



*And*  *Keep it*



# St. Louis - San Francisco Railway Company



**NORTHERN DIVISION**

## **TIME TABLE NO. 4**

**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 EMPLOYEES ONLY**

The Railway Company reserves the right to vary from the schedules contained herein as circumstances require.

NORTHERN DIVISION

H. J. Lovelady	Superintendent	Springfield
S. Counts	Trainmaster	Thayer
L. E. Eldredge	Trainmaster-Genl. Agt.	Ft. Scott
E. C. Swantner	Chief Dispatcher	Springfield
D. G. Stewart	Road Foreman of Equipment	Springfield
V. C. Stewart	Road Foreman of Equipment	Kansas City

SPRINGFIELD TERMINAL DIVISION

R. L. Akins	Superintendent	Springfield
T. L. Sullivan	Asst. Superintendent	Springfield
J. M. Godfrey	Trainmaster	Springfield
R. E. Tyndall	Trainmaster	Springfield
L. P. Jarrell	Asst. Trainmaster-General Agent	Springfield

KANSAS CITY TERMINAL DIVISION

R. E. Carr	Superintendent	Kansas City
R. L. Brown	Trainmaster	Kansas City
M. Latas	Trainmaster	Kansas City
W. D. Macormic	Trainmaster	Kansas City

MEMPHIS TERMINAL DIVISION

E. H. Harrison	Superintendent	Memphis
D. L. Starling	Asst. Superintendent	Memphis
R. B. Davis	Trainmaster	Memphis
F. P. VanHoozer	Trainmaster	Memphis
J. G. Herring	Trainmaster	Memphis

LIST OF TIME INSPECTORS

Bartelsmeyer Jewelry Co.	14 East Wall St., Ft. Scott, Kansas	66701
Hocklander Jewelry Co.	330 South Ave., Springfield, Mo.	65806
Humphries Jewelry Co.	P. O. Box 476, Thayer, Mo.	65791
Agent, Frisco Railway Co.	Willow Springs, Mo.	65587
Agent, Frisco Railway Co.	100 N. Main, Jonesboro, Ark.	72401
Loekmiller Jewelers	1964 South Glenstone, Springfield, Mo.	65804
Smith-Woodall Ltd.	Park Crest Mall, 3849 S. Campbell, Springfield, Mo.	65804
Brewer Railroad Service	550 S Main St., Memphis Tenn.	38103
Josef's Jewelers	3083 S. Perkins Road, Memphis Tenn.	38118

EXPLANATION OF SYMBOLS

- Ⓐ—Automatic interlocking
- Ⓑ—Bulletin board
- Ⓒ—Standard clock
- Ⓓ—Drawbridge
- Ⓔ—Gate—Normal position against this sub
- Ⓕ—Gate—Normal position against conflicting route
- Ⓖ—Gate—Electric locked. Normal position against this sub. Instructions at gate.
- Ⓗ—Gate—Electric locked against conflicting route. Instructions at gate.
- Ⓘ—Manual interlocking
- Ⓚ—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

MEDICAL CONSULTANT: DR. V. W. HOLLO, ST. LOUIS

DOCTORS

Fort Scott, Kansas:  
 Dr. James J. Basham  
 Dr. Michael McKenna  
 102 South Judson

DOCTORS

Memphis, Tennessee:  
 E: Dr. J. Don Johnson  
 2590 Lamar Avenue  
 Dr. John R. Willis  
 3914 Elliston Road  
 E: Dr. James Wilson—Oculist  
 144 North Bellevue

Kansas City, Missouri:

E: Dr. James J. Lally  
 4620 J. C. Nichols Parkway  
 E: Dr. J. W. Young  
 1401 Southwest Boulevard  
 E: Dr. F. E. Wade—Oculist  
 1103 Grand Avenue

Springfield, Missouri:

E: Dr. Peter E. H'Doubler  
 E: Dr. H. A. Lowe, Jr.  
 302 Professional Building  
 E: Dr. Donald E. Menchetti  
 E: Dr. Carle H. Schroff  
 1630 North Jefferson  
 E: Dr. Edward M. Schaeffer—Oculist  
 E: Dr. R. B. Stewart—Oculist

E: Available for emergency consultation.

