
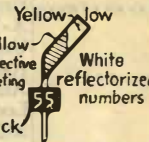
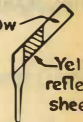
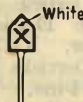

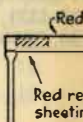
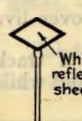
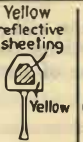
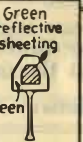

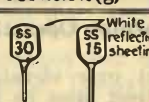



## STANDARD SIGNS

 <p><b>STATION ONE MILE SIGN</b> See Rule 14 (m) (One mile from station or first switch of siding, whichever is nearer, on single track in train order territory. Not to be used on branch lines.)</p>	 <p><b>PERMANENT SPEED RESTRICTION SIGN</b> See Rule 10(h) and Timetable Special Instructions Section 3</p>	 <p><b>APPROACH SIGN</b> See definition of Restricted Speed and Special Instructions supplementary to Operating Rules</p>
 <p><b>HIGHWAY GRADE CROSSING WHISTLE SIGN</b> 1320 feet from Crossing where speed is 60 m.p.h. or less, and 1850 feet where speed is over 60 m.p.h. See Rule 14 (l)</p>	 <p><b>PERMANENT RESUME SPEED SIGN</b> See Rule 10(h) Used in connection with Permanent Speed Restriction Sign</p>	 <p><b>STOP SIGN</b> At point where stop required 200 ft. from Railroad Crossing or at certain other points where stop required</p>
 <p><b>RAILROAD CROSSING-JUNCTION-DRAWBRIDGE-ONE MILE SIGN</b> See Rule 98</p>	 <p><b>TEMPORARY SPEED RESTRICTION SIGN</b></p>  <p><b>TEMPORARY RESUME SPEED SIGN</b></p> <p>To be used per chart on Page 130, Uniform Code of Operating Rules See Rule 10 (g)</p>	 <p><b>YARD LIMIT SIGN</b> See Rule 93</p>
 <p><b>SPEED LIMITING SIGNS FOR SPRING SWITCHES</b> When moving points in trailing movements</p>		 <p><b>SWITCHING LIMIT SIGN</b> Used to designate Switching Limits in signal indication territory where Rule 93 does not apply</p>

## SAFETY FIRST



# Missouri Pacific Railroad Company

## ST. LOUIS TERMINAL DIVISION

### SPECIAL INSTRUCTIONS No. 8

EFFECTIVE APRIL 1, 1955

Superseding Special Instructions No. 7,  
dated Dec. 1, 1952, and all Supplements thereto.

### SUPPLEMENTARY TO THE UNIFORM CODE OF OPERATING RULES

DATED MAY 1, 1950

H. JONES  
Superintendent

CARRY INSIDE BACK COVER OF TIMETABLE

**1. SUPERIORITY OF TRAINS:**

See Timetable.

**2. MAXIMUM SPEED:**

See Timetable.

**3. SPEED RESTRICTIONS:**

See Timetable.

**4. STANDARD CLOCKS:**

St. Louis Union Station      Lesperance St. Yard Office  
 23rd Street Yard Office      Dupo South A Locker Room  
 Ewing Ave. Roundhouse      Dupo Caller's Office

**5. WATCH INSPECTORS:**

Location	Name	Street Address
Dupo	W. G. Foerste	115 North Second
St. Louis	John Erkmann	7223 South Broadway
St. Louis	Vincent Rapp	1718 South Broadway
St. Louis	Schuermann Jwry. Co.	921 South Vandeventer
St. Louis	Wiggins Jewelry Co.	Union Station
E. St. Louis	Sunny Shields	
	Music Shop	1409 State
E. St. Louis	Zerweck Jwry. Co.	210 Collinsville
Kirkwood	Wm. L. Hoeman	120 North Kirkwood Rd.

**6. TRAIN REGISTERS:**

Lake Junction is register station for Creve Coeur Subdiv. trains only.

At initial stations shown below, where there are no train order signals and no operators on duty, it will not be necessary for a regular train to have a Clearance, Form C, as required by Rule 83(a).

Lake Junction	Lesperance Street
Broadway Jct.	

Regular trains originating at Union Station must receive clearance, Form C, at Union Station. Regular trains originating at 23rd St. must receive clearance at 23rd St., except that westward trains leaving 23rd St. between 12:01 AM and 8:00 AM must receive clearance at Grand Avenue.

Trains originating at Lesperance St., or Ivory, must receive clearance, Form C, at Davis St. Jct.

Regular trains originating on Missouri or Eastern Divisions will not require clearance, Form C, at initial station on St. Louis Terminal Division, where there is no train order signal or when train order signal indicates proceed.

**7. GENERAL ORDER BOOKS:**

St. Louis Union Station	Rutger Street Switchmen's
12th Street Switchmen's	Locker Room
Locker Room	Lesperance St. Yard Office
22nd Street Locker Room	Ivory Yard Office
23rd Street Telegraph Office	Dupo South A Locker Room
Ewing Avenue Roundhouse	Dupo Switchmen's Locker
Ewing Avenue Switchmen's	Room North A
Locker Room	Dupo Cabin 30
Howard Station	Dupo Caller's Office

**8. MAIL CRANES BETWEEN STATIONS:**

BLANK.

**9. MAXIMUM PERMISSIBLE COOPER'S CLASSIFICATION OF ENGINES AND WORK EQUIPMENT TO BE OPERATED. AND MAXIMUM GROSS WEIGHT OF CAR AND LADING TO BE HANDLED:**

Between	Engines and Work Equipment	Gross Weight of Car and Lading
St. Louis and Kirkwood	E-64	251,000 lbs.
St. Louis (23rd Street Yard or Lesperance Street Yard) to Valley Junction, via Municipal Bridge	E-64	251,000 lbs.
Tower Grove and Davis St. Jct.	E-64	251,000 lbs.
Plum Street and Jefferson Barracks	E-64	251,000 lbs.
Kirkwood and Carondelet	E-64	251,000 lbs.
Lake Jct. and Chapman	E-45	210,000 lbs.
Valley Jct. and GM&O Crossing	E-64	251,000 lbs.
So. Dupo and Columbia Quarry	E-64	251,000 lbs.

**9.—Concluded.**

Cars with gross weight of car and lading of more than 251,000 lbs., may be handled only upon authority of Superintendent, which authority, together with any restrictions, must be shown on, or attached to, waybill. If speed restrictions are involved, train order, Form X, must be issued specifying speed restrictions.

