ST. LOUIS-SAN FRANCISCO RAILWAY COMPANY

TIME TABLE No. 4

TULSA TERMINAL DIVISION

Effective Sunday, April 22, 1979
0001, Central Standard Time

Superseding Previous Time Tables

B. C. Davidson - Gen. Mgr.
R. A. Rorie - Ass't. Gen. Mgr.

FOR EMPLOYES ONLY

OFFICIALS

C. B. May . . . . . Superintendent
T. A. Griffith . . . . . Asst. Superindent
J. W. Dollar . . . . . Trainmaster
E. R. Smith . . . . . Trainmaster
D. R. Stanley . . . . . Trainmaster
C. E. Brooks . . . . . Asst. Trainmaster
C. L. Mallonee . . . Trainmaster-General Agent
C. L. Coley . . . . . General Yardmaster
H. O. Buzbee . . . . . Chief Dispatcher
F. A. Peebles . . Road Foreman of Equipment
J. T. Cain . . . . Road Foreman of Equipment

DOCTORS

E: Surgical Staff
Glass Nelson Clinic
2020 South Xanthus

E: Dr. Thomas Lewis Ozment
6465 South Yale

E: Available for emergency consultation

TULSA TERMINAL DIVISION JURISDICTION

Westward "Stop" Signal at MP G408-13 to Yard Limit Board at MP G438-13½ and/or Yard Limit at MP E438-07, and from Cherokee Yard to MP Z435.

STANDARD CLOCKS

Telegraph Office . . . . . Cherokee Yard
Diesel House . . . . . Cherokee Yard

TIME INSPECTORS

M. L. Hardesty, 712 W. 23rd St. . . . Tulsa
Thayer Watch and Clock Shop Inc.
6916 East Admiral Place . . Tulsa

SPEED RESTRICTIONS

	MPH
MP G413-10 to MP G420-20	40
MP G420-20 to MP G425-2	20
MP G423-02, thru crossover	10
17th Street, until engine over crossing . .	10
Admiral Place until engine over crossing .	5
Entering main track Tulsa Depot, until engine over Elgin and Cheyenne Street crossings .	5
Thru Turnout MP G428-27	25
MP G428-31 to MP G429-03, South Track .	40
MP G428-39 to MP G429-35, North Track .	20

BLOCK SIGNALS

CTC: MP G408-13 to MP G425-2
CTC: MP G428-25 to MP G437-09

Two main tracks between MP G420-19½ and MP G425-2 designated as north track and south track.

Two main tracks between MP G428-25 and Norris and between Oma and Sapulpa are designated as north and south track.

LOCATION OF YARD LIMITS

Perry Sub Z428-00
Perry Sub Conditional Limits
1801 - 0800 . . . . . Z428-00 to Z432-15

LOCATION OF SPRING SWITCHES

G423-03 . . North Track
(East end M.K.T. connection)
G423-09 . . North Track
(West end A.T.S.F. connection)

INTERLOCKINGS — AUTOMATIC

A.T.S.F.-M.K.T. Crossing, Mile 423.0

Spring switches and take siding indicator for movements to A.T.S.F and M.K.T. connections. When take siding indication displayed, trainmen will line switches for connection after which home signal will display proceed indication for movement into connection.

Spring type derail located on freight house track with light indicator. When light displayed on indicator, spring derail may be reversed and home signal will display proceed indication for westward movements. Eastward movements on freight house track will not require hand operation of spring derail. If white light not displayed or home signal fails to display proceed indication, be governed by Rule 663.

SPECIAL INSTRUCTIONS (LOCAL) CONNECTING LINES

Movement to and from M.K.T. will be governed by the following:

When making delivery to M.K.T. connection, leave not less than 75 feet space on each side of Sand Springs railroad crossing.

Deliver cars to M.K.T. only on interchange track west of Sand Springs railroad crossing. Do not make delivery to M.K.T. on their main line unless verbal permission has been obtained.

SPECIAL INSTRUCTIONS (LOCAL)

Interchange track from Sand Springs crossing to Main Street will hold 50 cars. Do not leave cars south of Archer Street.

Movements to and from A.T.S.F. Yard, Tulsa, will be governed by the following:

Switches between Main Track and Yards at Lansing Street lined and locked for crossover movements. Switch targets will display green indication for crossover movement. Maximum speed permitted through all switches 10 MPH.

Westbound automatic block signal 891 and Eastbound dwarf signal 894 governs movement on Main Track and through crossover and will display flashing red indication (which means restricting signal proceed at restricted speed).

Trains and Engines operate at A.T.S.F yard under rule 93 (Yard Limit Rule). ATSF operating Rules are as follows:

RESTRICTED SPEED: A speed that will permit stopping within half the range of vision, but not exceeding 20 MPH.

Rule 93. Within yard limits, on single track, and for movements with the current of traffic, trains and engines may use main track, not protecting against extras, work extras, or engines, but must give way as soon as possible upon their approach. Engines and inferior trains must clear the main track at the time a first class train is due to leave the next station in the direction from which the first class train is approaching where time is shown. In case of failure to clear the main track by the time required, outside automatic block system limits, protection must be provided as prescribed by Rule 99: within automatic block system limits, when the movement of the engine or inferior train is opposing to the movement of the first class train, protection must be provided as prescribed by Rule 99. Trains must clear other trains which are superior to them as prescribed by Rules 86(a), 86(b), and 86(d).

SPECIAL INSTRUCTIONS (LOCAL)

All trains and engines within yard limits, except first class trains on single track or moving with the current of traffic, must move at restricted speed unless that main track is known to be clear by Rule 281 block signal indication.

A train or engine must not move against the current of traffic within yard limits until authorized to do so by train order, yardmaster, or other designated official, and must move at restricted speed.

Movement to and from Missouri Pacific Yard, Tulsa, will be governed by the following:

Crews must only deliver to M.P. on M.P. No. 3. M.P. No. 4 must be left clear and switch left lined on both ends of M.P. No. 4 for movement on M.P. No. 4 except in case of derailment.

INDUSTRIES

White light indicator MP 428-25 on yard lead, white light displayed is authority for movements between yard lead and industry lead. If white light is not illuminated, authority for movement must be secured from dispatcher.

