

Oral authorization and acknowledgments, between foreman and engineers, for trains to pass "Red Conditional Stop" signs, must be worded in the following forms:

FOREMAN'S FORM U TRAIN ORDER CLEARANCE

This is CB Foreman _____ at MP _____
Calling CB (Train or Engine No.) _____. After engineer answers giving proper identification, Foreman continues:

This is CB FOREMAN _____ in charge of work between MP _____ and MP _____ CB Train order No. _____
We are in the clear and you may proceed past the red conditional stop sign and through the limits of the order at _____ MPH, Repeat _____ MPH*.

ENGINEER'S RESPONSE

This is engineer of CB Train No. _____ I may proceed past the red conditional stop sign and through the limits of Order No. _____ between MP _____ and MP _____, at _____ MPH*, Repeat _____ MPH*.

Foreman must acknowledge Engineer's response as follows:
CB Train order No. _____, between MP _____ and MP _____, _____ MPH* OK.

*Where no speed restriction is required, foreman will tell engineer "At Maximum Speed".

WHEN FORM U TRAIN ORDER IS USED ON TWO MAIN TRACKS WHERE TRAINS MAY OPERATE IN EITHER DIRECTION, FOREMAN'S ORAL AUTHORIZATION MUST INDICATE THE MAIN TRACK ON WHICH MOVEMENT IS AUTHORIZED.

St. Louis Southwestern Railway Company



PINE BLUFF DIVISION TIMETABLE

4

EFFECTIVE SUNDAY, APRIL 26, 1981

AT 12:01 A.M.
CENTRAL STANDARD TIME

R. D. KREBS,
Vice President-Operations.

W. J. LACY,
General Manager.

L. G. SIMPSON,
*Assistant Vice President
Operations Planning and Control.*

J. J. WILLIS,
Asst. Vice President-Transportation.

W. F. REED,
Superintendent.

H. H. LEWIS
R. R. McCLANAHAN
J. M. WALTON,
Assistant Superintendents.

**OPERATIONS ASSISTANT TO
SUPERINTENDENT**

B. A. CARTER Pine Bluff
A. J. CLARK Pine Bluff

TERMINAL SUPERINTENDENTS

D. K. MEDLEY Pine Bluff
C. BRADLEY E. St. Louis

SENIOR

ASSISTANT TERMINAL SUPERINTENDENTS

B. L. HENDERSON Pine Bluff
R. WILLIAMS, JR. E. St. Louis

**ASSISTANT TERMINAL
SUPERINTENDENTS**

C. L. ALEXANDER Pine Bluff
E. N. FAULKNER Pine Bluff
J. E. ROBERTS Pine Bluff
J. W. WILBURN E. St. Louis

TRAINMASTERS

J. D. CROW Camden
G. E. WHITTEN Carrollton
W. L. MANTOOTH Illmo
L. M. HINSHAW Memphis
M. P. BORDING Shreveport
O. NAYLOR Stuttgart
J. W. JOHNSON Texarkana
L. C. CAGLE Tyler

ASSISTANT TRAINMASTERS

R. G. McRAE Pine Bluff
R. O. NAYLOR Pine Bluff
L. C. REYNOLDS Pine Bluff
J. D. TAYLOR Pine Bluff
C. R. McDONALD Shreveport
C. E. GIBSON E. St. Louis
R. W. LINDSEY E. St. Louis
C. D. KELLEY Texarkana
A. J. GIFFORD Tyler

**ASSISTANT TRAINMASTERS
AGENT**

T. E. STOKES Memphis
J. K. SWIM Shreveport

ROAD FOREMAN OF ENGINES

W. J. MORGAN Commerce
R. D. SHAW Illmo
J. C. CASTLEBERRY Pine Bluff
W. M. TAYLOR Pine Bluff
W. F. TUCKER Pine Bluff
H. C. GREEN Tyler

CHIEF TRAIN DISPATCHER

B. M. MARTIN Pine Bluff

TABLE OF CONTENTS

Illmo Subdivision		Tyler Subdivision	
Illmo Line	2	Schedule Page	16
New Madrid Branch	3	Special Instruction	17
Wyatt Branch	3	Corsicana Subdivision	
Trumann Branch	3	Corsicana Line	18
Blytheville Branch	3	Lufkin Branch	18
Caruthersville Branch	3	Gatesville Branch	18
Special Instructions	4	Waco Branch	19
Memphis Subdivision		Special Instructions	20
Schedule Pages	6	Commerce Subdivision	
Special Instructions	6	Schedule Pages	21
Jonesboro Subdivision		Special Instructions	22
Jonesboro Line	8	Haz. Mat. Placement Chart	24
Stuttgart Branch	8	Ft. Worth Subdivision	
Little Rock Branch	8	Schedule Pages	26
Special Instructions	9	Special Instruction	27
Pine Bluff Subdivision		All Subdivisions	
Schedule Page	11	Special Instructions	28
Special Instructions	12	Division Map	38
Shreveport Subdivision		Profiles	40
Schedule Pages	14		
Special Instructions	15		

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.		Mins.	Sec.	
—	36	100	—	58	62.6	1	40	36.0
—	37	97.3	—	59	61.0	1	42	35.3
—	38	94.7	1	—	60.0	1	44	34.6
—	39	92.3	1	02	58.0	1	46	34.0
—	40	90.0	1	04	56.2	1	48	33.3
—	41	87.8	1	06	54.2	1	50	32.7
—	42	85.7	1	08	52.9	1	52	32.1
—	43	83.7	1	10	51.4	1	54	31.6
—	44	81.8	1	12	50.0	1	56	31.0
—	45	80.0	1	14	48.6	1	58	30.5
—	46	78.3	1	16	47.4	2	—	30.0
—	47	76.6	1	18	46.1	2	05	28.8
—	48	75.0	1	20	45.0	2	10	27.7
—	49	73.5	1	22	43.9	2	15	26.7
—	50	72.0	1	24	42.9	2	24	25.0
—	51	70.6	1	26	41.9	2	30	24.0
—	52	69.2	1	28	40.9	2	45	21.8
—	53	67.9	1	30	40.0	3	—	20.0
—	54	66.6	1	32	39.1	3	30	17.1
—	55	65.5	1	34	38.3	4	—	15.0
—	56	64.2	1	36	37.5	5	—	12.0
—	57	63.2	1	38	36.8	6	—	10.0

ILLMO SUBDIVISION

SOUTH-WARD	STATIONS		NORTH-WARD
Mile Post			Station Number
	TO	EAST ST. LOUIS. BK@YTXO	84200
SEE M.P.R.R. CURRENT TIMETABLE SPECIAL INSTRUCTIONS AND RULES FOR MOVEMENTS BETWEEN ILLMO AND EAST ST. LOUIS.			
I-3.3	TO	ILLMO BK@	84125
I-5.2		ANCELL	84123
I-9.6	10280	QUARRY	84115
I-10.5		ROCKVIEW JCT.	84100
I-10.6		FRISCO JCT.	
I-10.7		S. L. S. F. CROSSING	
I-16.1	12762	DELTA	84080
I-16.1		M. P. CROSSING	
I-21.4	12384	RANDLES	84075
I-26.4	7315	MESLER	84066
I-32.2	6365	ARDEOLA	84058
I-37.0	11405	AVERT	84054
I-47.1		PARONT	84044
I-48.9		MO. JCT.	
I-50.1		DEXTER JCT.	
I-50.2		M. P. CROSSING	
I-50.9		DEXTER	84020
I-59.5	7249	BERNIE	84011
I-65.2		NM. JCT.	
I-67.7		MALDEN BK@OXY	83260
57.9		SM JCT.	
59.6		ST. FRANCIS	83241
69.9	7570	PIGGOTT	83235
75.6		GREENWAY	83231
78.8	8277	RECTOR	83223
85.6		JAY	83218
90.7	6996	MARMADUKE	83215
92.9		BLYTHEVILLE JCT.	
103.0		PARAGOULD BK@O	83030
103.5	6822	PARAGOULD JCT.	
106.0		BROOKLAND	83010
115.7	7263	JONESBORO JCT.	
119.7		S. L. S. F. CROSSING	
122.6		JONESBORO	82690
124.8	TO	(131.3)	

