



Union Railway Company

SPECIAL INSTRUCTIONS No. 3

EFFECTIVE JUNE 10, 1953

SUPPLEMENTARY TO THE UNIFORM CODE OF OPERATING RULES

DATED MAY 1, 1950

N. N. HOPKINS, PRESIDENT

1. SUPERIORITY OF TRAINS
2. MAXIMUM SPEED
3. SPEED RESTRICTIONS
- 3-A. MOVEMENT OF TRAINS

Trains have no superiority on Union Railway tracks. All trains and engines must move at restricted speed, in no case exceeding twenty miles per hour regardless of straight track and clear view ahead. Restricted speed through No. 10 turnouts and crossovers must not exceed 15 miles per hour, and must not exceed 10 miles per hour thru less than No. 10 turnouts.

WESTWARD MOVEMENTS:

(a) Sargent Yard to westward low signal just east of east end of BU siding at Wellington St.

Trains and engines must not leave Sargent Yard for movement to the low signal at the east end of BU Siding at Wellington St., without Movement Card, Form A-B, properly addressed, and showing time complete and signature of the operator at Sargent Yard.

This card does not modify requirements to move at restricted speed, expecting to find track occupied.

(b) Westward low signal just east of east end of BU siding to entrance to interlocking limits at signal bridge C:

The westward low signal at east end of BU siding displays "proceed" and "stop" indications, remotely controlled by control operator in Union Station Tower. When this signal indicates "Proceed," westward trains or engines may proceed at low speed to entrance to interlocking limits at signal bridge "C." The indication of the low signal does not denote condition of the block between this signal and signal bridge "C", since track is not track-circuited.

When the low signal indicates "Stop," member of crew must call control operator at Union Station Tower and be governed by his instructions, after examining spring switch as per Rule 104 (a) and protection movement over SL-SF crossing just west of the signal.

Telephone is located on signal case near east end of BU siding.

*The section numbers in these instructions follow standard numbering in Mo.Pac. Special instructions except that section numbers have been omitted where no information is to be shown.

WESTWARD MOVEMENTS: (Continued)

(c) Through interlocking limits extending from signal bridge C to signal bridge A:

Be governed by indication of interlocking signals, except that a "Proceed" indication only authorizes movement at low speed. (See section 11 of these instructions.)

(d) Signal bridge A to entrance to SL-SF tracks near Kentucky St.:

Trains and engines will move at low speed between these points, subject to instructions governing movement over I. C. Crossing, Section 10-G of these instructions; movement through Florida Street crossovers, and onto SL-SF tracks near Kentucky Street, Section 13-E of these instructions.

EASTWARD MOVEMENTS:

(a) SL-SF connection near Kentucky St. to entrance to interlocking limits at signal bridge A:

Trains and engines must move at low speed between these points, subject to instructions governing movement through Florida Street crossovers, Section 13-E of these instructions, and movement over I. C. crossing, Section 10-G of these instructions.

(b) Through interlocking limits extending from signal bridge A to signal bridge C:

Be governed by indication of interlocking signals, except that a "Proceed" indication only authorizes movement at low speed. (See Section 11 of these instructions.)

(c) Signal bridge C to eastward low signal located near east end of BU siding at Wellington St.:

When "Proceed" indication is displayed by eastward signal on signal bridge B, eastward trains or engines may proceed at low speed from signal bridge C to the eastward low signal located near the east end of BU siding at Wellington St

EASTWARD MOVEMENTS: (Continued)

(c) Signal bridge C to eastward low signal located near east end of BU siding at Wellington Street: (Continued)

The indication of this signal does not indicate condition of block between signal bridge C and the low signal at east end of BU siding, since track is not track-circuited.

When the eastward signal on signal bridge B indicates "Stop," communicate with control operator in Union Station Tower.

(d) Eastward low signal near east end of BU siding to Sargent Yard:

The eastward low signal near west end of BU siding displays "Proceed" and "Stop" indications, remotely controlled by control operator in Union Station Tower. When this signal indicates "Proceed", eastward trains and engines may proceed at low speed to Sargent Yard.

The indication of this signal does not indicate condition of block between this signal and Sargent Yard, since track is not track-circuited.

When this low signal indicates "Stop," member of crew must call control operator at Union Station Tower and be governed by his instructions, after protecting movement over SL-SF crossing just east of this signal.

Telephone is located on side of signal case near east end of BU siding.