TONNAGE RATING OF LOCOMOTIVES BY CLASSES

Tonnage Class of Engines	NORTHWARD				SOUTHWARD				
	42	50	52	82	42	50	52	82	
Tenn. Yard to Bridge Jct.	2400	2810	2950	4425	Kansas City to Olathe	1775	2080	2180	3270
Bridge Jct. to Jonesboro	3840	4495	4715	7070	Olathe to Ft. Scott	2110	2470	2595	3890
Jonesboro to Hoxie	2400	2810	2950	4425	Ft. Scott to Springfield	1655	1935	2035	3050
Hoxie to Hardy	3840	4495	4715	7070	Springfield to Norwood	1340	1585	1670	2555
Hardy to Thayer	2230	2610	2740	4110	Norwood to Burnham	1120	1325	1425	2150
Thayer to Norwood	1120	1325	1375	2100	Burnham to Koshkonong	1820	2145	2260	3440
Norwood to Springfield	1340	1585	1670	2555	Koshkonong to Sedgwick	3840	4495	4715	7070
Winona to Willow Springs	1315	1540	1615	2420	Sedgwick to Jonesboro	2400	2810	2950	4425
Springfield to Ash Grove	1920	2245	2360	3540	Jonesboro to Bridge Jct.	3840	4495	4715	7070
Ash Grove to Lockwood	1270	1490	1565	2345	Bridge Jct. to Tenn. Yd.	1920	2245	2360	3540
Lockwood to Arcadia	1695	1980	2080	3120	Willow Springs to Winona	1260	1475	1550	2325
Arcadia to Ft. Scott	2425	2835	2980	4470					
Ft. Scott to Olathe	2545	2975	3125	4685					
Olathe to Kansas City	3840	4495	4715	7070					

Movement of Frisco Derricks (Wreckers) is Authorized as follows:

	250 ton
	MPH
Kansas City-Memphis	45
Except Mississippi River Bridge C482.1 separate 250 ton derrick from cars or engines by car with gross weight 100,000 lbs or less.	20
Winona Branch	No
Pocahontas Branch	No

CLASSIFICATION OF LOCOMOTIVE UNITS

Unit No.	Designation	Class of Service	Tonnage Class	Horse Power	Max. Speed Wn Service or Tow	Bridge Class	Weight In Tons
10	SW1	SW	28	600	35	32	99
100-124	GP15-1	Road	50	1500	65	41	129
200-215	BL-EMD	SW	34	1000	25	40	122
250-265	NW2	SW	34	1000	25	40	124
300-304	SW7	SW	34	1200	25	40	124
305-314	SW9	SW	34	1200	25	40	124
315-360	SW1500	SW	42	1500	35	42	129
361-365	MP15	SW	42	1500	45	42	130
400-478	GP38-2	Road	52	2000	65	43	134
500-632	GP7	Rd-SW	42	1500	65	40	124
633-662	GP38	Road	52	2000	65	43	134
663-699	GP38-2	Road	52	2000	65	43	134
700-732	GP35	Road	52	2500	65	42	130
750-774	GP40-2	Road	52	3000	65	42	133
808-831	U25B	Road	52	2500	65	43	133
832-862	U30B	Road	52	3000	65	43	134
863-870	B-30-7	Road	52	3000	65	44	138
900-948	SD45	Road	82	3600	65	53	190
950-957	SD40-2	Road	82	3000	65	52	195

BRIDGE CLASS OF DERRICKS

Number	Weight	Cap'y-Tons	Br. Class
99021	385,600	250	63
99025	388,000	250	63

SOUTH							Miles	STATIONS AND-OR REFERENCE POINTS
SECOND CLASS								
39	131	FSE	139	135	61			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
2000	1800	1300	0630	0600	0100	3.9	KANSAS CITY (Rosedale) ②	
						25.4	BONITA 21.5	
						36.2	HILLSDALE 10.8	
						42.9	PAOLA 6.7	
						43.1	M. P. 0.2	
						48.3	HENSON 5.2	
						54.2	FONTANA 5.9	
						61.7	LaCYGNE 7.5	
						74.0	PLEASANTON 12.3	
						81.9	PRESCOTT 7.9	
						91.7	HAMMOND 9.8	
						98.0	M.K.T. 6.3	
2245	2100	1545	1000	0900	0400	98.6	FT. SCOTTBOORT 0.6 (96.9) ②④	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
39	131	FSE	139	135	61			

## MPH

MAXIMUM SPEED ..... 55  
(except as noted)

MP 3-7 to MP 4 (Both Trks.)... 20

4-0 26-27 (East Trk.) 30

7-46 9-43 (West Trk.) 40

Until engine thru limits

MP 20-11 to MP 21-22 (West Trk.) 40

MP 37-13 to MP 41-39 (East Trk.) 40

41-50 43-20..... 35

55-28 56-02..... 50

58-16 59-48..... 50

66-38 67-11..... 50

73-10 74-17..... 45

96-1 96-12..... 50

96-35 96-38..... 30

Until engine thru interlocking

Mile 98.0 ..... 20

MP 98-35 to MP 98-39 ..... 10

Thru power switch turnouts..... 25

(except)

Crossover "B" MP 3-39 to

MP 4-2 ..... 30

Crossover "C" MP 15-14 to

MP 15-22 ..... 35

MP 26-24 ..... 35

MP 37-13 ..... 35

MP 41-40 ..... 35

Kansas City Sub. trains will be governed by Kansas City Terminal Division Time Table between Kansas City (Rosedale) and Kansas City (19th St. yard).

