

SAFETY FIRST

FOR MEN TO BE SAFE THEY MUST BE TAUGHT BY A COMPETENT, COURTEOUS TEACHER. EACH CONDUCTOR, ENGINEER AND FOREMAN IS A TEACHER AND HAS THE OBLIGATION TO REQUIRE RULES OBSERVANCE AND SAFETY IN THE PERFORMANCE OF DUTY BY MEN UNDER THEIR SUPERVISION.

Strict observance of the rules is necessary for the protection of life and limb, and the employees who are mindful of this not only reflect credit upon themselves and the railroad, but theirs is a real service to mankind.

**DeQueen And Eastern
Railroad**

**Texas, Oklahoma & Eastern
Railroad**

SAFETY FIRST

TIME TABLE NO. 5

Effective 1201 a.m.

October 5, 1985

**FOR EMPLOYEES ONLY
SUPERSEDES ALL PREVIOUS TIMETABLES**

**L.E. GILLIAM
Vice-President
and
General Manager**

**T.R. SIMS
Manager Revenue And
Administration**

**B.F. FARLEY
Superintendent**

**D.N. HOGG
Operations Officer**

**O.J. POWELL
Chief Dispatcher**

EAST ↓	Capacity of:		STATIONS	Stat. No.	TO&E Mile Post	D&E Mile Post	WEST ↑
	Sidings						
	Feet	Cars					
		Yard	VALLIANT	0	0		
		Yard	N. VALLIANT	1	1		
		Yard	WRIGHT CITY	8	8		
	4000	68	GOLDEN	14	14		
	1732	27	BROKEN BOW	24	24		
		Yard	CRAIG	30	30		
	986	14	EAGLETOWN	34	34		
	1776	28	THIRTY EIGHT	38	38		
	939	13	WEST LINE	41		41	
		Yard	PROCESS CITY	48		48	
		Yard	DE QUEEN	50		50	
	4138	70	LOCKESBURG	61		12	
	1126	17	PROVO	68		19	
		Yard	DIERKS	76		27	
	1253	19	BRIAR	84		35	
		Yard	PERKINS	86		36	

Other Tracks - Cossatot Set Out MP D&E 7.8. Capacity one car. Direction of entry - East.

WYE locations: Valliant, Wright City, Craig, DeQueen and Briar.

Yard Limit locations: Valliant Dierks
 Wright City Perkins
 DeQueen Briar

Bulletin Book locations: Valliant DeQueen
 Wright City Dierks

Standard Clock location: DeQueen

Train Dispatcher's office: DeQueen

Sidings: Capacity of sidings shown in 55 ft. cars, also feet, clearance point to clearance point.

State Lines: Oklahoma-Arkansas MP 39.9

SPECIAL INSTRUCTIONS

	MPH
1. Maximum Authorized Speed.....	35
Except DeQueen to Perkins.....	30

SPEED RESTRICTIONS

	MPH
1.1 Two or more units through overhead bridges, units only.....	13
Handling Log Train.....	25
Except through overhead bridges entire train.....	5
While meeting or passing another train occupying a siding.....	15
Through turnouts and crossovers entire train.....	10
Over KCS Crossing DeQueen, entire train.....	20
Broken Bow, over crossing Highway #70 engine only.....	15
Valliant, all tracks south of Highway 70 Crossing.....	12
Except "S" Track and TOE mainline from Highway 70 South to Marshalling Yard #1 switch.....	8
Handling wreckers, pile drivers, cranes and other heavy machinery on its own wheels.....	25
(Note: Wreckers, pile drivers, cranes and other heavy machinery on its own wheels, equipped with boom, must be handled in train with boom in trailing position except as otherwise authorized by proper authority).	