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
I-23.7	Perkins	84072		New Madrid Branch	
I-28.6	Heagy	84063	41.9	Caïron	83635
I-29.7	Bell City	84061	50.8	Lorwood	83607
I-35.0	Lozeta	84056		Blytheville Branch	
I-64.3	Airscule	84005	P-108.9	Bard	83105
64.4	Campbell	83246	P-120.2	Hollywood	83135
117.8	Farville	83005		Caruthersville Branch	
			W-93.4	Rives	83505

ILLMO SUBDIVISION

SOUTH-WARD	STATIONS		NORTH-WARD
Mile Post	New Madrid Branch		Station Number
A-42.9		END OF TRACK	
A-41.4		NEW MADRID	83730
A-37.3		S.L.S.F. CROSSING	
37.2		LILBOURN JCT.	
48.5	1537	PARMA	83610
48.5		S.S.W. CROSSING	
57.3		MALDEN JCT.	
57.9	TO	MALDEN RBK@OYX	83260
		(26.4)	

Wyatt Branch

16.0		END OF TRACK	
18.6	3371	EAST PRAIRIE	83824
31.4	1146	RISTINE	83808
36.6		S. L. S. F. CROSSING	
36.8	1019	LILBOURN	83640
37.2		LILBOURNE JCT.	
		(31.7)	

Trumann Branch

57.9	TO	MALDEN RBK@OYK	83260
W-57.3		MALDEN JCT.	
W-65.4		GIDEON	83310
		(8.7)	

Blytheville Branch

103.5	TO	PARAGOULD BK@O	83030
P-103.0	Yd. Limits	BLYTHEVILLE JCT.	
P-114.2		CARDWELL	83113
P-117.2		ARBYRD	83120
P-124.4	2070	HORNERSVILLE	83140
P-125.8		HORNERSVILLE JCT.	
P-136.2	1512	STRINGER	83157
P-139.1		S. L. S. F. CROSSING	
P-140.1		BLYTHEVILLE	83170
P-140.3		END OF TRACK	
		(37.8)	

Caruthersville Branch

R-99.0		END OF TRACK	
R-98.4		S. L. S. F. CROSSING	
R-98.0		CARUTHERSVILLE	83420
R-92.3		S. L. S. F. CROSSING	
R-85.6		DEERING	83401
R-84.6		DEERING JCT.	
W-99.0		HORNERSVILLE JCT.	
		(28.8)	

ILLMO SUBDIVISION

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
(Refer to General Order for Speed Table)**

The following establishes the maximum allowable speeds for freight trains provided speed is not otherwise restricted.

(e.g., Restricted cars or engines, A.B. Rule 33, Etc.)

- a. Trains BSMFF and MBSMF are authorized to operate 70 MPH where speed is 65 MPH. If train length exceeds 120 cars, maximum speed is reduced to 55 MPH.
- b. Trains APLAA, APLAB, BSMFY, LAEST and LAESP are authorized to operate at speed table speeds. If train length exceeds 120 cars, maximum speed is reduced to 55 MPH.
- c. Light engine with operative dynamic brake is authorized to operate 70 MPH where maximum speed is 65 MPH. Exception: Without dynamic brake in operation maximum speed is reduced to 55 MPH.
- d. Other trains may be authorized by train dispatcher to operate at speed table speeds. If train length exceeds 120 cars, maximum speed is reduced to 55 MPH.
- e. Trains EUASY and LAESJ and M.P. RR. Trains have a maximum authorized speed of 55 MPH.
- f. All other trains not covered in items (a), (b), (c), (d) or (e) have maximum speed of 45 MPH. EXCEPTION: Train may operate at speed not exceeding 55 MPH at locations where engine is in throttle 1, idle, dynamic braking mode or where necessary for proper Train handling to work power above throttle 1 for very short stretches.

Speed on other than main track

Controlled sidings	30
Exceptions:	
Greenway and Paragould	25
Remotely controlled turnouts	30
Exceptions:	
Paragould-North Switch	15
All Other Tracks	10
Exceptions:	
Noranda Spur	35

SPECIAL INSTRUCTIONS

RULE 10(g). Exception.

On the New Madrid, Wyatt, Trumann, Blytheville and Caruthersville Branches temporary speed restriction signs will be displayed ONE mile from point of restriction.

RULE 83(a) Southward SSW trains will secure MoPac Clearance at Valley Jct.

Northward SSW trains departing Illmo will secure SSW and MoPac Clearance.

Southward SSW trains departing Illmo will secure Clearance. Southward MoPac trains leaving Illmo for movement south of Dexter Jct. on SSW Railway must receive SSW Railway clearance before leaving Illmo.

Trains originating Jonesboro will secure clearance.

RULE 93. Yard limits are established at the following MP:

123.9 Jonesboro ... 127.6	W-57.3 Trumann Br. . W-65.4
A-42.9 New Madrid 57.3	P-103.0 Blytheville Jct. P-104.3
Br.	
16.5 Wyatt Branch 37.2	

ILLMO SUBDIVISION

RULE 98. Normal position of gates at crossing.

Delta MP I-16.1	S.S.W.	New Madrid Branch
Dexter Jct. MP 150.2	S.S.W.	Lilbourn Jct.
		MP A-37.3
		S.L.S.F.*
		Wyatt Branch
Lilbourn MP 36.6	S.L.S.F.*	Caruthersville Branch
		South of Caruthersville
		MP 92.3
		S.L.S.F.**
		Caruthersville
		MP 98.4
		S.L.S.F.

* Crossing gates equipped with block indicator. When block indicator indicates block occupied member of crew will communicate with S.L.S.F. Train dispatcher for instructions. If indicator indicates block clear member of crew will open gate and proceed.

** Gate equipped with Electric Lock. Be governed by Instructions in Electric Lock box.

RULE 103. Air Base Road, MP P-136.96. Movement will not be made over this crossing unless crossing gates are down or member of crew is in position at the crossing to afford warning to traffic.

RULE 110. Location of dragging and/or derailed equipment detectors:

MP I-6.5, I-13.1, I-20.1, I-25.2, I-34.0, I-40.3, I-44.8, I-55.0, I-62.0, 61.8, 74.1, 82.4, 87.1, 96.7, 110.0, 112.0, and 117.66.

HOT BOX DETECTORS

SCANNER SITES:

MP	Type	Direction(s)	MP	Type	Direction(s)
I-22.9	C	Both	84.9	C	Both
I-42.4	C	Both	109.9	C	Both
61.8	A	Both			

RULE 221. Illmo — Train order signal applies to MoPac trains only. Northward MoPac trains will secure SSW and MoPac Clearance when train order signal displays stop indication.

RULE S-240. Applies at following locations:

Territory	Register Location
Blytheville Branch MP P-104.3 To MP P-140.3	
and the entire Caruthersville Branch	Blytheville Jct.

RULE 400. CTC is in effect on main Track and Sidings between Illmo (MP I-3.1) and Jonesboro (MP 123.9)

RULE 512. Impaired side clearance:

MP	Description	MP	Description
	Illmo Line		Blytheville Branch
I-24.5	Bridge	P-107.8	Bridge
	New Madrid Branch	P-109.8	Bridge
43.4	Bridge		

MISCELLANEOUS

1. High water detector installed on bridge I-35.88.

If signal on either side of Bridge I-35.88 governing movement over bridge indicates Stop, after complying with provisions of Rules 291 or 292, careful examination must be made of track and structure for which protection is provided to assure that it is safe for the passage of trains.

Train Dispatcher must be notified promptly of any irregularities observed.

2. Northward trains departing Jonesboro will secure authority to depart from train dispatcher before passing Gee Street. This authority may be relayed by train order operator Jonesboro.

MEMPHIS SUBDIVISION

SOUTHWARD			Mile Post	STATIONS	Station Number		
SECOND CLASS							
727 Freight	725 Freight	723 Freight					
Leave Daily	Leave Daily	Leave Daily					
			1.2	TO KENTUCKY ST. R 2.2 SL-SF CROSSING (A) 0.0 BRIDGE JCT. 0.7 BRIARK 5.3 } CTC	82497		
			3.4				
			3.4				
PM 6:25	PM 3:50	AM 11:20	4.1	Automatic Block System	82495		
6:30	3:55	11:25	9.4				
6:37	4:02	11:32	13.7				
6:46	4:19	11:41	19.7				
6:57	4:30	AM 11:52	26.9				
7:08	4:48	PM 12:10	38.5				
7:18	4:58	12:20	44.8				
7:29	5:09	12:31	51.8				
7:49	5:21	12:51	64.5				
7:55	5:35	12:57	68.5				
7:58 PM	5:38 PM	12:59 PM	69.1				
			69.2				
Arrive Daily 727	Arrive Daily 725	Arrive Daily 723				Yard Limits	82440
			(68.0)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS
(Refer to General Order for Speed Table)

The following establishes the maximum allowable speeds for freight trains provided speed is not otherwise restricted.

