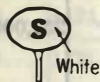


STANDARD SIGNS



STATION ONE MILE SIGN
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.)



PERMANENT SPEED RESTRICTION SIGN
See Rule 10(h) and Timetable Special Instructions Section 3



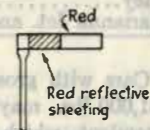
APPROACH SIGN
See definition of Restricted Speed and Special Instructions supplementary to Operating Rules



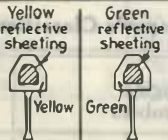
HIGHWAY GRADE CROSSING WHISTLE SIGN
1320 feet from Crossing where speed is 60 m.p.h. or less, and 1850 feet where speed is over 60 m.p.h.
See Rule 14 (l)



PERMANENT RESUME SPEED SIGN
See Rule 10(h)
Used in connection with Permanent Speed Restriction Sign



STOP SIGN
At point where stop required 200 ft. from Railroad Crossing or at certain other points where stop required



TEMPORARY SPEED RESTRICTION SIGN



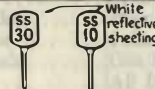
TEMPORARY RESUME SPEED SIGN



YARD LIMIT SIGN
See Rule 93



RAILROAD CROSSING-JUNCTION-DRAW BRIDGE-ONE MILE SIGN
(except when protected by interlocking).
See Rule 98



SPEED LIMITING SIGNS FOR SPRING SWITCHES
When moving points in trailing movements



SWITCHING LIMIT SIGN
Used to designate Switching Limits in signal indication territory where Rule 93 does not apply

SAFETY FIRST



Missouri Pacific Railroad Company

MEMPHIS DIVISION

SPECIAL INSTRUCTIONS No. 12

EFFECTIVE SEPTEMBER 15, 1954

Superseding Special Instructions No. 11 dated JUNE 1, 1952, and all Supplements thereto.

SUPPLEMENTARY TO THE UNIFORM CODE OF OPERATING RULES

DATED MAY 1, 1950

**C. C. COURTWAY
Superintendent**

1. SUPERIORITY OF TRAINS:

See Timetable.

2. MAXIMUM SPEED:

See Timetable.

3. SPEED RESTRICTIONS:

See Timetable.

4. STANDARD CLOCKS:

Memphis Subdiv.:

Memphis Union Station.
Sargent Yard Office.
Wynne:
Dispatcher's Office
Telegraph Office
Bald Knob.

Paragould Subdiv.:

Knobel.
Paragould Yard Office.
Wynne:
Dispatcher's Office
Telegraph Office
Lexa.
Helena.

Latour Subdiv.:

McGehee

5. WATCH INSPECTORS:

Location	Name	Street Address
Memphis	A. Graves-Steuer Co.	147 Madison
Wynne	A. P. Teague	
Bald Knob	Herman Kyle	
Little Rock	A. Graves-Steuer Co.	117 West Third
Newport	Roy O. Fann	
Paragould	Arnold Jewelry Co.	220 South Pruett
Helena	Crescent Jewelry Co.	413 Cherry
McGehee	R. B. Stone	

6. TRAIN REGISTERS:

Marianna is a register station for Marianna Subdiv. trains only.

Barton Jct. is a register station for No. 891 only.

Following trains may register by ticket, when an operator is on duty, at stations shown below, and omit checking train register, except when necessary to check against superior trains or ascertain whether or not signals have been displayed for following sections:

No. 334 at Helena, Lexa and Marianna.

No. 337 at Helena.

Nos. 220 and 202 at Wynne.

Clearance, Form C, delivered to southward Memphis Subdiv. trains at Memphis Union Station or southward Memphis Subdiv. trains at Sargent Yard will fill requirements of last paragraph of Rule 83(a) at Briark when train order signal at Briark indicates "Proceed."

Southward Missouri Pacific trains enroute Marianna Subdiv. must secure Missouri Pacific Clearance, Form C, at Briark.

Paragould sub-division trains must secure clearance, Form C, at Wynne.

Clearance, Form C, delivered to trains at Marianna will fill requirements of last paragraph of Rule 83(a) at Marianna Jct.

At initial stations shown below, when the train order signal indicates "Proceed" and no operator on duty, or where there is no train order signal and no operator on duty, it will not be necessary for a regular train to have Clearance, Form C, as required by Rule 83(a).

Memphis Union Station	Brinkley
C. R. I. & P. Jct.	Clarendon
Helena	CC Jct.
Barton Jct.	DD Jct.
BB Jct.	Marianna Jct.

Before leaving Bald Knob, northward Memphis Subdiv. trains requiring check or overdue superior trains, must receive train order, Form V, providing such check, since Bald Knob is not a register station.