2. Railroad Crossings at Grade.

<u>Railroad</u>	<u>Location</u>	<u>Type of Protection</u>
K.C.S.	De Queen	Interlocking
BN	Valliant	Gate (Rule 98)

3. Close Clearances, Rule L. Trainmen and enginemen are cautioned that there are structures along side of tracks at stations and elsewhere which do not provide clearance for a man to ride on top or side of cars or engines and they must inform themselves of locations of such structures.

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4. RESTRICTED CARS. Conductors will advise engineer when the train includes car or cars restricted to less than maximum authorized speed.

5. ENGINE RESTRICTIONS. Engine restrictions for high water: Two inches over top of rail is maximum depth through which engines may be operated except when otherwise authorized by proper authority.

6. SWITCHING. When switching cars and the engine brakes only are used to control the movement, crew must not handle more cars than can be safely stopped by the independent brake. Engines are to be handled from the lead unit except when making short switching moves in which case the brakeman will protect the lead unit.

7. HOURS OF SERVICE. Unless otherwise instructed by the proper authority the conductor and engineer must see that their crew is tied up under the Hours of Service Law.

8. UNIFORM TIME ACT. In compliance with the Uniform Act of 1966, watches of employees and clocks in offices will be set as follows unless otherwise instructed by Bulletin:

Last Sunday in April - at 2:00 a.m.
 advance one hour to indicate 3:00 a.m.
Last Sunday in October - at 2:00 a.m.
 set back one hour to indicate 1:00 a.m.

Clocks in offices not open when time change takes effect as outlined above, must be set to indicate correct time immediately after agent or other employee comes on duty.

Employees on duty at the hour designated above must set their watch to the new time and compare time with the train dispatcher. Employees not on duty must obtain time comparison with a standard clock or train dispatcher before going on duty, being governed by Rule 2.

9. Following is a list of base stations and hours of communication service:

Dierks - 5 a.m.-12 MN daily ex. Sat.
 6 a.m.-230 p.m. Sun.

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- DeQueen - Continuous except from 7 a.m. Saturday until 7 a.m. Sunday
 Wright City - 5 a.m.-2 a.m. daily except Saturday and Sunday.
 Valliant - Continuous.

The following radio channels are in service and their use designated as follows:

- Channel 1 - System General Communications
 Channel 2 - Emergency back-up for Channel 1
 Channel 3 - For train and dodger switching movements.
 Channel 4 - Same as Channel 3.

10. **HARDWOOD LOG CARS.** All hardwood log cars will be coupled with "A" ends together forming units of 2 cars each. These will be considered one car and are not to be uncoupled. A portion of the "A" end of these cars will be painted yellow to help with identification. The reason the cars are to be left in this manner is they will be loaded with hardwood log tops over-lapped between these two cars.

11. **SPOTTING CARS ON DEAD-END TRACK.** When spotting cars on a dead-end track, the following precautions must be observed to prevent injury and damage to cars or loading docks:

(a). Conductor or listman will ride the side of the rear car being spotted. Brakeman will place himself at the point where cars are normally cut off. Engineer and brakeman will count cars and be alert to stop the movement short of the end of track if communications fail.

(b). Movement is to be stopped approximately 50 feet from spot, a handbrake set on lead car being shoved. Then slowly back up to a spot to get the maximum number of cars on a track, example, paper shed at Valliant, track #1 - 8 cars, track #2 - 7 cars, track #3 - 7 cars, track #4 - 8 cars.

(c). DO NOT ride drawbars, end ladders or brake platforms on end in direction movement is being made. DO NOT ride between cars.

(d). Should damage occur to loading dock, rail cars, derail or other property, the conductor and

engineer are to make a written report to the railroad before ending that tour of duty on which accident occurred.

12. **COMMUNICATIONS RECORDED.** Radio and telephone communications transmitted and received in the train dispatcher's office are tape recorded.

13. **MAXIMUM AUTHORIZED SPEED.** The maximum authorized speed as shown in Item 1 on page 2 may be exceeded by 5 MPH when necessary to make grades. Under no circumstances will 40 MPH be exceeded.

