



And  *Keep it*



St. Louis - San Francisco Railway Company



WESTERN 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.

WESTERN DIVISION

B. J. Lutzenberger	Superintendent	Tulsa
T. K. Lee	Trainmaster	Tulsa
K. Sewell	Trainmaster	Enid
W. H. Hulsey	Trainmaster	Miami
C. B. Matlock	Asst. Trainmaster-General Agent	Pittsburg
H. O. Buzbee	Chief Dispatcher	Springfield
E. C. Swantner	Chief Dispatcher	Springfield
J. W. Campbell	Road Foreman of Equipment	Tulsa

TULSA TERMINAL DIVISION

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

EASTERN DIVISION

F. E. Wait	Superintendent	Springfield
R. M. Hardwicke	Trainmaster	Springfield
J. R. Goodson	Road Foreman of Equipment	Springfield
W. E. McCullough	Road Foreman of Equipment	Springfield

SPRINGFIELD TERMINAL DIVISION

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

LIST OF TIME INSPECTORS

Suit's Jewelry, 418 Broadway	Monett, Mo.	65708
Vinita Jewelry Co., 123 South Wilson St.	Vinita, Okla.	74301
M. L. Hardesty, 712 W. 23rd St.	Tulsa, Okla.	74101
Thayer Watch and Clock, 6916 E. Admiral Place	Tulsa, Okla.	74115
Lyons Jewelers, 547 Sixth St.	Pawnee, Okla.	74058
Madison Jewelers, 105 E. Broadway	Enid, Okla.	73701
Grimes Jewelers, 113 S. Summit	Arkansas City, Kans.	67005
Bartlesmayer Jewelry Co., 14 East Wall St.	Ft. Scott, Kansas	66701
Baxter Jewelry Co., 1105 Military Ave.	Baxter Springs, Kans.	66713
Dawson Jewelry Co., 40 North Main	Miami, Okla.	74354
Hocklander Jewelry Co., 330 South Ave.	Springfield, Mo.	65806
Lockmiller Jewelers, 1964 S. Glenstone	Springfield, Mo.	65804
Smith-Woodall, Ltd., Parkcrest Mall, 3849 S. Campbell	Springfield, Mo.	65804
Williams Al. Jewelry, 424 N. Broadway at Fifth	Pittsburg, Kans.	66762

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

Enid, Oklahoma:
 Dr. Cecil R. Reinstein
 620 South Madison
 Dr. Earl M. Robinson
 620 South Madison
 Dr. A. F. Dougan
 620 South Madison

Tulsa, Oklahoma:

E: Surgical Staff, Glass-Nelson Clinic
 2020 South Xanthus
 E: Dr. Thomas Lewis Ozment - Oculist
 Suite 823
 6465 South Yale

DOCTORS

Springfield, Missouri:
 E: Dr. Peter B. H'Doubler
 E: Dr. H. A. Lowe
 302 Professional Bldg.
 E: Dr. Donald E. Menchetti
 E: Dr. Carle H. Shroff
 1630 North Jefferson
 E: Dr. Edward M. Schaeffer - Oculist
 E: Dr. R. B. Stewart - Oculist
 E: Dr. John W. Williams - Oculist
 600 South Glenstone

Fort Scott, Kansas

Dr. James J. Basham
 Dr. Michael McKenna
 102 South Judson

E: Available for emergency consultation.

TONNAGE RATING OF LOCOMOTIVES BY CLASSES

SOUTHWARD AND WESTWARD					NORTHWARD AND EASTWARD				
Tonnage Class of Engines	42	50	52	82	Tonnage Class of Engines	42	50	52	82
Monett to Neosho	3840	4495	4720	7080	Avard to Helena	2015	2360	2475	3710
Neosho to Racine	1655	1935	2035	3050	Helena to Enid	4800	5615	5895	8840
Racine to Vinita	2640	3090	3245	3890	Enid to Pawnee	3170	3705	3890	5835
Vinita to Catale	2110	2470	2595	3890	Pawnee to Hallett	1805	2110	2215	3320
Catale to Catoosa	2160	2525	2655	3980	Hallett to Fisher	2400	2810	2950	4425
Catoosa to Tiger	1585	1855	1945	2915	Fisher to Cherokee Yard	3840	4495	4715	7070
Tiger to Cherokee Yard	1970	2305	2420	3630	Cherokee Yard to Catoosa	1920	2245	2360	3540
Cherokee Yard to Fisher	3170	3705	3890	5835	Catoosa to Chelsea	2230	2610	2740	4110
Fisher to Enid	2065	2415	2535	3800	Chelsea to White Oak	2110	2470	2595	3890
Enid to Carrier	1945	2275	2390	3585	White Oak to Seneca	2400	2810	2950	3885
Carrier to Avard	2880	3370	3540	5310	Seneca to Neosho	1730	2020	2125	3185
Ft. Scott to Edward	1655	1935	2035	3050	Neosho to Monett	2880	3370	3540	5310
Edward to Columbus	2880	3370	3540	5310	Catale Spur	1100	1200	1300	2100
Columbus to Afton	4465	5225	5485	8225	Afton to Quapaw	2880	3370	3540	5310
Central Mill to Quapaw	4320	5055	5305	7955	Quapaw to Baxter Springs	4000	4600	4830	7245
Arcadia to Pittsburg	2230	2610	2740	4110	Baxter Springs to Beulah	2880	3370	3540	5310
Pittsburg to Cherokee	2640	3090	3245	4865	Beulah to Ft. Scott	3190	3735	3920	5880
Cherokee to Parsons	2400	2810	2950	4425	Quapaw to Central Mill	4320	5055	5300	7950
Arkansas City to Blackwell	1750	2050	2150	3225	Parsons to Cherokee	2065	2415	2535	3800
Blackwell to Enid	2090	2445	2565	3845	Cherokee to Pittsburg	3070	3595	3775	5660
Enid to Thomas	1750	2050	2150	3225	Pittsburg to Arcadia	2400	2810	2950	4425
Thomas to Clinton	2880	3370	3540	5310	Davidson to Clinton	2160	2525	2655	3980
Clinton to Davidson	1870	2190	2300	3450	Clinton to Southard	1870	2190	2300	3450
					Southard to Enid	2400	2810	2950	4425
					Enid to Arkansas City	2305	2695	2830	4245