7. GENERAL ORDER BOOKS:

Memphis Subdiv.:

Memphis Union Station
Sargent Yard:
Yard Office
Roundhouse
Wynne
Bald Knob

Paragould Subdiv.:

Knobel
Paragould:
Yard Office
Roundhouse
Wynne
Lexa
Helena:

Latour Subdiv.:

McGehee-Yard Office
Roundhouse

Passenger Station
Freight Station

8. MAIL CRANES BETWEEN STATIONS:

Subdiv.	Nearest Station	MP	Pole
Paragould	LaGrange	321	6
Latour	Wabash	341	10
Latour	Ratio	353	1
Latour	Lundell	358	20
Latour	Crumrod	361	21
Latour	Yancopin	383	7

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 Equipmt.	Gross Wt. of Car and Lading
Bald Knob and Briark	E-60	251,000 lbs.
Knobel and McGehee (including wye track, Lexa)	E-60	251,000 lbs.
Engines classifying over E-52 are restricted to 20 m. p. h. over truss span of Bridge 83, MP 377-25 near Mozart and over truss span of Bridge 87, MP 381-12 near Yancopin		
CC Jct. (Lexa) and Helena	E-52	240,000 lbs.
Barton Jct. and Clarendon and Brinkley	E-45	210,000 lbs.
Marianna Jct. and Briark	E-60	251,000 lbs.

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	(D) 800-811	File Drivers X-165, X-169, X-170, X-171. Wrecking Derricks X-100, X-108.
E-35	2348-2389, (D) 7100, (D) 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	402-483, (D) 7000-7021, (D) 8001-8036	
E-45	1-173, (D) 201-208, (D) 301-392, (D) 501-626, (D) 4100-4331, 6404-6425, (D) 9102-9146, (D) 9170-9186, (D) 9200-9226, (D) 9233-9239, 9301-9316	Bridge Erection Cranes X-1027, X-1028, X-1032, X-1033, Bridge Erection Derrick X-247. Bridge Derrick File Driver, X-172. Wrecking Derricks X-110 to X-114-inc.
E-52	1205-1280, 1302-1324, 5315, (15000 gal. tender), 9604, 9707-9783	
E-54	6607	

9.—Concluded.

Explanation of Cooper's Classification: (Concl'd.)

Classification	Engine Numbers	Work Equipment
E-56. . . .	1403, 1406, 1412, 1416, 1417, 1419, 1422, 1423, 1427, 1438, 1439, 1444, 1450, 1453, 1454, 1458, 1465, 1482, 1485, 1495, 1497, 1501, 1502, 1505, 1508, 1519, 1524, 1539-1542, 1548, 1551, 1555, 1557-1559, 1561, 1570.	
E-58. . . .	1418, 1425, 1432, 1446, 1449, 1460, 1466, 1473, 1498, 1520, 1530, 1544, 1566, 5309-16 (17250 gal. tender) 5335-5344.	
E-60. . . .	1424, 1431, 1440, 1471, 1522.	
E-64. . . .	1721-1728, 2201-2215.	

(D)—Diesel Electric.

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:

Engines heavier than E-45 class must not operate on tracks shown below:

Subdiv.	Location	Name of Track
Latour.	Tugwell.	Gin Spur
Latour.	Elaine.	Hoop Mill Spur
Latour.	Vestal.	Log Spur
Latour.	Schatz.	Log Spur

Engines larger than 1300 class must not operate on tracks shown below:

Subdiv.	Location	Name of Track
Memphis.	Saxe.	Spur Track
Memphis.	Fair Oaks.	Rice Drier Track
Memphis.	Levesque.	Johnson Spur
Memphis.	McDonald.	Gin Spur
Memphis.	Parkin.	All Industry Tracks
Memphis.	Earle.	Earle Mill & Elevator Spur
Memphis.	Earle.	Magness Track
Memphis.	Earle.	Compress Track

Paragould—Cinder conveyor located on cinder pit track will not clear engine or box car. Use coal or flat cars to switch this track.

Wynne—Engines spotting cars of oil on Oil Track, will hold onto sufficient number of cars so that engine will not move over oil unloading boxes located between rails of track.

Mozart—Engines must not go beyond end of curve, approximately 300 ft. from switch of spur track.

Schatz—Engines must not go beyond 1400 ft. from switch of spur track.

Watson—Engines must not use Howe Lumber Company track. When working this track engines should hold on to sufficient cars to avoid movement of engines on this track.

Earle—Engines must not go beyond restriction sign on Earle Mill & Elevator Co. spur track.