14. **DESIGNATED LOCALS.** Any train designated as a local can perform any type service.

15. **ACCIDENTS.** A report of train accidents must be made as soon as practical on any accident involving our trains. This report will be made on all accidents and will include accidents such as derailments, switches run through, cars sideswiped, etc.

All accidents involving a highway vehicle must be reported regardless of whether it is damaged or not.

The conductor and engineer are responsible to see that these reports are made accurately and as soon as possible.

An on the spot investigation will be conducted by an official of the company of all accidents involving personal injury or property damage to ascertain the facts leading to or causing the accident.

All engines, cars or other equipment involved are not to be moved until an official has been notified.

16. **AIR BRAKES AND HAND BRAKES.** The United States Safety Appliance Standards and Power Brake Requirements reads in part as follows:

§232.11 Train air brake system tests.

(a). Supervisors are jointly responsible with inspectors, enginemen and trainmen for condition of air brake and air signal equipment on motive power and cars to the extent that it is possible to detect defective equipment by required air tests.

(c). Each train must have the air brakes in effective operating condition, and at no time shall the number and location of operative air brakes be less than permitted by Federal requirements. When piston travel is in excess of 10½ inches, the air brake cannot be considered in effective operating condition.

(d). Condensation must be blown from the pipe from which air is taken before connecting yard line or motive power to train.

§232.12 Initial terminal road train airbrake tests.

(a)(1) Each train must be inspected and tested as specified in this section by a qualified person at points(i) Where the train is originally made up (initial terminal);

(ii) Where train consist is changed, other than by adding or removing a solid block of cars, and the train brake system remains charged; and

(iii) Where the train is received in interchange if the train consist is changed other than by:

(A) Removing a solid block of cars from the head end or rear end of the train;

(B) Changing motive power;

(C) Removing or changing the caboose; or

(D) Any combination of the changes listed in (A), (B), and (C) of this subparagraph.

Where a carman is to perform the inspection and test under existing or future collective bargaining agreement, in those circumstances a carman alone will be considered a qualified person.

(2). A qualified person participating in the test and inspection or who has knowledge that it was made shall notify the engineer that the initial terminal road train air brake test has been satisfactorily performed. The qualified person shall provide the notification in writing if the road crew will report for duty after the qualified person goes off duty. The qualified person also shall provide the notification in writing if the train that has been inspected is to be moved in excess of 500 miles without being subjected to

another test pursuant to either this section or §232.13 of this part.

(b). Each carrier shall designate additional inspection points not more than 1,000 miles apart where intermediate inspection will be made to determine that:

(1). Brake pipe pressure leakage does not exceed five pounds per minute;

(2). Brakes apply on each car in response to a 20-pound service brake pipe pressure reduction; and

(3). Brake rigging is properly secured and does not bind or foul.

(c). Train airbrake system must be charged to required air pressure, angle cocks and cutout cocks must be properly positioned, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum. Retaining valves and retaining valve pipes must be inspected and known to be in condition for service. If train is to be operated in electropneumatic brake operation, brake circuit cables must be properly connected.

(d)(1). After the airbrake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but to not less than 60 pounds, as indicated by an accurate gauge at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15-pound brake pipe service reduction must be made in automatic brake operations, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given and

brakes released and each brake inspected to see that all have released.

(3). When the locomotive used to haul the train is provided with means for maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cut out during train airbrake tests.

(e). Brake pipe leakage must not exceed 5 pounds per minute.

(f)(1). At initial terminal piston travel of body-mounted brake cylinders which is less than 7 inches or more than 9 inches must be adjusted to nominally 7 inches.

(2). Minimum brake cylinder piston travel of truck-mounted brake cylinders must be sufficient to provide proper brake shoe clearance when brakes are released. Maximum piston travel must not exceed 6 inches.