MOVEMENT OF FRISCO DERRICKS (WRECKERS) IS AUTHORIZED AS FOLLOWS:

Monett-Tulsa	250 ton
Tulsa-Avard	MPH
Bridges Z476.5, Z477.4, Z504.0	46
Edward-Afton	35
	20
	45

TABLE OF SPEEDS

MPH	1 Mile		MPH	1 Mile	
	Min.	Sec.		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		55 1/2

WEST

SECOND CLASS

WEST							Miles	STATIONS AND/OR REFERENCE POINTS
33	BTX	139	QLA	437	337	39		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
1735	1550		0415	0410	0130		282.0	MONETT YCBO
					0240		286.9	PIERCE CITY
							297.2	RITCHEY
							308.5	JEFF
							309.2	K.O.S.
							309.8	NEOSHO
							319.2	RACINE
							325.4	SENECA
							332.9	WYANDOTTE
							340.6	FAIRLAND
							347.0	KAHOGA
		1400				0100	348.1	AFTON Y
							353.6	TODD
							359.7	M.K.T.
							359.7	VINITA Y
							366.7	WHITE OAK
							374.0	CATALE
							379.1	CHELSEA
							384.8	BUSHYHEAD
							396.4	DEGROAT
							397.0	M.P.
							397.6	CLAREMORE
							404.3	VERDIGRIS
							412.6	TIGER Y
							423.0	A.T.S.F. M.P. & M.K.T. } Y C
							426.9	YTB@CRO CHEROKEE YARD... (144.9)
	2115	2000	1800	0800	0810	0400		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
33	BTX	139	QLA	437	337	39		

MPH

MAXIMUM SPEED (except as noted)	55
Train Identification QLA, 32 and 33	60
MP 282-25 thru turnout	25
Eastward trains until engine through limits	
MP 282-32 to MP 283-9	45
Westward trains until engine thru limits:	
MP 283-34 to MP 283-35	50
285-20 287-13	
So. trk.	45
Eastward trains until engine by MP 284-1	55
MP 285-18 thru turnout	25
Until engine thru limits	
MP 286-30 to MP 287-6	30
286-30 287-6	
between 0800 and 0900 and 1500 and 1600	15
MP 287-13	50
MP 292-27 to MP 309-24	45
Until engine over crossings	
MP 309-24 to MP 310-11	30
MP 310-11 to MP 313-5	35

WESTERN DIVISION TIME TABLE NO. 4

Until engine thru limits

MP 325-0 to MP 326-0	30
MP 330-30 to MP 331-25	45
337-12 338-0	45
350-27 354-10	55
Until engine thru limits	
MP 359-20 to MP 360-11	30
MP 364-11 to MP 365-26	50
370-0 370-21	55
375-31 377-18	45
378-30 379-22	25
392-19 397-8	50
Until engine thru limits	
MP 397-3 to MP 397-31	20
MP 406-24 to MP 408-14	55
408-14 411-35	45
411-35 417-13	55
417-13 420-20	40
Thru turnout 420-20	40
420-20 425-2	20
MP 423-2, thru crossover	10
17th St. until engine over crossing	10
Entering main track Tulsa	
Depot until engine over Elgin and Cheyenne St.	5
Thru power switch turnouts	25
Catale: Peabody Spur	10

MPH

EAST

SECOND CLASS

Station Number	TPR	Track Cap.		SECOND CLASS									
		Sidings	Aux.	32	30	CTB	330	130	34	OBX	38		
		Feet		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
282	MO	Yd.		0530	0900	1145	0745			1930	0100		
G287	PC	21S					0735						
G297	ET	6450	29										
G309	JF	6435											
G310	NH		59										
G319	RC	6319											
G325	SX		50										
G333	WY	7084	10										
G341	FQ	6939											
G347	KO	6014											
G348	AF	Yd.							1300			2300	
G354	TQ	6383											
G360	VN	7896	174										
G367	WO	6141	88										
G374	EF	6110	175										
G379	CS	5060	148										
G385	ZF	6674	18										
G396	XD	6665											
G398	GW		182										
G404	VR	6378	29										
G426	TG	6045											
G426	CY	Yd.		0030	0300	0730			1100	1500	2000	2100	
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
				32	30	CTB	330	130	34	OBX	38		

Cars must not be left within 4,000 ft. North of main track. Four tracks Catale Mine, trainman must ascertain car pushers are not coupled to track to be pulled. DO NOT COUPLE INTO CAR PUSHERS.

Mine Spur: MP 381 10
Catoosa: Port Lead 10
CTC: MP 282-22 to MP 425-2

Two main tracks between MP 285-18 and MP 287-13 designated as North track and South track.

Two main tracks between MP 420-19½ and MP 425-2 designated as North track and South track.

Train order signal Pierce City governs Eastern Division trains only.

Trains originating Afton will not require clearance except when train order signal displays stop indication.

Kahoga: Dwarf signal west end siding MP 347-20 governs movement thru crossover to main track. White light indicator on north side of dwarf signal permits straight

track movements on yard tracks either direction. When this indicator displays a white light, crossover switches and yard tracks between switches and fouling point may be used.

When white light displayed at indicator MP 379-1 Chelsea westward "Stop" signal on siding displays proceed.

Interdivisional trains operating between Springfield Yard and Cherokee Yard will require clearance from Springfield Sub Dispatcher and Cherokee Sub Dispatcher and will not require clearance at Monett unless Train Order Signal displays stops.

Interdivisional trains operating between Ft. Scott and Cherokee Yard will require clearance from Afton Subdivision and Cherokee Subdivision dispatchers.

Time in schedules or train orders for trains departing Cherokee Yard will apply at MP G 420-17.