(e.g. Restricted cars or engines A.B. Rule 33. Etc.)

- Train MBSMF is authorized to operate at speed table speeds.
- Other trains may be authorized by train dispatcher to operate at speed table speeds.
- All other trains not covered in items (a) or (b) have a maximum permissible speed of 45 MPH. EXCEPTION: Train may operate at speed table speeds at locations where engine is in throttle 1, idle, dynamic braking mode or where necessary to work power above throttle 1 for very short stretches when necessary to prevent slack action when pulling through sags at the end of descending grade.

Speed other than main track not to exceed 5 MPH

Exceptions:

Sidings Heth and Palestine 10 MPH

SPECIAL INSTRUCTIONS

RULE S-71. There is no superiority of trains on main track between Cotton Belt Jct. and BR. Jct. Trains and engines moving between these points must move at restricted speed:

RULE 83. All trains will register at Kentucky St. and Brinkley by Ticket.

MEMPHIS SUBDIVISION

Mile Post	STATIONS	Station Number	NORTHWARD					
			THIRD CLASS					
			722 Freight	726 Freight	728 Freight			
Arrive Daily	Arrive Daily	Arrive Daily						
1.2	TO KENTUCKY ST. R 2.2 SL-SF CROSSING (A) 0.0 BRIDGE JCT. 0.7 BRIARK 5.3 } CTC	82497						
3.4								
3.4								
4.1	Automatic Block System	82495		PM 2:40	PM 4:40	AM 12:43		
9.4			Yd Limits 4130 WEST MEMPHIS 4.3	2:35	4:35	12:37		
13.7			5319 MOUNDS 6.0	2:28	4:28	12:30		
19.7			4631 PROCTOR 7.2	2:19	4:19	12:20		
26.9			8391 HETH 11.6	2:08	4:08	AM 12:08		
38.5			4017 WIDENER 9.3	1:50	3:50	PM 11:50		
44.8			3713 FORREST CITY	1:40	3:40	11:40		
			MP CROSSING (A) 7.0					
51.8			8391 PALESTINE 12.7	1:29	3:29	11:30		
64.5			WHEATLEY 4.0	1:09	3:09	11:09		
68.5			Yard Limits	82452	1:03	3:03	11:03	
69.1					COTTON BELT JCT. 0.6	1:00 PM	3:00 PM	11:00 PM
					BR JCT. (A) 0.1			
			STLSW CROSSING (A) 0.1					
69.2			TO BRINKLEY BKR	82440				
			(68.0)		Leave Daily 722	Leave Daily 726	Leave Daily 728	

RULE 83(a). Southward trains must obtain clearance at Kentucky St. Clearance addressed to regular trains will be authority to assume schedule at Briark. Clearance will not be required at Briark.

RULE 93. Yard limits are established at the following MP:

- 8.4 West Memphis 10.5
- 67.0 Brinkley 69.2

RULE 98. All trains and engines stop at all non-interlocked railroad crossings in Memphis terminal, except crossings between Kansas Avenue and Florida Street.

RULE 221(a). Calling on Signal is located at MP 9.9 (West Memphis) for Northward trains. When Form "N" train order is held by operator Kentucky St. he may illuminate calling-on signal or give verbal instructions to approaching train which will authorize movement on main track to Northward absolute signal at MP 8.4.

RULE 400. CTC is in effect on main track between Kentucky St. (MP 1.2) and MP 8.4.

MISCELLANEOUS

1. Engines listed must not operate on track shown below:

Class of Engine	Restricted Tracks
More than one unit	Compress track Brinkley

2. Private industry scales at Forrest City not equipped with dead rails; engines must not stand or move over them.

JONESBORO SUBDIVISION

SOUTH-WARD	STATIONS			NORTH-WARD
Mile Post				Station Number
124.8	Yd Limits TO	JONESBORO	BK⊙TXO	82690
137.4	7269	OTWELL		82685
145.4		WEINER		82677
149.6	7301	WALDENBURG		82673
161.5	7837	HICKORY RIDGE		82661
172.7		M. P. CROSSING	Ⓐ	
172.7	8678	FAIR OAKS	Y	82640
186.9	8593	HUNTER		82628
198.0	9401	NORTH BRINKLEY		
S.LEG		COTTON BELT JCT		
WYE		C.R.I.&P. CROSSING	Ⓐ	
198.9		MEMPHIS JCT		
		C.R.I.&P. CROSSING	Ⓐ	
199.0	7678 TO	BRINKLEY	BK⊙Y	82440
214.0	8400	CLARENDON		82421
220.6	8832	ROE		82415
232.7	7406	NORTH STUTTART		
232.7		C.R.I.&P. CROSSING		
233.3		STUTTART	BK⊙XYO	82220
244.8	8797	HUMPHREY		82212
256.1	8556	ALTHEIMER	Y	82070
256.7		ENGLAND JCT.		
264.2	Yd Limits TO	PINE BLUFF YD.	BK⊙XYO	82000
(139.4)				

Stuttgart Branch

233.3	TO	STUTTART	RBK⊙XYO	82220
M-233.6	Yd. Limits	C. R. I. & P. CROSSING	Ⓐ	
M-244.8	1041	ALMYRA		82315
M-255.7	1732	DEWITT		82329
M-267.8		GILLETT		82345
(34.5)				

Little Rock Branch

N-299.3		END OF TRACK		
N-297.8	TO	NORTH LITTLE ROCK YD.	RBK⊙XO	82150
N-275.0	1660	ENGLAND		82121
256.1	1331	ALTHEIMER	Y	82070
256.7		ENGLAND JCT.		
(42.6)				

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
133.2	Gibson	82687		Little Rock Branch	
155.2	Fisher	82667	N-295.0	Lynch	82146
176.3	Penrose	82637	N-292.2	Sherry	82142
	Stuttgart Branch		N-287.8	Scott	82136
M-235.3	Ricusky	82312	N-279.6	Keo	82128
M-252.4	Burks	82323	N-277.6	Kermac	82123
M-253.6	Chaney	82325	N-277.3	Arkalite	82125
M-259.3	Indiana	82334	N-267.2	Tucker	82114
			N-260.3	Ellison	82105

JONESBORO SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS (Refer to General Order for Speed Table)

The following establishes the maximum allowable speeds for freight trains provided speed is not otherwise restricted.

(e.g., restricted cars or engines, A.B. Rule 33, etc.)

- a. Trains BSMFF and MBSMF are authorized to operate at speed table speeds. If train length exceeds 120 cars, maximum speed is reduced to 55 MPH.
- b. Trains APLAA, APLAB, BSMFY, LAEST and LAESP are authorized to operate at speed table speeds not to exceed 65 MPH. If train length exceeds 120 cars, maximum speed is reduced to 55 MPH.
- c. Light engine with operative dynamic brake is authorized to operate at speed table speeds. EXCEPTION: Without dynamic brake in operation maximum speed is reduced to 55 MPH.
- d. Other freight trains may be authorized by train dispatcher to operate at speed table speeds. If train length exceeds 120 cars, maximum permissible speed is reduced to 55 MPH.
- e. Trains EUASY and LAESJ have a maximum speed of 55 MPH.
- f. All other trains not covered in items (a), (b), (c), (d) or (e) have a maximum permissible speed of 45 MPH. EXCEPTION: Train may operate at speed not exceeding 55 MPH at locations where engine is in throttle 1, idle, dynamic braking mode or where necessary for proper train handling to work power above throttle 1 for very short stretches.

Speed on other than main track

Controlled sidings	30
Exceptions:	
Hickory Ridge and North Brinkley	25
North Stuttgart	10
Remotely controlled turnouts	30
Exceptions:	
North Brinkley-south switch, North Stuttgart-south switch, England Jct	15
Yard tracks Jonesboro (Except No. 10) and Brinkley	5
All other tracks	10

SPECIAL INSTRUCTIONS

RULE 10(g). Exception:

On the Stuttgart and Little Rock Branches temporary speed restriction signs will be displayed ONE mile from point of restriction.

