St. Louis - San Francisco Railway Company

and

Quanah, Acme & Pacific Railway Co.

FRISCO

SOUTHWESTERN 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 EMPLOYES ONLY

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

OFFICIALS

SOUTHWESTERN DIVISION

W. R. Wallace	Superintendent	Tulsa
J. D. Plunk	Trainmaster	Ada
T. L. Bourzikas	Trainmaster	Fort Worth
C. E. Hurt	Trainmaster	Oklahoma City
J. D. Grimes	Assistant Trainmaster	Irving
H. O. Buzbee	Chief Dispatcher	Springfield
C. E. Jarvis	Road Foreman of Equipment	Sherman
J. T. Cain	Road Foreman of Equipment	Tulsa

TULSA TERMINAL DIVISION

C. B. May	Superintendent	Tulsa
T. A. Griffith	Assistant Superintendent	Tulsa
D. R. Stanley	Trainmaster	Tulsa
E. R. Smith	Trainmaster	Tulsa
J. W. Dollar	Trainmaster	Tulsa
C. L. Mallonee	Trainmaster-General Agent	Tulsa
C. E. Brooks	Asst. Trainmaster	Tulsa
F. A. Peebles	Road Foreman of Equipment	Tulsa

LIST OF TIME INSPECTORS

M. L. Hardesty, 712 W. 23rd Street	Tulsa, Okla.	74107
Thayer Watch and Clock Shop, Inc., 6961 East Admiral Place	Tulsa, Okla.	74112
B. C. Clark, 113 N. Harvey	Oklahoma City	73102
Robinson Jewelers, 204 W. Commerce St.	Oklahoma City	73109
Joiner's Jewelry, 4431 E. 29th St.	Del City, Okla.	73115
Agent	Chickasha, Okla.	73108
Agent	Quanah, Texas	79252
Agent	Lawton, Okla.	73501
Klar Brothers Jewelers, 234 W. Okmulgee	Muskogee, Okla.	74401
D. E. White Jeweler, 113 W. Sixth St.	Okmulgee, Okla.	74447
Agent, Frisco Rwy.	Ada, Okla.	74802
Howell's Jewelry, 111 S. First St.	Madill, Okla.	73446
Gray's Jewelers, 505 W. Main St.	Denison, Texas	75020
Melrose Tappan, 119 N. Travis St.	Sherman, Texas	75090
Weatherly's Jewelry, 1708 Eighth Ave.	Ft. Worth, Texas	76110
Jolly's Jewelry, 411 Houston St.	Ft. Worth, Texas	76102
Perkins Jewelry, 2325 Rochelle Rd.	Irving, Texas	75062
Drake Jewelers, 104 W. Main St.	Ardmore, Okla.	73401

SOUTHWESTERN DIVISION

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

	250 Ton MPH
Sapulpa-Sherman	45
Madill Branch	10
Sherman-Irving	25
N. Ft. Worth-Ft. Worth	10
*Bridges E737.5, E739.2	
Tulsa-Oklahoma City	45
Oklahoma City-Floydada	25
Except MP G540-6 to MP G545-25	15
Except MP G617 to MP G664	20
Bridges	10
**Bridge G557.9	
*Bridges G579.7, G644.7, G649.3, G710.4, G720.3, G745.6, G779.4	

On Bridges shown separate 250 ton derricks from engine by cars not exceeding 100,000 lbs. weight as follows:
* 2 cars
** 5 cars

EXPLANATION OF SYMBOLS

Ⓐ—Automatic interlocking

B—Bulletin board

C—Standard clock

Ⓓ—Drawbridge

G—Gate—Normal position against this sub

Ⓖ—Gate—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

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

DOCTORS

Ada, Oklahoma:
Dr. David C. Ramsey
100 East 13th St.

Ft. Worth, Texas:
Dr. Dan E. Bruhl
308 South Henderson
Dr. Rufus A. Roberts — Oculist
308 South Henderson
Dr. R. E. Snyder
1717 South Main
Dr. Thomas H. Smith
308 South Henderson
Dr. John Zerdecki
308 South Henderson

Irving, Texas:
Dr. Thomas M. Aycock
2101 North MacArthur Blvd.
Dr. Robert Lloyd
2101 North MacArthur Blvd.
Dr. Bernard Richmond
2101 North MacArthur Blvd.

DOCTORS

Okmulgee, Oklahoma:
Dr. J. P. Myers
Myers-Powell Clinic
220 South Morton Street

Sherman, Texas:
Dr. Tom E. Miller
Medical & Surgical Clinic
207 West Malberry
Dr. Thomas R. Shea
501 North Highland

Tulsa, Oklahoma:
E: Surgical Staff, Glass-Nelson Clinic
2020 South Xanthus
E: Dr. Thomas Lewis Ozment
6465 South Yale

OKlahoma City, Oklahoma
Dr. C. M. O'Leary
549 Pasteur Building
1111 North Lee
Dr. Dick Lowery — Oculist
900 North West 10th

E: Available for emergency consultation.

SOUTHWESTERN DIVISION

TONNAGE RATING OF LOCOMOTIVES BY CLASSES

SOUTHWARD

Tonnage Class Engines	42	50	52	82
Sapulpa to Fred	1730	2020	2125	3185
Fred to Spaulding	1850	2165	2270	3405
Spaulding to Francis	1630	1910	2005	3005
Francis to Fitzhugh	1730	2020	2125	3185
Fitzhugh to Ravia	1920	2245	2360	3540
Ravia to Sherman	1655	1935	2035	3050
Sherman to Dorchester	2305	2695	2830	4245
Dorchester to Gribble	2640	3090	3245	4865
Gribble to Irving	2350	2750	2890	4335
Irving to Ft. Worth	2640	3090	3245	4865
North Ft. Worth to Ft. Worth	1920	2245	2360	3540
Irving to Dallas	1625	1675	1740	2625
Muskogee to Henryetta (Via MP)	2350	2725	3035	4880
Ardmore to Madill	2090	2435	2555	3830

WESTWARD

Tonnage Class of Engines	42	50	52	82
Cherokee Yard to Sapulpa	1730	2020	2125	3185
Sapulpa to Bristow	1655	1940	2035	3050
Bristow to Luther	1825	1235	2240	3360
Luther to Munger	1655	1935	2035	3050
Munger to Oklahoma City	2880	3370	3540	5310
Oklahoma City to Snyder	1870	2190	2300	3450
Snyder to Altus	2690	3145	3300	4950
Altus to Quanah	2065	2415	2535	3800
Quanah to Lazare	2400	2810	2950	4425
Lazare to Swearingen	1345	1570	1650	2475
Swearingen to Roaring Spgs.	1730	2020	2125	3185
Roaring Spgs to Dougherty	1490	1740	1830	2745
Dougherty to Floydada	2880	3370	3540	5310