10. RAILROAD CROSSINGS AT GRADE:

Subdiv.	MP	Pole	Other Railroad	Senior Line	Type of Protection
Memphis.	318	25	SLSW	SLSW	Automatic Interlocking.
Memphis.	370	2	SLSF	MoPac	Automatic Interlocking
Paragould.	219	10	SLSW	SLSW	Automatic Interlocking.
Paragould.	238	2	SLSF	MoPac	Automatic Interlocking.
Paragould.	280	11	Memphis Subdiv.		Gate Electric Locked against Pgl'd. Subdiv.
Paragould.	295	28	CRI&P	CRI&P	Controlled Elec. Interlocking.
Paragould.	338	15	Industry Track	MoPac	Gate against Ind. Track.
Paragould.	338	20	Y&MV	MoPac	None.
Clarendon.	364	10	SLSW		Electrically-Locked Derails against MoPac.
Brinkley.	371	18	SLSW	MoPac	None.
Brinkley.	372	3	CRI&P		None.

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	Mile Post	Pole	Other Railroad
Memphis.	Fair Oaks.	318	25	SLSW
Memphis.	Presley.	370	02	SLSF
Paragould.	Paragould.	219	10	SLSW
Paragould.	Nettleton.	238	02	SLSF

Rule 344 and other rules applicable will govern.

At Paragould, approach signals are non-operative. Trains and engines must move at low speed from approach signal until crossing is occupied.

10-B. Interlockings with Controlled Electric Signals:

Subdiv.	Location	MP	Pole	Other Railroad
Paragould.	Forrest City.	295	28	CRI&P

Northward approach signal is non-operative. Trains and engines must move at low speed from this signal until crossing is occupied.

To avoid blocking street crossings and because of difficulty in starting train on grade, when southward Approach signal displays "Proceed at Low Speed" indication, southward freight trains handling 50 percent or more of engine rating will stop clear of Approach signal and proceed on "Proceed" indication. If signal does not clear promptly, a member of the train crew will communicate with train dispatcher from telephone located in booth, Rosine.

Approach signal for southward trains is a continuous lighted signal. Southward trains, when in siding at Rosine will not pull out of siding until approach signal indicates "Proceed".

Home signals and southward Approach signal are controlled by operator located in C.R.I. & P. passenger depot, Forrest City, who is advised of approaching trains by annunciator bell.

10-C. Standard Manual Interlockings:

BLANK.

10-D. Cabin Interlockings:

BLANK.

10-E. Interlocked Gates:

BLANK.

10-F. Standard Gates:

Subdiv.	Location	MP Pole	Other Railroad
Paragould.....	Helena.....	338 15	Industry Track

Within 4000 ft. and not less than 1500 ft. of each side of crossings equipped with standard gates, there is a restricted speed sign. Restricted speed at these locations shall not exceed twenty miles per hour, to apply from this signal until crossing is occupied.

10-G. Standard Gates with Electric Locking Devices:

Subdiv.	Location	MP Pole	Other Railroad
Memphis.....	Wynne.....	332 12	Paragould Subdiv.

Gate is electrically locked against Paragould Subdiv., and is connected with automatic block signals on Memphis Subdiv.

On the Paragould Subdiv., within 4000 feet and not less than 1500 feet of each side of crossing there is a restricted speed sign. Restricted speed at this location shall not exceed twenty miles per hour, to apply from this signal until crossing is occupied.

A clearance post is located 100 ft. south of crossing on Paragould Subdiv. Northward trains required to stop will stop south of this clearance post.

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

BLANK.

10-I. Electrically Locked Derails:

Subdiv.	Location	MP Pole	Other Railroad
Clarendon.....	Clarendon.....	364 10	SL-SW

This crossing is equipped with Electrically-locked derails set against Missouri Pacific, and electric switch light. Instructions for operating derails posted inside of locked door near the crossing.

11. INTERLOCKINGS AT JUNCTIONS:

BLANK.

12. YARD LIMITS:

	From		To	
	MP	Pole	MP	Pole
Memphis Subdiv.:				
Wynne.....	330	16	333	17
Bald Knob.....	Ark Div.	Conn.	289	9
Paragould Subdiv.:				
Knobel.....	Ark Div.	Conn.	199	28
Paragould.....	218	16	221	30
Wynne.....	278	0	282	2
Marianna.....	312	5	315	0
Lexa.....	323	5	327	0
Helena.....	330	0	End of Track	
Latour Subdiv.:				
Lexa.....	LD Jct.		327	25
McGehee.....	406	28	Lt.Rk.Div.Conn.	
Marianna Subdiv.:				
Marianna.....	Marianna Jct.		314	3
Clarendon Subdiv.:				
Barton.....	{ Jct. Latour Subdiv. }		330	0
Poplar Grove.....	334	0	335	0
Marvell.....	337	15	339	10
Postelle.....	343	21	344	25
Palmer.....	346	5	347	5
BB Jct.....	348	15	350	5
Pine City.....				
Holly Grove.....	354	0	355	20
Clarendon.....	364	10	End of Track	
Brinkley Subdiv.:				
BB Jct.....	{ Jct. Claren- don Subdiv. }		349	15
Blackton.....	354	15	355	15
Smale.....	357	10	358	10
Monroe.....	359	0	360	10
Stoops.....	364	15	365	15
Alfrey.....	366	25	367	25
Brinkley.....	371	0	End of Track	