4. STANDARD CLOCKS:

Sargent Yard, Bellevue Blvd. (Telegraph office)

Union Station Telegraph office

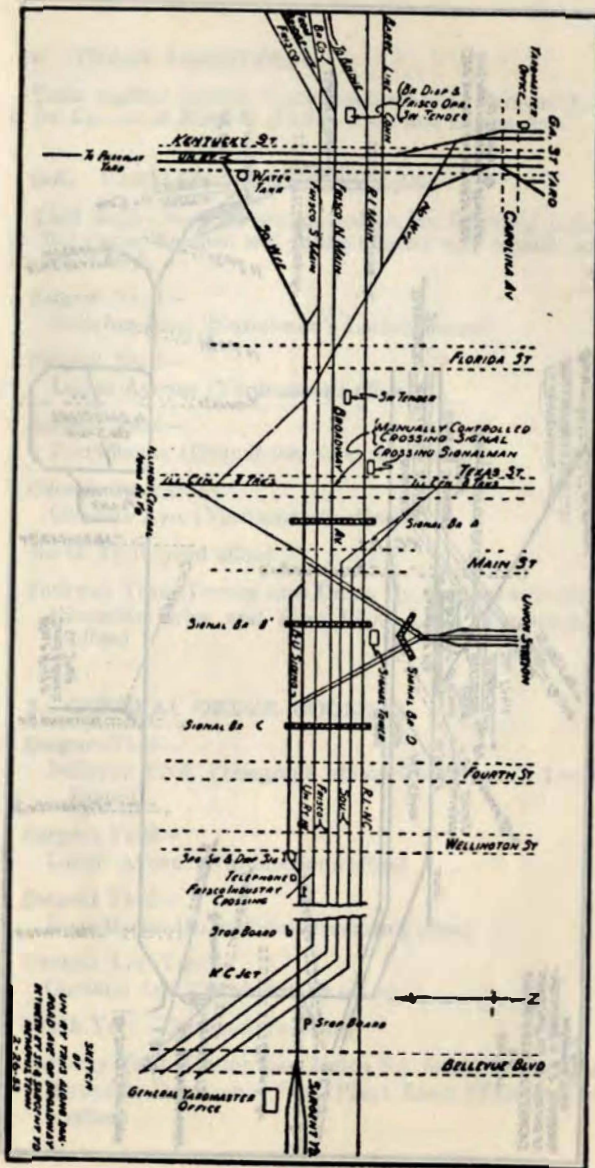
Rule 2 of the Uniform Code of Operating Rules is modified to extent that monthly inspection is not required of Union Railway Yard employees, including Yardmasters, Yard Engineers, Yard Firemen, Engine Foremen, Switchmen, Yard Hostlers, Yard Hostler Helpers and Switch Tenders.

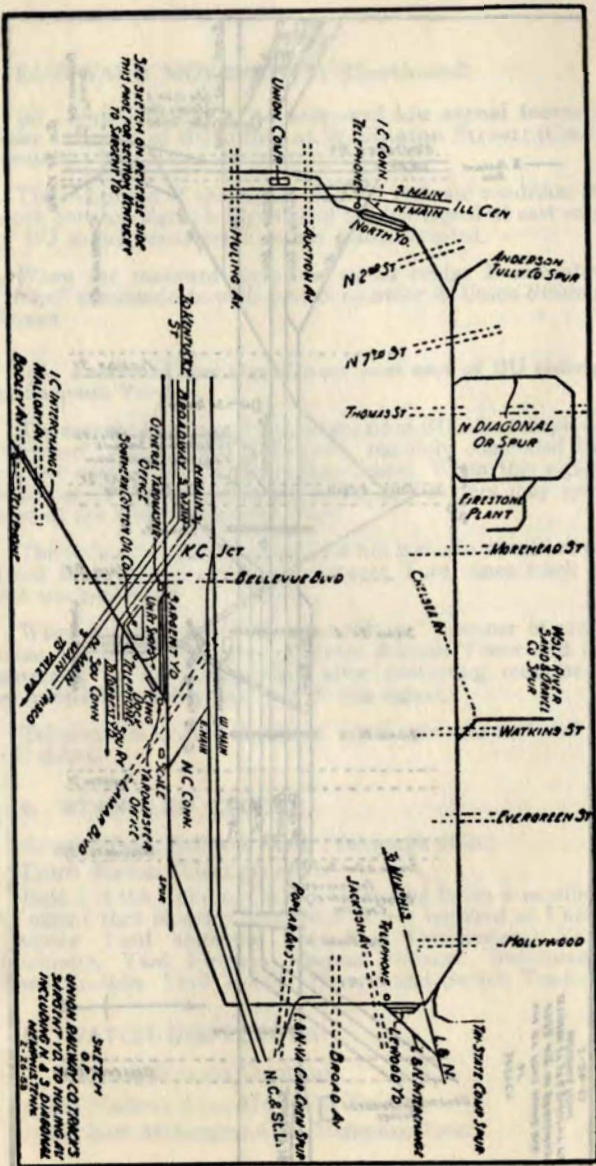
5. WATCH INSPECTORS:

A. Graves & Steuwer Company,

160 Madison Ave., Memphis, Tenn.

263 East McLemore Ave., Memphis, Tenn.





6. TRAIN REGISTERS:

Train register located in telegraph office at Sargent Yard is for the use of Missouri Pacific train and engine men.