NORTHWARD

Tonnage Class of Engines	42	50	52	82
Dallas to Irving	2640	3090	3245	4865
Ft. Worth to Irving	2640	3090	3245	4865
Irving to Sherman	2305	2695	2830	4245
Sherman to Scullin	1655	1935	2035	3050
Scullin to Ada	1920	2245	2360	3540
Ada to Francis	2305	2695	2830	4245
Francis to Yeager	1655	1935	2035	3050
Yeager to Sapulpa	1920	2245	2360	3540
Henryetta to Muskogee (Via MP)	2080	2325	2685	4320
Madill to Ardmore	2090	2445	2565	3845

EASTWARD

Tonnage Class of Engines	42	50	52	82
Floydada to Roaring Spgs.	2880	3370	3540	5310
Roaring Spgs to Narcisso	1920	2245	2360	3 540
Narcisso to Swearingen	2400	2810	2950	4425
Swearingen to Lazare	1535	1800	1890	2835
Lazare to Quanah	2110	2470	2595	3890
Quanah to Olustee	1775	2075	2180	3270
Olustee to Snyder	2305	2695	2830	4245
Snyder to Cache	1825	2135	2240	3360
Cache to Ft. Sill	2690	3145	3300	4950
Ft. Sill to Chickasha	1850	2160	2270	3405
Chickasha to Wheatland	1775	2080	2180	3270
Wheatland to Oklahoma City	2880	3370	3540	5310
Oklahoma City to Chandler	1920	2245	2360	3540
Chandler to Stroud	1655	1935	2035	3050
Stroud to Depew	1750	2050	2150	3225
Depew to Sapulpa	2400	2810	2950	4425
Sapulpa to Cherokee Yard	2110	2470	2595	3890

TABLE OF SPEEDS

MPH	1 Mile Min.	Sec.	MPH	1 Mile Min.	Sec.
10	6		40	1	30
15	4		45	1	20
20	3		50	1	12
25	2	24	55	1	5
30	2		60	1	
35	1	42	65		55½

SECOND CLASS — SOUTH

537 Leave Daily	539 Leave Daily	33 Leave Daily	531 Leave Daily	437 Leave Daily	39 Leave Daily	739 Leave Daily	Miles	STATIONS AND-OR REFERENCE POINTS
								BYORO ⓞ Ⓨ T
0900	0400	2145	1730	0840	0500	0130	426.9	CHEROKEE YD. (C.T.C. 2 MT)
								3.6
							430.9	NORRIS (C.T.C. 2 MT)
								5.0
							439.5	OMA (C.T.C. 2 MT)
								1.7
0930	0425	2215	1800	0910	0530	0201	437.2	SAPULPA ⑧ Ⓨ Y (A.B.S. Rule 510(a))
								5.0
		2222	1808	0917	0538	0211	442.2	KIEFER (A.B.S. Rule 510(a))
								14.0
		2239	1828	0934	0555	0231	456.2	BEGGS (A.B.S. Rule 510(a))
								11.0
		2252	1845	0947	0609	0246	467.2	BUTLER Ⓨ (A.B.S. Rule 510(a))
								1.4
		2254	1847	0950	0611	0249	468.6	OKMULGEE (A.B.S. Rule 510(a))
								7.6 BCO ⑧ Ⓨ Y
		2303	1857	1001	0621	0259	476.2	SCHULTER (A.B.S. Rule 510(a))
								5.9
		2311	**1925** 32	1012	0632	0307	482.1	HENRYETTA R ⑧ Ⓨ Y (A.B.S. Rule 510(a))
								12.6
		2317	**1945** 530	1029	0641	0325	494.7	FRED (WELEETKA) (A.B.S. Rule 510(a))
								9.7
		2329	1957	1041	0652	0338	504.4	WETUMKA ⑧ (A.B.S. Rule 510(a))
								8.6
		2340	2008	1052	**0702** 34	0350	513.0	YEAGER (A.B.S. Rule 510(a))
								6.6
		2349	2023	1102	0711	0401	519.6	HOLDENVILLE ⑧ (A.B.S. Rule 510(a))
								0.0
							519.6	C.R.I.P. Ⓧ Ⓐ (C.T.C.)
								0.5
		2351	2025	1105	0713	0403	520.1	SISSON (C.T.C.)
								4.9
		2357	2031	1112	0719	0410	525.0	SPAULDING (C.T.C.)
								14.1
		0015	2055	**1135** 738	0742	0440	539.1	FRANCIS R Ⓨ (C.T.C.)
								8.6
							547.7	A.T.S.F. Ⓧ Ⓐ (A.B.S.)
								0.5
		0030	2145	1155	0758	0501	548.2	ADA BCOR ⑧ Ⓨ (A.B.S.)
								10.0
		0045	2205	1213	0815	**0526** 34	558.2	FITZHUGH (A.B.S.)
								5.1
		0052	2212	1220	0822	0533	563.3	ROFF ⑧ (A.B.S.)
								7.7
		0104	2224	**1230** 38	0834	0543	571.0	SCULLIN (A.B.S.)
								8.3
		0115	2255	1240	0844	0553	579.3	MILL CREEK ⑧ (A.B.S.)
								12.5
		0130	2312	1256	0859	0617	591.8	RAVIA ⑧ (A.B.S.)
								11.6
		0145	0001	1313	**0916** 738	0700	603.4	MADILL R ⑧ Y Ⓨ (C.T.C.)
								7.2
							610.6	KINGSTON (C.T.C.)
								9.6
		0205	0030	**1334** 530	0937		620.2	LAKESIDE (C.T.C.)
								4.6
		0211	0036	1340	0943		624.8	BARRY (A.B.S.)
								6.3
		0218	0043	1347	0951		631.1	STALEY (A.B.S.)
								0.3
							631.4	M.K.T. JCT. (A.B.S.) Ⓜ
								5.1
		0230	0044	1358	1001		636.5	DENISON Ⓨ ⑧ (C.T.C.)
								0.1
							636.6	S.P. JCT. (C.T.C.)
								7.4
							644.0	NO. SHERMAN JCT. (C.T.C.)
								0.6
		0250	0105	1440	1201		644.6	SHERMAN BCORY ⓞ Ⓨ (C.T.C.)
								(207.4)
Arrive Daily 537	Arrive Daily 539	Arrive Daily 33	Arrive Daily 531	Arrive Daily 437	Arrive Daily 39	Arrive Daily 739		

Southward trains are superior to Northward trains of the same class.