Do not switch over live rail Ozark Chemical plant. When weighing cars, keep lead lined for Track No. 6. When necessary to make cut, cut as near west end of scale as possible and do not pull any cars over live rail when avoidable.

A member of crew will walk ahead of all cars or engines being moved through Flint Steel Company.

When switching DuPont, Spot 143, do not go in or out of the plant with cars over 60 feet coupled together.

When switching Thermal Systems, Spot 311, employees will position themselves on the east side of the track.

The following instructions apply in Sun Oil Company Refinery:

Walkway crossing on light oil racks and rear end old lube rack must be left open at all

times and when coupling these tracks, trainmen will remain at each opening to prevent personal injury or accident.

Cars will not be cut off in clear tracks at light oil racks. Not less than two cars with good hand brakes set and more if necessary will be required in any of these tracks before cars with rider are cut off.

Engines will not be moved by casinghead rack.

Spot No. 581, Oklahoma Tire and Supply, will not clear a man on side of engine or car.

CROSSINGS

The following crossings must be flagged from a ground position:

Howard Branch: Pine Street, 11th Street, 15th Street and Sheridan Road.*

Texas Belt: Southwest Boulevard.*

Thermal System, Spot 311: First Street*

Texas Company Refinery: Crossing in middle of track and at west end of rack.

Sun Oil Company Refinery:

- No. 2 Lube Plant
- Canning Plant, or double crossings (2)
- Boiler Shop (3)
- Old Acid Track
- Old Lube Rack
- Boiler House No. 3 — tracks 8 and 9
- No. 7 crossing, or crosing south of Frisco Loading Rack
- Cat Cracker Crossing

* When night signals required, display a lighted red fusee on each side of crossing.

CHEROKEE YARD

Train orders may be dupliciated mechanically at Tulsa, Oklahoma.

SPECIAL INSTRUCTIONS (LOCAL)

Shove indicators for use in making up trains or other uses in receiving and departure yards will display the following aspects and indications:

Lunar — Shove
Flashing Lunar — Shove
Dark — Stop

Locations and designations of shove indicators for westward movements are as follows:

Group #1 — At west end Rip Tracks across from Diesel House.

Group #2 — Across from Trimmer Tower.

Group #3 — At west end of Garden Yard.

Group #1, Group #2 and Group #3 indicators will display lunar aspect until cars have been shoved within 400 feet of fouling point on west end of RD thoroughfare thru RD-2. Group #1 indicators will display lunar aspect until cars have been shoved within 400 feet of fouling point of crossover pattern west of Crest Tower Building on Tracks RD-3 thru RD-7. Group #2 and Group #3 indicators will display flashing lunar aspects until cars have been shoved within 400 feet of fouling point at west end of Tracks RD-3 thru RD-7 pocket. Lunar aspect does not indicate position of power switches in crossover pattern west of Crest Tower Building.

Location and designation of shove indicators for eastward movements are as follows:

Group #4 — At east end of Scale Track near west end of 4th Group in Classification Yard.

Indicators will display lunar aspect until cars have been shoved within 400 feet of fouling point at Trimmer end of yard, RD thoroughfare thru RD-7.

The following will govern the use of power switches controlled by tower yardmasters within Cherokee Yard:

Rule 104(d) will apply.

Power switches are equipped with color light indicators in lieu of switch targets. Aspects and indications are as follows:

SPECIAL INSTRUCTIONS (LOCAL)

Green — Switch lined for normal movement.
Yellow — Switch lined for diverging movement.
Dark — Stop.

Before moving over power switch with dark indication, a member of crew must examine switch to see that points fit properly and must remain at switch until leading wheels pass over switch.

If a power switch has been lined for an approaching train by a tower yardmaster, it must not be changed until yardmaster has determined the location of the train. When an indication has been displayed on the yardmaster's console for movement of a train, the lever or control device must not be changed or moved when any portion of a train is on or approaching the switch until the train has been stopped.

Crest Tower and Trimmer Tower Yardmasters will place clips under buttons for R&D tracks blocked out. Clips will not be removed until employee responsible for blocking track has cleared track. Crest and Trimmer Tower Yardmasters will record times and tracks on form CT-201 (dated July 1977).

Switch Location	Normal Position
Switch to Garden Tracks 69 thru 73 from RD-7 at east end of Cherokee Yard.	Lined for RD-7*
Switch to Diesel House from RD-4 at the east end of Cherokee Yard near 21st Street Viaduct.	Lined for RD-4*
Switch to Texas Belt from the south track at the east end of Cherokee Yard near 17th Street.	Lined for south track*
Switch to Garden Tracks 69 thru 73 from the west engine lead at the west end of the	Lined for west engine lead*

Switch Location (Cont'd.)	Normal Position
Garden Yard.	
Switch on the west engine lead entering RD-7 across from the Crest Tower Building.	Lined for RD-7*
Switch at south end of Texas Plant.	Lined for the Missouri Pacific*
Switch serving Spot 401-Z, New Market Track.	Lined for Storage No. 2*+

* Road and yard crews using these switches must restore them to normal position as soon as movement is completed through the switches.

\+ Switch is kept locked when not in use.

Straddle crane located on Track No. 8 at TOFC dock will not clear a man on side of car. This crane operates over track a distance of 300 feet from dock. Employes will not ride side of car at this location. Crane hook must be in fully retracted position before spotting or moving cars at this location.

Side dock located on the south side of Rip Track Number 1 on the west end of the Rip Shed will not clear man on side of car.

Speed of trains and city cuts arriving and departing Cherokee Yard will be reduced to 10 MPH until last car passes by TV camera located at the following locations:

AV main track at wye switch
17th Street north and south tracks
41st Street overpass on Passenger Main and Freight Lead

This speed will be maintained by these locations unless otherwise instructed by yardmaster.

Engine foreman handling cuts from Sun Refinery, Texas Belt or AV main track will advise Crest Tower Yardmaster when cut is ready for Yard.

Crest Tower Yardmaster will notify Chief Yard Clerk of route train or cut will use entering yard prior to time train or cut passes TV cameras.

HUMP

Retarder operator must not make nor permit unauthorized repairs, alterations or additions to car retarder plant.

Engines must not be moved through retarders when in closed position.