6-A. YARD ENGINE REGISTERS:

Yard engine registers are located at the following points, so that engine foremen and yard engineers may comply with Rules 3 and 6:

Sargent Yard—
Bellevue Blvd. (Switchmen's Locker Room)

Sargent Yard—
Lamar Avenue (Yardmaster's office)

Sargent Yard—
Roundhouse (Roundhouse foreman's office)

Georgia St. Yard—
Carolina Ave. (Yardmaster's office)

North Yard (yard office)

Parkway Yard (During time Union Ry. handles switching)
Riverside Drive and Ford Plant Lead (Yardmaster's office)

7. GENERAL ORDER BOOKS:

Sargent Yard—
Bellevue Blvd. (Telegraph office) (Switchmen's Locker Room)

Sargent Yard—
Lamar Avenue (Yardmaster's office)

Sargent Yard—
Roundhouse (Roundhouse foreman's office)

Georgia Ave. Yard—
Carolina Ave. (Yardmaster's office)

North Yard (Yardmaster's office)

Parkway Yard (During time Union Ry. handles switching)
Riverside Drive and Ford Plant Lead (Yardmaster's office)

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	Engine and Work Equipment	Gross Wt. of Car and Lading
Kentucky St. and Sargent Yard.	E-60	251,000 lbs.
Sargent Yard and Federal Compress (South Main).....	E-56	240,000 lbs.
Sargent Yard and Leewood Yard	E-60	251,000 lbs.
Leewood Yard and North Yard.	E-56	240,000 lbs.
North Spur (Wolf River).....	E-56	240,000 lbs.
North Yard and Huling Street..	E-45	210,000 lbs.
Calhoun Ave. to Ford Plant....	E-56	240,000 lbs.

Cars with gross weight of car and lading of more than 251,000 lbs., may be handled only upon authority of Terminal Trainmaster, 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....	(D) 800-811, (G) 650.....	Pile Drivers X-165, X169, X-170, X-171. Wrecking Derricks X-100, X-108.
E-35....	2348-2389, (D) 7100 (D) 9000-9012..... (D) 9090-9091.....	Bridge Erection Crane 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....	402-483, 485, (D) 7000-7021, (D) 8001-8036.....	
E-45....	1-173, (D) 201-208, (D) 301-380, (D) 501-626, 1811, (D) 4100-4289, 6402-6436, (D) 9102-9146, (D) 9170-9186, (D) 9198-9199, (D) 9200-9239, 9301-9318.....	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.

9. Concluded.

Explanation of Cooper's Classification:—Concluded.

Classification	Engine Numbers	Work Equipment
E-50....	6603.....	
E-52....	1205-1280, 1301-1324, 5309-5316 (15000 gal. tender) 9601-9604, 9703-9783.....	
E-54....	6607, 6609, 6611-6628.....	
E-56....	1403, 1406, 1412, 1416, 1417, 1419, 1422, 1423, 1427, 1438, 1439, 1444, 1450, 1453, 1454, 1458, 1465, 1480, 1482, 1485, 1487, 1495, 1497, 1501, 1502, 1504, 1505, 1508, 1511, 1524, 1525, 1529, 1534-1537, 1539-1542, 1548, 1551, 1555, 1557-1559, 1561, 1570, 1571.....	
E-58....	1418, 1425, 1430, 1432, 1446, 1460, 1463, 1466, 1473, 1498, 1510, 1520, 1526, 1530, 1531, 1538, 1544, 1553, 1556, 1566, 5309-5316, (17250 gal. tender, 5322-5324, 5335-5344	
E-60....	1424, 1431, 1440, 1443, 1448, 1449, 1471, 1519, 1522.....	
E-62....	1716.....	
E-64....	1721-1729, 2201-2215.....	

(D)—Diesel Electric.

(G)—Gas Electric.

Diesel engines, when composed of multiple units, identifying number is number on the lead unit.

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

9-A. Engine Restrictions:

Name of Track or Location	Restrictions
Broadway Coal & Ice Co.....	9700 class engines must not be operated on this track. 9300 class and diesel engines must not be operated beyond a point 48 feet inside of gate.