RULE 14. North Little Rock Yard: City Ordinance restricts sounding of engine horn within city limits. In observing this Ordinance the horn should be sounded to give necessary operating signals and should be sounded for all crossings, but such signals must not consume more than 5 seconds overall time unless a person or vehicle is seen on or approaching crossing or track and in the judgment of the engineer additional sounding of the horn is necessary to provide warning.

RULE 36(2). Northward trains moving through Brinkley siding must receive open the switch signal "S" to govern movement from Brinkley siding to main track, and this will be authority to proceed on main track to next signal, except will not apply to trains en-route Memphis Subdiv. moving via Memphis Jct.

RULE 83. Brinkley is register station for trains originating only.

RULE 83(a). Trains originating Jonesboro, Brinkley and Pine Bluff yd. must obtain clearance.

JONESBORO SUBDIVISION

RULE 93. Yard limits are established at the following MP:

123.9 Jonesboro	127.6	North Little	
263.2 Pine Bluff yd.	268.8	Rock yd.	N-292.0
M-233.1 Stuttgart	M-235.8	N-259.2 Altheimer	N-256.2

RULE 99(d) — is in effect on the Little Rock Branch.

RULE 103. Trains stopped between switches on main track or siding Humphrey will promptly cut crossing equipped with flasher at least 200 feet if practical.

RULE 104. Normal position of switch breaking off Brinkley siding to connection with Memphis Subdiv. will be lined and locked for connection.

RULE 105. Little Rock Branch Main Track ends at MP N-295.9.

RULE 110. Location of high and/or wide load detectors: MP 212.3, 217.0 and 259.3.

Detector at MP 217.0 is equipped with letter "L" and "R" indicators.

Location of dragging and/or derailed equipment detectors: MP 130.9, 139.8, 144.1, 153.7, 157.6, 165.3, 170.6, 179.9, 191.0, 202.2, 206.8, 212.3, 217.0, 224.8, 229.8, 236.2, 248.7, 252.1 and 259.3.

HOT BOX DETECTORS

SCANNER SITES:

MP	Type	Directions(s)	MP	Type	Directions(s)
141.9 . . .	A	Both	227.5 . . .	A	Both
167.8 . . .	C	Both	248.5 . . .	A	Northward
191.1 . . .	C	Both	259.9 . . .	D*	Southward
204.0 . . .	A	Both			

*Also equipped with loose wheel detector for both directions.

RULE S-240. Applies at following locations:

Territory	Register location
MP M-235.8 and Gillett	Stuttgart

RULE 340. Arkansas River Bridge No. 261.25 Interlocking:

Letter "Z" indicators are located near lift span sign on each side of lift span and will be illuminated by the operation of a key release.

When Absolute Signal displays Stop Indication, trains and engines will stop and comply with the requirements of Rule 350. When granted authority train or engine may proceed to Lift Span Sign where member of crew will insert switch key in release box and turn to illuminate letter "Z". When letter "Z" is illuminated train or engine may proceed. If letter "Z" does not illuminate, movement over lift span must be preceded by a member of crew who will make an inspection to ascertain that lift span is in proper position.

Letter "Z" will only remain illuminated for six minutes and if movement is not made within six minutes the "Z" will go out and it will be necessary to operate key release again.

White River MP 214.8: Governs movement over White River Drawbridge.

RULE 400. CTC in effect on main track and sidings between Jonesboro (MP 127.6) and Pine Bluff yd. (MP 263.2).

Control Operator Brinkley must receive authority from Train Dispatcher before authorizing movement from BR Jct.

RULE 501(3). When trains are ready to leave Pine Bluff Yd., member of crew will communicate with yardmaster for route and authority to depart.

RULE 512. Impaired Side Clearance:

MP	Description	MP	Description
214.8	Bridge	261.3	Bridge

PINE BLUFF SUBDIVISION

SOUTH-WARD	STATIONS			NORTH-WARD
Mile Post	TO	STATION	STATION	Station Number
264.2		PINE BLUFF YD.	BK@YXO	82000
266.7		PINE BLUFF SHOPS	ⓀⓀ	82010
268.8		M. P. CROSSING	Ⓚ	
269.3	11003	SOUTH PINE BLUFF		81565
280.4	7371	RONE		81552
289.8	8963	RISON		81541
297.1	6763	SALINE		81533
307.2		C. R. I. & P. CROSSING	Ⓚ	
307.4	7623	FORDYCE	Ⓚ	81500
313.0	8392	THORNTON		81465
321.2	8350	BEARDEN		81454
324.9		GRAVEL PIT	Y	81451
327.4	6354	EAGLE MILLS		81447
336.7		NC JCT.		
337.6		CAMDEN	BK@OX	81400
338.7		SC JCT.		
338.9		M. P. CROSSING	Ⓚ	
340.4	4716	HERBERT		81383
348.9	7328	BUENA VISTA		81371
357.9	10159	STEPHENS		81362
368.1	11197	MCNEIL	Y	81340
373.3		WALDO		81334
376.8	9084	LUMBER		81330
385.2	8869	STAMPS		81310
385.2		L. & A. CROSSING	Ⓚ	
389.7	5659	LEWISVILLE	Ⓚ	81300
390.3		SHREVEPORT JCT.	Y	
403.4	8977	McKINNEY		81117
416.3		GERTRUDE		81104
418.7		TEXARKANA YD.	YX BK@O	81060
		(154.5)		

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
323.3	Millville	81453	394.4	Spirit Lake	81130
382.8	Apalco	81325	397.6	Garland City	81124

MAXIMUM AUTHORIZED SPEED FOR TRAINS (Refer to General Order for Speed Table)

The following establishes the maximum allowable speeds for freight trains provided speed is not otherwise restricted.

- (e.g., restricted cars or engines, A.B. Rule 33, etc.)
- a. Trains BSMFF and MBSMF are authorized to operate 70 MPH where maximum speed is 65 MPH. If train length exceeds 120 cars, maximum speed is reduced to 55 MPH.
 - b. Trains APLAA, APLAB, BSMFY, LAEST and LAESP are authorized to operate at speed table speeds. If train length exceeds 120 cars, maximum speed is reduced to 55 MPH.

PINE BLUFF SUBDIVISION

- c. Light engine with operative dynamic brake is authorized to operate 70 MPH where maximum speed is 65 MPH. Exception: Without dynamic brake in operation, maximum speed is reduced to 55 MPH.
- d. Other freight trains may be authorized by train dispatcher to operate at speed table speeds. If train length exceeds 120 cars, maximum speed is reduced to 55 MPH.
- e. Trains EUASY and LAESJ have a maximum authorized speed of 55 MPH.
- f. All other trains not covered in items (a), (b), (c),(d) or (e) have a maximum permissible speed of 45 MPH. EXCEPTION: Train may operate at speed not exceeding 55 MPH at locations where engine is in throttle 1, idle, dynamic braking mode or where necessary for proper train handling to work power above throttle 1 for very short stretches.

Speed on other than main track	
Controlled sidings	30
Exceptions:	
South Pine Bluff	20
Stephens, Herbert	10
Remotely controlled turnouts	30
Exceptions:	
Fordyce - north switch	20
South Pine Bluff - north switch	15
Lewisville - north switch	10
All other tracks	10
Exceptions:	
Team track and North leg Wye Eagle Mills ...	5

SPECIAL INSTRUCTIONS

RULE 14. Pine Bluff City Ordinance: Rule 14(1) — Horn signal 14(1) should not be sounded within the city limits of the city of Pine Bluff between the hours of 10:00 PM and 6:00 AM daily and will not be sounded between the hours of 10:00 AM and 11:00 AM (1 hour) SUNDAYS ONLY, between Laurel Street and Poplar Street, except in case of an emergency or when a person or vehicle is seen on or approaching the crossing or track and in the judgment of the engineer the sounding of the horn is necessary to provide warning.

In observing this rule between the hours of 6:00 AM and 10:00 PM, the horn should be sounded for all crossings but such signal, for each crossing, should not consume more than five seconds overall time unless a person or vehicle is seen on or approaching the crossing or track and in the judgment of the engineer additional sounding of the horn is necessary to provide warning.