CTC: MP 3-39 to MP 96-36

ABS: MP 96-36 to MP 98-0

## HOT BOX DETECTORS

MP 27-19

MP 50-44

MP 78-29

MKT trains entering SLSF track at Paola will not require clearance unless train order signal displays "Stop" indication.

Two main tracks between Kansas City (Rosedale) and Bonita designated as East and West tracks.

Two main tracks between Hillsdale and Paola designated as East and West tracks.

Bridge class of locomotives and foreign derricks..... 70

Trains will register at Kansas City (19th St. yard).

Station Number	TPR	Track Cap.		NORTH							
		SECOND CLASS		134	38	NWF	62	KCX	130		
		Sidings		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Feet	Aux.										
C004	RO	.....	Yd.	0600	0730	1330	2349	2100	2359		
C025	BN	.....	15								
C036	HC	.....	19								
C043	PD	.....	55								
C048	HE	6798	13								
C054	FN	8979	14								
C062	LC	7434	36								
C074	PL	8780	75								
C082	PS	7026	18								
C092	HM	8842	13								
C099	FT	.....	Yd.	0130	0350	1020	1730	1800	1930		
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
				134	38	NWF	62	KCX	130		

‡ Olathe: All crossings on connection to west side.

When white light displayed at indicator near MP 15-13, southward "Stop" signal MP 15-14 governing southward movements on east main track displays proceed indication.

Mile 98.0 (interlocking) hand throw switch located just south of M.K.T. crossing must be left lined and locked for movements on

long track. If no conflicting movement is evident, northward trains desiring to move from yard tracks to long track may reverse hand throw switch. Dwarf signal governing northward movements from yard tracks should then display proceed indication.

## TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Merriam	8.4	C008	MM	154	Both
Lenexa	13.9	C014	LX	112	Both
Olathe	20.5	C021	OA	114	Both
Moss	24.8	C024		92	Both
Spring Hill	30.1	C030	QZ	32	Both

**Safety is of the  
First Importance in  
the Discharge of Duty.**

**Obedience to the Rules  
is essential to Safety.**

**To Prevent Accidents —  
Communicate, Understand —  
Be Understood.**



## SOUTH

## SECOND CLASS

39	131	FSE	139	135	61	Miles
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
2245	2100	1545	1000	0900	0400	98.6
2255			1010			102.7
						109.1
						115.5
						118.4
						123.8
						124.1
						131.7
						138.7
						139.1
						149.4
						150.9
						158.6
						162.0
						165.5
						170.6
						175.9
						183.3
						194.5
						198.3
	0050	1900		1300	0930	200.6
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
39	131	FSE	139	135	61	

STATIONS  
AND-OR  
REFERENCE  
POINTS

Miles	STATIONS AND-OR REFERENCE POINTS
98.6	FT. SCOTT ..... BORT
102.7	EDWARD ..... 4.1
109.1	GARLAND ..... 6.4
115.5	ARCADIA ..... 6.4
118.4	K. C. S. .... 5.4
123.8	M. P. .... 0.3
124.1	LIBERAL ..... 7.6
131.7	IANTHA ..... 7.0
138.7	LAMAR ..... 0.4
139.1	M. P. .... 10.3
149.4	DIX ..... 1.5
150.9	GOLDEN CITY ..... 7.7
158.6	LOCKWOOD ..... 3.4
162.0	DUMBECK ..... 3.5
165.5	GREENFIELD ..... 5.1
170.6	PILGRIM ..... 5.3
175.9	EVERTON ..... 7.4
183.3	ASH GROVE ..... 11.2
194.5	ELWOOD ..... 9.8
198.3	NICHOLS ..... 2.3
200.6	SPRINGFIELD YD. .... (102.0)

## MPH

MAXIMUM SPEED ..... 55  
(except as noted)Through turnouts all sidings... 25  
(except)  
Iantha, north end  
Elwood, north endUntil engine thru interlocking  
mile 98.0 ..... 20MP 98-35 to MP 98-39 ..... 10  
98-39 102-24  
(West Trk.) ..... 35Until engine thru limits  
MP 98-47 to MP 100-33 ..... 30

MP 102-25 to MP 102-31	35
102-31	40
114-19	50
115-15	40
119-07	50
137-24	50
159-13	45
159-28	50
167-0	40
173-0	45
179-31	45
187-35	50
198-5	25

Train orders may be duplicated  
mechanically at Fort Scott, Kan-  
sas

CTC:MP 98-47 to MP 198-5

## HOT BOX DETECTORS

MP 130-8  
MP 154-27  
MP 178-31

Garland: Bill's Coal Co. Track... 5

Two main tracks between Ft. Scott  
and Edward designated as east  
and west track.