CHEROKEE SUB—Cont'd. on P. 4

WESTERN DIVISION TIME TABLE NO. 4

WEST							Miles	STATIONS AND/OR REFERENCE POINTS
SECOND CLASS								
337	731	33	BTX	QLA	437			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
2330	2230	1635	1430	0310	0250	239.7	BCORYO SPRINGFIELD YARD.	
						242.0	NICHOLS 2.3	
						247.2	BROOKLINE 5.2	
						251.8	REPUBLIC 4.6 5.5	
						257.3	BILLINGS 5.0	
						262.3	LOGAN 1.3	
						263.6	MARIONVILLE 5.3	
						268.9	AURORA 0.1 R®	
						269.0	M.P. 4.7	
						273.7	VERONA 5.4	
						279.1	GLOBE 2.9	
0130	2345	1735	1550	0415	0410	282.0	MONETT, BCORYO (42.3) ®	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
337	731	33	BTX	QLA	437			

**MT. VERNON BRANCH—
SPRINGFIELD SUB**

Miles	WEST STATIONS	EAST	Station Number	TPR	Track Cap.
268.9	AURORA	R®	269	AU	Yd.
280.6	MT. VERNON	(11.7)	B281	MN	75

MPH
MAXIMUM SPEED 10
 5 MPH - Highway "Y" Mt. Vernon Yard limits: entire branch
 Bridge class of locomotives and foreign derricks 42

Westward Cherokee Subdivision Interdivisional trains departing Springfield will secure clearances from Springfield Sub and Cherokee Sub dispatchers.

Westward Carthage Subdivision Interdivisional trains departing Springfield will secure clearance from Springfield Sub, Cherokee Sub and Carthage Sub dispatchers.

Cherokee Subdivision, Carthage Subdivision and Ft. Smith Subdivision Interdivisional trains will not require clearance at Monett unless train order signal displays "STOP".

CHEROKEE SUB—Continued from Page 3

HOT BOX DETECTORS

- MP 284-27
- MP 314-24 MP 370-24
- MP 343-14 MP 400-17

DRAGGING EQUIPMENT DETECTOR

MP 409-12

Bridge class of locomotives and foreign derricks 70

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Granby	302.0	G302		17	West
Niles	313.3	G313		20	East
Peabody	381.0	G381	PB	270	Wye
Sequoyah	391.6	G392	UQ	117	Both
Williams	405.1	G405		134	East
Port Lead	408.3	G408	XF	220	East
Catoosa	409.1	G409	EG	120	Both
Garnett	414.0	G426	GR	444	Both

**Obedience to Rules, —
Essential to Safety.**

Station Number	TPR	Track Cap.		EAST							
		Siding	Feet	SECOND CLASS							
				OBX	32	730	330	30	CTB	34	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
239	SY	Yd.	0300	0700	0730	0900	1030	1300	2100	
242	NS									
247	ZE	6657	5								
252	RJ	8489	12								
257	ZS	6584	11								
262	JL	7804	9								
264	VM		14								
269	AU	7039	Yd.								
274	VE	8145	41								
279	GZ										
282	MO		Yd.	0100	0530	0630	0745	0900	1145	1930	
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
				OBX	32	730	330	30	CTB	34	

MPH
MAXIMUM SPEED 55
 (except as noted)
 Train Identification No. 32, QLA and No. 33 60
 Until engine thru limits:
 MP 250- 5 to MP 252-10 45
 260-21 260-22
 (Westward trains) 45
 MP 263-26 to MP 264-17 45
 Until engine thru limits:
 MP 267-16 to MP 267-17 45
 (Westward trains) 45
 268-30 269- 4 40
South Track
 MP 279- 3 to MP 280-34 25
 280-34 282-19 20
North Track
 MP 280-19 to MP 280-35 50
 281-38 282-32 45
 Thru power switch turnouts 25
 (except turnout MP 279-3)
 (South track) 35
 (North track) 50
 Monett: Tracks 1, 2, 3, and 4 10

CTC: MP 241-18 to MP 282-22
 Two main tracks between Globe MP 279-3 to West Monett MP 282-22 designated North and South tracks.
 M.P. Trains will secure clearance at Aurora or Springfield yard before entering SL-SF track.
 When white light displayed at indicator on siding near MP 251-24 eastward "stop" signal MP 251-12 displays proceed indication.
 White light displayed at indicator MP 268-35 authorizes movement from pocket track to siding. If white light not displayed authority for move must be secured from dispatcher.
 Bridge class of locomotives and foreign derricks 70
HOT BOX DETECTORS
 MP 260-40

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

WEST						Miles	STATIONS AND-OR REFERENCE POINTS
SECOND CLASS							
	QSF Leave Daily	QLA Leave Daily	637 Leave Daily				
	1500	1100	0945	426.9		CHEROKEE YD.	
	1540	1136	1021	445.8		18.9 ROBOTY ⑤ ⑥ MANNFORD..... 23.5	
	1611	1206	1051	469.3		CASEY.....	
				471.6		2.3 A. T. S. F..... ⑤ ⑥	
				471.6		0.0 CAMP.....	
				478.0		6.4 PAWNEE..... ⑥	
	1625	1225	1105	479.7		1.7 A. T. S. F..... ⑤ ⑥	
	1642	1237	1122	490.6		10.9 MORRISON.....	
				502.7		12.1 A. T. S. F..... ⑤ ⑥	
				502.7		0.0 BLACK BEAR.....	
				508.7		6.0 A. T. S. F..... ⑤ ⑥	
	1710	1305	1150	508.8		0.1 PERRY..... ⑥ ⑦	
				526.7		17.9 COVINGTON.....	
	1733	1328	1213	533.3		6.6 A. T. S. F..... ⑤ ⑥	
				543.0		9.7 A. T. S. F..... ⑤	
	1752	1347	1232	543.1		0.1 STEEN..... ⑦	
				544.2		1.1 C.R.I.P..... ⑤ ⑥	
	1900	1400	1245	545.4		1.2 ENID..... BCOR ⑤ Y ⑥ (118.5)	
	Arrive Daily QSF	Arrive Daily QLA	Arrive Daily 637	Westward trains are superior to Eastward trains of the same class.			