10. RAILROAD CROSSINGS AT GRADE:

Location	Other Railroad	Number Tracks Crossed	Senior Line	Type of Protection
Kentucky St. to Florida St.				
{Puzzle switch at north wye entrance to Georgia Ave. Yd.)	CRI&P & NC&StL	1	CRI&P & NC&StL	None
Kentucky St. to Sargent Yard:				
Texas St.....	IC.....	8	IC.....	Traf. Color Lt. (Man.)
Wellington St.....	SLSF...	1	SLSF...	Low Sig.
KC Jct.....	SLSF...	3	SLSF...	None
KC Jct.....	Sou.....	6	Sou.....	None
Sargent Yard to Mallory Ave.: (South Diag.)				
Walker Ave. at Sou. Cot. Oil Co.....	Sou.....	6	Sou.....	Cabin Interlocking
Between Sou. Cot. Oil Co. and Mc-Lemore Ave.....	SLSF...	3	SLSF...	Gated vs. Union Ry.
Sargent Yard to Leewood Yard:				
Roland St. (Crump Spur)....	Un. Ry..	1	Un. Ry..	None
West of East Parkway....	NC&StL (Industrial Lead)...	1	NC&StL	Automatic Interlocking
Aulon (Near Poplar Ave.)....	NC&StL	3	NC&StL	Manual Interlocking
Poplar Ave. L&N (VC Spur).....	L&N....	1	L&N....	None

10. RAILROAD CROSSINGS AT GRADE: (Cont'd.)

Location	Other Railroad	Number Tracks Crossed	Senior Line	Type of Protection
Leewood Yard to N. Yard:				
N. End Leewood Yard (2 tracks)...	L&N....	1	L&N....	Gated vs. Union Ry.
Tri-State Comp. Spur.....	IC.....	1	None	None
North of Orenda Road (Firestone Loop).....	Lazrov Steel Co. Track... U. S. Rubber..	1	None	None
North Yard to Huling Ave.:				
Mill Ave. near Front St.....	IC.....	2	IC.....	Gated vs. Union Ry.
Union Comp. Yard..	IC-L&N.	1	IC-L&N.	None
Talbot Ave. in Tenn. St.....	IC.....	1	IC.....	None
Nicholas to Thomas St.: (North Diag.)				
Mfs. Hdwd. Flg. Co. Spur.....	IC.....	1	IC.....	None
Calhoun St. to Ford Plant:				
Kentucky S. of Carolina.....	Un. Ry..	2	Un. Ry..	None Crossing
Kentucky at Broadway (2 tracks).....	City track... CRI&P	1	Un. Ry..	Flagmen Crossing
	SLSF...	2	CRI&P	Flagmen Crossing
Kentucky No. of Virginia at Ky....	Un. Ry..	1	SLSF...	Flagmen
Wisconsin at Ky. (2 tracks).....	Un. Ry..	1	Un. Ry..	None
Brown Fence Co. Spur.....	IC.....	1	Un. Ry..	None
	Un. Ry..	1	Un. Ry..	None
	SLSF...	1	SLSF...	None
Kansas at Wisconsin.	(SLSF (Gulf Spur)...) SLSF	1	SLSF...	None
Okla. at Riverside...	(SLSF (Abbat. Spur)...) SLSF	1	SLSF...	None

10. RAILROAD CROSSINGS AT GRADE: (Cont'd.)

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.

10-A. Automatic Interlocking:

Location	Other Railroad
Just west of East Parkway	NC & StL (Industrial Lead)

Rule 344 and other rules applicable, will govern. There is no time release, either hand or push button, at this interlocking.

10-C. Standard Manual Interlocking:

Location	Other Railroad
Aulon (Between Sargent Yard and Leewood Yard)	NC & StL

10-D. Cabin Interlockings:

Location	Other Railroad
Walker Ave. (Southern Cotton Oil Co.)	Southern

The interlocking is set normally against Union Railway movements. Two Hayes derrails are located on Union Railway, one 200 feet south and the other 200 feet north of the crossing.

One lever ground throw machine is provided and will be operated by Union Railway crews in lining the route for their movements over the crossing.

Instructions governing the operation of the ground throw machine and time release are posted in iron box near the crossing.

Rules 325 to 332, inc., 340 to 345, incl., (except 344) and other rules applicable, will govern.

10-F. Standard Gates:—

Location	Other Railroad
McLemore Ave. near Sou. Cotton Oil Co. (Sargent Yard to Mallory Ave.)	SL-SF
North End Leewood Yard (Leewood to North Yard)	L&N
Mill Ave. near Front St. (North Yard to Huling Ave.)	IC

Note: Gate located at Mill Ave. near Front St. has gate connected with automatic block signals of two Illinois Central main tracks. -

10. RAILROAD CROSSINGS AT GRADE: (Cont'd.)

10-G. Crossings equipped with Traffic Color Light Signals:

Location	Other Railroad
Texas Street	Illinois Central

This crossing is equipped with Traffic Color Light Signal, located on a pole on the north side of the Union Railway tracks, between the SL-SF and CRI&P main tracks. The Union Railway crosses eight Illinois Central tracks at this crossing and this signal is located between the fourth and fifth tracks, numbering from either direction.