NORTH — SECOND CLASS

Station Number	TPR	Track Cap. Sidings Feet	Track Cap. Aux.	34 Arrive Daily	738 Arrive Daily	38 Arrive Daily	530 Arrive Daily	32 Arrive Daily		30 Arrive Daily	3110 Arrive Daily Ex. Sun.
G426	CY	.....	Yd	1200	1630	1800	0700	2300	.....	0200	1600
G426	NO	.....	....	.....	.....	.....	.....	.....	.....	.....	.....
G426	OM	.....	....	.....	.....	.....	.....	.....	.....	.....	.....
G438	SQ	.....	Yd.	0855	1420	1610	2130	2025	.....	0120	1538
E442	KF	5844	12	0846	1408	1559	2117	2015	.....	.....	.....
E456	ZB	8651	42	0826	1348	1540	2053	2008	.....	.....	.....
E467	ZU	6176	....	0808	1328	1518	2036	1950	.....	.....	.....
E469	OG	.....	Yd.	0805	1325	1515	2034	1945	.....	.....	.....
E476	QC	8678	15	0755	1315	1505	2025	1935	.....	.....	.....
E482	HN	5079	Yd.	0745	1305	1455	2015	**1925** 531	.....	.....	.....
E495	WK	8580	110	0727	1242	1435	**1945** 531	1843	.....	.....	.....
E504	WM	4784	80	0715	1230	1422	1922	1831	.....	.....	.....
E513	YG	8078	4	**0702** 39	1217	1410	1910	1822	.....	.....	.....
E520	HD	.....	125	0644	1208	1401	1900	1813	.....	.....	.....
.....	....	.....	....	.....	.....	.....	.....	.....	.....	.....	.....
E520	UI	5427	....	0642	1205	1357	1841	1811	.....	.....	.....
E525	UP	6392	10	0635	1155	1350	1835	1805	.....	.....	.....
E539	FC	9251	Yd.	0615	**1135** 437	1330	1815	1745	.....	.....	.....
.....	....	.....	....	.....	.....	.....	.....	.....	.....	.....	.....
E548	AD	6234	Yd.	0550	1050	1311	1715	1732	.....	.....	.....
E558	FH	8633	....	**0526** 739	1035	1255	1633	1717	.....	.....	.....
E564	RF	.....	97	0511	1025	1245	1626	1711	.....	.....	.....
E571	UJ	8713	14	0501	1015	**1230** 437	1615	1701	.....	.....	.....
E580	ML	5423	68	0448	0958	1147	1525	1648	.....	.....	.....
E592	RV	8777	22	0430	0935	1130	1505	1630	.....	.....	.....
E603	MA	5958	Yd.	0407	**0916** 39	1112	**1445** 437	1615	.....	.....	.....
E610	KT	8577	44	.....	.....	.....	.....	.....	.....	.....	.....
E620	LK	3935	....	0347	.....	1052	1255	1551	.....	.....	.....
E625	ZY	8801	6	0341	.....	1045	1245	1545	.....	.....	.....
E631	IT	.....	....	0335	.....	1035	1235	1535	.....	.....	.....
.....	....	.....	....	.....	.....	.....	.....	.....	.....	.....	.....
E637	DN	5797	105	0325	.....	1025	1225	1525	.....	.....	.....
.....	....	.....	....	.....	.....	.....	.....	.....	.....	.....	.....
.....	....	.....	....	.....	.....	.....	.....	.....	.....	.....	.....
E644	SK	.....	Yd.	0305	.....	1000	1200	1505	.....	.....	.....
				Leave Daily 34	Leave Daily 738	Leave Daily 38	Leave Daily 530	Leave Daily 32		Leave Daily 30	Leave Daily Ex. Sun. 3110

Southward trains are superior to Northward trains of the same class.

	MPH
MAXIMUM SPEED (except as noted)	55
17th St. until engine over crossing	10
Thru turnout MP 428-27	25
South Track-MP 428-31 to MP 429-3	40
Until engine thru limits North track MP 428-39 to MP 429-35	20
Norris, thru turnout	50
MP 432-17 to MP 432-26	45
Oma, thru turnout	50
MP G436-6 to MP E438-4	25
MP G436-6 to MP G438-9	25
438-4 440-7	45
Until engine thru limits MP 441-25 to MP 442-30	45
MP 457-25 to MP 458-4	45
Until engine thru limits MP 468-20 to MP 469-10	25
MP 471-12 to MP 471-28	45
Schulter, thru turnout North end siding	25
MP 478-17 to MP 479- 6	45
480- 6 480-10	40
Until engine thru limits MP 480-10 to MP 482-25	25
MP 483-17 to MP 485- 5	45
492- 1 492-18	45
494-15 494-26	45
498-24 498-34	50
Until engine thru limits MP 504- 1 to MP 504-17	25
506- 0 506-12	50
506-33 507-8	45
509-31 510-11	45
511-19 511-26	50
516-12 516-23	45
516-23 517- 7	50
517- 7 517-21	45
517-21 518-19	50
518-19 519-15	45
Until engine thru limits MP 518-17 to MP 520-22	40
MP 519-20 thru interlocking	40
MP 520-30 to MP 521-26	50
526-18 526-26	50
529- 7 529-20	45
531-33 532-10	45
532-10 532-26	50
533-23 534-28	45
535-26 536-18	50
539-19 540- 6	45
542-33 545-25	45
Ada, thru interlocking	35
Until engine thru limits MP 547- 8 to MP 547-20	30
547-20 548-16	15
548-16 548-29	30
548-36 549-14	50
550-26 552- 3	45
554-26 555-25	45
555-25 556-20	40
559- 9 559-31	50
569- 1 569-10	50
574- 8 577-11	50
581-13 583-19	45
589- 7 589-23	45
596- 0 600- 0	45
602- 6 604- 6	45
Madill, over Hulse Spur	5
Until engine thru limits MP 603-7 to MP 603-17	25
MP 605-15 to MP 605-23	45
621-16 623-24	50
630- 3 630-36	30
Staley-M.K.T. Junction, turnouts Red River Bridge	15
Northward trains until engine thru limits MP 632-18	50
MP 633- 6 to MP 634-31	45
634-31 634-33	30
634-33 636- 1	25
M.K.T. connection Denison	5
Until engine thru limits MP 636- 1 to MP 636-20	12
Thru Spring Switch Turnouts	25

Time in schedules or train orders for trains departing Cherokee Yard will apply at MP 430-20.

Two main tracks between Cherokee Yard MP 428-25 and Norris and between Oma and Sapulpa are designated as East track and West track.

Oklahoma Sub trains will use Creek-Sherman Sub between Sapulpa and Cherokee Yard. Trains entering CTC at Sapulpa will not require clearance.