MPH	MPH
MAXIMUM SPEED 49	MP 478-29 to MP 480-19..... 40
(except as noted)	Westward trains until engine thru interlocking
MP 425-15 to MP 432..... 40	Mile 479.7 20
438-24 439- 7..... 40	Engine of eastward trains
458-11 459- 3..... 45	MP 480-24 35
465-18 466-9..... 45	Until engine thru interlocking
471-12 472..... 40	Mile 502.7 20
Until engine thru interlocking	Until engine thru limits
Mile 471.6 20	MP 507-15 to MP 509-15..... 20
MP 473-4 to MP 473-11..... 45	MP 508-19 to MP 508-25..... 20
474-13 474-27..... 40	519- 3 519-24 40
475-23 476-27..... 45	Until engine thru interlocking
Until engine thru limits	Mile 533.3 20
MP 477- 7 to MP 478-13..... 30	Until engine thru limits
	MP 543- 3 to MP 545-21..... 20

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

EAST										
Station Number	TPR	Track Cap.		SECOND CLASS						
		Sidings		CTB	666	638				
		Feet	Aux.	Arrive Daily	Arrive Daily	Arrive Daily				
G426	CY		Yd.	0700	0730	0930				
Z446	VU	5737	7	0420	0448	0840				
Z469			48	0348	0418	0757				
Z478	PW	9287	50	0337	0407	0746				
Z491	VK	8858	40	0321	0351	0730				
Z509	PY	5163	60	0256	0326	0700				
Z527			110	0231	0301	0635				
Z543	XT			0210	0240	0610				
Z545	EN		Yd.	0200	0230	0600				
Westward trains are superior to Eastward trains of the same class				Leave Daily CTB	Leave Daily 666	Leave Daily 638				

HOT BOX DETECTORS

MP 447-23
MP 467-9
MP 494-1
MP 516-18

TRACK RESTRICTIONS

Morrison: Loading spout east end
of house track will not clear man
on side of car or engine.

Enid: Timed Yard Limits Estab-
lished between MP Z-537 and
MP 542 0001 until 1301 daily.
Timed Yard Limit Signs
reading "YARD LIMITS
0001-1300" located MP Z-537
MP Z-542.

Train orders may be duplicated
mechanically at Enid.

TRACKS AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
Shirk 432.0	G426	BK	20	Both
Fisher 433.6	Z434	FP	45	Both
Terlton 455.4	Z455		6	West
Hallett 461.5	Z462	HL	6	East
Lela 485.5	Z485	IL	26	Both
Sumner 497.1	Z497	OH	5	West
Gansel 513.5	Z514		23	Both
Lucien 518.4	Z518	LZ	89	Both
Callahan 525.3	Z525		40	Both
Fairmont 534.0	Z518	FM	72	Both
Shea 538.7	Z539		36	Both

Bridge class of locomotives
and foreign derricks 54

Time in schedules or train orders
for trains departing Cherokee Yard
will apply at MP 425-21.

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

WEST		Miles	STATIONS AND/OR REFERENCE POINTS	Station Number	TPR	Track Cap.		EAST	
Second Class						Sidings	Aux.	Second Class	
QSF Leave Daily	QLA Leave Daily							CTB Arrive Daily	666 Arrive Daily
2000	1400	545.4	ENID . . . BCORY ①	Z545	EN	Yd.	0130	0145	
		548.2	BLANTON . . .	Z548					
2049	1419	554.5	CARRIER . . .	Z555	YR	66	0030	0045	
2059	1429	562.8	GOLTRY . . .	Z563	GO	25	0020	0035	
2107	1437	569.3	HELENA . . .	Z569	HF	52	0012	0027	
		574.4	McWILLIE . . .	Z574		46			
		580.2	A. T. S. F. . . .						
2122	1452	580.5	CARMEN . . .	Z581	YE	44	2357	0012	
2132	1502	588.6	DACOMA . . .	Z589	DC	58	2347	0002	
		595.0	HOPETON . . .	Z595	IH	29			
2149	1519	601.9	AVARD . . .	Z602	AV	2960	2330	2345	
		612.5	WAYNOKA . . .	Z602					
Arrive Daily QSF	Arrive Daily QLA		Westward trains are superior to Eastward trains of same class.					Leave Daily CTB	Leave Daily 666

MPH

MAXIMUM SPEED _____ 49
(except as noted)

Until engine thru limits
MP 545-23 to MP 548-2 _____ 25
Until engine over switch
MP 548-3 _____ 20

MP 601-10 to MP 602-2 _____ 35

AT&SF SPEED RESTRICTIONS:
MP 342.4 to MP 346.9 _____ 65

Curves: MP 343.3 to MP 343.9 60
MP 345.2 to MP 346.9 55

Waynoka, East end extension
track _____ 40

End Two Tracks,
M.P. 342.4 _____ 40

Eastward main track
to east yard lead,
M.P. 342.5 _____ 30

Turnout to West
yard, M.P. 343.6 _____ 30

Crossover M.P. 345.1 30

Turnout to West
yard, M.P. 345.2 _____ 15

End Two Tracks,
M.P. 346.9 _____ 40

Trains use A.T.S.F. tracks between
Avard and Waynoka.

Trains will secure AT&SF clearance
at Waynoka authorized movement
Waynoka to Avard.

Avard train register book located
at Waynoka. Westward SLSF
trains will retain their time table
or train order identity when registering
at Waynoka.

Westward trains will retain train
orders at Waynoka for eastward
movement Avard to Enid when required
by Train Order.

Eastward trains arriving Avard
will contact operator Enid for instructions
and train orders, if any, authorizing
movement Avard to Enid and will not
require clearance at Avard.

Two main tracks between
AT&SF MP 342.4 and MP 346.9
designated North Track and South
Track.

CTC in effect on main tracks
Avard to Waynoka, on AT&SF
siding Avard and extension track
Waynoka.

AT&SF trains will operate as an
Extra between Enid and Blanton,
will not register at Enid and will
not require clearance at SL-SF
office, Enid, or at Blanton.

C.R.I.P. trains will require clearance
before entering main track at
MP 582.7.

Between Enid, MP 546-02, and
Blanton, MP 548-3, movement of
trains will be as prescribed by
Rules 261 thru 264. Trains finding
signals displaying stop indication,
after waiting 5 minutes may proceed
through the block when preceded by
a flagman a sufficient distance to
insure full protection against
opposing trains. A.T.S.F. train
finding switch indicator Blanton
displaying stop indication will wait
five minutes, then if no train is
approaching, open switch and be
governed by signal indication.

Block indicator located MP 546-19
governs movement to main track.
Trains entering main track from
west end Avard siding, Enid, finding
block indicator displaying stop
indication, after waiting five minutes,
may proceed through the block when
preceded by a flagman sufficient
distance to insure full protection
against opposing trains.