This signal is manually controlled by crossing flagman. Trains and engines must stop not less than 50 feet before reaching the nearest track of this crossing, then proceed over the crossing only on green indication of the traffic signal.

This signal is only a traffic signal and is not connected with track circuits.

10-H. Crossings equipped with low signals:

Location	Other Railroad
Wellington St.	SL-SF

Eastward low signals are located at the clearance points of switches on both main track and siding west of this crossing and a westward low signal is located east of the crossing. These signals display "Stop" and "Proceed" indications. When switch is open for a Frisco movement over this crossing onto industry track, these signals will indicate "Stop." Track circuits only extend between these low signals and to switch on SL-SF southward main track through which movement over this crossing and to industry track is made.

10-J. Flag protection on Crossing:

Location	Other Railroad
Between North Leg of Wye and Georgia Ave.	CRI&P-NC&StL

Stop must be made before passing Stop Sign and member of crew must precede movement and flag crossing.

11. INTERLOCKING AT JUNCTIONS:

Location	Junction
Between signal bridges A, B and C near Union Station.	Union Railway tracks with Union Station Company tracks.

This is an electro-pneumatic interlocking.

11. INTERLOCKING AT JUNCTIONS: (Cont'd.)

The signals and certain switches are controlled by control operator located in Union Station Tower.

Rules 325 to 332, incl., 340 to 345, incl., (except 344) and other rules applicable, will govern.

The signal aspects, which do not conform to the uniform code of operating rules, are as follows:

TWO ARM SIGNALS		
Day Aspect	Night Aspect	Indication
Red top arm horizontal	Both lights red	Stop
Red lower arm horizontal		
Red top arm 90 degrees lower quadrant	Green top light	Proceed on main track
Red lower arm horizontal		
Red top arm horizontal	Red top light	Proceed via diverging route
Red lower arm 90 degrees lower quadrant		

Trains and engines must move at low speed within interlocking limits regardless of "Proceed" signal indication.

12. YARD LIMITS:

All tracks of Union Railway are within Yard Limits. Rule 93 is modified to extent that all trains and engines must move at low speed. There is no superiority of trains.

13. SWITCHES:

13-A. Spring Switches:

Location	Type of Switch	Normal Position For main track
East end of BU Siding	No. 10	track

Westward manually controlled absolute low signal is located just east of spring switch governing facing point movement over spring switch.

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

This spring switch must not be operated by hand for movement into BU Siding until after permission has been secured from control operator in Union Station Tower.

Telephone is located on signal case east of the switch.

13. SWITCHES: (Continued)

13-C. Normal Position of Switches, other than Spring Switches:

Location	Type of Turnout	Normal Position
Just east of Kentucky St. on Broadway	No. 10	For SL-SF 8th Main Track
Barksdale St. (switch to industrial lead—old main track)	No. 10	For new main track

13-D. Interlocked Switches:

Location	Designation	Handled by control operator at Union Station Tower
West end of BU Siding	West Switch BU Siding	

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

Location
Kentucky St. on Broadway

Note: Union Railway main track connection switch to SL-SF southward main track and SL-SF main track cross-over switches are controlled by SL-SF operator-switch tender at Kentucky St. Trains, and or engines must not foul or enter upon SL-SF main tracks until all switches for the movement have been properly lined and proceed signal given with yellow flag by day and yellow light by night has been received from SL-SF operator-switch tender at Kentucky Street.

16. SIDINGS:

16-B. Designation of Sidings:

Location	Name of BU Siding	Location of Switches	
		West	East
Between Main and Wellington Sts.		Near Main St.	Near Wellington St.

The west switch of this siding is an interlocked switch, controlled by the control operator in Union Station Tower. Entrance to the siding for eastward movements will be governed by signal indication.

The east switch of this siding is a spring switch for trailing movement to the main track from siding. Eastward low signal

16. SIDINGS: (Continued)

is located just west of switch. When this signal indicates "Proceed", movement may be made out of siding and to Sargent Yard in manner prescribed under Sections 1-2-3-3-A of these instructions. When this signal indicates "Stop", member of crew must call control operator at Union Station Tower and be governed by his instructions, after protecting movement over SL-SF crossing just east of this signal.