Sand must not be used or water allowed to run from engine between the crest of the hump and clearance points to the west end of the classification yard.

When cars are stopped in car retarder and it is necessary to pull them back up the hump, be sure to first shove ahead a sufficient distance to rerail any cars that might have been squeezed out by the retarder.

Retarder operators must give their undivided attention to the handling of cars, to know that cars are properly retarded and handled to the various classification tracks in such manner as to avoid damage to cars or contents.

Retarder operators must check to see that retarder system is working normally, calling maintainer to repair anything that may not be working properly.

Retarder operator will not leave control room unless authorized by yardmaster, who will advise as to position to leave control levers. At shift change, retarder operator must not leave control room until relief retarder operater is present.

Retarders must be kept in the closed position when not in use.

Hump signals: Movement of hump engine on hump track will be governed by wayside signals.

SPECIAL INSTRUCTIONS (LOCAL)

Following signal indications govern:

Color	Indication
Green	Approach hump (4 MPH unless otherwise directed)
Yellow	Hump (2 MPH unless otherwise directed)
Red over Red	Back
Red	Stop

Signals must display their most restrictive indication, except when displayed for immediate movement.

When long car detector bell sounds in hump conductor's office:

1. Clear out codes in console before humping car causing alarm.
2. Place one code in console.
3. Hump the car causing the alarm into its classification track before continuing normal humping procedures.

Appliances must be operated carefully and only by those charged with that duty. If any irregularity is detected, their use must be discontinued and signals be displayed to give their most restrictive indications until repairs are made.

When a derailment occurs, damage to track, switch or retarder, switching movements must be stopped and yardmaster notified.

Before starting to hump cars, engine foreman will sound one long blast on siren as a warning to employes that humping is about to begin. Three short blasts of siren is call for signal maintainer.

Escape track switch west end fourth group lead controlled by retarder operator. When switch is lined for movement via escape route, retarder operator will pin until movement completed.

This switch is interlocked with switch leading to Tracks 41 through 50 and when lined for escape track, cars cannot be routed to Tracks 41 through 50. North trimmer signal governs movement from fourth group and will clear when escape route is lined.

SPECIAL INSTRUCTIONS (LOCAL)

Movement to and from escape hatch track and 4th group may be made only on illuminate white light indication on signal at base of escape hatch track.

Dragging Equipment Detector is installed west of Hump Office and when Hump Repeater signals indicate "Stop" unexpectedly, cars should be checked for dragging equipment.

The Trimmer Tower Yardmaster will not permit engine to enter classification tracks from the east end until such time as classification track is blocked. The Trimmer Tower Yardmaster will have a clear understanding with the retarder operator and hump conductor as to time and classification track blocked. Trimmer Tower Yardmaster will record time classification tracks are blocked and cleared on Form CT-102 (Revised May 1978).

When an engine (other than a hump engine) is working in west end of classification yard during humping operations it must be protected by Crest Tower Yardmaster blocking out necessary track or tracks.

Retarder operators will record times and classification tracks blocked and cleared on Form CT-96 (dated July 1963). Retarder operators will also record Track Protection Granted to Workmen on Form CT-31 (dated July 1977).

All cars having a gross weight in excess of 110 tons must be humped as single car units.

Multiple car cuts will be limited to a maximum of 4 cars.

Empty cars will not be humped when coupled to loaded cars.

Hump conductors will record times and classification tracks blocked and cleared on Form CT-96 (dated July 1963).

SPECIAL INSTRUCTIONS (LOCAL)

Hump conductors will be responsible with retarder operators for the protection of hump engines in the classification tracks. Tracks must be blocked and time recorded on Form CT-96 (dated July 1963).

Hump conductors will put clips under buttons for tracks blocked out. Retarder operator will insert pins when tracks or group of tracks blocked out. Clips and pins will not be removed until employee responsible for blocking track has cleared track or group of tracks.

When conditions require, member of hump crew will remain on ground to afford protection to his engine and crew.

Skates must be placed on rails, not less than five car lengths from clearance point at east end of classification tracks except when removed to pull or shove a track unless otherwise provided. The crew removing a skate will be responsible for replacing it on the track. Rail should be sanded for a distance of not less than 10 feet east of skate. Crewmen reskating track will immediately release track to tower yardmaster.

Yardman skating track will notify yardmaster if track has no skates or if only has one skate.

Scale test car SLSF 99156 is assigned to Tulsa Terminal Division and must not be moved outside Tulsa Terminal Division without special authority of General Superintendent Transportation.

SPECIAL INSTRUCTIONS (System)

SL-SF rules and instructions will govern when using SL-SF tracks. Foreign lines rules and instructions will govern when using foreign line tracks.

All Transportation Department Employees who may be required to use or handle train orders or report trains, will attend a minimum of two Transportation Department Book of Rules meetings per year. Preferably at least one each six months.

Employees who attend less than two rules meetings per year will be required to pass a written examination on the Transportation Department Book of Rules to remain qualified for service. Employees will be notified when and where rules meetings will be held. Those employees required to take written examinations will be notified in writing the time and place of such examinations.

Watch Comparison as required by Rule 2 of the Rules of the Transportation Department, is during the months of January and February on an annual basis.

Trains finding light out in color light train order signals or train order signals displaying stop indication, may proceed after securing clearance or on authority of the train dispatcher.

In CTC where maximum speed permitted is in excess of 20 MPH trains using a main track switch, not equipped with electric lock, must have a portion of the train occupying main track or leave main track switch open while using such track.

Road foreman of equipment has authority of trainmaster.

When coupling cars in ramp or dock tracks or spotting cars to ramps or docks, stop must be

made between 5 and 20 feet from standing cars, ramp or dock.

During hail storms, when handling automobiles in TOFC service, or on tri-level, or bi-level cars, reduce speed to 10 MPH until storm is over.

Loaded TOFC cars, tri-level and bi-level cars handling automobiles, and flat cars containing transformers, lading easily susceptible to damage or of high value, except in switching, shall not be coupled to cars containings pipe, poles, piling or other loads liable to shift.

When loaded TOFC cars or multi-level cars loaded with automobiles are derailed, Jacks or blocking must be used to rerail. The use of re-railing frogs will not be permitted except when authorized by qualified Transportation or Mechanical Department officer at scene of derailment.