ABS: MP 601-10 to AT&SF Westward
"Stop" Signal located at
MP 602-2. (Rule 510)

White light indicator and
telephone to AT&SF dispatcher
located MP 601-25. When white
light indicator is illuminated,
AT&SF westward home signal
displays proceed. If white light
indicator is not illuminated and
westward movement desired,
communicate with AT&SF
dispatcher.

Bridge class of locomotives
and foreign derricks _____ 54

HOT BOX DETECTORS

MP 573-2

AT&SF MP 339.3

(Counter at MP 338.3 and
340.2. If white light rotating
approaching detector indicates
detector bad order, disregard
indication.)

Trains and engines using AT&SF tracks between Avard and Waynoka,
Oklahoma, will be governed by SLSF Rules of the Transportation Department
and SLSF Time Table, except as modified:

RULES

(1) Permanent slow signs, yellow with numerals, will be located not less
than 2500 feet (when practicable) in advance of locations where speed of
trains must be reduced. The numerals thereon nearest the track, or those
at the top of the sign, indicate the maximum speed for passenger trains,
and the other numerals the maximum speed for freight trains. Where only
one numeral is shown it shall govern the speed of both passenger and
freight trains. Indicated speed must not be exceeded until rear of train
has passed a permanent resume speed sign.

There may be more than one permanent slow sign in advance of a permanent
resume speed sign, in which case the reduced speed shown on each
permanent slow sign must be observed in succession until rear of train has
passed the permanent resume speed sign.

(2) A train finding a fusee burning on or near its track must stop and
extinguish it or wait until it has burned out. The train may then proceed
prepared to stop short of train, obstruction or switch not properly lined,
for one mile.

(3) The following signals will be displayed to the rear of every train, as
markers, to indicate the rear of train:

(A) A single red light of prescribed type, illuminated day and night; or
(B) Marker lamps by day not lighted,
by night lighted
displaying red to rear.

(C) A train not equipped to display the above prescribed signals will
display to the rear a red flag by day and a light by night.

(4) Rule 99. Note to SL-SF Operating Rule 99 is not applicable on
AT&SF Railway. Rear end flag protection is required on main tracks
within block signal territory, protecting against a following movement
on same track moving at restricted speed.

(5) Example Form U, Stop and Speed Limit Orders.

(2) Eight naught one 8 01 AM until five naught one 5 01PM approach
(gang No. _____) between 15 poles west of MP 10
and MP 11 between D and E prepared to stop short of men and
machines fouling track until proper proceed signal received or
notified verbally by (title and name of employe in charge and
gang number) that track is clear of men and machines.

Trains and engines, within the limits of this order must approach gangs
prepared to stop, and stop short of men and machines occupying or fouling
track. If proper proceed signal, given with yellow flag or yellow light, is
received; or, if notified verbally by employe named in the order that track
is clear of men and machines, train or engine is released from requirement
of moving prepared to stop short of men and machines.

(3) Speed limit _____ MPH between MP 12 and 5 poles west of
MP 13 between D and E.

Speed specified must not be exceeded between the points named.

(4) Speed limit _____ MPH over bridge 10 poles west of MP 10
between D and E.

Speed specified must not be exceeded over bridge at point named.

(5) Heavy rains between F and J take every precaution for safety.

Trains receiving this order must approach locations liable to be damaged
prepared to stop.

(6) Block and Interlocking Signals.

Signal aspect — Flashing green or Yellow over green.

Name — Approach limited.

Indication — Proceed; approach next signal not exceeding limited
speed, and be prepared to enter diverging route at prescribed
speed.

Signal aspect — Yellow over yellow or flashing yellow.
 Name — Approach medium.
 Indication — Proceed; approach next signal not exceeding medium speed, and be prepared to enter diverging route at prescribed speed.

Signal aspect — Red over flashing yellow.
 Name — Diverging-approach.

Indication — Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding medium speed immediately reduce to medium speed.

Signal aspect — Flashing red or, red over yellow.
 Name — Restricting.

Indication — Proceed at restricted speed.

Signal aspect — Red signal with mast equipped with a number plate and a yellow triangular plate indicating the letter "P".

Name — Permissive.

Indication — Proceed at restricted speed.

Signal aspect — Red signal with mast not equipped with a number plate or any other marking.

Name — Stop (Controlled signal).

Indication — Train must proceed as authorized by dispatcher or control operator at restricted speed.

(7) During snow and ice storms trains must approach all power switches making a full use of the engine whistle to warn men cleaning switches of their approach. When visibility is poor, the whistle should be kept wide open from 400 to 500 feet before reaching the switch until after engine has passed over it.

(8) Except on trains with Remote Controlled Equipment, before the engine controlling the air brakes on freight equipment, which has brake system charged, is detached or angle cock closed, the enginemen must reduce the brake pipe pressure to 30 PSI or less at a service rate with the automatic brake valve. The angle cock must not be closed on the engine or rear car to be detached until the brake valve exhaust ceases, which will be indicated by the engineman sounding whistle signal 19(B). The angle cock must be left open on the cars or the detached portion of train left standing. When necessary a sufficient number of hand brakes will be applied.

When the engine is recoupled to the cars or train and brake system is charged to within 15 pounds of the feed valve setting on the engine, a 20 pound brake pipe reduction must be made in automatic brake operation and it must be known that the brakes on rear car apply and release before proceeding.

(9) A complete and detailed report must be made by wire to the AT&SF chief dispatcher at Amarillo, Texas, or Newton, Kansas, covering bad order cars set out, all accidents at grade crossings, personal injuries, unusual or defective track, signal or any other conditions that would affect the movement of a train or engine on joint trackage.