13. SWITCHES:

13-A. Spring Switches:

Subdiv.	Type of Turnout	Location	Normal Position
Paragould.....	No. 10..	Helena, North Wye...	To Shops
Paragould.....	No. 10..	Helena, South Wye...	Main Track
Paragould.....	No. 10..	Helena, East Wye...	South Wye

Rule 104 (a) and other rules applicable will govern, except that signal will display "Proceed at Low Speed" indication (Rule 290) when switch is in normal position.

Subdiv.	Type of Turnout	Location	Normal Position
Paragould.....	No. 20..	Paragould (south end yard).....	Main Track

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

See Section 3 of special instructions in timetable covering speed restrictions.

13-B. Remotely Controlled Switches:

Subdiv.	Location	Type of Switch	Operated From
Memphis....	Almont (South siding-switch).....	No. 20....	Briark
Memphis....	Almont (North siding-switch).....	No. 20....	Briark

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:

BLANK.

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

When on duty, operators located in depot at Marianna will be responsible for handling Marianna Jct. switch, located approximately 150 ft. north of station. When train order signal at Marianna indicates "Stop," southward trains on Marianna Subdiv. will stop to clear Paragould Subdiv. main track, except, that after switch is open, "proceed" signal from operator may be accepted to occupy Paragould Subdiv. main track subject to provisions of Rule 93, and other rules applicable.

13-F. Electrically-Locked Switches:

Subdiv.	Location	Control Operator At
Memphis....	Briark (West end of Pocket Track).....	Briark

Be governed by instructions posted inside of door of iron box.

14. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:

BLANK.

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
Memphis.....	Wynne
Memphis.....	Fair Oaks
Paragould.....	Nettleton

16. SIDINGS:

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

16-B. Designation of Sidings:

Sidings and their capacity are designated by timetable.

Paragould Subdiv.

LEXA:

Siding (track No. 1) extends from North Lexa, MP 324, Pole 6 to LD Jct., MP 325, Pole 14.

Memphis Subdiv.

WYNNE:

Old Sheridan Track, North Switch located at MP 332, Pole 5, south switch located at MP 331, Pole 24, capacity 32 cars and New Sheridan Track, north switch located at MP 331, Pole 23, south switch located at MP 331, Pole 13, capacity 30 cars, may be so designated in train orders and used in emergency for meeting or passing of trains. These two tracks are on opposite side of main track from MD siding.

Location of switches designated as entrance to yards:

Subdiv.	Station	MILE POST LOCATION OF SWITCHES			
		North		South	
		MP	Pole	MP	Pole
Paragould	Knobel	198	25 (South Lead switch)
Paragould	Wynne	279	4	281	23
Memphis	Bald Knob	288	10
Memphis	Wynne	332	10	331	12

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

Subdiv.	Station	Switch	Distance and Direction from Train Order Signal
Memphis	Fair Oaks	South . . .	500 ft.—North
Paragould	Cherry Valley . .	North . . .	156 ft.—South
Paragould	Harrisburg	North . . .	325 ft.—South

“Meet” or “Wait” orders must not be issued to trains at the meeting or waiting point to southward trains at Fair Oaks, unless proper flag protection is afforded.

16-C (1). Designation of stations outside ABS territory where issuance of train order to train at meeting or waiting point is prohibited, per items (2) and (3) of third paragraph, Rule 38 of Rules and Instructions to Train Dispatchers:

(1) Stations at which physical conditions obstruct view:
Watson (view restricted for Northward trains only).

(2) Stations at which the restricted train would pass before reaching the train order signal, the siding switch an inferior train would use to enter siding:

- Harrisburg—Northward trains only.
- Cherry Valley—Northward trains only.

16-D. Sidings Permitted to be used as Team and Storage Tracks, modifying Rule 105(a):

Clarendon and Brinkley Subdivs:

All sidings

Paragould Subdiv.:

- Fallis
- Q Siding

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

BLANK.

17. BLOCK SIGNALS:

17-A. Automatic Block System:

Subdiv. Between
Memphis Bald Knob and Briark
Latour McArthur and McGehee

Rules 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, except between McArthur and McGehee.

The following is added to Rule 285:

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

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

Subdiv.	Between	Control Operator Located At
Memphis	Signal No. 3751 at Briark and Signal No. 3716 at Almont (South end of siding)	Briark

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

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

BLANK.

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

BLANK.