Open top equipment containing asphalt, coal, crushed stone, ore, rock, sand, or other commodities subject to blowing or sifting, and cars containing acid or chemicals must not be moved ahead of open type cars loaded with automobiles, trucks, or saddle-mounted tractors, which could be damaged by such commodities, unless eight (8) cars, except flat cars, intervene.

Loaded TOFC cars and multi-level cars loaded with automobiles must not be kicked or dropped.

Except in servicing equipment, employees must not occupy the roof of a freight car, engine or caboose. Employees whose duties require them to occupy the roof of a car, engine or caboose may do so only when equipment is standing.

When defective equipment detector (hot box, dragging equipment, or any device that indicates equipment failure) indicates a defect, train must stop immediately by initiating normal braking procedures. A walking inspection must be made of both sides of the entire train, and also track if evidence of equipment dragging.

If defective equipment detector indicates a defect before reaching the detector, or if the detector is out of service, movement must be stopped and both sides inspected by either a walking or pull-by inspection.

Radios will not be used within one (1) pole length of hot box detector.

Circumstances requiring stop and inspection, and disposition of any defective equipment, must be reported to the Chief Dispatcher.

Oscillating red light, flashing yellow light and intermittent radio tone indicates train defect. Oscillating red light or white light above flashing yellow light indicates dragging equipment. White light illuminated on either side of flashing yellow indicates side of train where defect is located. Illuminated white light located on track side of detector house indicates detector is operating. When white light is NOT illuminated, detector is not working.

When doubling hills, after stalling, or train separation, engineer will not place automatic brake valve in a position to release train brakes until angle cock is closed on rear car of cut, or cuts to be doubled.

OTHER SPEED RESTRICTIONS

When temperature is 10 degrees above zero or lower and where authorized speed is:

45 MPH	reduce speed to	40 MPH
50 MPH	reduce speed to	45 MPH
55 MPH	reduce speed to	45 MPH
60 MPH	reduce speed to	50 MPH

"UNIT TRAINS" with net car weight exceeding 90 tons per car and "ANY TRAIN" containing 20 or more cars with net weight exceeding 90 tons per car are restricted as follows:

10 MPH through sidings and yard tracks.

Extreme care should be used to avoid speeds in the 16 to 25 MPH range.

If observance of a slow order results in speed being reduced to within the 16 to 25 MPH range maximum speed should be reduced to 15 MPH or less.

TRAINS HANDLING:

20 or more cars which exceed 90 net tons per car:
Maximum Speed ..... 40 MPH
Except: Enid-Beaumont Subs ..... 25 MPH

Loaded Ribbon Rail Cars ..... 45 MPH
Empty Ribbon Rail Cars may be handled in trains without speed restrictions but must be handled on rear of train.
Ribbon Rail Cars loaded with Continuous* rail must be handled by trains that are not handling any other cars except those necessary to load or unload continuous rail.
*Continuous rail: Rail either welded or bolted together, to make a length of rail spanning two or more cars.

Partially loaded tank cars (contents less than 85% of gallon capacity). Move on authority of Chief Dispatcher, near head end of train ..... 45 MPH

TRAIN HANDLING COMPANY OWNED EQUIPMENT LISTED IN ITEMS (1) and (2) WILL BE HANDLED AT REDUCED SPEED AS FOLLOWS:

Maximum Speed	Reduce to:
45 MPH or more	30 MPH
40 MPH	25 MPH
35 MPH	20 MPH
30 MPH	20 MPH
25 MPH	15 MPH

(1) Work Equipment moving on own wheels:

SLSF	98000	Bridge Crane
SLSF	98001	Bridge Crane
SLSF	98003	Bridge Crane
SLSF	98004	Bridge Crane
SLSF	98005	Locomotive Crane
SLSF	99070	Locomotive Crane
SLSF	99071	Locomotive Crane
SLSF	99072	Locomotive Crane
SLSF	99101	Spreader-Ditcher

SLSF	99102	Spread-Ditcher
*SLSF	99020	Bridge Crane
SLSF	105288	Snow Plow

*SLSF 99020 M. of W. Bridge Crane, B.C. 2, (100 Ton Derrick) move only in local service, if available, with boom trailing just ahead of caboose, restricting speed as follows:

Where Maximum Speed	
30 MPH or more	25 MPH
29 MPH or less	10 MPH

(2) Work Equipment, loaded on cars from point of loading to nearest location of car inspectors:
Bull Dozers
Rail Layers
Cranes
Shovels
Dumptors
Speed Swing
Motor Graders
Track Cleaners
Tractor Ditchers and Scrapers
Wheel Tractors with attachments

(When moving after inspection by car men, may be handled without restrictions unless otherwise instructed.)

Revenue equipment of above types loaded on cars will be handled as oversize loads when applicable.

Movements of locomotives on revenue billing must be approved by General Superintendent Transportation.

Engines working on lead when going in on track after cars will leave man following engine on lead, whenever practicable. This man will handle switches and give signals to expedite all movements. When engines are coming out on the lead they will approach the lead prepared to stop unless it is known to be clear or on proceed signal from yardman on the lead.

When engines are coupled to rear of transfers

to help them out of the yards the air must not be coupled up between pusher engine and transfer until air has come through train line from lead engine.

Multiple loads and/or loads requiring idler cars will not be handled in road movement except on instructions of Chief Dispatcher.

REVISION OF THE RULES OF THE TRANSPORTATION DEPARTMENT

RULES OF THE TRANSPORTATION DEPARTMENT, MARCH 1, 1957 HAS PASTER INSERTS ISSUED JANUARY 1, 1975 FOR PAGES:
14-33-37-42-63-64-71-95-142-158 and 163 OF THE REPRINTED EDITION (FORM CT 3 STANDARD REVISED 9-72).
CONSULT YOUR RULE BOOK TO INSURE YOU HAVE THE RECENT PRINTING AND THE SUPPLEMENTAL PAGE INSERTS, APPLYING TO THE SUPERINTENDENTS OFFICE IF FOUND DEFICIENT.