SOUTH			NORTH							
THIRD CLASS			THIRD CLASS							
4413 Leave Mon. Wed. Fri.	4411 Leave Daily Ex. Sun.	Miles	STATIONS AND/OR REFERENCE POINTS	Station Number	TPR	Track Cap.		4410 Arrive Daily Ex. Mon.	4412 Arrive Tues. Thur. Sat.	
						Sidings				
						Feet	Aux.			
	0500	585.7	ENID BCOR ⊙ Y ⊙	Z545	EN		Yd.	0230		
	0540	597.2	11.5 DRUMMOND	K597	DR		62	0130		
	0605	606.7	9.5 AMES	K607	AO		130	0105		
	0640	618.2	11.5 OKEENE ⊙ ⊕	K618	OE		90	0035		
		619.0	0.8 C. R. I. P. ⊕ ⊙							
	1015	629.4	10.4 SOUTHARD ⊕ ⊙	K629	SU		150	0001		
			28.7							
	1110	658.1	THOMAS ⊕	K658	LA		138	2115		
	1130	666.2	8.1 FOLEY	K666	FB			2055		
			2.2							
	1137	668.4	OUSTER CITY ⊕	K668	YU	2820	125	2045		
	1159	679.0	10.6 EWING	K679	EI			2006		
		679.7	0.7 C. R. I. P. ⊕ G							
	1430	1205	0.9 CLINTON C ⊕ ⊕ B	K681	CZ		243	2000	1000	
	1500	690.0	9.4 BESSIE ⊕	K690	ZJ		150		0935	
	1530	696.8	6.8 CORDELL ⊕	K697	CQ		161		0920	
	1700	716.8	20.0 HOBART ⊕	K717	HB		50		0835	
		716.9	0.1 C. R. I. P. ⊕							
	1830	744.1	27.2 SNYDER Y ⊕	G664	SN		Yd.		0730	
		744.1	0.0 CHICKASHA SUB. ⊕ G							
	2000	763.4	19.3 FREDERICK ⊕ ⊕	K763	FD		140		0630	
		763.9	0.5							
		774.2	M. K. T. ⊕							
			10.3 DAVIDSON ⊕	K774	DV		Yd.			
			(188.5)							
Arrive Mon. Wed. Fri.	Arrive Daily Ex. Sun.		Northward Trains are superior to Southward Trains of the same class.						Leave Daily Ex. Sun.	Leave Tues. Thur. Sat.
4413	4411							4410	4412	

	MPH
MAXIMUM SPEED	35
MP 585 to MP 588	10
MP 618 to MP 774	25
(except as noted)	

Foley, southward trains approach at restricted speed expecting to find spring switch occupied.

Ewing: Northward trains approach at restricted speed expecting to find spring switch occupied.

Until engine thru limits;
 MP 679-20 to MP 681 10

Hobart over 3rd, 4th, and 5th Streets 15

Until engine thru limits:
 MP 762-3 to MP 764-6 10

Southward A.T.S.F. trains will secure SL-SF clearance at A.T.S.F. station Thomas and will not require clearance at Foley.

TRACKS AND/OR INDUSTRIES					
	Mile	Sta.	TPR	Cap.	Conn.
Imo	592.3	K592		42	Both
Darrow	823.0	K623		14	North
Gyp	627.1	K627		11	Both
Carleton	633.3	K633		59	Both
Eagle City	640.2	K640		6	North
Fay	649.7	K650		39	Both
Fransen	633.5	K633		19	Both
Rocky	707.4	K707	RY	100	Both
Babbs	722.3	K722		24	Both
Roosevelt	729.5	K729	RB	84	Both
Svoboda	740.6	K741		4	North
Mountain Park	741.1	K742	MP	42	Both
Manitou	755.0	K755		30	Both

No. 4410 will register at Foley.
 No. 4411 will register at Ewing.

Northward A.T.S.F. trains will secure clearance at Clinton and will not require clearance at Ewing.

Clinton: SL-SF movements over C.R.I.P. wye must have train order authority.

Signal indicates position of spring switches Foley, MP 666-2, and Ewing, MP 679. Green when lined for SL-SF. Yellow when lined for A.T.S.F.

TRACK RESTRICTIONS
 Southard: Cars will not be cut off between main track switch and Highway 51A on lead track.

Svoboda Spur: Do not put engine beyond 50 feet from clearance point.

Yard limits: Frederick to Davidson
 Clinton to Bessie

Bridge class of locomotives and foreign derricks 54

SOUTH		STATIONS AND/OR REFERENCE POINTS	Station Number	TPR	Track Cap. Aux.	NORTH	
Miles							
500.4		WINFIELD.....Ⓞ	K500	WF	10		
500.5		A. T. S. F. 0.1.....Ⓞ					
		A. T. S. F. 0.5.....Ⓞ					
501.0		A. T. S. F. 13.7.....ⓄⓄ					
514.7		ARKANSAS CITY.....Y	K515	AG	Yd.		
537.9		BLACKWELL.....ⓄⓄ	K538	BK	110		
538.2		A. T. S. F. 0.7.....Ⓞ					
538.9		A. T. S. F. 16.6.....Ⓞ					
555.5		LAMONT.....Ⓞ	K555	TK	79		
576.5		O. R. I. P. 7.3.....ⓄG					
583.8		A. T. S. F. 0.1.....Ⓞ					
583.9		STEEN.....Ⓞ	Z543	XT			

MPH

MAXIMUM SPEED 25
(except as noted)

Until engine thru limits

MP 500 to MP 502-15..... 15

513 515-15..... 15

537-15 539-15..... 10

Beaumont Sub will use Perry Sub between Steen and Enid.

Trains will secure clearance at Enid authorizing movement north from Steen.

Arkansas City:

Canal Track Highway 77.5 MPH

Canal Track ATSF crossing Instructions posted at Home signal.

Winfield: Mill Track ATSF crossing. Instructions posted at dwarf home signal.

Yard limits: Winfield to Arkansas City
Steen to Enid

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Erie	520.3	K520		35	Both
Middleton	523.9	K524		21	Both
Bender	525.8	K526		20	Both
Peckham	529.9	K530		40	Both
Grainville	534.2	K534		11	South
Eddy	549.4	K549	EY	30	Both
Salt Fork	560.3	K560		32	Both
Hunter	568.9	K567	IU	93	Both

Bridge class of locomotives..... 54

↓ Winfield—9th Ave.

↓ Blackwell—West Blackwell Ave.