19. DOUBLE HEADING TRAINS:

When double heading, the smaller engine will be used as lead engine, and in passenger service, such lead engine shall be manned by regular engine crew. This does not apply to double heading in helper service.

Note: Following engines are considered as of the same size under these instructions:

1100, 1200, 1300, 1400, 1500, 1700, 2200, 6400 and 6600 classes.

ALL ONE-CLASS ENGINES, except the following, have been equipped with standard draft gear and 6x8 inch shank couplers at rear of tender and may be used (non-stokers should be used) as the second engine when double-heading in freight service and may be used as second engine in passenger service when equipped with steam heat and air signal equipment, viz.:

20	141
70	151
103	

20. HELPER AND PUSHER SERVICE:

20-A. Helper Service:

Helper engine must not occupy main track until after the train to be helped has been stopped.

20. HELPER AND PUSHER SERVICE: (Cont'd.)

After train is stopped a full service brake pipe reduction must be made, then doubleheading cock closed on "train-engine."

The helper engine must be coupled ahead, brake pipe and air signal hose coupled, and test of train brake made to know that brakes are operating by brake valve of lead engine.

After helper move has been completed, train must be brought to stop and brakes applied with full service reduction before helper engine is cut off. After helper engine is uncoupled, doubleheading cock on "train-engine" will be opened and test made to know that brakes are operating by brake valve of the "train-engine." (See Section 6, Brown Book.)

On passenger trains, after starting, engine man handling train will make a running brake test. (See Section 6, Rule 806, Brown Book.)

20-B. Pusher Service:

In pushing trains out of yard where pusher engine does not go beyond the main line switch, it will be permissible to do so without coupling air, but if pusher engine goes out on main track, air must be coupled through the pusher engine in rear, and double-heading cock under brake valve on pusher engine in rear closed, to avoid overcharging rear end or pumping off brakes when applied by "train-engine." (See Section 6, Brown Book.)

22. OPERATION OVER FOREIGN LINES:

(a) Use of SL-SF tracks between Union Railway Connection with SL-SF near Florida St. and Kentucky Street (including City Tracks):

Use of SL-SF tracks between these points will be governed by hand signals of the operator-switch tender at Kentucky St., for movements in both directions.

Union Railway main track connection switch to SL-SF southward main track (eastward on Union Railway) and SL-SF main track crossover switches are handled by the SL-SF operator-switch tender at Kentucky Street.

22. OPERATION OVER FOREIGN LINES: (Cont'd.)

Trains and engines must not foul or enter upon SL-SF main tracks until all switches for the movement have been properly lined and proceed signal has been received, with yellow flag by day and yellow light by night, from the SL-SF operator-switch tender at Kentucky Street.

Spring switch located where west leg of Central Station Wye leads out of Northward Main Track, just west of IC Crossing, Frisco tracks, will be normally lined for movement to the Wye track and is equipped with an electric switch lamp, which will display yellow light when switch is lined for the wye track and red light when points are open ¼ inch or more, protecting facing point movements only.

If red light or no light displayed in this lamp, trainmen must examine switch from ground position to see that points fit properly and are lined for movement desired. (See Rule 104 (a).)

Union Railway employes will be governed accordingly when detoured or routed over Frisco tracks between U. S. Tower and Kentucky Street on Broadway. It is pointed out that the normal position of this spring switch is lined for west wye to Central Station and not for Frisco Northward main track.

(b) Use of Arkansas & Memphis Railway Bridge and Terminal Company tracks between Kentucky Street and Briark:

Use of Arkansas & Memphis Railway Bridge and Terminal Company tracks between these points will be governed by the Uniform Code of Operating Rules, Special Instructions and general orders of that company.

(c) Use of Memphis Union Station Company's tracks between Memphis Union Station and Union Railway Connections:

Use of Memphis Union Station Company's tracks between these points will be governed by Memphis Union Station Company's Rules, Special Instructions and bulletin orders.

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

Following is list of public crossings at grade on Union Railway in the City of Memphis with type of crossing protection required by City Ordinance:

Street Crossings	Protection Required
Calhoun to Ford Plant	
Tennessee and Calhoun	Flagged by train crew
Kentucky and Carolina	Flagman, 7am to 11pm
Kentucky and Broadway	Flagman, 24 hr. service
Kentucky and Virginia	Cross arm sign
Kentucky and E. H. Crump Blvd.	Automatic lights
Kentucky and Illinois	Cross arm sign
Kentucky and DeSoto	Cross arm sign
Kentucky and Colorado	Cross arm sign
Kentucky and McLemore	Flagged by train crew
Kansas at Gulf Refinery	Cross arm sign
Riverside at Riverside Comp.	Flagged by train crew
Trigg east of Riverside	Flagged by train crew
Trigg west of Riverside	Flagged by train crew
Riverside at Ford Plant	Flagged by train crew
Oklahoma near Riverside	Cross arm sign
Olive east of Riverside	Cross arm sign
Kentucky to Sargent Yard	
Lauderdale and Broadway	Gates, 24 hours
Orleans and Broadway	Gates, 16 hours
Neptune and Broadway	Gates, 24 hours
Sargent Yard to Leewood Yard	
Roland	Automatic lights
Rozelle	Automatic lights watchman 8 hrs. daily (during school)
Tanglewood (old main track)	Cross arm sign
Cox	Automatic lights (watchman 8 am to 4 pm daily except Sunday)
Avery	Automatic lights
Quail (near Aulon)	Cross arm sign
Princeton	Cross arm sign
Broad	Cross arm sign
Hanover	Cross arm sign
Pershing	Cross arm sign
Whitman	Cross arm sign

31. SPECIAL INSTRUCTIONS GOVERNING PROTECTION OF PUBLIC CROSSINGS, SUPPLEMENTING RULE 103: (Continued)

Street Crossings	Protection Required
Sargent Yard to Mallory (South Main)	
Crossing under ice dock.....	Flagged by train crew
South Bellevue (US HWY 51).....	Automatic lights
South Parkway.....	Automatic lights
Kerr.....	Cross arm sign
Gaither.....	Cross arm sign
Mallory.....	Flagged by train crew
Bodley.....	Cross arm sign
Leewood Yard to North Yard	
Hollywood.....	Automatic lights
Springdale.....	Cross arm sign
Tunica.....	Cross arm sign
University.....	Cross arm sign
North McLean.....	Cross arm sign
North Evergreen.....	Cross arm sign
Chelsea and Evergreen.....	Cross arm sign
Chelsea and Payne.....	Flagged by train crew
Watkins.....	Automatic lights
Chelsea.....	Automatic lights
Beacon.....	Cross arm sign
North Bellevue.....	Cross arm sign
Coker.....	Cross arm sign
Breedlove.....	Automatic lights
Morehead.....	Automatic lights
Firestone.....	Cross arm sign
Manassas.....	Automatic lights
Woodlawn.....	Cross arm sign
Tulley.....	Cross arm sign
Thomas (US HWY 51).....	Automatic lights
Nicholas.....	Cross arm sign
North Seventh.....	Cross arm sign
Marble.....	Cross arm sign
North Second.....	Automatic lights

31. SPECIAL INSTRUCTIONS GOVERNING PROTECTION OF PUBLIC CROSSINGS, SUPPLEMENTING RULE 103: (Continued)

Street Crossings	Protection Required
Nicholas to Thomas (North Diagonal)	
Life.....	Cross arm sign
Weakley.....	Cross arm sign
Plum.....	Cross arm sign
Pear.....	Flagged by train crew
Thomas St. & Humko Plant.....	Automatic lights
Thomas Street Bruce Plant.....	Automatic lights
North Yard to Huling Ave	
Henry.....	Cross arm sign
Front to American Snuff Co.....	Flagged by train crew
Keel and Front.....	Cross arm sign
Saffarans.....	Cross arm sign
Front and Mill.....	Cross arm sign
Auction Navy Yard.....	Cross arm sign
Poplar and Promenade.....	Automatic lights
Adams and Promenade.....	Automatic lights
Adams and Promenade.....	Flagged by train crew
Jefferson and	} River- side }
Court and	
Monroe and	} Drive }
Union and	
Vance and Tennessee.....	Automatic lights
Talbot and Tennessee.....	Automatic lights
Huling and Tennessee.....	Flagged by train crew
Carolina to Crump Blvd.	
City track—Riverside Blvd.....	Flagged by train crew and flashing light

At crossings shown as "Flagged by train crew," trains and engines must stop short of crossing, send member of crew ahead to protect the crossing and be governed by his hand or lamp signals.

At other crossings, Rule 103 will govern.

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

1. 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.

2. 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.

33. RULES AND INSTRUCTIONS WITH WHICH EMPLOYES SHOULD PROVIDE THEMSELVES:

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

The Uniform Code of Operating Rules,
Arkansas & Memphis Railway Bridge and Terminal Co. Special Instructions.

Memphis Union Station Company. Special Instructions.
"Our Safety Plan."

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

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

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

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

Such other instructions pertaining to their duties, as may be issued.