\* Crossings: Greenfield Spur

Trains approaching pedestrian  
walkway, MP C-124, Liberal,  
must sound whistle and bell un-  
til walkway occupied.North House track switch Green-  
field, MP C 165-17 cannot be  
used by 6 axle locomotive units.Bridge class of locomotives  
and foreign derricks ..... 70

## NORTH

## SECOND CLASS

Station Number	TPR	Track Cap.		SECOND CLASS					
		Sidings	Aux.	38	NWF	62	KCX	130	134
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
C099	FT	Yd.	0350	1020	1730	1800	1900	0130	
C103	EW		0200				1600		
C109	GK	148							
C118	AR	8947	Yd.						
C124	LI	72							
C132	IA	8947	32						
C139	LM	105							
C149	DZ	8920							
C151	GC	56							
C159	LO	60							
C162	DK	7054							
C166	GF	15							
C171	PM	9125							
C176	EV	16							
C183	AH	45							
C195	EO	9133	10						
242	NS								
239	SY	Yd.		0740	1400	1500		2200	
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
				38	NWF	62	KCX	130	
								134	

No job is so important

And no service is so urgent

That we cannot take time

To perform our work SAFELY.

SOUTH							Miles	STATIONS AND/OR REFERENCE POINTS
SECOND CLASS								
FSE	135	CTB	OBX	235	131			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
1900	1400	1330	0300	0100	0050	239.7	BCORY O SPRINGFIELD YD. . . . .	
						235.1	4.6 TEED. . . . .	
						206.2	2.9 W. S. JOT. . . . .	
						219.0	12.8 ROGERSVILLE. . . . .	
						231.5	12.5 DIGGINS. . . . .	
						243.2	11.7 CEDAR GAP. . . . .	
						260.2	17.0 NORWOOD. . . . .	
						269.5	9.3 MOUNTAIN GROVE. . . . .	
						279.1	9.6 CABOOL. . . . .	
						293.3	14.2 WILLOW SPGS. BORY	
						306.1	12.8 OLDEN. . . . .	
						314.4	8.3 WEST PLAINS. . . . .	
						330.8	16.4 KOSHKONONG. . . . .	
2305	1900	1855	0800	0550	0600	339.8	9.0 THAYER. . . . . BORTO	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(141.1)	
FSE	135	CTB	OBX	235	131			

	MPH	
MAXIMUM SPEED (except as noted)	55	
MP 238-5 until engine over Broadway	20	
Two main tracks between Teed MP 235-2 and Springfield Yard MP 237-10, designated North Track and South Track.		
Power Crossover MP 235-15 designated Crossover "A".		
North Main Track:		
MP 235-2 to MP 235-28	20	
MP 235-28 to MP 237-10	40	
MP 235-4 to MP C206-30	35	
206-30	208-5	40
208-5	212-20	45
212-20	213-28	40
213-28	215-0	45
217-4	218-7	50
Until engine thru limits		
MP 218-36 to MP 219-3	40	
MP 228-25 to MP 229-35	50	
229-35	230-6	45
230-6	231-18	50
243-0	244-16	40
244-16	245-31	35
245-31	247-0	45
247-0	251-22	40
251-22	254-0	35
254-0	266-33	45
266-33	269-6	40
Until engine thru limits		
MP 269-6 to MP 269-29	20	
MP 269-29 to MP 274-35	45	
275-39	276-11	50
278-18	281-12	40
286-32	287-8	45
287-8	288-1	50
288-1	291-27	40
291-27	295-6	50
295-6	295-28	45
295-28	299-14	50
299-14	299-34	40
299-34	309-37	45

NORTHERN DIVISION TIME TABLE NO. 4

Until engine thru limits		
MP 313-20 to MP 315-15	45	
MP 319-11 to MP 319-21	45	
319-21	323-19	50
323-19	325-37	45
325-37	326-7	40
326-7	332-18	50
332-18	336-26	45
336-26	339-14	35
339-14	340-0	20
Thru power switch turnout		
MP 235-4	35	
Thru turnouts all sidings	25	
Except: Willow Springs (North end)		
West Plains (North end)		
Trains handling 20 or more cars of grain, ore, coal or rock products:		
MP 206 to MP 210	35	
232	263	35
270	279	35
289	293	30
298	314	35
325	331	35
332	339	30
CTC: MP 237-10 to MP C339-30		

When white light displayed at indicator Cherry St. southward "Stop" signal MP 206-8 displays proceed indication.

When white light displayed at indicator on siding Willow Springs, MP 293-12, northward "Stop" signal MP 293-10 displays proceed indication.

When white light displayed at indicator on siding Olden MPC 306-0, northward "Stop" signal MP C305-33 displays proceed indication.

When white light displayed at indicator on siding Koshkonong MP C330-33, southward "Stop" signal MP C331-1 displays proceed indication.