(3). Piston travel of brake cylinders on freight cars equipped with other than standard single capacity brake, must be adjusted as indicated on badge plate or stenciling on car located in a conspicuous place near brake cylinder.

(g). When test of airbrakes has been completed the engineman and conductor must be advised that train is in proper condition to proceed.

(h). During standing test, brakes must not be applied or released until proper signal is given.

(i)(1). When train airbrake system is tested from a yard test plant, an engineer's brake valve or a suitable test device must be used to provide increase and reduction of brake pipe air pressure or electropneumatic brake application and release at the same or a slower rate as with engineer's brake valve and yard test plant must be connected to the end which will be nearest to the hauling road locomotive.

(2). When yard test plant is used, the train airbrakes system must be charged and tested as prescribed by paragraphs (c) to (g) of this section inclusive, and when practicable should be kept charged until road motive power is coupled to train, after which, an automatic brake application and release test of airbrakes on rear car must be made.

(3). If after testing the brakes as prescribed in paragraph (i)(2) of this section the train is not kept charged until road motive power is attached, the brakes must be tested as prescribed by paragraph (d)(1) of this section.

(j). Before adjusting piston travel or working on brake rigging, cutout cock in brake pipe branch must be closed and air reservoirs must be drained. When cutout cocks are provided in brake cylinder pipes, these cutout cocks only may be closed and air reservoirs need not be drained.

§232.13 Road train and intermediate terminal train air brake tests.

(b) Freight trains: Before motive power is detached or angle cocks are closed on a freight train, brakes must be applied with not less than a 20 pound brake pipe reduction. After recoupling and angle cocks are opened, it must be known that brake pipe air pressure is being properly restored as indicated by the caboose gauge and that brakes on rear car are released. In the absence of a caboose gauge, air brake test must be made as prescribed by that portion of paragraph (a) of this section pertaining to automatic brake operation.

(c)(1). At a point other than initial terminal where locomotive or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated at rear of freight train, and on a passenger train to at least 70 pounds, a 20 pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.

(2). Before proceeding it must be known that brake pipe pressure as indicated at rear of freight train is being restored.

(d)(1). At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds as indicated by a gauge at the rear of freight train and on a passenger train to not less than 70 pounds, tests of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated in the brake pipe gauge after a 15 pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release. Cars added to train which have not been inspected in accordance with §232.12 (c)-(j) must be so inspected and tested at next terminal where facilities are available for such attention.

(2)(i). At a terminal where a solid block of cars which has been previously charged and tested as prescribed by §232.12(c)-(j) is added to a train, test must be made to determine that brakes on the rear car of train apply and release.

(ii). When cars which have not been previously charged and tested as prescribed by §232.12 (c)-(j) are added to a train, such cars may either be given inspection and tests in accordance with §232.12 (c)-(j), or tested as prescribed by paragraph (d)(1) of this section prior to departure in which case these cars must be inspected and tested in accordance with §232.12 (c)-(j) at next terminal.

(3). Before proceeding it must be known that the brake pipe pressure at the rear of freight train is being restored.

(e)(1) Transfer train and yard train movements not exceeding 20 miles, must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 15 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

(2). Transfer train and yard train movements exceeding 20 miles must have brake inspection in accordance with §232.12 (c)-(j).

(f) The automatic air brake must not be depended upon to hold a locomotive, cars or train, when standing on a grade, whether locomotive is attached or detached from cars or train. When required,

a sufficient number of hand brakes must be applied to hold train, before air brakes are released. When ready to start, hand brakes must not be released until it is known that the air brake system is properly charged.

§232.14 Inbound brake equipment inspection.

(a). At points where inspectors are employed to make a general inspection of trains upon arrival at terminals, visual inspection must be made of retaining valves and retaining valve pipes, release valves and rods, brake rigging, safety supports, hand brakes, hose and position of angle cocks and make necessary repairs or mark for repair tracks any cars to which yard repairs cannot be promptly made.