Rule 15 Amended:
The explosion of two torpedoes is a signal to immediately reduce speed to 20 MPH, or slower if necessary, prepared to stop short of train, engine, car or stop signal for a distance of two miles from the point where the torpedoes were exploded.
Torpedoes must be placed on the rail not less than 150 feet apart. They must not be placed near station buildings, crossings, or on other than main tracks or sidings.
When there is possibility they may be covered by snow, a duplicate set will be placed on the opposite rail to explode simultaneously.
The explosion of one torpedo will indicate the same as two, but the use of two is required.

Rule 26 — BLUE SIGNAL PROTECTION OF WORKMEN, Amended:
As used in Rules 26, 26(a), 26(b), 26(c), and 26(d), of the Rules of the Transportation Department, the following definitions apply:
"Workmen" — Railroad employes assigned to

inspect, test, repair or service railroad rolling equipment, or their components, including brake systems. Train and yard crews are excluded, except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.
"Rolling Equipment" — Engines and railroad cars.
"Blue Signal" — A clearly distinguishable blue flag or blue light by day and a blue light by night; blue light may be displayed either steady or flashing.
"Effective Locking Device" — When used in relation to a manually operated switch or derail, a lock which may be locked and unlocked only by the craft or group of employee applying that lock.

Rule 26
A blue signal indicates that workmen are on, under or between rolling equipment, and that the equipment must not be coupled to or moved. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on engine service tracks or when a derail is used to divide a track into separate working areas.
Blue signals must be displayed by each craft or group of workmen and may only be removed by the same craft or group that placed them.

Rule 26(a)
Workmen may not work on, under or between rolling equipment on any track unless:
(1) Each manually operated switch providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch; or
(2) A derail capable of restricting access to the portion of track where work will be performed is locked in derailing position with an effective device, and:
— Positioned at least 150 feet from the rolling equipment to be protected; or

— Positioned at least 50 feet from the end of an engine on an engine servicing track where speed does not exceed 5 MPH.

A blue signal must be displayed at each derail. Whenever one switch of a crossover is located beneath rolling equipment which is under blue signal protection the next switch of the crossover must be lined and locked against movement of that crossover. A blue signal need not be displayed at either crossover switch.

When workmen are working on, under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine.

When emergency repair work is to be done on, under or between the engine, or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member of the crew, or by a workman, and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employees are clear and the engineer so advised by the same employee.

Rule 26(b) — ENGINE SERVICING FACILITIES

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

From the entrance switch to the service track, and the engine which is placed on the track is stopped short of coupling to another engine or

From the controlling unit to be moved and from the service track departure switch before the engine is removed from the track.

An engine protected by blue signals may be moved on a track within the designated engine servicing area under the exclusive control of mechanical forces, when operated by an authorized employee under the direction of the employee in charge of the workmen, after the blue

signal has been removed from the controlling engine to be repositioned, and the workmen on the track have been notified and are clear of the movement.

Rule 26(c) — CAR SHOP OR REPAIR TRACK PROTECTION

A blue signal must be placed at the entrance switch to a repair track or a car shop when workmen are working on, under or between rolling equipment. Each manually operated switch providing access to the track must be lined against movement to the track and secured with an effective locking device.

Rolling equipment protected by blue signals on car shop or repair tracks which are under exclusive control of car department forces, may be repositioned with a car mover when operated by an authorized employee, under the direction of the employee in charge of the workmen, after the workmen on the track have been notified and are clear of the movement.

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

Rule 26(d) — HUMP YARD TRACKS & TRACKS WITH REMOTELY CONTROLLED SWITCHES

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

The operator may not remove the locking device unless he has been informed by the person in charge of the workmen that it is safe to do so. The operator must maintain for 30 days a written record of each notification which contains the following information:

The date and time he received notification of work to be performed;

The name and craft of the employee in charge who provided the notification;

The number or other designation of the track involved;

The date and time he notified the employee in charge that protection has been provided; and

The date and time he was informed that the work had been completed, and the name and craft of the emplyoee in charge who provided this information.

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

Rule 34 Amended:

Employees located in the operating compartment of an engine must communicate to each other in an audible and clear manner the name or aspcts of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineman to have each employee comply with these requirements, including himself.

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

If a crew member becomes aware that the engineman has become incapacitated or should the engineman fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other

members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve.

Rule 34(a)

A proceed signal indication may be changed to display stop before it is reached and engine men and train men must be on the alert to observe it. Such occurrences must be reported to chief dispatcher.

Rule 93 Amended:

Yard limits will be indicated by yard limit signs. Stations where yard limits are in effect will be designated by timetable, train order, bulletin, general order or special instructions.

The main track(s) within yard limits may be used clearing the time of first class trains when due to leave the last station where time is shown. In non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99. Protection against second and third class trains, extra trains and engines is not required.

All trains and engines, except first class trains, must move within yard limits prepared to stop within one-half the range of vision but not exceeding 20 MPH, unless main track is known to be clear by block signal indication. When moving against the current of traffic or on portion of double or two or more tracks used as a single track within yard limits, all trains including first class trains must move prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Movements against the current of traffic within yard limits must not be made unless authorized by train order or protected by yardmaster or other authorized employee.

In yard limits in ABS territory, information on delayed first class trains may be issued by the train dispatcher either verbally or by message to yardmaster or member of a crew.

Rule 99— Amended:

When a train is moving on a main track at less than one-half the maximum speed for that territory, flag protection against following trains on the same track must be provided by a crew member dropping off single lighted fusees at intervals that do not exceed the burning time of the fusee.

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

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

When required by the rules, a crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by the time table or other instructions for that territory, placing two torpedoes on the

rail not less than 150 feet apart, displaying a lighted fusee, and remaining at that location until recalled or relieved.

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

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

When a train requires protection the engineer must immediately sound signal 14(c) or 14(d). Inability to hear these signals does not relieve members of the crew from protecting the train. Flag protection against following trains on the same track is not required under the following conditions:

(a) In ABS territory, when rear of train is protected by at least two block signals.

(b) When rear of train is protected by an absolute block. (Absolute block means a block in which no train is permitted to enter while it is occupied by another train.)

(c) When rear of train is within interlocking limits.

(d) When a train order, general order or special instructions provides that flag protection is not required.

Flagman's Signals:

Day Signals — A red flag not less than ten torpedoes and six red fusees.