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:

1200, 1300, 1400, 1500, 1700, 2200, 5300, 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	103	141
70	134	151

For ready reference, a list of the hand-fired and oil burning engines equipped with standard draft gear and 6x8 inch couplers:

Oil Burning			
3	53	73	138
8	54	82	
41	68	130	173

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.

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.

20-A. Helper Service—Concluded.

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, engineer handling train will make a running brake test. (See Section 8, 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 doubleheading 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.)

21. BRIDGES OVER NAVIGABLE STREAMS:

Subdiv.	Name	MP	Pole
Memphis.....	White River Drawbridge 18....	298	14

This bridge is interlocked. Interlocking signals work in conjunction with Automatic Block System.

Subdiv.	Name	MP	Pole
Latour.....	White River Drawbridge 83....	377	29
Latour.....	Arkansas River Drawbridge 87.	381	22

These bridges are interlocked, provided with two-indication color light signals.

22. OPERATION OVER FOREIGN LINES:

(a) Use of Arkansas & Memphis Railway Bridge and Terminal Company's tracks between Briark and Kentucky Street, Memphis:

Trains and engines will be governed by The Uniform Code of Operating Rules, Special Instructions and General Orders of the Arkansas & Memphis Railway Bridge and Terminal Company.

(b) Use of SL-SF Ry. tracks between SL-SF connection at Kentucky Street, Memphis, and the Union Railway connection east of Florida Street, Memphis:

Trains and engines will be governed by instructions contained in Special Instructions of both the Arkansas & Memphis Railway Bridge and Terminal Company and the Union Railway.

(c) Use of Union Railway tracks between Union Railway Connection near Florida Street, Memphis, and Memphis Union Station Company tracks or Sargent Yard:

Trains and engines will be governed by the Uniform Code of Operating Rules, Special Instructions and General Orders of the Union Railway.

(d) Use of Memphis Union Station Company tracks, Memphis:

Trains and engines will be governed by Special Instructions and General orders of the Memphis Union Station Company.

(e) Use of CRI&P Tracks between Briark and CRI&P Junction:

Trains and engines will be governed by The Uniform Code of Operating Rules, CRI&P timetable, Special Instructions and General Orders.

22. OPERATION OVER FOREIGN LINES—Concluded.

(f) Use of CRI&P Tracks in Turning on Wye at Brinkley:

In turning on wye at Brinkley, which involves use of CRI&P main track, a check on first-class trains must be secured before occupying CRI&P main track.

(g) Use of SLSW Tracks in Turning on Wye at Clarendon:

In turning on wye at Clarendon, which involves use of SLSW main track, a check on first-class trains must be secured from SLSW operator before occupying SLSW main track. Be governed by The Uniform Code of Operating Rules and by SLSW Special Instructions reading as follows:

"All trains must approach and pass in vicinity of both wye switches at Clarendon at restricted speed, expecting to find main line occupied by Missouri Pacific or our trains."

22-A. Operation in Terminals on Connecting Divisions:

BALD KNOB:

Arkansas Division special instructions will govern use of tracks at Bald Knob.

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

BLANK.

23. FREIGHT TRAINS HANDLING PASSENGERS:

Local freight trains carrying passengers will stop caboose at station platform.

24. TRAIN ORDER DELIVERY DEVICES:

Station	Location
Paragould Subdiv.:	
Nettleton.....	Southwest angle of SLSF Crossing
Harrisburg.....	South end of Passenger Station
Wynne.....	Opposite Telegraph Office
Latour Subdiv.:	
Elaine.....	Train Order Signal
Watson.....	60 ft. North of Train Order Signal
Memphis Subdiv.:	
Fair Oaks.....	Opposite Telegraph Office
Wynne.....	Train order signal

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

Passenger Trains Double-heading:—Engine men on lead engine will receive orders from top fork, Engine men on second engine from middle fork, conductors from bottom fork and Operator will hand up orders to rear trainmen.

Freight Trains:—Engine men will receive orders from top fork and rear trainmen from bottom fork.

Freight Trains Double-heading:—Engine men on lead engine will receive orders from top fork, Engine men on second engine 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 year of 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.

26.—Concluded.

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 Subdivs. are excepted from the provisions of instructions under this section:

- Brinkley.
- Clarendon.

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 (xs) 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 300 feet in advance of the yellow restricting signs (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 signs must be placed not more than 8 feet from rail and torpedoes must be placed on the rail on engineman'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.