**Explanation of Cooper's Classification:**

Classification	Engine Numbers	Work Equipment
E-30	800-811	Pile Drivers X-165, X-169, X-170, X-171. Wrecking Derricks X-100, X-108.
E-35	7100, 9000-9012	Bridge Erection Cranes X-1025. Locomotive Cranes X-1004, X-1005, X-1006, X-1026 and X-1031. Locomotive Ditcher X-202. Wrecking Derricks X-101 to X-107, Inc. and X-109.
E-40	7000-7021, 8001-8036	
E-45	201-208, 301-392, 501-626, 4100-4331, 9102-9146, 9170-9186, 9200-9232, 9233-9239.	Bridge Erection Cranes X-1027, X-1028, X-1032, X-1033, Bridge Erection Derrick X-247. Bridge Derrick-Pile Driver, X-172. Wrecking Derricks X-110 to X-114-inc.

All other Work Equipment mounted on two standard four-wheel trucks and weighing not more than 150,000 pounds classifies E-30 or less.

Manner of handling steam engines, either in service or in tow, will be governed by Instructions issued by Superintendent or Trainmaster at the time of handling.

**9-A. Engine Restrictions:**

Location	Restrictions
All Subdivs.	Engines must not be operated over live rail of track scales. Engines moving over dead rail of track scales must not stand or use sand while over scales.

**9-B. Instructions Governing Operation over Elevated Track.**

Authority for movement over elevated track between Rutger Street and 12th Street must be secured from 12th Street Yardmaster.

**10. RAILROAD CROSSINGS AT GRADE:**

Subdiv.	MP	Pole	Other Railroad	Senior Line	Type of Protection
Kirkwood	Grand Ave.		SLSF	MoPac	Manual (Electro-Pneumatic) Interlocking
Kirkwood	5	11	SLSF	MoPac	Cabin Interlocking (Laclede-Christy track)
Oak Hill	3	24	SLSF	SLSF	Manual Electric Interlocking
Lesperance St.	Carroll St.		Municipal Bridge	MoPac	Manual Electric Interlocking
Carondelet	13	21	SLSF	MoPac	Automatic Interlocking
Chester	0	3	TRRA	MoPac	Manual Electric Interlocking
Chester	4	12	TRRA	TRRA	Manual Interlocking
Chester	9	15	GM&O	GM&O	Manual Interlocking

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first-class shall have precedence. As between trains of the same class, senior line shall have the right to cross first.

**INSTRUCTIONS GOVERNING OPERATION OVER CROSSINGS**

**10-A. Automatic Interlockings:**

Subdiv.	Location	MP	Pole	Other Railroad
Carondelet.....	SLSF Crossing....	13-21		SLSF

Rule 344 and other rules applicable will govern.

**10-B. Interlockings with Controlled Electric Signals:**

Subdiv.	Location	MP	Pole	Other Railroad
Oak Hill.....	SLSF Crossing..	3	24	SLSF

Interlocking Signals operate in conjunction with Automatic Block Signals.

Signals are controlled by Operator at Tower Grove Junction.

**10-C. Standard Manual Interlockings:**

Subdiv.	Location	MP	Pole	Other Railroad
Kirkwood.....	Grand Avenue..	...	...	SLSF
Lesperance St.	Carroll St.....	...	...	Municipal Bridge
Chester.....	Valley Jct.....	0	3	TRRA
Chester.....	North Dupo....	4	12	TRRA
Chester.....	GM&O Crossing.	9	15	GM&O

At all except Carroll St., Interlocking Signals operate in conjunction with Automatic Block Signals.

At Grand Ave., there is a manually controlled Electro-Pneumatic interlocking.

Telephones are located at Semaphore Post No. 50, Spring Avenue, and cabin just west of Theresa Avenue, for the purpose of communicating with operator.

**10-D. Cabin Interlockings:**

Subdiv.	Location	MP	Pole	Other Railroad
Kirkwood.....	Howard..... (Laclede-Christy Clay Prod. Co. track)	5	11	SLSF

Interlocking is equipped with derails and is set normally against Missouri Pacific. Levers near crossing are manually operated by trainmen or yardmen. After passage of Missouri Pacific train or engine over crossing, trainmen or yardmen must operate levers to return signals and derails to normal position against Missouri Pacific. Instructions for operation are posted in iron box near crossing.

**10-E. Interlocked Gates:**

BLANK.

**10-F. Standard Gates:**

BLANK.

**10-G. Standard Gates with Electric Locking Devices:**

BLANK.

**10-H. Flagging of Unprotected Railroad Crossings at Grade in Yard Limits, Where View is Obstructed:**

BLANK.

**11. INTERLOCKINGS AT JUNCTIONS:**

Subdiv.	Location	MP	Pole	Junction
Kirkwood....	23rd St. (Tower No. 2) ..	..	..	TRRA- Wabash RR
Kirkwood....	Grand Ave.....	..	..	SLSF
Kirkwood....	Tower Grove Jct.....	3	22	Oak Hill Subdiv.
Kirkwood....	Woodlawn Jct..	13	02	Carondelet Subdiv.
Lesperance St.	Davis St. Jct...	6	40	Oak Hill Subdiv.

At Tower Grove Jct., Woodlawn Jct. and Davis St. Jct., Interlocking Signals work in conjunction with Automatic Block Signals.

**12. YARD LIMITS: (See Map)**

	BETWEEN			
	MP	Pole	MP	Pole
<b>Kirkwood Subdiv.:</b>				
(a) 23rd St. Yard.....	0	0	8	30
<b>Creve Coeur Subdiv.:</b>				
(b) Lake Jct.....	8	21	8	30
<b>Carondelet Subdiv.:</b>				
(c) Kirkwood.....	13	2	14	12
(d) Alpha.....	18	5	19	25
(e) Ivory.....	Bdwy.	Jct.	22	6
<b>Oak Hill Subdiv.:</b>				
(f) Entire Subdiv.....	3	22	10	25
<b>Lesperance St. Subdiv.:</b>				
(g) Lesperance St.....	0	0	3	22
(h) Ivory.....	6	9	10	8
<b>Chester Subdiv.:</b>				
(i) Dupo.....	4	6	9	32

**12-A. Switching Limits (outside of yard limits): (See Map)**

Trains and engines may work within the following switching limits (outside of yard limits) on authority of yardmaster, protecting as per Rule 99, as such moves and switching outside of yard limits do not come under Rule 93:

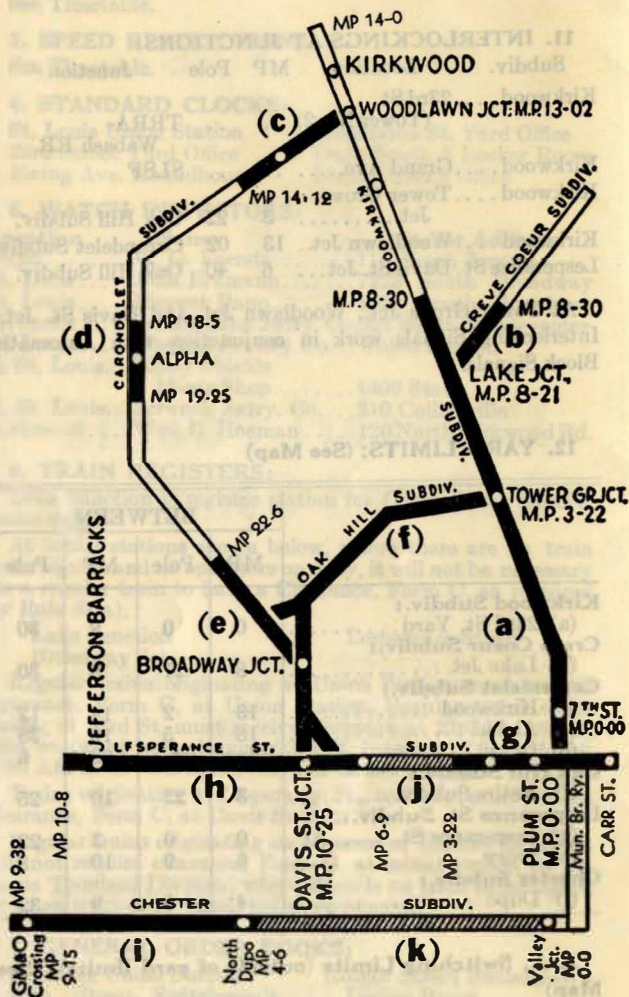
	BETWEEN			
	MP	Pole	MP	Pole
<b>Lesperance St. Subdiv.:</b>				
(j) MP 3, Pole 22-Robert Ave.....	3	22	6	9

Trains and engines may work within the following Switching limits (outside yard limits) under provisions of Section 17-B of these instructions.

	BETWEEN			
	MP	Pole	MP	Pole
<b>Chester Subdiv.:</b>				
(k) North Dupo.....	0	0	4	6

**ST. LOUIS TERMINAL DIVISION**

**YARD LIMITS SHOWN** ████████  
**SWITCHING LIMITS OUTSIDE OF YARD LIMITS SHOWN** ██████████



**13. SWITCHES:**

**13-A. Spring Switches:**

Subdiv.	Switch	Location	Normal Position
Chester	No. 16	Dupo (intersection of South Yard A Lead and Southward Main Track)	For Southward Main Track

Rule 104(a) and other rules applicable will govern.

**13-B. Remotely Controlled Switches:**

Subdiv.	Location	Type of Switch	Operated From
Chester	Valley Jct., MP 0 Poles 9-13—both switches Track No. 3 to Track No. 4.	No. 10	North Dupo Tower
Chester	Valley Jct., MP 0 Poles 13-15—both switches Track No. 3 to Track No. 2.	No. 10	North Dupo Tower
Chester	Valley Jct., MP 1 Pole 17, Main Track No. 2 to Siding No. 1.	No. 10	North Dupo Tower
Chester	Valley Jct. MP 1 Pole 18 Main Track No. 3 to Siding No. 4.	No. 20	North Dupo Tower

**13-B.—Concluded:**

Subdiv.	Location	Type of Switch	Operated From
Chester	Valley Jct., MP 1 Poles 18-21 both switches East Track to West Track	No. 20	North Dupo Tower

Chester	Valley Jct., MP 1 Poles 21-24 both switches West Track to East Track	No. 20	North Dupo Tower
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Rules 104(b), 104(c) and other rules applicable will govern.

**13-C. Normal Position of Switches other than Spring or Remotely Controlled:**  
**BLANK.**

**13-D. Interlocked Switches:**

Subdiv.	Location	Type of Switch	Operated From
Kirkwood	14th Street	Electro-pneumatic	Tower No. 3
Kirkwood	Tower No. 2 (Various Switches)	Electro-pneumatic	Tower No. 2
Kirkwood	Grand Ave. (Various Switches)	Electro-pneumatic	Grand Ave. Tower
Kirkwood-Oak Hill	Tower Grove Jct. (Various Switches)	Electric	Frisco Tower
Kirkwood	Woodlawn Jct. (Junction Switch)	No. 20 (Electric)	Kirkwood Tower
Kirkwood	Kirkwood (Crossover bet. Main Tracks)	No. 20 (Electric)	Kirkwood Tower
	(Crossover from Yard to South Track)	No. 10 (Electric)	Kirkwood Tower
	(Both ends of Suburban Track)	No. 10 (Electric)	Kirkwood Tower
Lesperance St.	Carroll St. (Various Switches)	No. 10 (Electric)	Carroll St. Tower
Oak Hill-Lesperance St.	Davis St. Jct. (Two Junction Switches)	No. 10 (Mechanical)	Davis St. Tower
Chester	North Dupo (Crossover bet. Main Tracks)	No. 15 (Mechanical)	North Dupo Tower
	(Switches West Track to Yard)	No. 10 (Mechanical)	North Dupo Tower
Chester	GM&O Crossing (Crossover bet. Main Tracks)	No. 10 (Mechanical)	GM&O Tower

**13-E. Handling of Switches by Operators or Switch-tenders:**

**Ohio Ave.:**  
 Switchtender located at Ohio Ave. handles pipe-connected crossover switches governing movement between two main tracks in territory between Ohio Ave. and low signal just west of Jefferson Ave.

Trains or engines using Missouri Pacific tracks between Grand Ave. and 23rd St. must not pass Ohio Ave. until "Proceed" signal is received from switchtender.

**13-F. Electrically Locked Switches:**

Subdiv.	Location	Controlled by Control Operator at
(a) Kirkwood	Clay Ave., South Track to No. 1 Yard Track	Kirkwood Tower
(b) Kirkwood	Clay Ave., North Track to House Track	Kirkwood Tower
(c) Kirkwood	MP 13 Pole 31—Both Switches of Crossover	Kirkwood Tower
(d) Kirkwood	MP 13 Pole 8—Yard track to Shell Oil Spur	Kirkwood Tower
(e) Chester	MP 2, Pole 0—Maplewood Spur	North Dupo Tower

**Instructions for handling:**

**Locations (a) and (e):**

TO OPERATE SWITCH FOR MOVEMENT FROM MAIN TRACK TO NON-SIGNALED TRACK:

Some part of engine or cars must occupy the track between the rail joints which are painted white.

Open door of iron box near the switch and follow instructions posted in telephone booth.

TO OPERATE SWITCH FOR MOVEMENT INTO ANY MAIN TRACK:

Secure authority, including track limits and time, from Control Operator, per Rule 402. After authority is obtained, open door of iron box near the switch and follow instructions posted in telephone booth.

**Locations (b) and (d):**

Secure permission from Control Operator at Kirkwood Tower to use these switches.

**Location (c):**

TO CROSSOVER FROM ONE MAIN TRACK TO THE OTHER:

Secure authority from Control Operator, including track limits and time, per Rule 402. After authority is obtained, open doors of iron box at BOTH ends of crossover, first opening box at switch on opposite track and follow instructions posted in telephone booth or on door of iron box.