Bearden: City Ordinance restricts sounding of the engine horn within city limits. In observing this ordinance the horn should be sounded to give necessary operating signals and should be sounded for all crossings, but crossing signal must not exceed two short blasts unless a person or vehicle is seen on or approaching crossing or track and in the judgment of the engineer additional sounding of the horn is necessary to provide warning.

Camden: City Ordinance restricts sounding of the engine horn within city limits. In observing this ordinance the horn should be sounded to give necessary operating signals. Horn should not be sounded for street crossings, or at other locations, except when a person or vehicle is seen on or approaching crossing or track and in the judgment of the engineer additional sounding of the horn is necessary to provide warning.

Texarkana: City Ordinances of both Texarkana, Texas, and Texarkana, Arkansas, restricts sounding of the engine horn within

PINE BLUFF SUBDIVISION

city limits. In observing these ordinances the horn should be sounded to give necessary operating signals and should be sounded in short blasts for the crossings of Lake Shore Drive, Lelia Street (cemetery crossing), and Robinson Road. Horn should not be sounded for other street crossings, or at other locations, except when a person or vehicle is seen approaching the crossing or track and in the judgment of the engineer sounding of the horn is necessary to provide warning.

RULE 83(a). Trains originating Pine Bluff Yd., Camden and Texarkana Yd. must secure clearance.

RULE 84. When northward trains are ready to leave Texarkana Yard, a member of crew will communicate with Train Dispatcher for authority to depart.

RULE 93. Yard limits established at the following MP:

416.3 Texarkana Yd. 419.9	263.2 Pine Bluff Yd. 268.8
-----------------------------------	------------------------------------

RULE 104. Normal position of north switch to house track Fordyce is for house track and will be left lined for house track when not in use.

RULE 104(g). Rule 104(g) will not apply to switches between NC Jct. and SC Jct.

RULE 110. Location of high and/or wide load detectors MP 334.3, 338.8, 395.0 and 399.3. Detector at MP 334.3 is equipped with letter "L" and "R" indicators.

Location of dragging, and/or derailed equipment detectors MP 276.0, 285.7, 292.1, 295.0, 300.5, 305.1, 317.6, 329.9, 334.3, 338.8, 353.5, 360.7, 364.8, 371.4, 378.9, 381.1, 395.0, 399.3 and 412.2.

HOT BOX DETECTORS

SCANNER SITES:

MP	Type	Direction(s)	MP	Type	Direction(s)
276.3	D*	Both	344.3	C	Both
292.9	A	Both	362.9	A	Both
315.2	C	Both	408.8	A**	Both
332.1	A	Both			

* Also equipped with loose wheel detectors.

** Also equipped with Readout at Texarkana Yd.

RULE 340. Manual interlocking limits between MP 267.6 and MP 267.8 Pine Bluff Shops and is controlled by train dispatcher Pine Bluff.

RULE 400. CTC is in effect on main track and sidings, except Lewisville, between South Pine Bluff (MP 268.8) and Gertrude (MP 416.4).

RULE 501(3) When trains are ready to leave Pine Bluff Yard, a member of crew will communicate with Yardmaster for route and authority to depart.

Conductors and/or engineers on northbound trains arriving Pine Bluff Yard will contact Pine Bluff Tower for yarding instructions when crossing Missouri Street.

MISCELLANEOUS

Locomotives listed must not operate on tracks shown below:

Class of Locomotive	Restricted Tracks
All Six Axle	Stamps-House, Team, Transfer Tracks and Georgia Pacific Spur.
All Six Axle	Fordyce-Phelps Dodge Spur.

SHREVEPORT SUBDIVISION

SOUTHWARD				Mile Post	STATIONS	Station Number
SECOND CLASS						
131 Freight	143 Freight	125 Freight	155 Freight			
Leave Daily	Leave Daily	Leave Daily	Leave Daily			
PM	AM	AM	AM			
6:00	10:15	4:45	2:00	K-389.7	TO LEWISVILLE RK⊙	81300
					Yd Limits	
6:05	10:20	4:50	2:05	K-390.3	SHREVEPORT JCT. Y	.....
6:23	10:38	5:08	2:23	K-408.5	8870 BRADLEY	81293
					1846	
6:37	10:52	5:22	2:37	K-422.2	PLAIN DEALING	81281
					9.6	
6:47	11:02	5:32	2:47	K-431.8	6791 ABS ALDEN BRIDGE	81275
					16.8	
7:05	11:20	5:50	3:05	K-448.6	BOSSIER CITY	81258
					0.5	
.....	.....	.....	.....	K-449.1	L. & A. JCT.	.....
					0.3	
.....	.....	.....	.....	K-449.4	I. C. G. CROSSING ⊕	.....
					0.5	
.....	.....	.....	.....	K-449.9	L. & A. CROSSING ⊙	.....
					0.3	
.....	.....	.....	.....	K-450.2	LOUISIANA JCT.	.....
					0.5	
7:15 PM	11:30 AM	5:59 AM	3:15 AM	K-450.7	RED JCT.	.....
					1.0	
.....	.....	.....	.....	K-451.7	TO RBK⊙TOX SHREVEPORT YD.	78900
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
131	143	125	155			
(62.0)						

Mile Post	STATIONS	Station Number	NORTHWARD			
			SECOND CLASS			
			130 Freight	144 Freight	126 Freight	154 Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
K-389.7	TO LEWISVILLE RK⊙	81300	AM 7:20	PM 1:50	PM 7:37	AM 12:20
	Yd Limits	Y				
K-390.3	SHREVEPORT JCT.	.....	7:15	1:45	7:32	AM 12:15
	18.2					
K-408.5	8870 BRADLEY	81293	6:55	1:25	7:12	PM 11:55
	13.7					
K-422.2	1846 PLAIN DEALING	81281	6:40	1:10	6:57	11:40
	9.6					
K-431.8	6791 ABS ALDEN BRIDGE	81275	6:30	1:00	6:47	11:30
	16.8					
K-448.6	BOSSIER CITY	81258	6:10	12:40	6:25	11:10
	0.5					
K-449.1	L. & A. JCT.	.....	.....	.....	.....	.....
	0.3					
K-449.4	I. C. G. CROSSING ⊕	.....	.....	.....	.....	.....
	0.5					
K-449.9	L. & A. CROSSING ⊙	.....	.....	.....	.....	.....
	0.3					
K-450.2	LOUISIANA JCT.	.....	.....	.....	.....	.....
	0.5					
K-450.7	RED JCT.	.....	6:00 AM	12:30 PM	6:15 PM	11:00 PM
	1.0					
K-451.7	TO RBK⊙TOX SHREVEPORT YD.	78900	.....	.....	.....	.....
	(62.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
			130	144	126	154

Rule 5. Shreveport Jct. time applies at south end Lewisville siding.

MAXIMUM AUTHORIZED SPEED FOR TRAINS
(Refer to General Order for Speed Table)

Speed on other than main track not to exceed 10 MPH

SHREVEPORT SUBDIVISION

ADDITIONAL STATIONS		
Mile Post	Station	Station Number
K-437.0	Benton	81269
K-446.1	Cart	81264

SPECIAL INSTRUCTIONS

RULES 14 and 30. Bossier City: Rules 14(1) and 30 are modified as pertains to ringing bell and sounding engine horn in the town of Bossier City. In order to comply with an ordinance of that town, prescribed highway crossing whistle must be started at a distance not to exceed 200 feet before reaching highway crossing, and bell will be rung, starting at a point 300 yards before reaching the crossing.

RULE 83(a). Southward trains enroute Shreveport Subdivision receiving clearance or clearance and train orders at Camden authorizing movement from Lewisville on Shreveport Subdivision will not require clearance at Lewisville. This will fulfill requirement of last paragraph of Rule 83(a).

RULE 93. Yard limits are established at the following MP:
K-390.2 Shreveport Jct. . . . K-391.4 | K-446.3 Bossier City-Red Jct. K-450.7

RULE 103. The following curfew is in effect between Shed Road and Barksdale Boulevard, Bossier City, Louisiana:

7:45 A.M. to 8:15 A.M. 12:45 P.M. to 1:15 P.M.
11:45 A.M. to 12:15 P.M. 4:45 P.M. to 5:15 P.M.