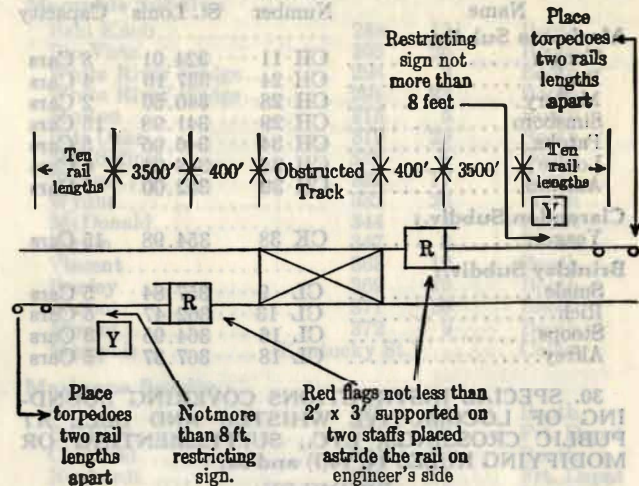
Form "X-S" train orders shall not be used between sunset and sunrise or during stormy and foggy weather, when signs cannot be plainly seen.

The following light traffic subdivisions are designated as territory where the provisions of this rule will apply:

- CLARENDON
- BRINKLEY

27.—Concluded.

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



27-A. PROTECTION ORDERS:

The use of protection orders, Form Y, is authorized on the following light traffic subdivisions:

- CLARENDON
- BRINKLEY

28. MOVEMENT OF TRAINS THROUGH TUNNELS: BLANK.

29. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME-TABLE:

Name	Station Number	Miles from St. Louis	Capacity
Memphis Subdiv.:			
Saxe	XG 7	295.84	10 Cars
Foley	XG 32	319.87	9 Cars
McManus	XG 35	322.83	6 Cars
Budsmith	XG 48	336.50	10 Cars
McDonald	XG 56	344.11	20 Cars
Ebony	XG 78	365.76	9 Cars
Wylie	XG 79	366.41	5 Cars
Presley	XG 82	369.96	40 Cars
Paragould Subdiv.:			
Sellmeyer	XF 4	202.59	7 Cars
Stonewall	XF 7	204.70	9 Cars
Lafe	XF 10	208.31	4 Cars
Apt	C 285	241.28	20 Cars
Colt	C 310	286.89	26 Cars
Haynes	C 328	303.96	10 Cars
Felton	C 334	310.03	16 Cars
La Grange	C 345	321.20	16 Cars
Wycamp	C J3A	329.65	4 Cars
Latour Subdiv.:			
Wabash	C 365	341.18	20 Cars
Tugwell	C 365A	341.69	8 Cars
Ragan	C 372	348.20	15 Cars
Countiss	C 373	349.76	6 Cars
Ratio	C 377	352.95	15 Cars
Catron	C 379	355.24	13 Cars
Lundell	C 382	358.61	10 Cars
Mosby	C 383	359.38	10 Cars
Crumrod	C 386	361.70	10 Cars
Deerfield	C 390	366.09	10 Cars
Stimson Spur	C 396	372.43	8 Cars
Vestal	C 401	377.43	50 Cars
Schatz	C 406	382.83	40 Cars
Yancopin	C 407	383.25	10 Cars
New Kelso	C 416	393.21	14 Cars
Kelso	C 417	393.79	8 Cars
Duce	C 418A	394.93	60 Cars

29. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME-TABLE:—Concluded.

Name	Station Number	Miles from St. Louis	Capacity
Marianna Subdiv.:			
Tongin.....	CH 11	324.01	8 Cars
Penjur.....	CH 24	337.16	4 Cars
Mallory.....	CH 28	340.50	2 Cars
Simsboro.....	CH 29	341.98	15 Cars
Patoka.....	CH 34	346.95	5 Cars
Louise.....	CH 35	348.04	6 Cars
Amanca.....	CH 39	352.00	7 Cars
Clarendon Subdiv.:			
Yeager.....	CK 38	354.98	15 Cars
Brinkley Subdiv.:			
Smale.....	CL 9	357.84	5 Cars
Rich.....	CL 13	362.47	5 Cars
Stoops.....	CL 16	364.95	3 Cars
Alfrey.....	CL 18	367.37	5 Cars

30. SPECIAL INSTRUCTIONS COVERING SOUNDING OF LOCOMOTIVE WHISTLE AND BELL AT PUBLIC CROSSINGS, ETC., SUPPLEMENTING OR MODIFYING RULES 14, 14(l) and 30:

BRINKLEY:

City ordinance prohibits sounding locomotive whistle, therefore, when approaching crossings inside the City Limits of Brinkley the bell will be rung, beginning as engine approaches the crossing whistle sign "X" and continuing until engine passes over crossing. Whistle 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:

BLANK.

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

1. USE OF PUSH BUTTON BELL:

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

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 reraill a diesel engine under its own power, or use rerailling frogs for that purpose.

In case of derailment of a diesel engine, notify train dispatcher and await his instructions. Train Dispatcher 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."