Trains will secure clearance at Cherokee Yard authorizing movement south from Sapulpa and will not require clearance at Sapulpa unless train order signal displays stop indication.

Trains may be identified between Cherokee Yard and Sapulpa when Form V(4) train order is issued to trains at Cherokee Yard.

Train crews operating between Cherokee Yard and Sapulpa will be responsible for identifying superior trains.

Train meets and time in schedules or train orders will be at end of two main tracks Sapulpa.

Trains originating Francis will not require clearance.

SL-SF trains will use M.K.T. tracks between Staley and M.K.T. Jct.

SL-SF trains will use Southern Pacific track between S.P. Jct., Denison and Sherman.

Train order signal Denison northward only.

Train orders restricting southward trains holding main track at Lakeside will apply at "Stop" signal MP 620-14.

Creek-Sherman Sub will use Ft. Worth Sub. instructions for Sherman yard movement.

Bridge E-503.4 protected by detector connected with ABS. When signals 5035 and 5048 display "Stop" observe signal rules and know bridge safe.

No. 738 may be authorized by clearance at Madill.

Electric switch light on spring switch north end siding Denison shows an indication for southward trains only. Southward trains finding grade signal 6353 at Stop indication will approach this switch prepared to stop until engine man can observe and be governed by indication of this light. If switch light does not display green indication, stop will be made and switch examined before passing.

TRAIN MEET SIGNS

Okmulgee,
MP 468-15 ....Northward trains
Ada, MP 548-30..Northward trains
Fitzhugh,
MP 558-13 ....Southward trains

Trains on main track waiting for or to meet opposing trains will stop short of sign until opposing train reaches switch.

CTC:	MP 428-25 to MP 437-9	
ABS:	MP 437-9 to MP 481-5, Rule 510 (a)	
ABS:	MP 481- 5 to MP	540-32
CTC:	540-32	547-28
ABS:	547-28	604- 6
CTC:	604- 6	621- 7
ABS:	621- 7	635- 9

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Mounds	446.7	E447	VJ	32	North
Sasakwa	532.2	E532		8	North
Ryder	584.5	E584	VS	54	Both

Bridge class of locomotives and foreign derricks 63

HOT BOX DETECTORS

MP 446-27
MP 474-25
MP 496-31
MP 516- 5
MP 542-19
MP 565-27
MP 587- 6
MP 613-24

TRACK RESTRICTIONS

No. 2 track Bartlett-Collins, Sapulpa, protected by signals. If signal indicates stop, contact Bartlett-Collins employe.

Ada: Evergreen Mill, engines must not be operated under shed.

Sherman: Northward trains departing until caboose over Grand Ave., 5 MPH.

- Sapulpa: (Brick Plant Spur) Highway 66
- Okmulgee: Highway 75
- Henryetta: Highway 75
- Mill Creek: Highway 12

MUSKOGEE BRANCH—CREEK SUB

Miles	STATIONS AND-OR REFERENCE POINTS	Sta. No.	TPR	Trk. Cap.
482.1	HENRYETTA ..... Ⓨ Ⓢ	E482	HN	Yd.
	43.9			
526.0	MUSKOGEE .... BCY Ⓨ	EA526	MU	Yd.
	0.2			
526.2	M.K.T. ..... Ⓧ □	.....	.....	.....
	(44.1)			

MP 525-6 to MP 527-27 12
MP 526-4 over Main Street Crossing 5
Bridge class of engines and foreign derricks 54

MKT crossing MP 526.2:

Eastward movements not clearing Main Street stop clear Main Street, proceed when gate properly lined, protecting Main Street crossing from ground position.

SL-SF trains use M.P. track between Muskogee and Henryetta.

MADILL BRANCH—CREEK-SHERMAN SUB

Miles	STATIONS AND-OR REFERENCE POINTS SOUTH NORTH	Station Number	TPR	Track Cap.
603.4	MADILL ..... R Ⓢ Y Ⓨ	E603	MA	Yd.
	8.6			
612.0	SIMPSON	JA612	.....	14
	15.9			
627.9	ARDMORE ..... BC Ⓨ ✪	JA628	AE	Yd.
	(24.5)			

	MPH
MAXIMUM SPEED (except at noted)	20
Until engine thru limits MP 603-10 to MP 604-10	15
MP 612-15 to MP 628	10
All auxiliary tracks Ardmore	5
Yard Limits: Entire Branch	
Bridge class of locomotives and foreign derricks	54

SOUTH — SECOND CLASS								NORTH — SECOND CLASS							
				437 Leave Daily	39 Leave Daily	33 Leave Daily	Miles	STATIONS AND-OR REFERENCE POINTS	Station Number	TPR	Track Cap. Sidings Feet	Track Cap. Aux.	34 Arrive Daily	38 Arrive Daily	32 Arrive Daily
.....	.....	.....	.....	1740	1500 32	0305 34	644.6	SHERMAN BOOR Ⓨ Y ✪	E644	SK	.....	Yd.	0305 33	0830	1500 39
								1.1							
.....	.....	.....	.....	.....	.....	.....	645.7	TOWER 16 ..... Ⓢ	.....	.....	.....	.....	.....	.....	.....
								0.0							
.....	.....	.....	.....	.....	.....	.....	.....	M.P. ..... Ⓧ Ⓜ	.....	.....	.....	.....	.....	.....	.....
								0.6							
.....	.....	.....	.....	.....	.....	.....	646.3	S.S.W. ..... Ⓧ Ø	.....	.....	.....	.....	.....	.....	.....
								1.5							
.....	.....	.....	.....	1750	1510	0315	647.8	FRISCO JCT.	.....	.....	.....	.....	.....	.....	.....
								2.1							
.....	.....	.....	.....	1755	1515	0320	649.9	SO. SHERMAN JCT. Ⓨ	.....	FJ	.....	....	0255	0753	1443
								7.8							
.....	.....	.....	.....	1815	1535	0340	657.7	DORCHESTER	.....	SP	.....	....	0250	0748	1438
								7.1							
.....	.....	.....	.....	1827	1547	0352	664.8	GUNTER	E658	DT	8661	11	0233	0730	1420
								8.8							
.....	.....	.....	.....	1840	1600	0406	673.6	CELINA	E665	GQ	.....	41	0220	0717	1407
								6.1							
.....	.....	.....	.....	1850	1610	0415	679.7	PROSPER	E674	YI	.....	50	0205	0750	1356
								5.9							
.....	.....	.....	.....	1900	1620	0425	685.6	FRISCO ..... Ⓑ	E680	QO	8761	42	0155	0655	1351
								14.3							
.....	.....	.....	.....	1925	1645	0450	699.9	BLISS	E686	FS	.....	76	0145	0647	1343
								0.6							
.....	.....	.....	.....	.....	.....	.....	700.5	CARROLLTON	E700	ZV	4432	....	0123	0625	1325
								0.0							
.....	.....	.....	.....	.....	.....	.....	.....	M. K. T. ... } ..... Ⓧ Ⓐ	E701	YN	.....	57	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	S. S. W. ... } 3.7	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	1938	1658	0503	704.2	GRIBBLE	.....	.....	.....	.....	.....	.....	.....
								6.5							
.....	.....	.....	.....	2030	1900	0730 38	710.7	IRVING ..... BO Ⓨ Y ✪	E704	GB	2497	....	0113	0615	1315
								10.2							
.....	.....	.....	.....	.....	.....	.....	720.9	DALLAS (Psgr. Depot).	E711	IR	.....	Yd.	0100	0600 33	1300
								2.6							
.....	.....	.....	.....	.....	.....	.....	723.5	EAST DALLAS	.....	.....	.....	....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	710.7	IRVING ..... BO Ⓨ Y ✪	P722	DA	.....	....	.....	.....	.....
								24.9							
.....	.....	.....	.....	.....	.....	.....	735.6	NO. FT. WORTH .... Ⓨ	E711	IR	.....	Yd.	.....	.....	.....
								5.6							
.....	.....	.....	.....	2300	2200		741.2	FT. WORTH ... BCORT (66.1) (96.6) Ⓨ Y ✪	.....	NF	.....	Yd.	.....	.....	.....
									E741	FW	.....	Yd.	2230	0300	
				Arrive Daily 437	Arrive Daily 39	Arrive Daily 33		Southward trains are superior to Northward trains of the same class.	Southward trains are superior to Northward trains of the same class.				Leave Daily 34	Leave Daily 38	Leave Daily 32