No job is so important**And no service is so urgent****That we cannot take time****To perform our work SAFELY.**

Miles	STATIONS AND/OR REFERENCE POINTS		Station Number	TPR	Track Cap.	MPH
	SOUTH	NORTH				
115.5	ARCADIA.....		C116	AR	45	Until engine thru limits Pittsburg: All grade crossings..... 10 (except as noted) Walnut Street MP 134-30.... 5 Broadway MP 137-24..... 5
120.0	MERTZ.....		M137	MZ	40	Broadway Street Pittsburg to Clemens No. 25 Mine Switch.. 10
124.0	K.O.S. JCT.....					Until engine thru limits: MP 142-11..... 5 160-30 to 161..... 15 169-32 172-10..... 20
136.6	PITTSBURG.....	ORYOB	M137	PG	Yd.	ⓄG M.P. Crossing Granby Lead, Pittsburg
136.7	K.C.S.....	ⓄG				ⓄG K.C.S. Crossing Opolis Lead, Pittsburg
144.8	M.P.....	Ⓞ				ⓄG K.C.S. Crossing Wye Track, Pittsburg
145.6	CHEROKEE.....	Y Ⓞ	L136	CH	Yd.	ⓄG K.C.S. Crossing House Lead, Pittsburg
170.6	PARSONS.....	Ⓞ	M171	PK	Yd.	ⓄG M.P. Crossing Jewel Tea Wye Pittsburg
170.7	M.K.T.....	ⓄG				ⓄG M.P. Crossing Old Girard Branch Main track, Pittsburg
	(52.6)					ⓄG M.P. Crossing House Lead, Pittsburg

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Clemens No. 22	119.0	M137	YM	150	South
Mulberry	123.0	M137	MK	3	South
Atlas	139.3	M137	AZ	47	North
Maxine	142.3	M137	MX	50	Both
Empire	143.0	M137	EM	3 mi.	North
Sinclair	142.0	M137	SZ	13	Both
Weir City	145.2	M137	WR	3 mi.	North
McCune	156.8	M157	UN	62	Both
Strauss	160.8	M161	QQ	18	Both
Kan. Ordn. Plnt.	167	M167	KZ	6 mi.	North

MPH

MAXIMUM SPEED 25

(except as noted)

Sinclair to Weir City..... 10

Clemens No. 22 Lead and
yard tracks..... 10

MP 122-20 to MP 123-5..... 10

TRACK RESTRICTIONS

Maxine: Engine or cars will not use tracks No. 1 and 2 under loader.

↓ Weir City: First Street

↓ Parsons: Sixteenth Street-

Appleton Ave.,-

Main Street, unless it

is known signal lights

are operating.

Yard Limits: entire subdivision

Bridge class of locomotives

Arcadia to Parsons..... 54

Sinclair to Weir City..... 45

Parsons Sub trains will operate over the KCS Railway between KCS MP 119.3 and MP 129.7 and Frisco MP M-124.0 and M-136.7. Frisco rules, time table and instructions with the following exception will govern:

KCS MP 119.3 SLSF Connection (SLSF MP M-124.0)

KCS MP 128.2 North Yard

KCS MP 129.2 Pittsburg

KCS MP 129.7 SLSF Connection (SLSF MP M-136.7)

1. Restricted Speed—Proceed prepared to stop short of train, engine, obstructions or switch not properly lined.

2. All trains and engines move in accordance with Item No. 1 above between KCS MP 129.7 and MP 119.3.

3. Maximum authorized speed—40 MPH, except city limit Pittsburg, 25 MPH.

4. Tracks other than main track, turnouts and crossover—10 MPH.

5. Frisco ABS rules in effect.

6. Trains and engines must obtain authority from KCS North Yard operator to enter KCS main track at KCS MP 129.7 Pittsburg. Northward trains must secure clearance at KCS North Yard. This is authority for round trip movement. Northward trains must report to KCS train dispatcher (either direct or through North Yard operator) when clearing KCS main track at MP 119.3 Southward trains and engines entering KCS main track at KCS MP 119.3 must obtain verbal permission from KCS train dispatcher (or through North Yard operator) for movement south from MP 119.3 and trains and engines must notify KCS dispatcher (or North Yard operator) for movement south from MP 119.3 and trains and engines must notify KCS dispatcher (or North Yard operator) when clearing main track southbound at MP 129.7.

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.

<u>MAXIMUM PERMISSIBLE GROSS WEIGHT</u>	<u>REFER-ENCE NOTES</u>	<u>ROUTES</u>	<u>REFER-ENCE NOTES</u>	<u>LIMITATIONS & RESTRICTIONS</u>
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		
240,000#	(e)	Aurora-Mt. Vernon		
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: BETWEEN KANSAS CITY AND BIRMINGHAM 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. BETWEEN ST. LOUIS AND OKLAHOMA CITY Trains: All trains. Speed Restrictions: 50 MPH. BETWEEN CUBA AND BUICK Trains: All trains. Speed Restrictions: None Minimum Length of Car: 40 ft. BETWEEN EDWARD AND AFTON Trains: All trains. Speed Restrictions: 50 MPH BETWEEN SAPULPA AND SHERMAN Trains: All trains. Speed Restrictions: 50 MPH. Minimum Length of Car: 40 ft. BETWEEN LINDENWOOD AND TURRELL Trains: All trains. Speed Restrictions: None. Minimum Length of Car: 40 ft. on St. Louis Subdivision. BETWEEN AMORY AND DEMOPOLIS Trains: All trains. Speed Restrictions: None.
	(g) (i)	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.
		LOCAL ROUTES	(m)	Via Southern Rwy.
	(g)	EASTERN DIVISION	(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)	Cuba-Buick	(r)	Cars shorter than 42 ft. limited to 220,000#.
	(h)	Ft. Wood Branch	(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)	Pierce City-Wichita		
	(h)	Wichita Yard-Lorraine		
	(h)	Red Plant-Baxter Springs		
	(h)	J&G Jet-Carl Jct.		
	(h)	Lead Jct.-Salem		
	(j)	NORTHERN DIVISION		
		Hoxie-Walport		
		SPRINGFIELD TERMINAL DIVISION		
		MK Jct-Kissick		
	(h)	Kissick-Ozark		
	(h)	Springfield-Weaubleau		
		KANSAS CITY TERMINAL DIVISION		
	(h)	Kansas City-East Lynne		
		MEMPHIS TERMINAL DIVISION		
		Marion-Hulbert		
	(h)	BIRMINGHAM TERMINAL DIVISION		
		Pratt City-Bessemer		
		SOUTHERN DIVISION		
		Winfield, Ala.-Brookside		
	(g)	Dora-Debardeleben		
	(m)	Amory-Demopolis		
		Aberdeen Spur		
	(h)	Boligee-York		
		Demopolis-Pensacola		
	(h)	Cochrane-Mobile		
		RIVER DIVISION		
	(g) (h)	St. Louis-Chaffee		
	(g)	Chaffee-Turrell		
	(p)	Holcomb-Senath		
	(p)	Kennett-Hayti		
		Hayti-Caruthersville		
		Blytheville-Armorel		
		SOUTHWESTERN DIVISION		
	(g) (h)	Sapulpa-Denison		
	(g)	Denison-Sherman		
	(h)	Sherman-Irving		
	(r)	Dallas-N. Ft. Worth		
	(h)	N. Ft. Worth-Ft. Worth		
	(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 Jet-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	(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.