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

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:

The movement of Diesel Engines Nos. 800 to 811, inclusive, 4100, 4101, 9000 to 9013, inclusive; 9102 to 9146, inclusive; 9170 to 9186, inclusive; 9200 to 9226, inclusive, 9233 to 9239, inclusive, or any other engines which have wheel base of less than 35 feet,—over the railroad crossing with the CRI&P RR at Forrest City, Ark., **without a car or cars attached** so that block and interlocking signals will properly function,—**IS PROHIBITED.**

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

When road-switch diesel units are coupled with standard road diesel units, employees 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 and be conversant with all rules and instructions applicable to their duties, including:

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 Communicating System.

Circular 81, Rules and Instructions For the Government and Protection of Employes 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.

(See Rules 20, 20(a), 20(b), 20(c), 23 and 24.)

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**

35. TRAIN SIGNALS:—Concluded.

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:

Telephones are located:

Adjacent absolute signals Briark to Bald Knob.

Also at other locations specified below:

Location	MP	Pole	Booth or Building
Paragould Subdiv.:			
Gainesville.....	210	5	Sec. House
Gainesville.....	211	10	Booth
Paragould.....	219	10	Fr. Depot
Paragould.....	220	17	Roundhouse Office
Bethel.....	224	7	Sec. House
Tunis.....	226	25	Booth
Brookland.....	230	11	Booth
Doss.....	236	13	Booth
Nettleton.....	237	12	Sec. House
Fallis.....	240	4	Booth
Cary.....	245	20	Booth
Greenfield.....	251	18	Booth
Harrisburg.....	257	9	Sec. House
Harrisburg.....	253	23	Booth
Whitehall.....	262	15	Booth
Cherry Valley.....	267	25	Booth (opp. depot)
Vanndale.....	274	10	Booth
Wynne.....	280	6	Booth
P D Siding.....	281	21	Booth
Q Siding.....	285	2	Booth
Caldwell.....	290	25	Booth
Rosine.....	294	5	Booth
Rosine.....	295	2	Booth
DX Siding.....	296	16	Booth
AW Siding.....	302	9	Booth
Haynes.....	303	17	Sec. House
Wrightland.....	307	27	Booth
Marianna.....	312	12	Booth
RA Siding.....	314	10	Booth
GK Siding.....	319	10	Booth
North Lexa.....	324	7	Booth
CC Jct.....	326	25	Booth
H. S. W. Connection.....	331	29	Booth
West Helena.....	333	12	Booth
Helena.....			Fr. Depot
Latour Subdiv.:			
DD Jct.....	326	24	Booth
Barton Jct.....	329	8	T. O. Office
Oneida.....	335	8	Booth
LA Siding.....	339	24	Sec. House
LA Siding.....	339	27	Booth
Elaine.....	347	3	Sec. House
Mellwood.....	356	12	Booth
Mellwood.....	356	23	Sec. House
Ferguson.....	363	2	Booth
Snow Lake.....	368	23	Sec. House
Mozart.....	375	1	Booth
Vestal.....	377	25	Booth
Benzal.....	378	0	Booth
Medina.....	381	4	Booth
Draw Bridge.....	382	4	Br. Tender's House
Watson.....	387	10	Sec. House
Rohwer.....	396	16	Freight Depot
Rohwer.....	396	20	Sec. House
McArthur.....	402	9	Booth
McArthur.....	403	12	Booth
McGehee (north end of yd.).....	407	17	Booth

37. TELEPHONES:—Concluded.

Location	MP	Pole	Booth or Building
Memphis Subdiv.:			
Bald Knob.....	288	13	Booth
Rio Vista.....	293	26	Booth
White River Bridge.....	298	2	Booth
White River Bridge.....	298	23	Booth
Morton.....	315	5	Booth
Fair Oaks.....	319	29	Booth
MD Siding.....	332	5	Booth
Wynne.....	332	17	Booth
Wynne.....	332	26	Booth
McDonald.....	344	5	Booth
Parkin.....	347	3	Booth
Vincent.....	363	12	Booth
Presley.....	369	29	Booth
Almont.....	371	20	Booth
Almont.....	372	9	Booth
Memphis..... (Kentucky St.).....			Cabin
Marianna Subdiv.:			
Soudan.....	320	14	Booth
Brickeys.....	324	32	Fr. Depot
Chatfield.....	339	32	Booth
Neuhardt.....	345	14	Fr. Depot
Hulbert.....	355	5	Booth
CRI&P Jct.....	355	20	Booth
Clarendon Subdiv.:			
BB Junction.....	349	1	Booth

38. INSTRUCTIONS GOVERNING HANDLING OF WOODEN PASSENGER CARS; STEEL UNDERFRAME PASSENGER CARS; LIGHT-WEIGHT STREAMLINED CARS:

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 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.