Southward trains and engines will stop to clear Shed Road and Northward trains and engines will stop to clear Barksdale Boulevard if cannot clear these limits prior to times of curfew. **EXCEPTION:** Southward trains or engines that would be overtaken by hours of service law or an emergency existing. In these instances, trains or engines may be operated through the curfew minimizing any delay to vehicular traffic.

RULE 105. Shreveport Jct.:

A CALLING-ON INDICATOR controlled by train dispatcher, just South of North switch of Wye at Shreveport Jct., and will be used for the following purpose:

If yellow light is displayed, trains will proceed, on siding Lewisville to North end.

If no light is displayed, trains must communicate with Train Dispatcher for instructions before proceeding.

RULE 105. Red Jct., MP K-450.6 is the end of main track Shreveport Subdivision.

RULE 110. Location of dragging and/or derailed equipment detectors: MP K-394.5, K-405.5, K-414.1 and K-445.0.

HOT BOX DETECTORS

SCANNER SITES:

MP	Type	Direction(s)	MP	Type	Direction(s)
K-414.1	A	Both	K-445.0	C	Both

RULE 219. Paragraph 3, (wire failure clearance) will not apply at Lewisville for Shreveport Subdivision trains.

RULE 350 and 98. After stopping for absolute signals at L & A Crossing (MP K-449.9) displaying stop indication if crossing gate is lined for movement train or engine may proceed at low speed to the next signal.

RULE 350. After stopping for Southward absolute signal L & A Jct. displaying stop indication if no conflicting or opposing movement is seen train or engine may proceed at low speed to the next signal.

RULE 501(3). Southward trains and engines must not pass Shed Road, Bossier City without authority from yardmaster Shreveport Yd. Northward trains and engines must not foul L & A Connection Red Jct., without Authority from yardmaster Shreveport Yd.

L & A Trains and engines must not foul SSW main track at L & A Jct., Louisiana Jct. or Red Jct. without authority from yardmaster Shreveport Yd. Northward L & A trains must stop clear of Red Jct. and ascertain that there is no conflicting movement approaching.

SHREVEPORT SUBDIVISION

RULE 512. Impaired side clearance

MP	Description
K-450.3	Bridge

MISCELLANEOUS

Between SP yard limit sign, MP 225.84 and SP Jct., West Shreveport, trains and engines will be governed by SP current Timetable, Special Instructions, and The Uniform Code of Operating Rules.

Between SP Jct., West Shreveport and Spring Street Jct., SP and SSW trains and engines operate over ICG main tracks and will be governed by ICG Timetable, Special Instructions and Operating Rules.

Trains and engines approaching ICG main track from SSW at Spring Street Junction must stop and will not foul ICG main track until a member of the crew, after observing that the way is clear, gives proceed signal from the switch.

ICG spring switches in service at the following locations at Shreveport:

SPRING STREET JUNCTION: (Intersection of SSW yard lead with ICG main track.) Normal position of switch is for SSW yard lead.

TYLER SUBDIVISION

SOUTH-WARD	STATIONS	NORTH-WARD
Mile Post		Station Number
418.7	TO TEXARKANA YD. BK⊙OYX	81060
419.1	M. P. CROSSING ⊙	
419.2	K. C. S. CROSSING ⊙	
423.3	8500 EYLAU	81057
431.8	REDWATER Y	81049
437.2	8056 MAUD	81043
452.0	7927 DARDEN	81028
465.9	9036 OMAHA	81014
479.5	6927 MT. PLEASANT BK⊙	81000
480.3	DALLAS JCT. Y	
490.0	6709 NORTH PITTSBURG	80290
491.0	L. & A. CROSSING ⊙	
491.2	PITTSBURG	80270
501.8	8492 SMITH	80255
510.1	2095 GILMER	80246
512.9	6574 SUFFOLK	80243
525.1	8745 M. P. BIG SANDY CROSSING ⊙	80220
536.8	8620 OWENTOWN	80210
546.2	Yd. Lmts. TYLER YD. BK⊙OTX	80140
	(127.5)	

MAXIMUM AUTHORIZED SPEED FOR TRAINS (Refer to General Order for Speed Table)

The following establishes the maximum allowable speeds for freight trains provided speed is not otherwise restricted.

(e.g., Restricted cars or engines, A.B. Rule 33, etc.)

- a. Trains BSMFF, MBSMF, APLAA, APLAB, BSMFY, LAEST and LAESP are authorized to operate at speed table speeds. If train length exceeds 120 cars, maximum permissible speed is reduced to 55 MPH.
- b. Other freight trains may be authorized by train dispatcher to operate at speed table speeds. If train length exceeds 120 cars, maximum permissible speed is reduced to 55 MPH.

TYLER SUBDIVISION

- c. Trains EUASY and LAEST have a maximum permissible speed of 55 MPH.
- d. All other trains not covered in items (a), (b) or (c) have a maximum permissible speed of 45 MPH. EXCEPTION: Train may operate at speed not exceeding 55 MPH at locations where engine is in throttle 1, idle, dynamic braking mode or where necessary to work power above throttle 1 for very short stretches when necessary to prevent slack action when pulling through sags at end of descending grade.

Speed on other than main track

Controlled sidings	30
Exception:	
Darden and Mt. Pleasant	10
Remotely controlled turnouts	30
Exception:	
Big Sandy, north switch	15
All other tracks	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
461.5	Naples	81019	533.2	Winona	80215

SPECIAL INSTRUCTIONS

RULE 14. Texarkana: City Ordinances of both Texarkana, Texas, and Texarkana, Arkansas, restricts sounding of the engine horn within city limits. In observing these ordinances the horn should be sounded to give necessary operating signals and should be sounded in short blasts for the crossings of Lake Shore Drive, Lelia Street (cemetery crossing), and Robinson Road. Horn should not be sounded for other street crossings, or at other locations, except when a person or vehicle is seen approaching the crossing or track and in the judgment of the engineer sounding of the horn is necessary to provide warning.

RULE 83(a). Trains originating Texarkana Yard, Mt. Pleasant and Tyler Yd. must secure clearance.

RULE 84. When southward trains are ready to leave Texarkana Yard, a member of crew will communicate with Train Dispatcher for authority to depart.

When Northward trains are ready to leave Tyler Yard, a member of crew will communicate with train dispatcher for authority to depart.

RULE 93. Yard limits are established at the following MP:
416.3 Texarkana Yd. 419.9 | 544.5 Tyler Yd. 548.7

RULE 110. Location of high and/or wide load detectors:
MP 530.3, 524.6 and 527.6.

Location of dragging and/or derailed equipment detectors:
MP 427.0, 434.5, 439.8, 448.2, 454.3, 458.5, 468.0, 476.0, 487.7, 487.3, 494.3, 498.6, 503.3, 507.6, 521.7, 539.4 and 553.6.

HOT BOX DETECTORS

SCANNER SITES:

MP	Type	Direction(s)	MP	Type	Direction(s)
431.8	A*	Both	505.2	A	Both
456.4	A	Both	533.6	A	Both
485.3	A	Both			

* Also equipped with readout at Texarkana yard.

RULE 400. CTC is in effect on main track and sidings, between Texarkana Yd (MP 419.9) and Tyler Yd. (MP 544.5).

MISCELLANEOUS

Tracks serving Red River Arsenal are protected by a gate located about one mile north of SSW main track and equipped with a private lock. Movement through this gate is made by calling Guard House, telephone No. 838-2911, from Texarkana.

Movements within Red River Arsenal area between 8:00 A.M. and 5:00 P.M. are made only upon the authority of Arsenal Yardmaster who can be contacted inside the Arsenal area on Arsenal telephone No. 2319.