(b). Freight trains arriving at terminals where facilities are available and at which special instructions provide for immediate brake inspection and repairs, shall be left with air brakes applied by a service brake pipe reduction of 20 pounds so that inspectors can obtain a proper check of the piston travel. Trainmen will not close any angle cock or cut the locomotive off until the 20 pound service reduction has been made. Inspection of the brakes and needed repairs should be made as soon thereafter as practicable.

§232.15 Double heading and helper service.

(a). When more than one locomotive is attached to a train, the engineman of the leading locomotive shall operate the brakes. On all other motive power units in the train the brake pipe cutout cock to the brake valve must be closed, the maximum main reservoir pressure maintained and brake valve handles kept in the prescribed position. In case it becomes necessary for the leading locomotive to give up control of the train short of the destination of the train, a test of the brakes must be made to see that the brakes are operative from the automatic brake valve of the locomotive taking control of the train.

17. HAZARDOUS MATERIALS REGULATIONS.

(Exerpts from 1981 B. of E. Pamphlet #20)

Position in train of cars placarded "EXPLOSIVES A" or "POISON GAS" when accompanied by cars carrying guards or technical escorts. A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.

Position in train of cars placarded "EXPLOSIVES A." In a moving or standing train, a car placarded "EXPLOSIVES A" may not be placed nearer than the sixth car from the engine or an occupied caboose. However, when the length of the train will not permit this car to be so placed, it must be placed as near the middle of the train as possible, but not less than the second car from the engine or occupied caboose.

Position in train of cars placarded "RADIOACTIVE." In a moving or standing train, a car placarded "RADIOACTIVE" may not be placed next to any other loaded placarded car (other than one placarded "COMBUSTIBLE"), an engine, occupied caboose or carload of undeveloped film. Cars placarded "RADIOACTIVE" may be placed next to each other.

Separating cars placarded "EXPLOSIVES A" or "POISON GAS" from other cars in trains.

(a) In a moving or standing train, a car placarded "EXPLOSIVES A" or "POISON GAS" may not be placed next to:

- (1). A passenger car or combination car that may be occupied except as provided in first paragraph Item 17.
- (2). Any loaded placarded car other than a car placarded with the same placard or one placarded "COMBUSTIBLE."
- (3). An engine;
- (4). A wooden underframe car (except on narrow gauge railroads);
- (5). A loaded flatcar, except that loaded cars placarded "EXPLOSIVES A" may be placed next to each other. A flatcar

equipped with permanently attached ends of rigid construction is considered to be an open-top car. (See subparagraph (6) of this paragraph.)

- (6). An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends;
- (7). A car with automatic refrigeration or heating apparatus in operation, or a car with open-flame apparatus in service, or with an internal combustion engine in operation;
- (8). A car containing lighted heaters, stoves, or lanterns;
- (9). A car occupied by any person, including any attendant for the cargo contained therein; or
- (10). An occupied caboose, except as provided in first paragraph Item 17.

(b). In a moving or standing train, a car placarded "EXPLOSIVES A" may not be placed next to a car placarded "POISON GAS."

Position in train of loaded placarded tank car other than car placarded "COMBUSTIBLE." Except for a tank car placarded "COMBUSTIBLE," a loaded placarded tank car in a moving or standing train may not be nearer than the sixth car from the engine, occupied caboose, or passenger car. However, when the length of the train will not permit a loaded placarded tank car to be so placed, it must be placed as near the middle of the train as possible and not nearer than the second car from the engine, occupied caboose, or passenger car.

Separating loaded placarded tank cars other than cars placarded COMBUSTIBLE from other cars in trains.