	MPH
MAXIMUM SPEED (except as noted)	40
Sherman, over derail switch	15
MP 644-15 to MP 645-10	15
645-10 646-0	10
646-0 647-0	15
Tower 16, thru interlocking	20
Frisco Jct., thru turnout	20
So. Sherman Jct., thru turnout	20
MP 687-10 to MP 697-0	30
Until engine thru limits MP 697 to MP 701-23	20
MP 707-0 to MP 708-29	30
Irving, over crossings not protected by flashers	30
Until engine thru limits MP 709-24 to MP 710-28	15
Dallas, within the limits of The Union Terminal Company:	
No. Jct. to No. Tower	15
No. Tower to So. Tower	10
So. Tower to Double Track Jct. Cadiz Street	15
Double Track Jct. to ATSF	25
Thru crossovers and turnouts	10
Depot and shed tracks	8
No. Ft. Worth, move at restricted speed thru connecting track, not exceeding	10
Ft. Worth, over street crossings	18
Ft. Worth, spring switch at north end of yard	15
Belt Jct., north leg of wye	10
south leg of wye	15

Yard limits: Tower 16 to Frisco Jct.
So. Sherman Jct. to MP 651

SL-SF trains will use Southern Pacific track between S.P. Jct., Denison, and Tower 16 and between Frisco Jct. and So. Sherman Jct.

Northward trains will not require clearance at Tower 16.

Sherman Yards, when handling 70-foot or longer cars, 5 MPH.

Normal position of spring switch derail south end Sherman yard lined for derailing southward movements.

Spring switch north end Sherman Yard equipped with electric light; yellow indication lined for No. 1 track, green indication lined for No. 2 track.

Cars will not be kicked or cut off in clear tracks while moving south in Sherman Yard, but will be shoved to a stop and sufficient hand brakes set before uncoupling. Not less than two (2) cars with good hand brakes set will be required in any track when cars with rider are kicked or cut off in such tracks. Cars will not be kicked or cut off without rider unless track is occupied by cars with sufficient hand brakes set, not less than five (5) cars in one cut.

When switching South lead Sherman Yard, air will be cut in cars as follows:

When Handling	Cut air in
7 to 10 cars	3 cars
11 to 15 cars	6 cars
16 to 20 cars	9 cars
21 to 25 cars	12 cars
26 to 30 cars	16 cars

Northward trains will require clearance at Irving.

Regular trains may be authorized by clearance at Irving.

Southward trains will require C.R.I.P. clearance at Irving from SL-SF operator.

Trains use C.R.I.P. tracks between No. Ft. Worth and No. Jct. Dallas.

Trains use Union Terminal tracks between No. Jct. and Santa Fe Jct., Dallas.

North wye switch Irving will be left lined as last used.

S.S.W. end of connecting track No. Ft. Worth equipped with spring switch. Signal governing facing points movements over this switch will display:

Yellow indication lined for S.S.W. main track.

Lunar indication lined for connecting track. Spring switch may be left as last used.

Spring switch north end Ft. Worth Yard equipped with electric light; green indication lined to City Lead; yellow indication lined to No. Ft. Worth.

Trains use A.T.S.F. tracks between Santa Fe Jct. and East Dallas and between Belt Jct. and Birds, Ft. Worth.

Trains use S.S.W. tracks between junction of SL-SF and S.S.W. track at No. Ft. Worth and point near N.E. 29th Street opposite Temple Grain Company and will move at restricted speed.

♦ Ft. Worth: movements on sidings and other auxiliary tracks, over public crossings protected by automatic crossing signals, unless signals are operating.

Ft Worth: Hemphill St., and Windsor St., until engine or lead car over crossing ..... 10 MPH

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Collin	682.4	E682		24	South
Hebron	694.8	E695		18	South

Bridge class of locomotives and foreign derricks:

Sherman - Irving	56
Dallas - Ft. Worth	54

HOT BOX DETECTORS
MP 666- 7
MP 690-20

Trains and engines using CRIP tracks between North Ft. Worth and North Junction, Dallas, will be governed by SLSF Rules of the Transportation Department, except as modified below:

(1) General Orders and Special Instructions: General Orders will be numbered consecutively beginning with January first of each year; will be issued and cancelled by the Superintendent or other designated officer, and will expire with the calendar year.