34. TABLES OF SPEEDS:

Miles Per Hour	One Mile In	
	Minutes	Seconds
5.....	12	0
8.....	7	30
10.....	6	0
12.....	5	0
15.....	4	0
18.....	3	20
20.....	3	0

37. TELEPHONES:

Location of telephones in booths and in buildings other than telegraph offices:

Location	Connected With	Booth or Building in which located
BU Siding, East Switch.....	U. S. Tower..	E. of Signal Case
Bodley East I. C. Interchange Tracks.....	City Phone..	Booth
Leewood Yard, South end.....	City Phone..	Yard Office
North Yard, South end.....	City Phone..	Yard Office

38. INSTRUCTIONS GOVERNING RESTRICTION OF USE OF PASSENGER EQUIPMENT:

1. Occupied 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

38. INSTRUCTIONS GOVERNING RESTRICTION OF USE OF PASSENGER EQUIPMENT: (Continued)

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 adjacent to main tracks and sidings, which provide what is considered "close clearances," with certain exceptions:

Because of frequent changes and volume of such clearances, this list does not and could not at all times include all low switch stands, low signals, passenger station platforms and cattle guards which in general provide limited clearances immediately above base of rail.

For the same reason, this list also does not and could not at all times include all sites of what are considered "close clearances" of structures, etc., adjacent to other than main tracks and sidings, such other tracks consisting of industry, spur, house, team, yard and similar tracks.

Employees are therefore specially charged with their own responsibility of informing themselves as to the location of structures or obstructions where clearances are close, as required by Rule L of the Uniform Code of Operating Rules, and are admonished to use such precautions as will prevent personal injuries.

39. CLEARANCES: (Continued)

Limited Side Clearance Affecting Main Tracks and Siding:

Location	Track	Structure
Kentucky St. to Sargent Yard:		
Union Ry. Conn. west of Fla. St. to KC Jct.	Main Trk.	SLSF Main Track
Somerville St. to Neptune St.	Main Trk.	Wall Track, Elmwood Cemetery
Lauderdale St. to Orleans St.	Main Trk.	Swift & Co. Mill Track
Michigan St. to Wellington St.	BU Siding.	Un. Sta. Signal Bridges B & C
Wellington St.	BU Siding.	Signal Case
Wellington St.	BU Siding.	Mfs. Gas Co. Bldg. Southern Chemical Co. fence
Mississippi Blvd.	BU Siding.	
North Yard to Huling Ave.:		
Waterworks Ave.	Main Trk.	Bridge Bent
Front & Keel Sts.	Am. Snuff Co.	Track Centers
South of Broadway on Kentucky St.	Main Trk.	Water Crane

Limited Overhead Clearances Affecting Main Tracks and Sidings:

Kentucky St. to KC Junction:		
Dudley St.	Main Trk.	Cemetery Br.
Sargent Yard to Leewood Yard:		
Lamar Ave.	Main Trk.	Power Line
Broad Ave.	Main Trk.	Trolley and other wires

39. CLEARANCES: (Continued)

Limited Overhead Clearances Affecting Main Track and Sidings:

Location	Track	Structure
Leewood Yard to North Yard:		
Chelsea Ave.	Main Trk.	Trolley Wire
East of Watkins St.	Main Trk.	Tel & Power Wires
Breedlove St.	Main Trk.	Trolley Wire
Tully St.	Main Trk.	Trolley Wire
Thomas St.	Main Trk.	Trolley Wire
North Yard to Huling Ave.:		
Waterworks Ave.	Main Trk.	Viaduct
So. of Saffarans Ave.	Main Trk.	Tel. Wire
Navy Yard-Market Ave.	Main Trk.	High Volt. Wires
Sargent Yard to I. C. Conn.: & Fed. Comp. on South Main:		
Oakland Ave.	Main Trk.	Viaduct
Miss. Blvd.	Main Trk.	Viaduct
Rotary Lift to Ford Motor Co.:		
Trigg Ave.	Main Trk.	Trolley Wire
Rotary Lift.	Main Trk.	Power Wire

DIRECTORY

Of

RESIDENT SURGEONS, HOSPITAL AND AMBULANCE SERVICE

In

MEMPHIS, TENN.

Dr. J. O. Gordon, Resident Surgeon

1118 Madison Ave.

Telephone—Office 2-0791—Home 4-3678

If no answer call 2-2138

Dr. H. S. Rhea, Asst. Resident Surgeon

1499 Airways Blvd.

Telephone—Office 48-8533—Home 48-8631

AMBULANCES

Telephone

White Employees	Thompson Bros.	8-3281
Colored Employees	Collins Chapel	8-6871
Trespassers—White	Thompson Bros.	8-3281
Trespassers—Colored	Collins Chapel	8-6871

HOSPITALS

White Employees	St. Joseph's	38-2411
Colored Employees	Collins Chapel	8-6871
Trespassers (all)	John Gaston	37-1411

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.



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!