(a). In a moving or standing train a loaded placarded tank car, other than one placarded "COMBUSTIBLE," may not be placed next to:

- (1). A passenger car or combination car, other than a car occupied by technical escorts and authorized personnel accompanying shipments;
- (2). Any car placarded "EXPLOSIVES A," "RADIOACTIVE," or "POISON GAS;"

- (3). An engine or occupied caboose;
- (4). A wooden underframe car (except on narrow gauge railroads);
- (5). A loaded flatcar, other than a specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads subject to the following:
 - (i). A flatcar equipped with permanently attached ends of rigid construction is considered to be an open-top car (see paragraph (a)(6) of this section); and
 - (ii). This exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors;
- (6). An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends;
- (7). A car with automatic refrigeration or heating apparatus in operation or a car with open-flame apparatus in service or with an internal combustion engine in operation;
- (8). A car occupied by any person, including any attendant for the cargo contained therein.

Position in train of empty placarded tank cars.
In a moving or standing train, empty placarded tank cars, except empty tank cars last containing combustible liquid, may not be placed nearer than the second car from the engine or occupied caboose.

SWITCHING

Switching of cars containing hazardous materials.

- (a). In switching operations where the use of hand brakes is necessary, a loaded placarded tank

car, or a draft which includes a loaded placarded tank car, may not be cut off until the preceding car or cars clear the ladder track and the draft containing the loaded placarded tank car, or a loaded placarded tank car, shall in turn clear the ladder before another car is allowed to follow. In switching operations where hand brakes are used, it must be determined by trial whether a loaded placarded car, or a car occupied by a rider in a draft containing a placarded car, has its hand brakes in proper working condition before it is cut off.

- (b). A car placarded "EXPLOSIVES A" or "POISON GAS" may not be cut off while in motion or coupled into with more force than is necessary to complete the coupling. No car moving under its own momentum shall be allowed to strike any car placarded "EXPLOSIVES A" or "POISON GAS."
- (c). When transporting a car placarded "EXPLOSIVES A" in a terminal, yard, or on a side track, or siding, it must be separated from the engine by at least one non-placarded car.
- (d). The doors of each closed car placarded "EXPLOSIVES A" must be closed, securely fastened, and the lading securely braced before it is moved.

Switching of flatcars carrying placarded trailers, freight containers, portable tanks or 1 M portable tank.

- (a). A placarded flatcar or a flatcar carrying a portable trailer, freight container, portable tank or 1 M portable tank may not be cut off while in motion.
- (b). No rail car moving under its own momentum may be permitted to strike any placarded flatcar or any flatcar carrying a placarded trailer, freight container, portable tank or 1 M portable tank.
- (c). No placarded flatcar or any flatcar carrying a placarded trailer, freight container, portable

tank or 1 M portable tank may be coupled into with more force than is necessary to complete the coupling.

Placement of freight cars placarded "EXPLOSIVES A" in yards, on sidings, or side tracks. A rail car placarded "EXPLOSIVES A" while in a yard on a siding or side track must be placed so that it will be safe from all probable danger of fire. A car so placarded may not be placed under a bridge or overhead highway crossing, not in or alongside a passenger shed or station except for loading or unloading purposes.

Notice to train crews of placarded cars. At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded "EXPLOSIVE A" or "POISON GAS". A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew.