(2) Conditional Stop Signs: When train order is in effect, an unattended red sign reading, "CONDITIONAL STOP", will be displayed 1,000 feet in advance of where main track is obstructed or impassable. Trains must approach prepared to stop short of this sign unless the engineer is orally authorized to proceed beyond this sign by foreman in charge of work, or a proceed signal with a green flag or light is received. A yellow sign reading "PROCEED PREPARED TO STOP", will be displayed two miles in advance of red sign. A green resume speed sign will be displayed to the right of each track at the limit of restriction. *LOW SPEED must not be exceeded through the territory named in the order unless a different speed is orally authorized by foreman in charge. Prescribed speed will not be exceeded until entire train has passed the resume speed sign. A train or engine within limits of train order at effective time of order, must not proceed unless orally authorized by foreman in charge of work, or proceed signal with green flag or light is received. Where "PROCEED PREPARED TO STOP" and "CONDITIONAL STOP" signs are displayed, they must be respected even though no train order is held. Where a train order is in effect and the "CONDITIONAL STOP" sign is not displayed, or when "PROCEED PREPARED TO STOP" sign is displayed and no train order is in effect, stop must be made at location where "CONDITIONAL STOP" sign should be located, and train must not proceed until orally authorized or receives a proceed signal with a green flag or light. Before orally authorizing train to proceed, foreman must inform the engineer the maximum speed permitted over the restricted track. Oral authorization and acknowledgment between foremen and engineers for trains to pass "CONDITIONAL STOP" signs must be made in the manner prescribed by form shown in special instructions. Where the term "foreman" is used in these rules, general orders, special instructions, and train orders, it will also apply to the employe in charge of work. Where switching or work is to be performed where it is necessary to pass the "CONDITIONAL STOP" sign several times, engineer must have an understanding with foreman in charge of work, as to work to be performed, limits, and time his train or engine may work within these limits. When restricted track is less than two miles from terminal or junction point and distance does not permit "PROCEED PREPARED TO STOP" sign to be displayed as required by the rules, sign will be displayed as far as possible from "CONDITIONAL STOP" sign but not further than the first switch through which train leaves the terminal and not beyond the clearance at junction point. The location of such yellow sign so placed must be designated by train order.

FORM TRAIN ORDER - CONDITIONAL STOP ORDER: Do not exceed Low Speed* between MP _____ and MP _____ between _____ and _____ from _____m until _____m and be prepared to stop short of unattended red conditional stop sign displayed in vicinity of MP _____ for (Northward) trains and MP _____ for (Southward) trains unless orally authorized to proceed beyond the stop sign by foreman in charge of work or a proceed signal with green flag or light is received Low Speed* must not be exceeded unless foreman orally authorizes a different speed. *Low Speed means Frisco Restricted Speed.

(3) 11. Fusee Signals: A train or engine finding a fusee burning on or near its track must stop. After stopping, train or engine will then proceed at Restricted Speed for a safe flagging distance. Where there is sufficient sight distance, or where there are torpedoes or other restrictive signals a sufficient distance in advance, stop must be made before leading wheels pass the burning fusee and movements must not be made over burning fusee.

(4) 15. Torpedo Signals: Torpedoes must be placed on the rail 150 feet apart on engineer's side. They must not be placed on public crossings, nor left at places where they may cause injury. The explosion of two torpedoes is a signal to immediately reduce speed and proceed for a safe flagging distance at Restricted Speed. The explosion of one torpedo will indicate the same as two, but the use of two is required.

(5) Note to Rule 20 and 20(a) does not apply.

(6) S-89(a) Precautions at Meeting and Passing Points: When a train holding the main track at a station is restricted for the arrival of an opposing train, the train holding the main track must stop at least 500 feet from the clearance point of the switch to be used by the opposing train, unless the opposing train is in clear and switch properly lined. At meeting and passing points, a train on siding awaiting the arrival of another train must, if practicable, stop at least 500 feet from clearance point of facing point switch over which the expected train will pass. Identification of trains must be made at meeting and passing points, when required.

(7) Rule 102(a). Second sentence changed to read as: "Two torpedoes will be placed not less than 20 car lengths in advance of the rear portion of the train to warn engineman returning."

(8) Rule 105. Add to first sentence "but not exceeding 10 MPH".

(9) Stopping After Passing Proceed Indication: When a train or engine, having passed a proceed indication of a "STOP" Signal, stops less than one car length beyond such signal, it must not again proceed without complying with the requirements of Rule 509 unless signal can be seen to be displaying a proceed indication.

(10) Rule 612 does not apply.

WEST Second Class 537 Leave Daily	WEST Second Class 539 Leave Daily	Miles	STATIONS AND-OR REFERENCE POINTS	Station Number	TPR	Track Cap. Sidings Feet	Track Cap. Sidings Aux.	EAST Second Class 3110 Arrive Daily Ex. Su.	EAST Second Class 30 Arrive Daily
0930	0425	437.2	SAPULPA ..... Y Ⓨ Ⓢ	G438	SQ	.....	Yd.	1538	0120
			21.8						
1001	0458	459.0	BRISTOW ..... Y Ⓢ	G459	BP	7240	225	1515	0050
			7.6						
1015	0510	466.6	DEPEW	G467	DP	3434	32	1435	0038
			10.9						
1030	0525	477.5	STROUD ..... Ⓨ Ⓢ	G478	ST	3621	174	1420	0025
			5.5						
1038	0534	483.0	BINKLEY ..... P	G483	.....	5596	9	1230	0015
			2.4						
.....	.....	485.4	DAVENPORT	G485	.....	.....	24	.....	.....
			8.5						
1055	0539	493.9	CHANDLER ..... Ⓢ	G494	YX	.....	126	1213	2359
			15.9						
1112	0613	509.8	HIBSAW ..... P	G510	HI	6066	....	1153	2343
			14.4						
1133 3110	0633	524.2	JONES ..... P	G524	JN	3898	13	1133 537	2325
			11.6						
....	....	535.8	C.R.I.P.) ..... A.T.S.F.) ..... Ⓧ Ⓐ	.....	.....	.....	.....	.....	.....
			3.7						
			RTOBOY Ⓨ ✪						
1200	0739	539.5	**OKLAHOMA CITY**	G540	OC	.....	Yd.	1100	2300
			(112.6)						
Arrive Daily 537	Arrive Daily 539		Westward trains are superior to Eastwood trains of the same class.					Leave Daily Ex. Su. 3110	Leave Daily 30

A.B.S. - Rule 510(a)

	MPH
MAXIMUM SPEED (except as noted)	55
MP 436- 6 to MP 438- 9	25
438- 9 439-24	50
439-24 439-36	45
439-36 441- 4	50
441- 4 442-25	45
447-33 458-25	45
Bristow, thru turnout west end siding	25
Until engine thru limits MP 458-25 to MP 459-15	20
MP 459-15 to MP 461-28	50
461-28 472- 1	45
476- 0 479-14	45
Until engine thru limits MP 477- 2 to MP 477-29	25
MP 479-14 to MP 487-23	50
487-33 492-32	45
Until engine thru limits MP 492-30 to MP 493-32	25
MP 493-32 to MP 495-28	45
498-25 499-19	45
503-30 505-33	45
514-33 515-20	45
519- 1 522-11	45
Until engine thru limits MP 523-17 to MP 526-21	25
Jones, thru turnout east end siding	25
Until engine thru limits MP 527-16 to MP 530-22	50
MP 530-22 to MP 531- 8	45
531- 8 535-28	50
535-28 537-33	45
537-33 539- 6	25
Oklahoma City, thru turnout MP 538-20	25
Until engine over crossing MP 539-6	10

Oklahoma Sub trains will use Creek-Sherman Sub between Sapulpa and Cherokee Yard. Trains entering CTC at Sapulpa will not require clearance.