**14. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:**

Subdiv.:	Location (Station, Street or MP)	Facing or Trailing Points
Kirkwood	23rd St.	Trailing
Kirkwood	Jefferson Ave.	Facing
Kirkwood	Ohio Ave.	Facing
Kirkwood	Ohio Ave.	Facing
Kirkwood	Ewing Ave.	Facing
Kirkwood	Ewing Ave.	Trailing
Kirkwood	Grand Ave.	Interlocking
Kirkwood	Kentucky Ave.	Trailing
Kirkwood	Newstead Ave.	Facing
Kirkwood	Macklind Ave.	Trailing
Kirkwood	Sulphur Ave.	Trailing
Kirkwood	Ellendale	Trailing
Kirkwood	Lake Junction	Trailing
Kirkwood	Webster Groves	Trailing
Kirkwood	Taylor Ave.	Trailing
Kirkwood	Harrison Ave.	Facing
Oak Hill	Frisco Crossing	Trailing
Oak Hill	McRee Ave.	Trailing
Oak Hill	Shaw Ave.	Trailing
Oak Hill	Arsenal St.	Trailing
Oak Hill	Fyler Ave.	Trailing
Oak Hill	Fyler Ave.	Facing
Oak Hill	Taft Ave.	Trailing
Oak Hill	Bates Ave.	Trailing
Oak Hill	Ivory Ave. wye	Trailing
Oak Hill	Broadway	Facing
Lesperance St.	Barton St.	Facing
Lesperance St.	Victor St.	Trailing
Lesperance St.	Dorcas St.	Trailing
Lesperance St.	Manufacturers Viaduct	Facing
Lesperance St.	Arsenal St.	Facing
Lesperance St.	Arsenal St.	Trailing
Lesperance St.	Cherokee St.	Trailing
Lesperance St.	President St.	Trailing
Lesperance St.	Chemical Works	Trailing
Lesperance St.	Bowen St.	Trailing
Lesperance St.	Nagel Ave.	Trailing
Lesperance St.	Stein St.	Trailing
Lesperance St.	Ivory Yard (north end)	Facing
Lesperance St.	Ivory Yard (north end)	Trailing
Lesperance St.	Arlee Ave.	Trailing
Lesperance St.	Jefferson Barracks	Trailing
Chester	MP 0 Pole 5	Facing
Chester	MP 0 Pole 14	Trailing
Chester	MP 1 Pole 19	Trailing
Chester	MP 1 Pole 22	Facing
Chester	MP 4 Pole 14	Trailing

**14. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:**

Subdiv.:	Location (Station, Street or MP)	Facing or Trailing Points
Chester	MP 5 Pole 26	Facing
Chester	MP 6 Pole 11	Facing
Chester	MP 7 Pole 10	Facing
Chester	MP 7 Pole 20	Trailing
Chester	MP 9 Pole 14	Trailing

**15. FLASHING LIGHT TRAIN ORDER SIGNALS:**

Train order signals at following locations are equipped with flashing lights to distinguish them from other signals:

Subdiv.:	Location
Lesperance	Davis Street Jct.
Kirkwood	Kirkwood
Chester	GM&O Crossing

**16. SIDINGS:**

**16-A. Sidings of Assigned Direction (see Rule 105):**

BLANK.

**16-B. Designation of Sidings:**

BLANK.

**16-C. Sidings in Advance of Train Order Signals:**

BLANK.

**16-D. Sidings permitted to be used as Team and Storage Tracks, modifying Rule 105:**

BLANK.

**16-E. Sidings Equipped with Spring Switches for Right Hand Running:**

BLANK.

**17. BLOCK SIGNALS:**

**17-A. Automatic Block System:**

Subdiv.	Between
Lesperance St.	Davis Street Jct. and Jefferson Barracks
Oak Hill	Tower Grove Jct. and Davis Street Jct.
Kirkwood	Grand Ave. and Kirkwood
Chester	Valley Jct. and GM&O Crossing

Rules 104(15), 281 to 292-A, incl., 325 to 332, incl., 350 to 356, incl., and other rules applicable, will govern.

Rule 99(j) is effective in this territory.

The following is added to Rule 285:

"When advance view permits, start reducing speed before reaching approach signal, and when view is sufficient, to 30 MPH before reaching it."

**17-B. Operation by Signal Indication; Opposing and Following Movements:**

Subdiv.	Between	Control Operator at
Chester	Valley Jct. and North Dupo	North Dupo.
Kirkwood	MP 13 Pole 14 and MP 13 Pole 28	Kirkwood.

Two main tracks are designated "East track" and "West track" on Chester Subdiv. and as "North track" and "South track" on Kirkwood Subdiv.

Rules 400 to 406, incl., and other rules applicable will govern.

**17-C. Operation by Signal Indication with the Current of Traffic:**

Subdiv.	Between
Kirkwood . . . . .	Grand Ave. and Kirkwood.
Oak Hill . . . . .	Tower Grove Jct. and Davis Street Jct.
Lesperance . . . . .	Davis Street Jct. and Jefferson Barracks.
Chester . . . . .	North Dupo and GM&O Crossing.

Rules 450 to 453, incl., and other rules applicable, will govern, except that authority of train dispatcher is not required.

In the absence of a check on first-class trains and train orders giving time on delayed first-class trains within yard limits, the provisions of Rules 99, 99(a) to 99(j), incl., D-99, and other rules applicable, will apply.

In territory outside of yard limits, the provisions of Rule 99 will apply.

Movements against the current of traffic, except switching movements under the provisions of Rule 93, must not be made unless authorized by the Superintendent, Assistant Superintendent, Trainmaster, General Yardmaster or the Assistant Yardmaster. Before granting such authority, such Division Officers will clear the track to be used of opposing trains and provide proper protection for the movement. Movements so authorized by such Division Officers must not exceed 25 miles per hour.

Train orders will not be issued covering movements against the Current of Traffic in this territory.

**18. SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY:**

**(1) ON SINGLE TRACK:**

Subdiv.	Between
Carondelet . . . . .	Broadway Junction and Woodlawn Junction
Creve Coeur . . . . .	Lake Junction and Chapman.

Trains will be operated by timetable and train orders. Train orders will be issued by train dispatchers located at Pacific, Mo.

Before trains or engines enter or leave Kirkwood Subdiv. main track at Lake Junction, permission must be secured from Control Operator at Kirkwood.

Eastward trains or engines on Carondelet Subdiv., will communicate with yardmaster at Ivory to obtain permission to enter main tracks of Oak Hill Subdiv. at Broadway Jct. Before granting this permission, Yardmaster must ascertain whether overdue first-class trains have passed Broadway Jct. If overdue first-class trains have not passed Broadway Jct., movement may be made only under flag protection as prescribed by Rule 99.

