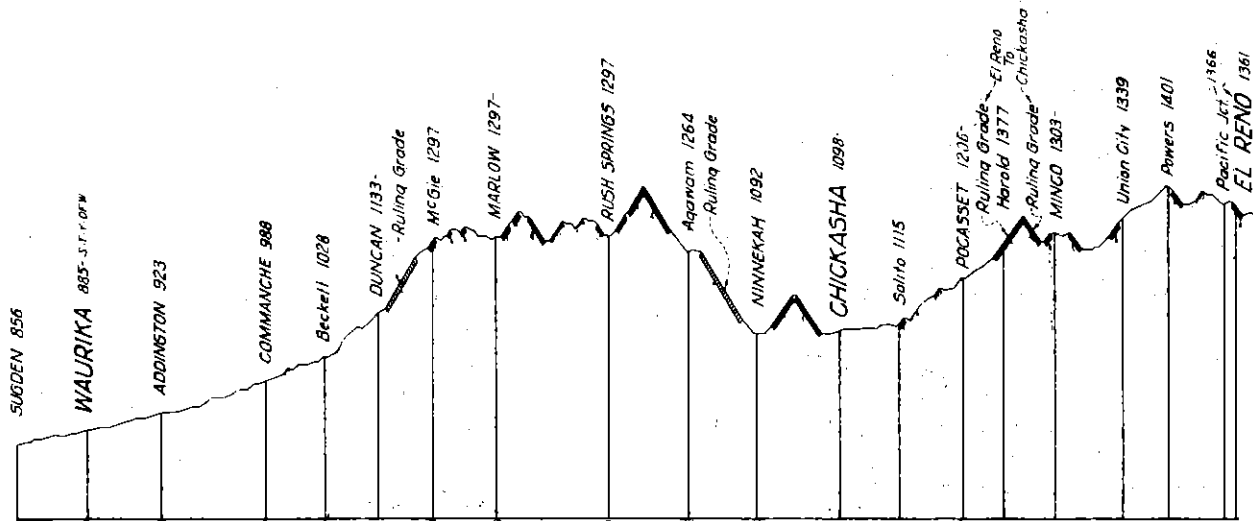
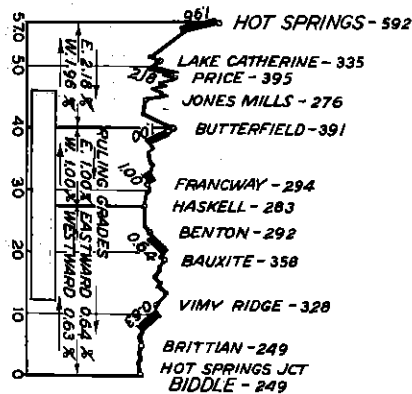
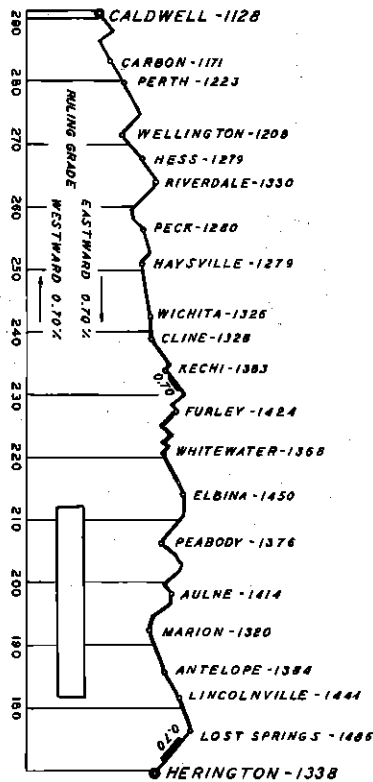
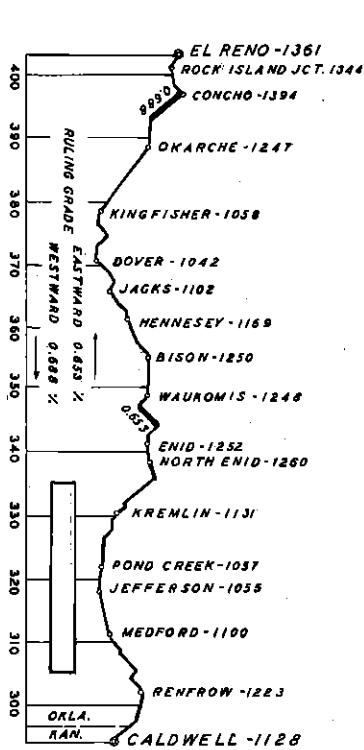
## OFFICERS