Trains will secure clearance at Cherokee Yard authorizing movement from Sapulpa and will not require clearance at Sapulpa unless train order signal displays stop indication.

Time in schedules or train orders for trains departing Cherokee Yard will applly at MP 430-20.

Two main tracks between Cherokee Yard and Norris and between Oma and Sapulpa are designated as East track and West track.

ABS: 437-9 538-19
(Rule 510 (a))

No. 2 track Bartlett-Collins, Sapulpa, protected by signals. If signal indicates stop, contact Bartlett-Collins employe.

Trains may be identified between Cherokee Yard and Sapulpa when Form V(4) train order is issued to trains at Cherokee Yard. Train crews operating between Cherokee Yard and Sapulpa will be responsible for identifying superior trains.

Trains meets and time in schedules or train orders will apply at end of two main tracks Sapulpa.

HOT BOX DETECTORS
MP 450-13
MP 472- 9
MP 500-31
MP 526-29

Bridge class of locomotives and foreign derricks 70

TRACK AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Kellyville	445.6	G446	KY	10	East
Wellston	505.5	G506		30	Both
Luther	514.7	G515		34	Both
Red Horse	534.3	G534		29	East
Greig	535.6	G536	GG	5	Both

♦ Sapulpa: (Brick Plant Spur) Highway 66

♦ Chandler: (North Yd. Spur) Highway 66

WEST Second Class 537 Lv. Daily Ex. Sat.	Miles	STATIONS AND-OR REFERENCE POINTS	Station Number	TPR	Track Cap. Sidings Feet	Track Cap. Aux.	EAST Second Class 3210 Ar. Daily Except Sun.
		RTCBO Ⓨ Ⓞ					
1400 3210	539.5	**OKLAHOMA CITY**.... 3.3	G540	OC	.....	Yd.	1400 537
.....	542.8	A.T.S.F..... Ⓧ Ⓖ 11.1	.....	.....	.....	.....	.....
1437	553.9	MUSTANG..... 13.6	G554	US	4199	24	1245
1458	567.5	SOONER..... 13.0	G567	UU	5138	....	1215
.....	580.5	C.R.I.P..... Ⓧ Ⓐ 0.3	.....	.....	.....	.....	.....
1520	580.8	CHICKASHA..... Ⓨ Ⓢ 24.2	G581	CC	2073	139	1155
1600	605.0	CYRIL..... Ⓨ Ⓢ 20.5	G605	CR	4160	211	1110
1635	625.5	FORT SILL..... Y 4.2	G626	FI	1972	76	1015
.....	629.7	O.R.I.P..... Ⓧ Ⓖ 0.5	.....	.....	.....	.....	.....
1646	630.2	LAWTON.....BC Ⓢ Ⓨ Y 13.7	G630	LT	.....	Yd.	1005
1715	643.9	CACHE..... 20.2	G644	EZ	4283	35	0939
.....	664.1	ENID SUB..... Ⓧ Ⓖ 0.3	.....	.....	.....	.....	.....
1752	664.4	SNYDER..... Ⓢ Y Ⓨ 22.2	G664	SN	.....	....	0907
.....	686.6	M.K.T..... Ⓧ Ⓖ 0.6	.....	.....	.....	.....	.....
1836	687.2	ALTUS..... Ⓨ Ⓢ 0.9	G687	AS	1695	Yd.	0831
.....	688.1	A.T.S.F..... Ⓧ Ⓐ 21.3	.....	.....	.....	.....	.....
1900	709.4	ELDORADO..... 13.9	G709	ED	1585	116	0754
2100	723.3	**QUANAH**.....BCY (183.8) Ⓨ Ⓞ Ⓧ Ⓐ	G723	QU	.....	Yd.	0730
Ar. Daily Ex. Sat. 537		Westward trains are superior to eastward trains of the same class.					Lv. Daily Ex. Sun. 3210

	MPH
MAXIMUM SPEED (except as noted)	40
MP 539-25 to MP 544-25	25
Over Bridge G-557.9	30
MP 691-25 to MP 716-0	25
MP 716- 0 to MP 722-0	30

Until engine thru limits

MP 580-15 to MP 582-11	20		
628-31		635-22	25
686-10		687-17	30
688- 3		688- 4	20

Move at restricted speed on C.R.I.P. tracks Oklahoma City, Fort Sill & Lawton.

Trains will use Q.A.P. tracks between Red River and Quanah. SL-SF Rules and instructions will govern.

HOT BOX DETECTORS

MP 565- 8

MP 590-28

Bridge class of locomotives and foreign derricks 54

Yard Limits: Oklahoma City to Wheatland

- Spur MP 547-7: Highway 152
- Spur MP 548-16: Dayton Lead, S.W. 29th St.
- Altus: Spur track Highway 62
- Quanah: Highway 283

Oklahoma City:

Ⓧ G C.R.I.P., Frt. Hse. Lead

Ⓧ G C.R.I.P., Oil Mill Lead

Ⓧ G C.R.I.P., West Leg Wye

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Lilliard Pk.	545.3	G545	IO	Yd	Both
Wheatland	549.3	G549	UD	59	Both
Tuttle	562.8	G563	TT	25	Both
Amber	572.7	G573		35	Both
Norge	586.9	G587		16	East
Cement	599.5	G600		20	West
Fletcher	610.6	G611		22	Both
Elgin	614.6	G615	EG	45	Both
Indiahoma	652.0	G652		35	Both
Headrick	676.0	G676	HK	50	Both
Olustee	695.5	G695	OU	65	Both
Creta	702.7	G703		31	Both

Obedience to the Rules, Essential to Safety

Miles	STATIONS AND-OR REFERENCE POINTS WEST — EAST	Station Number	TPR	Track Cap. Aux.
723.3	**QUANAH**...CBY Ⓨ Ⓧ Ⓐ 5.5..... Ⓞ	G723	QU	Yd.
728.8	ACME..... Ⓢ Ⓨ 0.1	G729	AQ	10
728.9	F.W.D..... Ⓧ Ⓐ 10.2	.....	.....	....
739.1	LAZARE..... 13.9	G739	.....	31
753.0	SWEARINGEN..... 13.1	G753	UW	94
766.1	PADUCAH..... Ⓢ 10.2	G766	PH	150
776.3	NAROISSO..... 10.4	G776	NQ	81
786.7	SUMMIT..... 5.6	G787	.....	43
792.3	RUSSELLVILLE..... 10.4	G792	.....	28
802.7	ROARING SPGS..... 8.0	G803	RZ	126
810.7	McBAIN..... 7.8	G811	.....	24
818.5	DOUGHERTY..... 6.8	G819	DY	149
825.3	BOOTHE SPUR..... 7.9	G825	.....	59
833.2	**FLOYDADA**...BC Ⓨ Ⓞ (109.9)	G833	FI	Yd.