(Parson Sub—Continued)

7. KCS time table and rule book not required.
8. No flags on temporary speed reduced track.
9. Conditional stop order (KCS Form U) for use on KCS as follows:

"____(Date)____ on the ____ (Name)____ Subdivision before entering the designated limits between the times specified below all trains and engines stop unless given proceed signal with yellow flag or orally authorized by foreman in charge.

After receiving proper signal or verbal permission to proceed, be governed by speed authorized verbally by foreman in charge.

LINE	TIMES	BETWEEN		FOREMAN
		OVER	MP	
1	UNTIL		AND	
2	UNTIL		AND	
3	UNTIL		AND	
4	UNTIL		AND	
5	UNTIL		AND	
6	UNTIL		AND	
7	UNTIL		AND	
8	UNTIL		AND	

When granting authority by radio for a train to move through the limits of a Form U Train Order, after track is clear and safe for passage, the following form must be used in addressing trains:

Foreman ____ (Name) ____ at MP ____ calling (Train No. or Extra ____ North or South). After engineer answers by train number identification, foreman continues: "This is Foreman ____ (Name) ____ in charge of work between MP ____ and MP ____ (we are in the clear and you may proceed through the limits of Order No. _____, between MP ____ and MP ____ at ____ MPH, repeat ____ MPH."

After engineer repeats train order number, speed and Mile Post limits, Foreman acknowledges by saying "Train Order No. _____, between HP ____ and MP _____, _____ MPH, O.K."

When no speed restriction is required, foreman will tell engineer "At Maximum Authorized Speed."

Should unforeseen circumstances prohibit the foreman, named in the Form U Train Order, from giving train authorization to proceed, train may proceed only:

1. When given authorization to proceed by man in charge of work protected by the Form U Train Order, after proper identification and explanation of foreman's absence is received.
2. When authorized by the train dispatcher, after train dispatcher has ascertained from foreman in charge that the track is clear and safe for the passage of trains.
3. Upon expiration of the time specified in the Form U Train Order. Form U Train Orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

A train or engine within limits of a Form U Train Order at effective time of order, must stop and not proceed unless orally authorized by foreman in charge of work or proceed signal with yellow flag is received.

The following abbreviations are authorized for use on Form U Train Orders:

TRK — track

BDG — bridge

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

**Practice Safety,
Keep it First**

SOUTH			Miles	STATIONS AND/OR REFERENCE POINTS	Station Number	TPR	Track Cap.		NORTH	
SECOND CLASS		Feet					Aux.	SECOND CLASS		
39	139							130	38	
Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	
2255	1010	102.7	EDWARD	G103	EW			1600	0200	
		117.0	14.3 FARLINGTON	L117	FG	6277	26			
		124.2	7.2 A.T.S.F.	⊗Ⓐ						
			11.7							
		135.9	CHEROKEE	⊙Y L136	CH		Yd.			
		136.7	0.8 M.P.	⊘⊗						
		140.7	4.0 SCAMMON	L141	UC	5985				
		147.7	7.0							
		147.7	M.K.T. CARTHAGE SUB	⊗Ⓐ						
		147.7	0.0							
		153.8	COLUMBUS	BOY ⊙ L148	CB	3471	Yd.			
			6.1 NEUTRAL	L154	NU	6503				
			5.2							
		159.0	BAXTER SPGS.	BCOR L159	BX	6826	Yd.			
		165.3	6.3 QUAPAW	Y L159	QP	6653	Yd.			
		172.5	7.2 MIAMI	BCR L173	ME		Yd.			
		179.2	6.7 NARCISSA	L179	NI	6990				
0100	1400	186.7	7.5 AFTON	Y ⊗ ⊗ G348	AF		Yd.	1300	2300	
			(84.0)							
Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	
39	139							130	38	

MPH
MAXIMUM SPEED 55
(except as noted)

Until engine thru limits
MP 124-9 to MP 125-13 20
135-23 136-27 20
146-23 148-19 20
158-34 160-23 20
171-23 173-6 20
MP 172-30 to MP 173 50
185-30 186-20 20
MP H347-25 5
Through power switch turnouts 25
All tracks Afton Yard 10
CTC: MP 102-30 to MP 186-4

HOT BOX DETECTORS

MP 121-6
MP 162-16

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Girard	124.4	L124	GD	170	Both
Beulah	129.6	L130	ZH	115	Both
Central Mill Spur	165.3	L159	YC	3.7 mi. East	
Miami Spur	172.5	L173		15 mi. Both	
Picher	166.5	L159	XX	35	North
Semple	162.8	L159	XY	135	North
Commerce	170.6	L159	XV	8	Both
Central Mill	169	L159	YC		Yd.

Afton sub trains will use Ash Grove Sub between Ft. Scott and Edward.

Trains will secure clearance at Ft. Scott authorizing movement south from Edward and will not require clearance at Edward.

Interdivisional trains operating between Fort Scott and Cherokee Yard will require clearance from Afton Subdivision and Cherokee Subdivision dispatchers.

Trains originating Afton will not require clearance unless train order signal displays stop indication.

Miami Spur and Central Mill Spur:
All grade crossings 10 MPH (except as noted)
Miami: Main, 3rd (North and South) and N.W. "A" 5 MPH
Central Mill Spur 6 axle engines 10 MPH

Bridge class of locomotives and foreign derricks 70
Miami Spur 54
Central Mill Spur 65

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

**Work Safely Today,
and Always**

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 employees 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 employees may hear such messages sent by aircraft or, in coastal areas, by boats. Railway employees 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:

Employees 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.