Train order signal at Davis Street Jct. governs southward trains moving to Missouri Division and Westward trains moving via Carondelet Subdiv.

**CALLING-ON INDICATOR, MILE POST 14, POLE 4:**

The purpose of this indicator is to indicate to trains whether or not such trains will be handled through Kirkwood interlocking upon arrival.

The C. O. Signal shown under Rule 231, of the Uniform Code of Operating Rules, is used for this purpose.

If yellow light is displayed in this indicator, trains may proceed beyond this point.

If no light is displayed in this indicator, trains must be stopped east of the indicator and communicate with operator in Kirkwood Tower for instructions.

Movement over SLSF Crossing and through Kirkwood Interlocking will be governed by interlocking signals at those points. (See Sections 10-A and 11 of these instructions.)

**(2) ON TWO OR MORE TRACKS:**

Subdiv.	Between
Lesperance St. . . . .	Lesperance St. and Davis Street Jct.

Trains and engines will move with the current of traffic without train orders, but will not cross over and move against the current of traffic without authority of yardmaster at Lesperance Street.

**18.—Concluded:**

Subdiv.	Between
Kirkwood . . . . .	Two main tracks between Theresa Ave. and Jefferson Ave.

There are no block signals governing movement between eastern limits of 23rd Street interlocking (Tower 2) near Jefferson Avenue. First class trains will be so instructed when necessary to use these tracks and will then move at restricted speed.

**19. DOUBLE HEADING TRAINS:**

BLANK.

**20. HELPER AND PUSHER SERVICE:**

**20-A. Helper Service:**

BLANK.

**20-B. Pusher Service:**

BLANK.

**21. BRIDGES OVER NAVIGABLE STREAMS:**

BLANK.

**22. OPERATION OVER FOREIGN LINES:**

(a) Use of tracks of Terminal Railroad Association of St. Louis and affiliated Lines by Missouri Pacific trains and engines between Union Station and Grand Ave.; and by Dupo Yard Transfer engines between Dupo and Madison Yard.

(b) Use of tracks of St. Louis Municipal Bridge Railway between St. Louis (23rd Street Yard or Lesperance Street Yard) and Valley Junction by Missouri Pacific trains and engines.

Operation of Missouri Pacific trains and engines over foreign lines as shown under sub-sections (a) and (b) above is governed by the operating rules, timetables and special instructions of those lines. Missouri Pacific trainmen, yardmen and enginemen must pass required examination on, and provide themselves with copies thereof, be conversant therewith, as well as familiarize themselves with posted bulletins, before operating over those lines.

In securing route via MacArthur Bridge from 12th St., engine foreman will personally contact Train Director for MacArthur Bridge, and from Lesperance St., engine foreman will personally contact operator in Carroll St. Tower.

**22-A. Operation in Terminals on Connecting Divisions:**

BLANK.

**22-B. Operation of Foreign Line Trains over Missouri Pacific Tracks:**

(a) Use of Missouri Pacific tracks between Valley Junction and G. M. & O. Crossing by SLSW trains:

Employees of the SLSW Railway will be governed by the Uniform Code of Operating Rules, timetables and special instructions of the Mo. Pac. R. R. in operating over these tracks and will provide themselves with copies thereof and be conversant therewith.

**23. FREIGHT TRAINS HANDLING PASSENGERS:**

BLANK.

**24. TRAIN ORDER DELIVERY DEVICES:**

G. M. & O. Crossing—At tower.

Kirkwood—At tower.

Passenger Trains:—Enginemen will receive orders from top fork, conductors from middle fork and rear trainmen from bottom fork.

**25. MOTOR CARS:**  
BLANK.

**26. QUALIFICATIONS OF LOCOMOTIVE ENGINEER:**

For Passenger Service, an engineer must have had one years' service as road engineer, and must have made a trip as engineer or fireman, in either passenger or freight service, over the subdivision during the preceding 150 days. Having made such a trip as fireman, but not as engineer, he may qualify by making this fact known to his conductor and, before starting trip, the two of them thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period. Not having had such service as either engineer or fireman, he may qualify by making a round trip over said subdivision either as engineer or fireman in freight service, or as a student to familiarize himself with changed conditions.

For Freight Service, an engineer must have made a road trip over the subdivision as engineer or fireman during the preceding twelve months. Not having had such service, he may qualify by making a round trip over said subdivision as a student to familiarize himself with changed conditions. An engineer who qualifies under these provisions but has not made road trip as engineer during the preceding 150 days, will make this fact known to his conductor and, before starting the trip, the two of them will thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period.

Qualifications for engineers in this paragraph will also apply to engineers handling troop trains.

The following Subdiv's. are excepted from the provisions of instructions under this section:

- Creve Coeur, Carondelet.

**27. MANNER OF PROTECTING OBSTRUCTED TRACK ON LIGHT TRAFFIC SUBDIVISIONS BY TRAIN ORDER AND SIGNALS PLACED BY MAINTENANCE OF WAY EMPLOYEES:**

Rules and regulations for Maintenance of Way and Structures, effective December 1, 1951, include Rule 99 (xs), affecting train movement, which is repeated below for information and guidance of employes affected thereby:

"99 (xs) Protection by Train Order.—Protection required by Rule 99 (mw) may be given by train order on such light train subdivisions as may be designated by the Superintendent.

Requests for "X-S" train order protection shall be made by wire to the Train Dispatcher, using symbol "X-S" to identify the message. The request must clearly specify period of time protection required, naming each day; the location, mile post and pole; time limits, and any additional information that may be needed by the Train Dispatcher.

After Train Dispatcher has acknowledged receipt of the symbol "X-S" message and has advised the Foreman or man in charge that train order protection has been or will be provided as requested, a red flag must be placed 400 feet in each direction in advance of structure or, track being protected. Yellow restricting signals shall be placed 3500 feet in advance of the red flags; and two torpedoes shall be placed on rail ten rail lengths in advance of the yellow restricting signals (see diagram).

Red flags shall be not less than 2 feet by 3 feet in size and supported on two staffs placed astride the rail on engineer's side so they are plainly visible. Yellow restricting signals must be placed not more than 8 feet from rail and torpedoes must be placed on the rail on engineer's side for approaching trains.

Trains will stop before passing the red flag and be governed by oral instructions from the Foreman or man in charge. If work is not completed and track or structure not restored for normal use within time limit specified by the train order, full protection shall be provided as required by Rule 99 (mw).

The following form "X-S" train order will be used, copy of which will be furnished to trains in both directions and to Foreman or man in charge, when practicable:

"7 01 AM until 4 01 PM stop before passing over bridge 54 MP 198 Pole 10 between Holly Grove and Clarendon and do not proceed until orally authorized by Foreman in charge."