C. F. Haley	Senior Assistant Superintendent	El Reno, Oklahoma
F. J. Bridges	Chief Dispatcher	El Reno, Oklahoma
H. L. Reyburn	Chief Dispatcher	El Reno, Oklahoma
F. G. Vestal	Terminal Superintendent	Fort Worth, Texas
H. L. Dyer	Assistant Superintendent	Little Rock, Arkansas
C. S. Branch	Trainmaster	Fort Worth, Texas
E. E. Lloyd	Trainmaster-Agent	Amarillo, Texas
R. N. Trogdon	Trainmaster	El Reno, Oklahoma
R. G. Huff	Trainmaster	El Reno, Oklahoma
C. W. Ivey	Trainmaster	McAlester, Oklahoma
W. J. King	Trainmaster	Memphis, Tennessee
D. B. Hart	Trainmaster	El Dorado, Arkansas
C. K. Holt	Trainmaster	Wichita, Kansas
M. C. Burkart	Trainmaster	Dallas, Texas
B. B. Brenton, Jr.	Trainmaster	Dallas, Texas
W. D. Cummings	Terminal Trainmaster-Agent	Dallas, Texas
F. E. Cooper	Assistant Trainmaster	Little Rock, Arkansas
B. L. Ryan	Road Foreman of Engines	El Reno, Oklahoma
E. R. Pearson	Road Foreman of Engines	El Reno, Oklahoma
B. M. Thompson	Road Foreman of Engines	Little Rock, Arkansas
J. Y. Bounds	Division Safety Officer	El Reno, Oklahoma
T. W. Toal	Division Engineer	El Reno, Oklahoma
M. E. Garcia	General Roadmaster	El Reno, Oklahoma
K. M. Norris	General Roadmaster	Little Rock, Arkansas
T. F. Johnson	Signal Supervisor	El Reno, Oklahoma
C. P. Yetter	Assistant Signal Supervisor	Fort Worth, Texas
H. W. Goggins	Assistant Signal Supervisor	Little Rock, Arkansas
L. Williams, Jr.	Division Mechanical Officer-Loco.	El Reno, Oklahoma
B. W. Rollins	Division Mechanical Officer-Cars	El Reno, Oklahoma
M. L. Mann	Asst. Div. Mech. Officer-Loco.	El Reno, Oklahoma
E. C. Price	Asst. Div. Mech. Officer-Loco.	Little Rock, Arkansas
J. C. Kelly	Asst. Div. Mech. Officer-Loco.	Fort Worth, Texas
N. K. Houston	Asst. Div. Mech. Officer-Cars	Little Rock, Arkansas
L. W. Gregory	Asst. Div. Mech. Officer-Cars	El Reno, Oklahoma

## DISPATCHERS—EL RENO

W. R. Hedrick	Asst. Chief Dispatcher	W. E. Perryman	Dispatcher
R. B. Sarvis	Asst. Chief Dispatcher	V. E. McCormick	Dispatcher
B. G. Adamson	Asst. Chief Dispatcher	M. A. Galloway	Dispatcher
J. L. Steward	Asst. Chief Dispatcher	P. W. Clark	Dispatcher
F. S. Joslyn	Asst. Chief Dispatcher	J. R. Young	Dispatcher
J. N. Speake	Asst. Chief Dispatcher	L. B. Sharp	Dispatcher
A. L. Bone	Asst. Chief Dispatcher	C. L. Linn	Dispatcher
W. A. O'Donnell	Asst. Chief Dispatcher	I. L. Stockton	Dispatcher
C. E. Walters	Asst. Chief Dispatcher	D. B. Barrow	Dispatcher
R. A. Herd	Asst. Chief Dispatcher	D. L. Kirkpatrick	Dispatcher
B. A. Johnston	Dispatcher	G. P. Perez	Dispatcher
L. E. Olson	Dispatcher	D. E. Muse	Extra Dispatcher
C. R. Ferguson	Dispatcher	D. R. Cross	Extra Dispatcher
D. E. Cast	Dispatcher	W. A. Bell	Extra Dispatcher





**TABLE OF TRAIN SPEEDS**

Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour
0	33	110.0	1	19	45.6
0	34	106.0	1	20	45.0
0	36	100.0	1	21	44.4
0	38	94.7	1	22	43.9
0	40	90.0	1	23	43.4
0	42	85.7	1	24	42.9
0	48	75.0	1	25	42.4
0	50	72.0	1	26	41.9
0	52	69.2	1	27	41.4
0	54	66.6	1	28	40.9
0	56	64.2	1	29	40.4
0	58	62.0	1	30	40.0
1	0	60.0	1	31	39.6
1	1	59.0	1	32	39.1
1	2	58.0	1	33	38.7
1	3	57.1	1	34	38.2
1	4	56.2	1	35	37.9
1	5	55.3	1	40	36.0
1	6	54.5	1	45	34.3
1	7	53.7	1	50	32.7
1	8	52.9	1	55	31.3
1	10	51.4	2	0	30.0
1	11	50.7	2	5	28.8
1	12	50.0	2	10	27.7
1	13	49.3	2	15	26.7
1	14	48.6	2	20	25.7
1	15	48.0	2	25	24.8
1	16	47.4	3	0	20.0
1	17	46.7	4	0	15.0
1	18	46.1	6	0	10.0