CORSICANA SUBDIVISION

SOUTHWARD Mile Post	STATIONS			NORTHWARD Station Number	
	TO				
546.2	Yd. Limits	TYLER YD.	BK⊙TX	80140	
546.5		M. P. CROSSING	⊙		
548.6	Automatic Block System	LUFKIN JCT.		80138	
558.5		6699	CHANDLER	80128	
575.2		9800	MURCHISON	80110	
583.4		Yd. Limits	S. P. CROSSING	⊙	
583.3			1170	ATHENS	B⊙	80080
584.5		2887	SOUTH ATHENS		80067
587.9		6998	DAUPHIN		80064
593.7			MALAKOFF		80058
598.7		2410	TRINIDAD		80053
607.2		8483	KERENS		80044
620.0	Yd. Limits	8063	HILL YD.	80035	
621.0			F. W. & D. CROSSING	⊙	
621.3			S. P. CROSSING	⊙	
621.3	TO	CORSICANA	BK⊙Y	71330	
(75.1)					

Lufkin Branch

SOUTHWARD Mile Post	TO	STATIONS		NORTHWARD Station Number	
546.2	Yd. Limits	TYLER YD.	RBK⊙TX	80140	
546.5		M. P. CROSSING	⊙		
E-548.6	Yard Limits	LUFKIN JCT.		80138	
E-572.9		2710	POMONA		78634
E-576.6		Yd. Limits	M. P. CROSSING	⊙	
E-576.6			2596 TO	JACKSONVILLE	B⊙	78550
E-590.1			T. S. CROSSING	⊙	
E-592.1		453	RUSK		78390
E-604.2			ALTO		78384
E-634.2			KELTYS		78350
E-636.0		Yd. Limits	S. P. CROSSING	G	
E-636.1			TO	LUFKIN	BK⊙OX	78200
E-637.1			END OF TRACK		
(90.9)					

Gatesville Branch

SOUTHWARD Mile Post	TO	STATIONS		NORTHWARD Station Number		
675.0	Yd. Limits	EAST WACO	RBK⊙TX	71455		
675.2		St. L. S. W. NORTH JCT.				
675.9		St. L. S. W. SOUTH JCT.				
676.2	Yd. Limits	M. K. T. CROSSING	⊙			
684.9		1355	RITCHIE		71715	
685.8		1227	ATCO		71720	
696.1		Yd. Limits	A.T. & S.F. CROSSING	⊙		
696.1				MCGREGOR	Y	71730
704.2				LIME CITY		71752
(29.2)						

CORSICANA SUBDIVISION

SOUTHWARD		STATIONS	NORTHWARD	
Second Class				Second Class
155				156
Local				Local
Leave Daily	Mile Post	Waco Branch	Station Number	Arrive Daily
P.M. 1.00	621.3	Yd. Limits TO CORSICANA RBK⊙Y	71330	A.M. 7:45
	674.1	Yd. Limits TO M. P. CROSSING ⊙		
2.45 P.M.	675.0		EAST WACO RBK⊙TX	71455	6:00 A.M.
Arrive Daily 155				Leave Daily 156
(53.7)				

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
Corsicana Line			Waco Branch		
566.8	Brownsboro	80122	648.2	Hubbard	71425
601.1	Nipak	80050	668.0	Trading House Creek	71453
Lufkin Branch			Gatesville Branch		
E-556.0	Gresham	78653	695.0	Smead	71735
E-563.4	Bullard	78643	702.3	Oglesby	71750
E-566.3	Tinimax	78638			
E-584.7	Dialville	78397			
E-619.3	Wells	78375			

MAXIMUM AUTHORIZED SPEED FOR TRAINS
(Refer to General Order for Speed Table)

The following establishes the maximum allowable speeds for freight trains provided speed is not otherwise restricted. (e.g., Restricted cars or engines, A. B. Rule 33, etc.)

- Trains BSMFF and MBSMF are authorized to operate 70 MPH where authorized speed is 65 MPH. If train length exceeds 120 cars, maximum speed is reduced to 55 MPH.
- Trains APLAA, APLAB, BSMFY, LAEST and LAESP are authorized to operate at speed table speeds. If train length exceeds 120 cars, maximum speed is reduced to 55 MPH.
- Light engine with operative dynamic brake is authorized to operate 70 MPH where maximum speed is 65 MPH. EXCEPTION: Without dynamic brake in operation maximum speed is reduced to 55 MPH.
- Other freight trains may be authorized by train dispatcher to operate at speed table speeds. If train length exceeds 120 cars, maximum speed is reduced to 55 MPH.
- Trains EUASY and LAEST have a maximum speed of 55 MPH.
- All other trains not covered in items (a), (b), (c), (d) or (e) have a maximum permissible speed of 45 MPH. EXCEPTION: Train may operate at speed not exceeding 55 MPH at locations where engine is in throttle 1, idle, dynamic braking mode or where necessary for proper train handling to work power above throttle 1 for very short stretches.

Speed on other than main track

Controlled sidings	30
Exceptions:	
Chandler	25
Remotely controlled turnouts	30
Exceptions:	
Lufkin Jct	15
Hill Yard	10
All other tracks	10

Trains must proceed prepared to stop short of rock on track between MP 685.6 and MP 685.8 Gatesville Branch.

CORSICANA SUBDIVISION

SPECIAL INSTRUCTIONS

RULE 10 (g) Exceptions:

On the Lufkin Branch, Waco Branch and Gatesville Branch temporary speed restriction signs will be displayed ONE mile from point of restriction.

RULE 83 (a). Trains originating at Tyler Yd. and Corsicana must obtain clearance.

RULE 84. When Southward trains are ready to leave Tyler Yard, a member of crew will communicate with Train Dispatcher for authority to depart.

RULE 93. Yard limits are established at the following MP:

544.5	Tyler Yd.	548.7	E-634.4	Lufkin	
618.9	Hill Yard-Corsicana	623.8	673.5	East Waco-Ritchie	685.3
E-548.6	Lufkin Jct.	E-553.0	695.4	McGregor	699.0
E-574.0	Jacksonville-Wells	E-620.0	703.8	Lime City	

RULE 99 (d) in effect on the Lufkin Branch and Waco Branch.

RULE 104. Corsicana: North switch to Shed track will be left lined for Shed track.

E. Waco: South lead switch may be left lined in position last used.

RULE 110 Location of high and/or wide load detectors: MP 603.4, 598.0 and 599.5.

Location of dragging and/or derailed equipment detectors: MP 553.7, 556.0, 563.5, 577.3, 578.7, 581.6, 590.5, 596.0, 598.5, 612.5 and 617.6.

Lufkin Branch

MP E-561.8, E-565.0, E-570.5, E-575.0, E-588.0, E-596.0, E-602.1 and E-606.5.

HOT BOX DETECTORS

SCANNER SITES:

MP	Type	Direction(s)	MP	Type	Direction(s)
553.7	A	Both	598.5	C	Both
579.4	A	Both	615.4	A	Both

RULE S-240. Applies at following locations:

Territory	Register location
MP 685.3 and Lime City (Gatesville Branch)	East Waco

RULE 340. Southward Absolute Signals South switch Hill Yard, MP 620.5, are controlled by Operator at SSW-F.W. & D. interlocking station and will only protect movement from South switch Hill Yard to Northward Signal, MP 620.6.

When such signals display Stop Indication, Southward trains or engines will stop and if signal does not change to proceed in a reasonable time, a member of crew will communicate with Train Dispatcher or Operator Corsicana. If movement is out of yard tracks Nos. 1 or 2. Switches must be lined to receive proceed indication.

RULE 400. CTC is in effect on main track and sidings between Lufkin Jct. (MP 548.6) and North Switch Hill Yard (MP 618.9).

RULE 512. Impaired side clearances

MP	Description
599.5	Bridge

MISCELLANEOUS

1. Movement on Southern Pacific Transportation Company main track between Shed track switch and East switch of siding Corsicana will be governed by the Uniform Code of Operating Rules except the following Southern Pacific Transportation Company Rules and Special Instructions will apply:

CORSICANA SUBDIVISION

RULE 81-A.

Between east switch to siding and interlocking signal governing westward movements Corsicana, before a train or engine fouls the main track and before main track switch is thrown, it must be known by view of track for entire length of block and approach to block to be occupied or by observance of illuminated light type block signal displaying green aspect, that there is no train or engine either within or closely approaching the block, moving toward the switch.

If unable to apply one of the above provisions, and no movement is seen or heard approaching, main track switch may be lined and employe will remain at switch. After expiration of five minutes, if no movement is seen or heard approaching, train or engine may foul main track and proceed complying with applicable block signal rules.

2. Movement on Southern Pacific Transportation Company Tracks, Athens and Lufkin will be governed by the Uniform Code of Operating Rules. Rule 93 is in effect between West MP 245.00 and East MP 240.66 Athens.

3. SSW trains and engines will operate over MKT between St.LSW North Jct. and St.LSW South Jct., and will be governed by Rule 93.