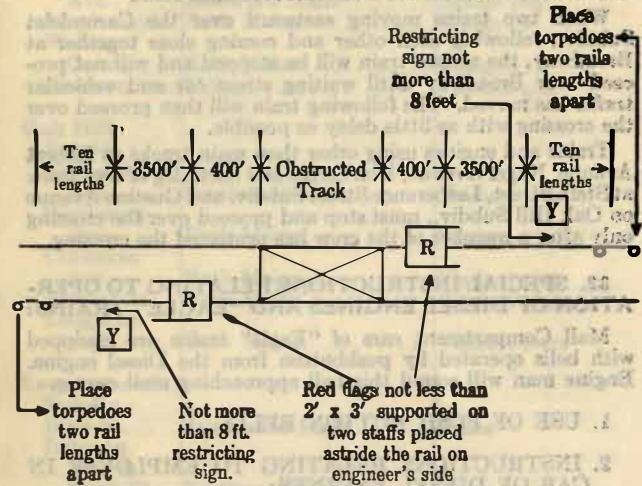
"10 01 AM until 4 01 PM stop before passing over track MP 135 to MP 135 Pole 20 between Amity and Glenwood and do not proceed until orally authorized by Foreman in charge."

The maximum length of track that can be protected by form "X-S" train order is one mile.

Only the Foreman or man in charge is permitted to place and remove the red flags.

Form "X-S" train orders shall not be used between sunset and sunrise or during stormy and foggy weather, when signs cannot be plainly seen."

Chart for placing stop signs when train order form "X-S" is used for protection light traffic lines:



Carondelet and Creve Coeur Subdivs. are designated as only territory where the provisions of this rule will apply.

**28. MOVEMENT OF TRAINS THROUGH TUNNELS:**  
BLANK.

**29. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIMETABLE:**

Name	Station Number	Miles from St. Louis	Capacity
<b>Kirkwood Subdiv.:</b>			
Howard.....	4	4.69	Yard
<b>Carondelet Subdiv.:</b>			
Maes.....	GH-9	22.06	4 Cars
Grasso.....	GH-7	20.34	7 Cars
Colhicks.....	GH-6A	19.36	4 Cars
Collopy.....	GH-2A	15.18	2 Cars
<b>Chester Subdiv.:</b>			
Maplewood.....	C-2	2.0	5 Cars

**30. SPECIAL INSTRUCTIONS COVERING SOUNDING OF ENGINE WHISTLE OR HORN AND BELL AT PUBLIC CROSSINGS ETC., SUPPLEMENTING OR MODIFYING RULES 14, 14(I) AND 30:**

- ST. LOUIS:
- MAPLEWOOD:
- WEBSTER GROVES:
- KIRKWOOD:

When approaching crossings inside the City Limits of stations shown above the bell will be rung, beginning as engine approaches the crossing whistle sign "X" and continuing until engine passes over crossing. Whistle or Horn will not be sounded except as a warning where person or vehicle is on or approaching the crossing oblivious to approach of the train and whose attention cannot be attracted by ringing of bell, that is, where absolutely necessary to prevent accident or personal injury, and to comply with Rules 14(c), 14(d), 14(e), 14(k), and answer to 14(k).

### 31. SPECIAL INSTRUCTIONS GOVERNING PROTECTION OF PUBLIC CROSSINGS SUPPLEMENTING RULE 103:

At public crossings at grade shown below, trains and engines must be stopped and proceed over the crossing only after a member of the crew has protected the crossing:

Subdiv.	Location	Crossing
Creve Coeur	MP-9 Pole 10	North & South Road
Creve Coeur	MP-9 Pole 29	Manchester Road
Creve Coeur	MP-10 Pole 32	Litzinger Road
Creve Coeur	MP-11 Pole 25	Highway 40
Creve Coeur	MP-12 Pole 16	Clayton Road
Creve Coeur	MP-13 Pole 9	Highway 77
Creve Coeur	MP-15 Pole 7	Ladue Road
Creve Coeur	MP-15 Pole 34	Ballas Road

When two trains moving eastward over the Carondelet Subdiv., following each other and coming close together at Broadway, the second train will be stopped and will not proceed over Broadway until waiting street car and vehicular traffic has moved. The following train will then proceed over the crossing with as little delay as possible.

Trains and engines using other than main tracks at Robert Avenue, Nagel Avenue, Iron Street and north leg of wye track at Stein Street, Lesperance Street Subdiv. and Gustine Avenue on Oak Hill Subdiv., must stop and proceed over the crossing only after a member of the crew has protected the crossing.

### 32. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES AND "EAGLE" TRAINS:

Mail Compartment cars of "Eagle" trains are equipped with bells operated by pushbutton from the Diesel engine. Engine man will sound this bell approaching mail cranes.

#### 1. USE OF PUSH BUTTON BELL:

#### 2. INSTRUCTIONS RELATING TO EMPLOYEES IN CAB OF DIESEL ENGINES:

BLANK

#### 3. OPERATING DIESEL ENGINES THROUGH WATER:

To avoid damage to traction motors, diesel engines or gas-electric motor cars must not be moved or allowed to stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour, to prevent water getting inside traction motors. If any probability of water having entered motors, covers on motors should be removed and motor examined. If water has entered motor, motor must be cut out.

#### 4. RERAILING DIESEL ENGINES:

To prevent serious damage to traction motors, train, engine or yardmen should make no attempt to rerail a diesel engine under its own power, or use rerailing frogs for that purpose.

In case of derailment of a diesel engine, notify yardmaster and await his instructions. Yardmaster will contact Master Mechanic or his representative, who will issue necessary detailed instructions or provide proper mechanical Supervision.

#### 5. DYNAMIC BRAKE ON T&P DIESEL FREIGHT ENGINES:

Certain T&P freight engines used in joint MP-T&P service, are equipped with a dynamic brake, which is **not to be used**. Braking of freight trains must be performed as outlined in Section 4, "Freight Train Handling", in "Brown Book."

#### 6. IDENTIFYING NUMBERS ON MULTIPLE UNITS:

Rule 206, fifth paragraph, changed to read:

"Diesel engines when composed of multiple units: Identifying numbers are the numbers on the lead (operating control) unit. Such identifying numbers equipped for illumination must be continuously illuminated on operating control unit only while engine is in train service.

#### 7. MOVEMENT OF DIESEL ENGINES WITH SHORT WHEEL BASES:

BLANK

### 32. SPECIAL INSTRUCTIONS:—Concluded

#### 8. COUPLING ROAD-SWITCH DIESEL UNITS TO STANDARD ROAD DIESEL UNITS:

When road-switch diesel units are coupled with standard road diesel units, employes will not pass from road-switch unit to standard road diesel unit, or vice versa, while these units are in motion.

If it becomes necessary to go from or to a road-switch diesel unit coupled with a standard road diesel unit, or vice versa, and coupled units are in motion, such coupled units will first be stopped and employe or employes will dismount from unit and go to desired unit on the ground.