Station Number	TPR	Track Cap.		NORTH						
		SECOND CLASS		NWF	BTX	KCX	134	234	QLA	
		Sidings	Aux.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
		Feet								
239	SY		Yd.	0640	1400	1500	2100	2300	0330	
239	WJ									
239	WJ									
C219	RR	10266	28							
C232	DG	8884	4							
C243	YD	8653	4							
C260	NR	9190	26							
C270	MR	9405	91							
C279	CA	8380	98							
C293	WL	8517	Yd.							
C306	OL	9046	5							
C314	WP	8699	198							
C331	KK	8723	36							
C340	TH	8786	Yd.	0200	0930	1045	1430	1800	2320	
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
				NWF	BTX	KCX	134	234	QLA	

## HOT BOX DETECTORS

MP 228-11
MP 255-9
MP 273-23
MP 303-19
MP 325-12

Bridge Class of Locomotives and Foreign Derricks 70

## WINONA BRANCH—WILLOW SPRINGS SUB

Miles	SOUTH STATIONS AND/OR REFERENCE POINTS	Station Number	TPR	Track Cap.	NORTH	
					Station Number	TPR
293.3	WILLOW SPGS. . . . .	C293	WL	Yd.		
	18.4 BORY					
309.7	MOUNTAIN VIEW. . . . .	S310	IV	32		
	12.5 BIRCH TREE					
322.2	BIRCH TREE. . . . .	S322	2T	33		
	9.7 WINONA					
331.9	WINONA. . . . .	S332	WI	23		
	(38.6)					

MPH  
MAXIMUM SPEED 10

Bridge class of locomotives and foreign derricks 54

Yard Limits: Entire Branch  
+ Highway No. 99 MP S-322-9  
Birch Tree, Mo. 5

TRACKS AND/OR INDUSTRIES					
Mile	Sta.	TPR	Cap.	Conn.	
Hutton Valley	298.8	S299	6	Both	

## TRACKS AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
Turner	211.7	C212	TE	22 South
Fordland	226.5	C227		72 Both
Seymour	238.6	C237	SR	76 Both
Mansfield	248.9	C249	MF	125 Both
Dunn	273.6	C274		16 South
Sterling	289.0	C289		4 North
Burnham	298.2	C298		4 North
Brandsville	325.2	C325		5 South
Garnett	327.0	C327		8 North

## POCAHONTAS BRANCH—MEMPHIS SUB

Miles	SOUTH STATIONS AND/OR REFERENCE POINTS	Station Number	TPR	Track Cap.	NORTH	
					Station Number	TPR
398.0	HOXIE. . . . .	BOR	C398	HX	Yd.	
	1.5 WALNUT RIDGE					
399.5	WALNUT RIDGE. . . . .	SC400	UT	111		
	2.9 WALPOET					
402.4	WALPOET. . . . .	SC402	UO	163		
	6.8					
409.2	SHANNON. . . . .	SC409	UF	12		
	4.0 POCAHONTAS					
413.2	POCAHONTAS. . . . .	SC413	QH	118		
	(15.2)					

MPH  
MAXIMUM SPEED 20

Bridge class of locomotives and foreign derricks 45

Yard Limits: Entire Branch  
+ Highway 67, Walport Lead, Pocahontas Branch.

NORTHERN DIVISION TIME TABLE NO. 4



## MPH

## MAXIMUM SPEED

Hulbert Lead .....	10
Rule 105 Applies Hulbert Lead.	
⊗ (A) Mo Pac SB-476.1 .....	5
Bridge Class of Locomotives and Foreign Derricks	
Hulbert Lead .....	70
West Memphis - Spear and Wood Track Cannot Be Used Beyond Entrance to Building.	

## TRACKS AND/OR INDUSTRIES

	MPH	Sta.	TPR	Cap.	Conn.
Mammoth					
Spring .....	342.3	C342	MS	33	Both
Willford .....	368.4	C368	UB	12	North
Ravenden .....	375.2	C375	RD	55	Both
Sloan .....	383.7	C384		15	South
Valley Stone .....	384.5	C385		72	North
Hogan .....	385	C386		70	Both
Portia .....	392.2	C392		12	North
Bono .....	412.1	C412	ZP	41	South
Nettleton .....	423.8	C424	NE	83	Both
Tyronza .....	452	C452	TZ	3	North
Gilmore .....	458.9	C459		32	Both
Clarkdale .....	466.7	C467		3	South
Marion .....	473.6	C474	VO	40	Both
Hulbert Led .....	473.6	C474	VO	5.3 mi.	Both
Presley Jct. ....	476.2	SB476	PJ	7	Both
West Memphis					
(BCR) .....	478.4	SB478	WE	YD	Both
Hulbert .....	479.4	SB479	HQ	YD	Both

The following will govern operation of engines over Mississippi River Bridge restricted section which is indicated by "restricted section" signs located 339 feet north and 452 feet south of the north through-truss span:

Enginemen must use minimum throttle position necessary to move train when engine on restricted section, drifting when possible.