Night Signals — A white light, not less than ten torpedoes and six red fusees.

Minimum flagging distance required where maximum speed is:

0 - 25 MPH	1 mile distance
26 - 35 MPH	1½ mile distance
36 - 49 MPH	2 miles distance

All ABS or CTC territory regardless of maximum speed — 2 miles distance

Maximum Speed:

The highest speed authorized on a subdivision for the operation of trains and engine on main track except as otherwise restricted by special instructions.

Rule 101(a) Page 42 — Note Deleted.

Rule 101(c) Amended:

"When it is known or suspected that any part of a bridge has been damaged, no train or engine shall be permitted on the structure until inspection has been made and movement has been authorized by a qualified bridge man.

When a steel bridge span is involved, a supervisor from the System Bridge Engineer's office must immediately be contacted, an inspection arranged and judgment made to determine if safe for passage of trains. Only after authorization from a member of the System Bridge Engineer's Staff, will trains or engines be permitted to occupy such steel structure.

If an employee has reason to believe that train or engine has passed over any defect or condition in the track or structures which may endanger the safety of trains or engines, protection must be provided and train dispatcher notifid.

Rule 104(e) Amend first paragraph:

Location of spring switches may be designated by general order.

Rule 214, Third paragraph, READING:

"An operator is authorized to deliver a clearance without the dispatcher's OK when the means of communication fails, provided orders, if any, have been made complete, by endorsing 'Wire Failure' on the clearance. When communication is restored, operator must notify the dispatcher of each train, and time cleared, and the numbers of train orders delivered".

IS DELETED.

Rule 221 Amended:

Second paragraph, Page 69, Reading; "except when changed to display "CALLING ON" indication, and

Third paragraph, Page 69, Reading; "or when changed to display "CALLING ON" indication". ARE DELETED.

Rule 221(a) Page 70; DELETE

Rule 221(d) Example 2 — "CALLING ON" . DELETE.

Train Order Form N — CALLING ON ORDER, Page 90; DELETE.

Track Protection by Train Order, Form Y, paragraph 2, Page 98 is amended:

(2) If red flag not displayed, stop at entrance to restriction, wait until time in order is up and then proceed.

NOTE: Unless otherwise prescribed, speed over track within time and Mile Post limits stated in order will not exceed 10 MPH.

When this type protection is desired, foreman in charge of work will make request of Chief Dispatcher giving Mile Post location, time and date or dates protection desired. After train order properly placed dispatcher will advice foreman by furnishing foreman copy of order, delivery of order to foreman to be recorded in train order book.

Foreman must secure copy of order and verify time limits and locations for accuracy before work is begun. If order is placed for more than one day, foreman must confirm daily after order is received that protection remains in effect by contacting dispatcher through an operator. The dispatcher will record in the train order book daily the time and date this information is furnished the foreman.

Train order may be cancelled only by foreman in charge of work. Train order must be reissued each calendar week.

Rule 503 Amended: Add Paragraph (d)

"A train or engine within 'track and time limits' may pass 'Stop' and 'Stop and Proceed' Signals displaying stop indiaction without stopping, continuing at restricted speed, but must stop at 'Stop' signals displaying stop indication where signal protects power switch and proceed only after examination of power switch to insure switch is lined for route to be used, remaining at power switch until leading wheels pass over switch. If switching movements are to be made at a power switch, power must be removed, and switch placed in hand throw operation."

Page 111, under CTC rules, Note reading:

"NOTE: Where the term "dispatcher" is used, it has reference to dispatcher, operator, or any employee acting upon authority of the dispatcher."

IS DELETED.

Rule 611 Amended:

The limits of track and time granted must be protected by such blocking devices as are necessary to prevent entry into track and time limits. This protection must be provided:

1. Before granting track and time limits.
2. During time track is out of service.

Blocking devices may be removed to control movements on adjacent track and to permit displaying proceed indication to train or engine to move out of track and time limits in the same direction in which it entered.

When authority to operate power switch by hand is authorized, remote operation of switch must be blocked until dispatcher has been notified such switch has been restored to normal control position.

Rule 611(a), DELETE.

Rule 988, Added:

"The designation of 'dispatcher' in any rule will also include train director when applicable."

Rule 1101 — Amended:

All employes, except those specifically authorized by the Federal Communications Commission (FCC) are prohibited from making any internal adjustments to a railroad radio. Employes so authorized must carry their FCC operator license or verification card when on duty.

Rule 1102 — Amended:

No employee shall knowingly transmit any false emergency communications, any unnecessary irrelevant or unidentified communication, nor utter any obsence, indecent, or profane language via radio. No employee shall divulge or publish the existence, contents, purport, effect or meaning of any communications (emergency communication excluded) except to the person for whom the communication is intended or to another employee of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

Rule 1103 — Amended:

An emergency call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, collissions, storms, washouts, fires, obstructions to track, or other matters which would cause serious delay to traffic, damage to property, injury to employes or the traveling public, and shall contain as complete information thereon as possible. All employes shall give absolute priority to communication from a station in distress, and except in answering or aiding that station shall refrain from sending any communications until there is assurance that no interference will result.

Rule 1104 — Amended:

Any employee shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.

Rule 1105 — Amended:
The location of radio base and wayside stations, time such stations are attended, and assigned channels, will be designated by timetable or other instructions.

Rule 1106 — Amended:
Before transmitting, an employee operating a radio must listen a sufficient interval to be sure the channel is not already in use, give required identification, listen for acknowledgment from the employee to whom he intends to transmit, and must not proceed with transmission until such acknowledgement is received.

Rule 1107 — Amended:
Employes transmitting or receiving a radio communication must begin with the required identification and must include the following in the order listed below:

a. BASE OR WAYSIDE STATIONS:
   1. Name or initials of the railroad.
   2. Name of office or other unique designation of the station and location of station.

b. MOBILE UNITS:
   1. Name or initials of the railroad.
   2. Train name (number), engine number, or words that identify the precise mobile unit.

If an exchange of communication continues without substantial interruption, identification must be repeated each 15 minutes. After positive identification has been made in connection with switching, classification and similar operations wholly within a yard, fixed and mobile units may use short identification after the initial transmission and acknowledgement.