When road-switch units are coupled to standard road units, safety chains must be placed across hand rail of road-switch unit and cross bar in door of road unit placed across door next to road-switch unit.

### 33. RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES SHOULD PROVIDE THEMSELVES:

Employes must provide themselves with a copy of and be conversant with all rules and instructions applicable to their duties, including:

The Uniform Code of Operating Rules.

Our Safety Plan.

Maintenance and Operation of Air Brake, Air Signal, Steam Heat and Air-Conditioning Equipment, and Train Handling Instructions.

Rules and Instructions Governing the Operation of a Railroad Radio Communication System.

Circular 81, Rules and Instructions for The Government and Protection of Employees, whose Duties Require them to go between, under or about Engines or Cars.

Association of American Railroads' (MCB) Rules Governing Condition and Interchange of Cars.

Loading Rules.

I. C. C. Regulations for the Transportation of Explosives, Inflammables and other Dangerous Articles.

Car Service Rules.

Instructions covering the handling of Live Stock.

Such instructions pertaining to their duties as are issued by accounting and traffic officers, and instructions for the handling of mail, baggage, express, perishable freight, car demurrage and storage, diversion and reconsignment of freight and other instructions pertaining to their duties.

#### 34. TABLE OF SPEEDS:

See timetable.

#### 35. TRAIN SIGNALS:

1. All sections except the last will display two green lights only by day and by night in the places provided for that purpose on the front of the engine. Extra trains will display two white lights only, by day and by night in the places provided for that purpose on the front of the engine.

2. Conventional markers on passenger trains may be replaced with a single electric light of prescribed type which must show red to the rear of such passenger trains by day and by night at all times; except, that **OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY ONLY**, when train is in the clear in siding to be passed by a following train, the light must be turned to show green to the rear, and again turned to show red to the rear before train fouls the main track.

These instructions modify Rule 19.

#### 36. OPERATION OF RIVER TRANSFERS:

BLANK.



**37. TELEPHONES:**

Location of telephones in booths and other buildings, other than telegraph offices, connected with dispatching circuit:

Location	MP	Pole	Booth or Building in which located
<b>Chester Subdiv.:</b>			
Valley Jct.....	0	7	Booth
Valley Jct.....	0	16	Booth
Valley Jct.....	1	14	Booth
Valley Jct.....	1	25	Booth
Valley Jct.....	1	39	Booth
Dupo.....	3	33	Booth
Dupo.....	4	24	G.Y.M. Office
Dupo.....	7	3	Booth
Dupo.....	7	15	Booth

**38. INSTRUCTIONS GOVERNING RESTRICTION OF USE OF EQUIPMENT IN PASSENGER TRAINS:**

1. **Occupying wooden passenger carrying equipment** will not be accepted for movement. If necessary to move such cars, they will be handled only when unoccupied and then only on rear of train.
2. **Occupied steel underframe passenger carrying cars** will not be handled. If necessary to move such cars, they may be handled only when unoccupied and then only when there is an all steel unoccupied car next between them and an occupied car.
3. **Wooden or steel underframe baggage cars** must not be used as "kitchen" cars in troop trains, as kitchen cars are occupied cars.
4. **Steel underframe baggage, express or storage mail cars** when unoccupied may be handled between steel or steel underframe cars, or between the engine and steel or steel underframe cars. However, when operating between St. Louis and Texarkana and between Memphis and Little Rock, such unoccupied steel underframe cars may be handled only when there is an unoccupied all steel constructed car between such a steel underframe car and any occupied all steel car.
5. **Light-weight streamlined cars** shall not be handled in our passenger trains, unless cars are constructed to meet the latest A. A. R. specifications. All Missouri Pacific light-weight streamlined "Eagle" cars are constructed to meet the latest A. A. R. specifications.

**39. CLEARANCES:**

As of date of these instructions, the following is a list of tracks, wire lines and structures which provide clearance less than shown in these instructions.

This list does not include low switch stands, low signals, passenger station platforms and cattle guards which in general provide limited clearance immediately above base of rail.

It is the duty of each employe to become familiar with the location of all these obstructions and to use such precaution as will prevent personal injury to himself or his co-workers.

**Note:** This list is subject to change from time to time. Employes will keep posted at all times on such changes, including temporary restrictions during construction work, which will be covered by General Order.

**Limited Side Clearances Affecting Main Tracks and Sidings**

Location	Track Number or Name	Structure
<b>Kirkwood Subdiv.:</b>		
Ewing Ave...	Westward Main.....	Bridge pier
Compton Ave.	Westward Main.....	Bridge pier
Chouteau Ave.....	Both Mains.....	Bridge piers

**39. CLEARANCES:—Concluded**

**Limited Side Clearances Affecting Main Tracks and Sidings**

Location	Track Number or Name	Structure
<b>Kirkwood Subdiv.:</b>		
Tower Grove Station....	Westward Main.....	Shelter roof
Tower Grove Station....	Both Mains.....	Pipe Hand Rail
Vandeventer Ave.....	Eastward Main.....	Bridge pier
Maplewood..	Both Mains.....	Bridge 79
Webster Groves...	Both Mains.....	Bridge 112
Harrison Ave.	Siding.....	Viaduct pier
<b>Oak Hill Subdiv.:</b>		
Tower Grove Ave.....	Southward Main.....	Viaduct piers
Southwest Ave.....	Both Mains.....	Viaduct piers
Columbia Ave.....	Both Mains.....	Viaduct piers
Arsenal St...	Both Mains.....	Viaduct piers
Loughborough Ave..	Both Mains.....	Viaduct piers
<b>Lesperance St. Subdiv.:</b>		
Blow St.....	Southward Main.....	Fence
Between Blow & Nagle Sts..	Southward Main.....	Fence
Nagle St....	Southward Main.....	Fence
Third St. ...	Elevated Track.....	Building
<b>Carondelet Subdiv.:</b>		
None.		
<b>Creve Coeur Subdiv.:</b>		
None.		
<b>Chester Subdiv.:</b>		
None.		