Following maximum throttle positions govern:

Horsepower	Maximum	Throttle Position	Speed
3500 and under		8th	0-25
		8th	11-25
		7th	8-10
5251 - 7000		Throttle Off	0-7
		8th	13-25
		7th	10-12
		6th	8-9
Over 7000		Throttle Off	0-7
		8th	20-25
		5th	15-19
		Throttle Off	0-14

When speed is below 8 MPH with 3501-7000 HP engine, or below 15 MPH with over 7000 HP engine in service, power must be shut off and be governed by the following:

**SOUTHWARD TRAIN:** If engine stops on restricted section, train will be backed off bridge, using light throttle, if necessary, to start train.

**NORTHWARD TRAIN:** If engine stops on restricted section of bridge, no attempt will be made to start train; and if helper is not available to start train from rear, it will be necessary to cut train at south end of bridge and double to Marion.

When doubleheading, the power of second engine shall not be used over restricted section of bridge.

Trains must not be accelerated while engine moving over restricted section. Trains should be controlled so that light brake applications only will be required. Use of independent or dynamic brakes over restricted section is not permitted.

Union Pacific and/or Southern six-axle units in the following combinations only are permissible on Mississippi River bridge:

("6" indicates six-axle Union Pacific and/or Southern units.)

("4" indicates four-axle unit. In all positions marked "4", lighter weight cars may be substituted—not over 230,000 gross pounds with lengths not less than 54 feet.)

6-6-6-4\*—train  
 4-4-4-6-6-4\*—train  
 6-6-6-4-4-6-6-4\*—train  
 6-6-4-4-6-6-4-4-6-6-4\*—train  
 6-4-6-4-6-4\*—train  
 4-4-6-4-4-6-4\*—train  
 6-6-6-4-6-4\*—train  
 6-4-6-6-4-6-4\*—train

\*Additional four-axle units as desired permissible between six-axle units and train.

The Union Pacific and/or Southern six-axle unit restrictions will also apply to Frisco 900 series when used in consists with Union Pacific or Southern six-axle units.

Any number of units may be deleted from head end of above combinations to make other desired combinations.

## Safety First

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 containing pipes, 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 rerailing 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 weights 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

**PERMISSIBLE LOAD LIMITS**

Cars having maximum gross weights (combined weight of car and lading) listed may be handled via routes shown subject to indicated limitations:  
**GENERAL INSTRUCTIONS:**

Where authority is given for movement of cars of specified weights with speed restrictions advance approval of Chief Dispatcher must be obtained to permit proper protection.

Cars with gross weights between 263,000# and 286,000#, in cars equipped with two 4-wheel 100-ton trucks, (see reference notes (g) (u) and (v)) must be inspected by carman to determine if mechanically OK for movement, with proper side bearing clearance and load evenly distributed.

Length of cars is determined by listing in "Official Railway Equipment Register" under headings "Dimension, Outside, Length".  
 When alphabetical reference notes are shown opposite routes, refer to same alphabetical note for limitations and restrictions.