	MPH
MAXIMUM SPEED (except as noted)	30
Quanah, thru interlocking	20
Until engine over crossings Quanah Highway F.M. 2640	15
Lord St.	25
MP 728-16 to MP 728-25	20
Acme, thru interlocking	20
Until engine over crossings MP 832-10 to MP 832-23	15

SL-SF rules and instructions will govern.

- Quanah: Highway 283

Yard limits: Quanah to Acme

TRACK RESTRICTIONS

10 MPH Auxiliary tracks

Acme: Do not put engine over hydraulic lift east and west spur track

5 MPH All Georgia Pacific Tracks

Bridge class of locomotives and foreign derricks 54

CLASSIFICATION OF LOCOMOTIVE UNITS

Unit No.	Designation	Class of Service	Tonnage Class	Horse Power	Max. Speed in 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

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		
	(a)	Weaubleau-MP D 115.7 (Osceola)		
	(b)	Sinclair-Weir City	(b)	Limited to 177,000# gross weight.
235,000#	(d)	Poteau-Hugo	(d)	Cars shorter than 38 ft. limited to 220,000#.
240,000#	(e)	Aurora-Mt. Vernon	(e)	Cars with gross weight between 220,000# and 240,000# may be handled with speed restricted to 10 MPH.
263,000#		**THROUGH ROUTES**	(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:
	(g)(i)	Kansas City-Birmingham		**BETWEEN KANSAS CITY AND BIRMINGHAM**
	(g)	St. Louis-Oklahoma City		Trains: All except those with "Train Identification" of FSE, NWF, QLA, and 131.
	(h)	Oklahoma City-Floydada		Speed Restrictions: 50 MPH, except 10 MPH over Bridges C609.0 and C702.5.
		LOCAL ROUTES		Minimum Length of Car: 50 ft. when handling over Mississippi River Bridge at Memphis.
		EASTERN DIVISION		**BETWEEN ST. LOUIS AND OKLAHOMA CITY**
	(g)	Cuba-Buick		Trains: All trains.
	(h)	Ft. Wood Branch		Speed Restrictions: 50 MPH.
	(h)	Pierce City-Wichita		**BETWEEN CUBA AND BUICK**
		Wichita Yard-Lorraine		Trains: All trains.
	(h)	Red Plant-Baxter Springs		Speed Restrictions: None
		J&G Jct-Carl Jct.		Minimum Length of Car: 40 ft.
	(h)	Lead Jct.-Salem		**BETWEEN EDWARD AND AFTON**
		NORTHERN DIVISION		Trains: All trains.
	(j)	Hoxie-Walport		Speed Restrictions: 50 MPH
		SPRINGFIELD TERMINAL DIVISION		**BETWEEN SAPULPA AND SHERMAN**
		MK Jct-Kissick		Trains: All trains.
	(h)	Kissick-Ozark		Speed Restrictions: 50 MPH.
	(h)	Springfield-Weaubleau		Minimum Length of Car: 40 ft.
		KANSAS CITY TERMINAL DIVISION		**BETWEEN LINDENWOOD AND TURRELL**
	(h)	Kansas City-East Lynne		Trains: All trains.
		MEMPHIS TERMINAL DIVISION		Speed Restrictions: None.
		Marion-Hulbert		Minimum Length of Car: 40 ft. on St. Louis Subdivision.
		BIRMINGHAM TERMINAL DIVISION		**BETWEEN AMORY AND DEMOPOLIS**
	(h)	Pratt City-Bessemer		Trains: All trains.
		SOUTHERN DIVISION		Speed Restrictions: None.
		Winfield, Ala.-Brookside	(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#.
		Dora-Debardeleben		
	(g)	Amory-Demopolis		
		Aberdeen Spur		
	(m)	Boligee-York		
		Demopolis-Pensacola		
	(h)	Cochrane-Mobile	(i)	Cars shorter than 45 ft. limited to 220,000#, between Bridge Jct. and Shelco.
		RIVER DIVISION	(j)	Cars with gross weight between 220,000# and 263,000# may be handled with speed restricted to maximum of 10 MPH.
	(g)(h)	St. Louis-Chaffee	(m)	Via Southern Rwy.
	(g)	Chaffee-Turrell	(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.
	(p)	Holcomb-Senath		
	(p)	Kennett-Hayti		
		Hayti-Caruthersville		
		Blytheville-Armorel		
		SOUTHWESTERN DIVISION	(r)	Cars shorter than 42 ft. limited to 220,000#.
	(g)(h)	Sapulpa-Denison	(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.
	(g)	Denison-Sherman		
	(h)	Sherman-Irving		
	(r)	Dallas-N. Ft. Worth		
	(h)	N. Ft. Worth-Ft. Worth	(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)	Henryetta-Muskogee		
	(s)	Madill-Ardmore		
		WESTERN DIVISION		
	(h)	Cherokee Yard-Enid		
		Enid-Avard		
	(s)	Enid-Winfield		
	(t)	Enid-Foley		
		Foley-Ewing		
	(t)	Ewing-Clinton, Okla.		
	(s)	Snyder-Davidson		
	(g)	Edward-Afton		
		Pittsburg-Empire		
		Miami Branch		
		(Except Cardin Spur)		
		Quapaw-Central Mill		
		Arcadia-Strauss		
		CENTRAL DIVISION		
	(h)	Hugo-Paris		
	(h)	Hope-Lakeside		
	(h)	Monett-Ft. Smith		
		Rogers-Bentonville		
		Jenson-Montreal		
		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.
		J&G Jct-Carl Jct.		
276,000#	(v)	Pierce City-Fredonia	(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.
	(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		
	(w)	Kansas City-Springfield	(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)	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.

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 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 operating.

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 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 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:

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 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 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 acknowledgment 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 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 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 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.

WORKING SAFELY IS YOUR RESPONSIBILITY