**Limited Overhead Clearances Affecting Main Tracks and Sidings**

Location	Track Number or Name	Structure
<b>Kirkwood Subdiv.:</b>		
Compton Ave.	Both Mains.....	Viaduct
Chouteau Ave.....	Both Mains.....	Viaduct
Tower Grove Station....	Both Mains.....	Foot Bridge
Vandeventer Ave.....	Both Mains.....	Viaduct
Tower Grove Ave.....	Westward Main.....	Viaduct
Kingshighway.....	Eastward Main.....	Viaduct
MP 8-13....	Both Mains.....	Bridge
Newport Ave.....	Both Mains.....	Viaduct
Clay Ave....	Both Mains.....	Viaduct
Harrison Ave.....	Both Mains.....	Viaduct

**39. CLEARANCES:—Concluded**

**Limited Overhead Clearances Affecting  
Main Tracks and Sidings**

Location	Track Number or Name	Structure
<b>Oak Hill Subdiv.:</b>		
Tower Grove Ave. ....	Both Mains .....	Viaduct
Southwest Ave. ....	Both Mains .....	Viaduct
Columbia Ave. ....	Both Mains .....	Viaduct
Arsenal St. ....	Both Mains .....	Viaduct
Grand Ave. ....	Both Mains .....	Viaduct
Kansas St. ....	Both Mains .....	Viaduct
Loughborough Ave. ....	Both Mains .....	Viaduct
Reilly Ave. ....	Both Mains .....	Viaduct
<b>Lesperance St. Subdiv.:</b>		
Arsenal St. ....	Both Mains .....	Bridge
Rutger St. ....	Elevated Track .....	Bridge
<b>Carondelet Subdiv.:</b>		
None.		
<b>Creve Coeur Subdiv.:</b>		
Emerson . . . .	Main Track .....	Viaduct
<b>Chester Subdiv.:</b>		
None.		

**40. FLAGGING SIGNALS:**

Rule 35 is changed to read:

"The following signals will be used by flagmen:

Day Signals { A red flag  
Not less than 10 torpedoes and six fuseses

Night Signals { A white light  
Not less than 10 torpedoes and six fuseses"

Rule 221(d) changed to read:

"Operators must have the following signal appliances ready for immediate use:

- 1 red flag
- 1 white flag
- 1 white light
- 8 torpedoes
- 6 red fuseses"

Rule 12(j) of the Uniform Code of Operating Rules is modified to permit St. Louis Southwestern Railway Employees to use yellow fuseses instead of green fuseses, between Valley Junction and GM&O Crossing, Chester Subdivision.

**41. LIGHT ENGINES IN ROAD MOVEMENT:**

Rule 99(j) will not apply to light engines in road movements.

**42. DEFINITION OF DELAY UNDER RULE 330:**

Question: What length of time shall be considered a "delay" under the requirements of Rule 330?

Answer: Five minutes or more.

**43. RUNNING TEST OF PASSENGER TRAINS:**

"Brown Book" Rule 806 — "Running test of passenger trains" is changed to read:

"Conductors and trainmen must observe that these tests are complied with, and note that brakes apply and release. On each running test, after brakes release, flagman will give one short blast of communicating signal from the rear passenger carrying car in train, to indicate to engine men that brakes are operating properly. After brakes are released on each running test, if engine man fails to receive one short blast of communicating signal as required herein, he must stop train and ascertain why signal was not received."

**44. RELEASING BRAKES ON FREIGHT TRAINS:**

To improve train handling and expedite the movement of freight trains, the following instructions will govern:

Brakes on freight trains may be released after a total brake pipe reduction of not less than ten (10) pounds has been made.

This supersedes that section of Rules 402, 404(6), 408 and 410(3), contained in the "Brown Book" effective June 1, 1952, which requires that brakes will not be released on less than 100 cars with less than a fifteen (15) pound reduction, nor 100 cars or more with less than a full service reduction.

**45. STANDARD BRAKE PIPE PRESSURE — PASSENGER TRAINS:**

110 lbs. is the standard brake pipe pressure for all passenger trains.

Feed valves on engines hauling passenger trains must be adjusted to 110 lbs. pressure prior to departure from a terminal where maintenance forces are available.

In the event a freight engine is used for a passenger train out of a terminal, after the change in standard brake pipe pressure has been made, the main reservoir safety valve must be adjusted to 148 p.s.i. and air compressor governor to 130 p.s.i. minimum — 140 p.s.i. maximum at the time the feed valve is adjusted to the new standard pressure.

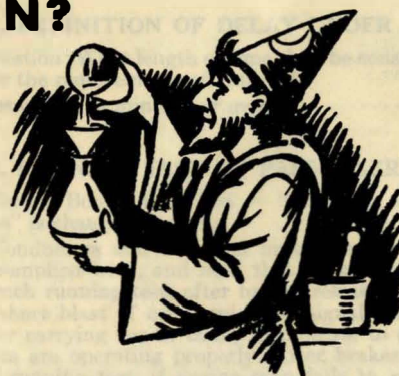
**46. AIR BRAKE TESTS — YARD TRANSFERS:**

On yard to yard transfers, including transfers operating across the Municipal Bridge, after all brake pipe hose are coupled and it is determined that air is present at rear of transfer, a test will be made as follows:

When brake system is charged, upon request or proper signal, engineman will make a service brake pipe reduction of 20 pounds. After brake pipe exhaust ceases, sound one short blast of the engine horn or whistle. Inspector or trainmen will then note that brakes on rear car are applied and then signal for a release. Engineman will release brakes and sound two short blasts of engine horn or whistle. Inspector or trainman will then note that rear brakes release.

## WHAT ARE SOME OF THE INGREDIENTS OF A SAFE MAN?

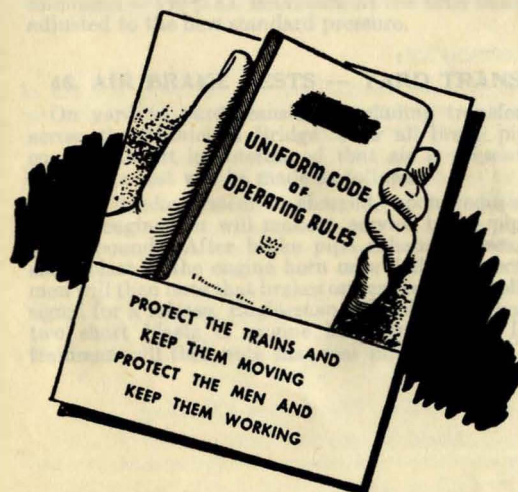
- ① Physical Fitness.
- ② Mental Alertness.
- ③ A Sincere Desire to Work Safely.
- ④ A Working Knowledge and Proper Understanding of the Rules.
- ⑤ Cheerful Compliance with the Rules.
- ⑥ Teamwork and Cooperation.
- ⑦ Knowledge of the Importance of Details.
- ⑧ Appreciation of our Individual Responsibility to ourselves, our families, our fellow-workers and our Railroad.



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### The **BOOK** of **RULES** is Your Plan of Work

It contains the thought of practical and experienced railroad men. Operating Rules are the result of the application of common sense and good judgement based on experience. To get the thought out of the book, you must *open it and study it*. Each rule violation is a potential accident. Faithful observance of the rules will prevent accidents. A rule of seemingly small importance becomes the most important rule in the book when its violation causes an accident.



Read the Rule... Study the Rule... Know what to do under the Rule, and why... Then **DO** it!

**NO DETAIL IS UNIMPORTANT!**