39. CLEARANCES:—Continued.

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 precaution as will prevent personal injuries.

Limited Side Clearances Affecting Main Tracks and Sidings

Location	Track	Structure
Paragould Subdiv.:		
Cache River	Main Track	Bridge 1138
Wynne	Main Track	Oil Column
Wynne	Main Track	South Water Column
Wynne	Main Track	Coaling Station Apron
Forrest City	Siding	Peach Shed
MP 307-23	Main Track	Bridge 1394
Marianna	Main Track	Bridge 1405-A
Lexa	Main Track	North Water Column
Lexa	Main Track	Oil Column
Helena	Main Track	Water Tank
Helena	Wye Track	Water Tank
Helena	Main Track	Stone wall at end of track
Memphis Subdiv.:		
New Augusta	Main Track	Bridge 18
Wynne	Main Track	Oil Column
Wynne	Main Track	Two Water Columns
Parkin	Main Track	Bridge 100
Mississippi River	Arkansas & Memphis Term. Rv. Main Tracks	Harahan Bridge
Marianna Subdiv.:		
Cody	Main Track	Bridge 9
Latour Subdiv.:		
MP 377-29	Main Track	Bridge 83
MP 381-22	Main Track	Bridge 87
MP 401-10	Main Track	Bridge 109A
Clarendon Subdiv.:		
Barton	Siding	Vegetable Platform
Marvell	Siding	Stock Pen Platform and Seed House
Palmer	Siding	Cotton Platform and Seed House
Holly Grove	Siding	Cotton Platform
Brinkley Subdiv.:		
Monroe	Siding	Cotton Platform

Limited Overhead Clearances Affecting Main Tracks and Sidings

Paragould Subdiv.:		
Wrightland	Main Track	Bridge 1394
Lexa	Main Track	Coaling Station Apron
Latour Subdiv.:		
MP 381-22	Main Track	Bridge 87

39. CLEARANCES:—Concluded.

UNION RAILWAY COMPANY, COVERING TRACKS USED BY MISSOURI PACIFIC CREWS OPERATING INTO AND OUT OF MEMPHIS:

Limited Side Clearances Affecting Main Tracks and Sidings

Location	Track	Structure
Kentucky St. to Sargent Yard:		
U. Ry. Conn. west of Fla. St. to K. C. Jct.	Main Track	SLSF Main Line
Somerville St. to Neptune St.	Main Track	Wall Track, Elmwood Cemetery
Lauderdale St. to Orleans St.	Main Track	Happy Feed Mill Track
Michigan St. to Wellington St.	BU Siding	Union Station Signal Bridges B & C
Wellington St.	BU Siding	Signal Case
Wellington St.	BU Siding	Mfs. G. Co. Building
Mississippi St.	BU Siding	A. & A. Coal Co. fence

Limited Overhead Clearances Affecting Main Track and Sidings

Location	Track	Structure
Kentucky St. to Sargent Yard:		
Dudley St.	Main Track	Cemetery Bridge

40. FLAGGING SIGNALS:

Rule 35 is changed to read:
 "The following signals will be used by flagmen:
 -A red flag

Day Signals—Not less than 10 torpedoes and six fuses
 Night Signals—A white light
 -Not less than 10 torpedoes and six fuses

Rule 221(d) changed to read:
 "Operators must have the following signal appliances ready for immediate use:

1 red flag 8 torpedoes
 1 white flag 6 red fuses"
 1 white light

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 read 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.

WHAT ARE SOME OF THE INGREDIENTS OF A SAFE MAN?

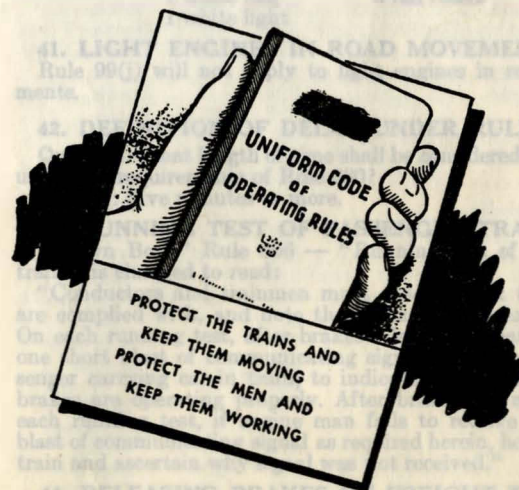
- ① Physical Fitness.
- ② Mental Alertness.
- ③ A Sincere Desire to Work Safely.
- ④ A Working Knowledge and Proper Understanding of the Rules.
- ⑤ Cheerful Compliance with the Rules.
- ⑥ Teamwork and Cooperation.
- ⑦ Knowledge of the Importance of Details.
- ⑧ Appreciation of our Individual Responsibility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