Rule 1108 — Amended:
An employee receiving a radio call must not delay acknowledgment unless is would interfere with duties relating to safety.

Rule 1109 — Amended:
An employee who receives a transmission must repeat it to the transmitting party except when the communication:

a. Relates to yard switching operations.
b. Is a recorded message from an automatic alarm device.
c. Is general in nature and does not contain any information, instruction or advice which could affect the safety of a railroad operation.

Rule 1110 — Amended:
To indicate to the receiving employee the transmission is ended and that a response is expected, the transmitting employee must say the word "over".

Rule 1111 — Amended:
To indicate to the receiving employee the exchange of transmissions is complete and that no response is expected, the transmitting employee must say the word "out".

Rule 1112 — Added:
When base and wayside stations or mobile units are manned, the radio must be turned on to the appropriate channel with volume adjusted to receive communications.

Rule 1113 — Added:
Radio communications must not be used to avoid compliance with any operating rule.

Rule 1114 — Added:
Any radio communication which is not understood or completed in accordance with these rules must not be acted upon and must be treated as though not sent. Exception: If any information is received which would affect the safety of employees, the public, or damage to property, the safe course must be taken and, if necessary, movement stopped until an understanding has been reached.

Rule 1115 — Added:
Radios used in train operation, outside yard limits, must be tested at the point where the train is originally made up.

Rule 1116 — Added:
Engineers and conductors must test the radio at least once during each tour of duty to ensure the radios are working on the engine and caboose.

Rule 1117 — Added:
Radio tests must consist of an exchange of voice transmissions with another radio and the quality and readability of its transmission must be ascertained.

Rule 1118 — Added:
A mulfunctioning radio must not be used, and each crew member of the train and the train dispatcher or other designated employee must be notified by any alternate means of communication available as soon as practicable.

Rule 1119 — Added:
Radio must not be used to give information to a train or engine crew about the position, aspect, name, or indication displayed by a fixed signal, except between members of the same crew.

Rule 1120 — Added:
When radio is being used in lieu of hand signals both the direction and distance to be traveled must be given. Movement must be stopped in one-half the distance specified unless additional instructions are received.

Rule 1121 — Added:
When train orders are transmitted by radio they must be transmitted in accordance with applicable operating rules and the following:

a. The train dispatcher or operator shall call the addressed of the train order and state his intention to transmit the train order.

b. Before the train order is transmitted, the employee to receive and copy the train order shall state his name, identification or

call sign, location and that is prepared to receive a train order. Train orders may not be received and copied by an employee operating the controls on an engine of a moving train. Train orders may not be transmitted to the crew of a moving train when, in the judgment of either the conductor, the engineer, or the train dispatcher, the train order cannot be received and copied without impairing the safe operation of their train.

c. Train orders shall be copied in writing by the receiving employee in the format prescribed in the operating rules.

d. After the train order has been received and copied, it shall be immediately repeated in its entirety. After verifying the accuracy of the repeated train order, the dispatcher shall then state "complete," the time, and the initials of the employee designated by the railroad. Employees copying train orders must then acknowledge by repeating "complete" and the time.

e. Except as provided by Rule 1114, before a train order is acted upon, both the conductor and engineer must have a written copy of the train order and make certain that the train order is read and understood by other members of the crew.

f. Except as provided by Rule 1114, a train order transmitted by radio which has not been made complete may not be acted upon and must be treated as though not sent. "Complete" must not be given to a radio transmitted train order for other trains until response "complete" has been acknowledged by the train being restricted.

g. Information contained in a train order may not be acted upon by persons other than those to whom the train order is addressed.

NOTE TO RULE 1121:
If necessary for clarity, a phonetic alphabet shall be used to pronounce any letter used as

an initial, except initials of railroads.
A word which needs to be spelled for precision or clarity shall first be pronounced, and the word shall then be spelled. If necessary, the word shall be spelled again using a phonetic alphabet.

Rule 1122, Added:
Radio transmitters must not be operated when located less than 250 feet from blasting operations.

Rule 1123, Added:
The railroad company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within ten days from receipt of notice and any employee receiving inquiring concerning any violation shall answer such inquiry within 24 hours after receipt of notice.

Rule 1124, Added:
The use of citizen band radios for railroad operating purposes is prohibited.

Rule 1125, Added:
In certain cases at crossings, junctions or parelleling tracks some interference may develop with another railway. In such cases, special care in making identification shall be used and the employes concerned shall cooperate in handling their business by alternating calls and being as brief as possible.

Rule 1126, Added:
If any communication from a station other than another railway radio station interferes with Railway Radio service, the railway employee will endeavor to ascertain the identity of such station and report the occurence as soon as possible through authorized channels to the designated railway official, giving the exact time, nature of the communication and identity of the station, if possible.
Internationally, the word "Mayday" indicates a distress message, the word "PAN" and urgent message, and the word "security" a safety mes-

sage. Railway employes may hear such messages sent by aircraft or, in coastal areas, by boats. Railway employes hearing such messages must report them immediately through authorized channels to the designated railway official in addition to taking such appropriate action to relieve the distress as may be possible.

Rule 1746, Amended:
Employes must be suitably shod and clothed in order to safety perform their duties. Safety shoes are recommended.

"NOTE: Suitably shod means: Footwear must have a suitable sole of sufficient thickness to resist puncture, a definite heal-instep notch with substantial leather (or leather substitute) upper portion.

"It is recommended lace-up type safety shoes or boot be worn to provide ankle support where duties require climbing, mounting, or dismounting moving equipment or walking where surface may be uneven or soft."

REVISION OF THE "TRAIN HANDLING RULES AND INSTRUCTIONS" (FORM 646: APRIL 1, 1974)

Rule 146.a. Amended: Add:
Sliding Locomotive Wheels
Engineman should not permit brake cylinder pressure on the locomotive to build up to a pressure that will cause the wheels to slide. When no defect in the locomotive brake equipment is found that would prevent the brakes from being released by the engineman, the engineman is responsible for the sliding of the wheels of the locomotive.