MAXIMUM PERMISSIBLE GROSS WEIGHT	REFERENCE NOTES	ROUTES	REFERENCE NOTES	LIMITATIONS & RESTRICTIONS
177,000 #		ENTIRE RAILROAD	None	
220,000 #		ENTIRE RAILROAD except the following:	(a)	Cars with minimum length of 40 ft. with gross weight between 177,000# and 220,000# must be preceded and followed by car with gross weight not exceeding 140,000#.
	(b)	Henpeck Spur	(b)	Limited to 177,000# gross weight.
	(a)	Weaubleau-MP D 115.7 (Osceola)	(d)	Cars shorter than 38 ft. limited to 220,000#.
	(b)	Sinclair-Weir City	(e)	Cars with gross weight between 220,000# and 240,000# may be handled with speed restricted to 10 MPH.
235,000 #	(d)	Poteau-Hugo	(g)	Cars with gross weight over 263,000# but not exceeding 286,000#, equipped with two 4-wheel 100-ton trucks may be handled with following restrictions: <b>BETWEEN KANSAS CITY AND BIRMINGHAM</b> Trains: All except those with "Train Identification" of FSE, NWF, QLA, and 131. Speed Restrictions: 50 MPH, except 10 MPH over Bridges C609.0 and C702.5. Minimum Length of Car: 50 ft. when handling over Mississippi River Bridge at Memphis.
240,000 #	(e)	Aurora-Mt. Vernon		<b>BETWEEN ST. LOUIS AND OKLAHOMA CITY</b> Trains: All trains. Speed Restrictions: 50 MPH. <b>BETWEEN CUBA AND BUICK</b> Trains: All trains. Speed Restrictions: None Minimum Length of Car: 40 ft. <b>BETWEEN EDWARD AND AFTON</b> Trains: All trains. Speed Restrictions: 50 MPH <b>BETWEEN SAPULPA AND SHERMAN</b> Trains: All trains. Speed Restrictions: 50 MPH. Minimum Length of Car: 40 ft. <b>BETWEEN LINDENWOOD AND TURRELL</b> Trains: All trains. Speed Restrictions: None. Minimum Length of Car: 40 ft. on St. Louis Subdivision. <b>BETWEEN AMORY AND DEMOPOLIS</b> Trains: All trains. Speed Restrictions: None.
263,000 #	(g) (i)	<b>THROUGH ROUTES</b> Kansas City-Birmingham	(h)	Cars shorter than 38 ft. limited to 220,000#. Between Leeds Jct. and East Lynne cars with gross weight between 220,000# and 263,000# must be preceded and followed by car with gross weight not exceeding 177,000#. Restrict speed to 30 MPH Bridge G557.9 and to 10 MPH Bridge D165.8 when handling cars with gross weight in excess of 220,000#.
	(g)	St. Louis-Oklahoma City	(i)	Cars shorter than 45 ft. limited to 220,000#, between Bridge Jct. and Shelco.
	(h)	Oklahoma City-Floydada	(j)	Cars with gross weight between 220,000# and 263,000# may be handled with speed restricted to maximum of 10 MPH. Via Southern Rwy.
	(g)	<b>LOCAL ROUTES</b> <b>EASTERN DIVISION</b> Cuba-Buick	(p)	Cars with minimum length of 50 ft. and gross weight between 220,000# and 263,000# may be handled with speed restricted to maximum of 10 MPH between Holcomb and Senath, between Hayti and TB222.6, and over Bridge TB225.4.
	(h)	Ft. Wood Branch	(r)	Cars shorter than 42 ft. limited to 220,000#.
	(h)	Pierce City-Wichita	(s)	Cars with gross weight between 220,000# and 263,000#, restricted to maximum speed of 10 MPH between MP JA-612.1 and JA-627.9; 25 MPH Enid-Breckenridge; 10 MPH Breckenridge- Blackwell, 25 MPH Blackwell- Winfield; 10 MPH Snyder-Davidson.
	(h)	Wichita Yard-Lorraine	(t)	Cars with gross weight between 220,000# and 263,000# minimum length 38 ft. restricted to maximum 10 MPH Southard to Foley, from Ewing to Clinton.
	(h)	Red Plant-Baxter Springs		
	(h)	J&G Jct-Carl Jct.		
	(h)	Lead Jct.-Salem		
	(j)	<b>NORTHERN DIVISION</b> Hoxie-Walport		
	(h)	<b>SPRINGFIELD TERMINAL DIVISION</b> MK Jct-Kissick		
	(h)	Kissick-Ozark		
	(h)	Springfield-Weaubleau		
	(h)	<b>KANSAS CITY TERMINAL DIVISION</b> Kansas City-East Lynne		
	(h)	<b>MEMPHIS TERMINAL DIVISION</b> Marion-Hulbert		
	(h)	<b>BIRMINGHAM TERMINAL DIVISION</b> Pratt City-Bessemer		
	(g)	<b>SOUTHERN DIVISION</b> Winfield, Ala.-Brookside		
	(m)	Dora-Debardeleben		
	(h)	Amory-Demopolis		
	(h)	Aberdeen Spur		
	(h)	Boligee-York		
	(g) (h)	Demopolis-Pensacola		
	(g)	Cochrane-Mobile		
	(g)	<b>RIVER DIVISION</b> St. Louis-Chaffee		
	(p)	Chaffee-Turrell		
	(p)	Holcomb-Senath		
	(p)	Kennett-Hayti		
	(g) (h)	Hayti-Caruthersville		
	(g)	Blytheville-Armored		
	(g)	<b>SOUTHWESTERN DIVISION</b> Sapulpa-Denison		
	(h)	Denison-Sherman		
	(r)	Sherman-Irving		
	(h)	Dallas-N. Ft. Worth		
	(h)	N. Ft. Worth-Ft. Worth		
	(h)	Henryetta-Muskogee		
	(s)	Madill-Ardmore		
	(h)	<b>WESTERN DIVISION</b> Cherokee Yard-Enid		
	(s)	Enid-Avard		
	(t)	Enid-Winfield		
	(t)	Enid-Foley		
	(t)	Foley-Ewing		
	(s)	Ewing-Clinton, Okla.		
	(g)	Snyder-Davidson		
	(g)	Edward-Afton		
	(h)	Pittsburg-Empire		
	(h)	Miami Branch		
	(h)	(Except Cardin Spur)		
	(h)	Quapaw-Central Mill		
	(h)	Arcadia-Strauss		
	(h)	<b>CENTRAL DIVISION</b> Hugo-Paris		
	(h)	Hope-Lakeside		
	(h)	Monett-Ft. Smith		
	(h)	Rogers-Bentonville		
	(h)	Jenson-Montreal		
	(h)	Ft. Smith-Poteau		
270,000 #	(u)	Red Plant-Galena	(u)	For cars with minimum length of 40 ft. equipped with two 4-wheel 100-ton trucks.
	(v)	J&G Jct-Carl Jct.	(v)	For cars with minimum length of 50 ft., equipped with two 4-wheel 100-ton trucks. Maximum speed restricted to 30 MPH between Pierce City and Fredonia.
276,000 #	(v)	Pierce City-Fredonia		
	(v)	Enid-Blanton		
315,000 #	(w)	St. Louis-Oklahoma City	(w)	For cars with minimum length of 40 ft. equipped with two 4-wheel 125-ton trucks, with wheel diameter of 38 in. or more.
	(w)	Cuba-Buick	(x)	For cars with minimum length of 55 ft. equipped with two 4-wheel 125-ton trucks, with wheel diameter of 38 in. or more. Restrict speed to 20 MPH over Bridges E-457.7, E-475.0, E-495.0 and E-535.8.
	(w)	Kansas City-Springfield		
	(w)	Edward-Afton		
	(x)	Springfield-Birmingham		
	(x)	Sapulpa-Sherman		
	(w)	Amory-Aliceville		
	(x)	Henryetta-Muskogee		
394,500 #	(z)	Memphis-Birmingham	(z)	Applicable only in DUPX 29400-29439 and DUPX 29500-29666 series cars.