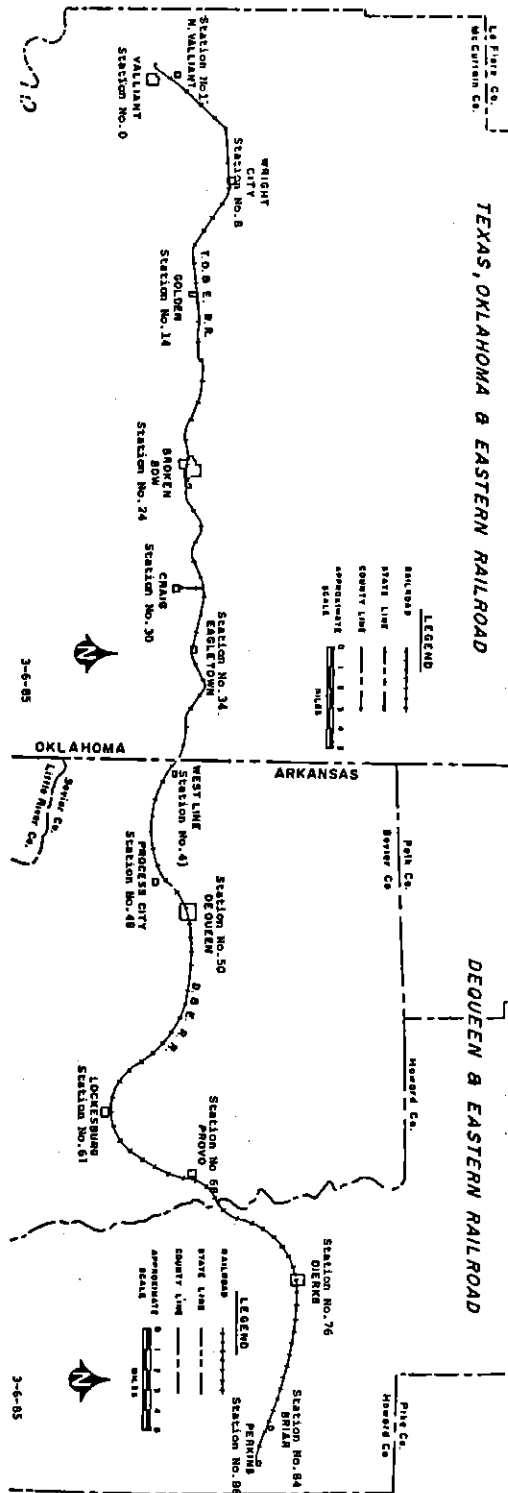
The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by #172.202 and #172.203 of B. of E. pamphlet #20. (172.202 and 172.203 outline the description requirements on shipping papers of hazardous materials.)

SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or special instructions governing speed of trains:

Min.	Sec.	MPH
6	0	10
5	0	12
4	0	15
3	45	16
3	31	17
3	20	18
3	9	19
3	0	20
2	51	21
2	43	22
2	36	23
2	30	24
2	24	25
2	18	26
2	13	27
2	8	28
2	4	29
2	0	30
1	56	31
1	52	32
1	49	33
1	45	34
1	42	35
1	40	36
1	37	37
1	34	38
1	33	39



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STOP DAMAGE TO FREIGHT BY COUPLING CARS NOT OVER 4 MPH

**AVOID DAMAGE - SWITCH CUSTOMERS'
CARS CAREFULLY**

OVERSPEED Couplings are DAMAGING -
Here's what happens

		SAFE COUPLING SPEED
4 Miles per hour	□	Damage begins
5 miles per hour	□■	2½ times as damaging as 4 MPH
6 miles per hour	□■■	3 times as damaging as 4 MPH
7 miles per hour	□■■■	4 times as damaging as 4 MPH
8 miles per hour	□■■■■	5 times as damaging as 4 MPH
9 miles per hour	□■■■■■	6 times as damaging as 4 MPH
10 miles per hour	□■■■■■■	

Damage to freight or car can be avoided
by always keeping coupling speed within the
safe range - NOT OVER 4 MILES PER HOUR
- A BRISK WALK.

**HANDLE FREIGHT CAREFULLY AND
KEEP OUR CUSTOMERS!**

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TAKE TIME FOR SAFETY

**ALERT TODAY...
ALIVE TOMORROW**

IT IS YOUR MOST IMPORTANT DUTY
TO REPORT UNSAFE PRACTICES AND
CONDITIONS TO YOUR SUPERVISOR OR
DEPARTMENT HEAD.

THE MORE YOU HEAR OF SAFETY -
THE LESS YOU HEAR OF ACCIDENTS.
KEEP TALKING SAFETY!

SAFETY ABOVE EVERYTHING