Rule 153, Page 37, Amended:
Dynamic braking must not be used by the locomotive engineer when a locomotive consist contains more than 20 axles of operative dynamic brakes.* On locomotive consists where oper-

ative dynamic brakes exceed 20 total axles and units comprising the consist are equipped with dynamic brake cut out switches, dynamic brakes in excess of 20 axles must be isolated by means of the cut out switches. If cut out switches are not isolated, limit the dynamic brake to the limits indicated in the following table:

Total No. Axles	Maximum Dynamic Amperages
20	700 - Full Dynamic
22	650
24	575
26	550
28	525
30	500
32	475
34	450
36	425
38	400
40	375
42	350

There are times, however, when even a 250,000-pound buff limitation is not adequate to avoid the development of high lateral forces. The maximum retarding forces of the dynamic brake are generated between 19 and 25 mph, depending on the class of locomotive, which corresponds to the same speed range as most turnouts, crossovers, and sidings.

*Note: It is permissible to use dynamic brakes while Units 100 through 124 are in the locomotive consist.

Rule 333.P.a (1) (2) (3) Amended: (top Page 87) Before the locomotive controlling the air brakes on freight equipment, which has the brake system charged, is detached or angle cock closed, the engineman shall:

(1) Reduce the brake pipe pressure to 30 psi or less at a service rate with the automatic brake valve.

(2) The angle cock must not be closed on the locomotive or rear car to be detached until the brake valve service exhaust ceases,

which will be indicated by the engineman sounding one short blast of the whistle.

(3) The angle cock must be left open on the cars or detached portion of train to be left standing.

INSTRUCTIONS FOR LOCOMOTIVE OPERATIONS

Locomotives must not be handled without air being coupled and brakes on locomotive released except within Mechanical areas or under the direction of a Mechanical and/or Transportation Supervisor.

To prevent damage to traction motor gears, before coupling into train, stop must be made between five and twenty feet of coupling.

A consist containing or composed of RD-SW units will be the lead consist when doubleheading and must not be doubleheaded with another consist composed of or containing RD-SW units.

MAKE UP OF LOCOMOTIVE CONSISTS

RD-SW units may be combined only with units 633-699,400 and 100 series units to a maximum of six (6) combined units, with following restrictions:

5 Units — One, two, or three RD-SW unit may be used. RD-SW unit must not be trailing unit.

6 Units — Not more than one (1) RD-SW unit may be used and RD-SW unit must be first or second unit of consist.

A consist of four (4) RD-SW units must not be combined with other units.

HANDLING LOCOMOTIVES IN TRAINS

Not more than three (3) six (6) axle units coupled together, either working and/or being handled in train, will be permitted without separation by a four (4) axle unit or a car.

Locomotives of one (1) unit or more will be handled next to locomotive consist handling train or behind short loads and short empties, but not more than twenty-five (25) car lengths (not more than twelve (12) seventy-foot or longer cars) from head end, except SW or

RD-SW units shall be handled within six (6) cars of working locomotive consist and each SW and RD-SW unit shall be separated by one or more cars and/or road units, and shall not be coupled directly behind the working locomotive consist.

When an SW 1500 or MP 15 switch unit is being handled dead in a train, dynamic brakes must not be used on the locomotive consist handling the train if the consist is working power on more than 14 axles.

Locomotives must not be handled unless air brakes are in operation. When locomotive units are set-out, they must be coupled to car or cars on which sufficient hand brakes must be set to hold the locomotive and cars. If no cars are available, hand brakes on the locomotives must be set. Locomotives in service or in tow, except when switching, shall not be coupled to cars containing loads of liable to shift.

RESTRICTIONS

When an SW 1500 or MP 15 switch unit is operating in a road unit consist, the following restrictions must be observed:

The SW 1500 or MP 15 unit must be the lead unit except if an MP 15 unit has coupler stop blocks applied in the position to restrict coupler side action it may be used as lead or second unit in the consist.

Operating speed restrictions for the switch unit involved must not be exceeded.

Dynamic brakes on the road units in the consist must not be used.

If the consist is used in pushing service, the live (powered) axles in the consist must be limited to 14 during the pushing operation.

A consist containing an SW 1500 or MP 15 switch unit must not be used in a double-heading operation.

When necessary to shove train or cars forward or make back-up movement or take slack with a locomotive consist composed of following units, be governed by the following:

Combination of units 500-632, 633-699 and 400 and 100 series:

4 Units — Containing three or four RD-SW units, work power on only three units next to cars.

5 Units — Containing one RD-SW unit, work power on only four units next to cars.

5 Units — Containing two or more RD-SW units, work power on only three units next to cars.

6 Units — Containing one RD-SW unit, when shoving work power on only four units next to cars; when making back-up movement or taking slack, work power on only five units next to cars.

Combination of Units 100, 633-699, 400, 700, 800 and 900 Series units:

4 or More Units — Work power on only three units next to cars except if consist includes more than two 900 Series units, work power on only two units next to cars.

Illinois Central Gulf crews, when shoving cars with more than three GP-type units, only the three units next to cars must be allowed to work power. When locomotive consists of three six-axle units, only the two units next to cars must be allowed to work power. No more than three six-axle units will be used in a consist. Six (6) axle units may be operated on the following territories only:

St. Louis to Oklahoma City
Sapulpa to Ft. Worth and Dallas
Edward to Afton
Cherokee Yard to Avard
Kansas City to Birmingham
St. Louis to Turrell
Amory to Mobile

THE ABC's OF SAFETY

A — ALWAYS

B — BE

C — CAREFUL

EXPLANATION OF SYMBOLS

Ⓐ—Automatic interlocking

B—Bulletin board

C—Standard clock

Ⓓ—Drawbridge

G—Gate Normal position against this sub.

Ⓖ—Normal position against conflicting route.

□ —Gate—Electric locked.
Normal position against this sub. Instructions at gate.

Ø —Gate Electric locked against conflicting route. Instructions at gate.

Ⓜ—Manual interlocking

O—Diesel fuel

P—Emergency Phone

—Protect crossing from ground position displaying lighted fusee when necessary

R—Radiator water

T—Turn table

Ⓢ—Train order signal

Ⓧ—Railroad crossing at grade

Y—Wye

Ⓨ—Yard limits

✪—Train order office

MAXIMUM SPEED OF ENGINES IN SERVICE OR IN TOW

Engines	MPH
10	35
200-265	25
300-314	25
315-360	35
361-365	45