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	Spreader-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
Where Maximum Speed	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.

**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 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 doubleheading 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 car 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

**REVISION OF THE RULES  
OF THE TRANSPORTATION DEPARTMENT**

**RULES OF THE TRANSPORTATION DEPARTMENT, MARCH 1, 1957  
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 points 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 system. 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 employees 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 employee in charge who provided this information.
- Each manually 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 aspect 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 fuses at intervals that do not exceed the burning time of the fusee.

When a train is moving on a main track at more than one-half the maximum speed for that territory, under circumstances in which it may be overtaken by a following train, crew members responsible for providing protection will take into consideration the grade, curvature of 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:

- In ABS territory, when rear of train is protected by at least two block signals.
- 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.)
- When rear of train is within interlocking limits.
- 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 engines 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 notified.

#### 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 dispatchers 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 advise 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 indication 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:

- Before granting track and time limits.
- 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 employees, except those specifically authorized by the Federal Communications Commission (FCC) are prohibited from making any internal adjustments to a railroad radio. Employees 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 obscene, indecent, or profane language via radio. No employee shall divulge or publish the existence, contents, purports, effect or meaning of any communications (emergency communications 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, collisions, storms, washouts, fires, obstructions to track, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the traveling public, and shall contain as complete information thereon as possible. All employees 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 acknowledgment is received.

## Rule 1107 Amended:

Employees 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 acknowledgment.

## Rule 1108 Amended:

An employee receiving a radio call must not delay acknowledgment unless it 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 malfunctioning 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 he is prepared to receive a train order. Train orders may not be received and copied by an employee operating the controls of 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 inquiry 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 as crossings, junctions or paralleling tracks some interference may develop with another railway. In such cases, special care in making identification shall be used and the employees 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 occurrence 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" an urgent message, and the word "security" a safety message. 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 safely 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 heel-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 operative 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.

## OVERSIZE AND SPECIAL SHIPMENT RESTRICTIONS

Following code words are authorized for use in train orders involving movement of oversize and special shipment, and when so used train men and engine men will be governed by restriction shown as applicable thereto:

CODE WORD	RESTRICTION APPLICABLE
ARA	Load will not clear man on side of engine or car. Give careful handling in yards and passing other equipment.
AUK	Give careful handling at turnouts, crossovers and other sharp curves on yard, interchange or industry tracks. Load may not clear man on side of car or engine when on curved track.
BABBLER	Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.
BARBET	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.
BUFFLE	When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.
BULBUL	Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.
CUCKOO	Dimensions of this load are such it possibly may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent tracks stopped and oversize load moved at 5 MPH or less under very close observation. When over size load cannot be moved by train on adjacent track, train meeting or passing train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching, if necessary.
CURLEW	Dimensions of this load are such it possibly may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent curved tracks stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved by train on adjacent curved track, train meeting or passing train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching, if necessary.
DODO	Train must stop before oversize load reaches bridge or other obstruction, position of load must be observed and approved, and load then moved past obstruction at 5 MPH or less under close observation, prepared to stop instantly.
DRONGO	Where less than maximum speed is allowed on curves, restrict speed to 15 MPH below that authorized, but not lower than 10 MPH.
FENFOOT	Do not switch detached from motive power or other equipment, or permit other cars to be kicked or dropped against this car.
FLAMINGO	Movement of this load must be watched closely and if any indication of shifting or any other irregularity in handling, see properly protected.
SPARROW	Handle near head end of train.

**TAKE SPECIAL  
CARE IN WHAT  
YOU DO; THE ONE  
WHO GETS HURT,  
MAY BE YOU.**

**WORKING SAFELY  
IS YOUR  
RESPONSIBILITY**