COMMERCE SUBDIVISION

SOUTHWARD				STATIONS			
SECOND CLASS							
343 Freight	17 Freight	Mile Post				Station Number	
Leave Daily	Leave Daily						
PM 4:00	AM 5:00	479.5		TO	MT. PLEASANT	RBCK	81000
4:01	5:01	C-480.3	Yd. Limits 5711		DALLAS JCT.	Y	
4:05	5:05	C-481.3			REFINERY SIDING		
4:15	5:15	C-488.5		2384	WINFIELD		73960
4:25	5:25	C-495.3			MT. VERNON		73950
4:53	5:53	C-517.8	4487 Yd. Limits		SULPHUR SPRINGS		73930
5:06	6:06	C-527.9	4097		RIDGEWAY		73910
5:20 PM	6:20 AM	C-537.0	Yd. Limits TO		COMMERCE	RBCKOX	73860
Arrive Daily 343	Arrive Daily 17					(57.5)	
				STATIONS		NORTHWARD	
						THIRD CLASS	
		Mile Post				Station Number	
						18 Freight Arrive Daily	
						318 Freight Arrive Daily	
		479.5	TO	MT. PLEASANT	RBCK	81000	AM 6:55 PM 12:25
		C-480.3	Yd. Limits 5711	DALLAS JCT.	Y		6:54 12:24
		C-481.3		REFINERY SIDING			6:50 12:20
		C-488.5		2384	WINFIELD		73960	6:40 PM 12:10
		C-495.3		MT. VERNON		73950	6:27 AM 11:57
		C-517.8	4487 Yd. Limits	SULPHUR SPRINGS		73930	5:53 11:28
		C-527.9	4097	RIDGEWAY		73910	5:45 11:15
		C-537.0	Yd. Limits TO	COMMERCE	RBCKOX	73860	5:30 AM 11:00 AM
						(57.5)	
						Leave Daily 18	
						Leave Daily 318	

COMMERCE SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS (Refer to General Order for Speed Table)

The following establishes the maximum allowable speeds for freight trains provided speed is not otherwise restricted.

(e.g., Restricted cars or engines, A.B. Rule 33, etc.)

- a. Freight trains may be permitted by train dispatcher to operate at speed table speeds.
- b. All other trains not covered in item (a) have a maximum permissible speed of 45 MPH. EXCEPTION: Train may operate at speed not exceeding 49 MPH at locations where engine is in throttle 1, idle, dynamic braking mode or where necessary to work power above throttle 1 for very short stretches when necessary to prevent slack action when pulling through sags at the end of descending grade.

Speed on other than main track not to exceed 10 MPH

ADDITIONAL STATIONS

Mile Post	Station	Station Number
C-485.3	Cams	73965

SPECIAL INSTRUCTIONS

RULE 83. Through trains departing Mt. Pleasant on the Commerce Subdivision will register by ticket.

RULE 83(a). Southward trains enroute Commerce Subdivision receiving clearance or clearance and train orders at Texarkana Yard authorizing movement from Mt. Pleasant on Commerce Subdivision will not require clearance at Mt. Pleasant. This will fulfill requirement of last paragraph of Rule 83(a).

RULE 93. Yard limits are established at the following MP:

C-480.3	Dallas Jct-Refinery Siding	C-482.5	C-517.0 Sulphur Springs	C-519.4
			C-534.9 Commerce	C-539.0

RULE 110. Location of dragging and/or derailed equipment detectors: MP 485.3, 493.0, 497.5, 504.8, 515.2, 524.7, 530.3 and 551.1.

HOT BOX DETECTORS

SCANNER SITES:

MP	Type	Direction(s)
C-504.7	C	Both

RULE 219, Paragraph 3, (wire failure clearance) will not apply at Mt. Pleasant for Commerce Subdivision trains.

RULE 221(a) "Calling-on" Indication. — When form "N" train order is held by Operator Mt. Pleasant, Northward train restricted at Refinery siding for an opposing train upon verbal authority from Operator at Mt. Pleasant may proceed on main track to Dallas Jct. and then be governed by signal indication.

MISCELLANEOUS

Locomotives listed must not operate on tracks shown below:

Class of Locomotive	Restricted Tracks
All Six Axle	Sulphur Springs — All yard tracks except team track.



























NOTES

Position in train of placarded cars containing hazardous materials

NOTE: Cars with same placards may be placed next to each other.

Cars placarded  No restrictions

RESTRICTIONS

	Cars placarded: 	Cars placarded: 	Cars placarded: 	Loaded tank cars placarded:           	Empty tank cars placarded: Corrosive Poison Chlorine Organic Peroxide Oxidizer Oxygen Flammable Flammable Solid Non Flammable Gas Flammable Gas Flammable Solid W Poison Gas	Loaded cars other than tank cars placarded:            
Must not be nearer than the sixth car from the engine occupied caboose or passenger car	X	X		X		
When train length does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car	X	X		X		
Engine, occupied caboose or passenger car	X	X	X	X	X	
Car occupied by guard or escort	X(1)	X(1)		X(1)		
Loaded plain flat car	X	X		X		
Loaded bulkhead flat car	X(2)	X(2)		X(2)		
Loaded TOFC/COFC flat car	X(3)	X		X(4)		
Car loaded with vehicles	X	X		X(5)		
Open top car with shiftable load	X(2)	X(2)		X(2)		
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X		
Car Placarded EXPLOSIVES A		X	X	X	X	
Car placarded POISON GAS	X		X	X	X	
Car placarded RADIOACTIVE	X	X		X	X	
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X			

MUST NOT BE NEXT TO

(1) A placarded rail car must be next to end ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or opentop trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

FT. WORTH SUBDIVISION

SOUTHWARD			STATIONS	Station Number
SECOND CLASS		Mile Post		
343 Freight	17 Freight			
Leave Daily	Leave Daily			
PM 5:25	PM 10:30	C-537.0	Yd. Limits TO COMMERCE RBK⊙OX	73860
5:48	10:53	C-551.3	1580 GREENVILLE	73840
		C-551.6	0.3 L. & A. CROSSING ⊙	
		C-553.2	1.6 M. K. T. CROSSING ⊙	
6:04	11:03	C-559.7	5031 CLINTON	73830
6:30	11:35	C-579.8	5045 WYLIE	73810
6:50 PM	PM 11:55	C-589.5	6579 TO ⊙ PLANO RK⊙	73400
		C-589.6	0.1 S. P. CROSSING ⊙	
	AM 12:18	C-598.3	1142 ADDISON Y	73185
	12:33	C-603.2	1603 TO ⊙ CARROLLTON K	73150
		C-603.2	0.0 M.K.T.-S.L.S.F. CROSSING ⊙	
	1:06	C-613.4	1533 GRAPEVINE	73135
		C-627.7	14.3 M.P. CROSSING ⊙	
	2:01 AM	C-630.2	TO HODGE RBK⊙OXY	73110
		C-632.1	1.9 F. W. D. CROSSING ⊙	
		C-632.2	0.1 C. R. I. & P. CROSSING ⊙	
		C-632.2	0.0 TOWER	
		C-632.2	0.0 F. W. B. CROSSING ⊙	
		C-632.3	0.1 G. C. & S. F. CROSSING ⊙	
		C-634.8	2.5 5th STREET STATION	72400
(97.8)				
TIME SHOWN AT DALLAS FOR INFORMATION ONLY. SEE S.P.T.CO. CURRENT SAN ANTONIO DIVISION TIMETABLE AND RULES AND REGULATIONS OF THE TRANSPORTATION DEPARTMENT.				
8:20 PM			DALLAS	72710
Arrive Daily 343	Arrive Daily 17			

Rule 5: Time of No. 343 applies at South Switch of siding Plano.

Rule S-71 Plano: There is no superiority of trains on main track between North Siding Switch and Train Order Signal.

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
C-553.0	Fergus	73835	C-584.2	Murphy	73805
C-554.2	Simtrott	73833	C-607.9	Dallas P. & L	73145
C-569.0	Nevada	73820	C-622.3	Smithfield	73130

MAXIMUM AUTHORIZED SPEED FOR TRAINS
(Refer to General Order for Speed Table)

Speed on other than main track not to exceed 10 MPH

FT. WORTH SUBDIVISION

Mile Post	STATIONS	Station Number	NORTHWARD	
			THIRD CLASS	
			18 Freight	318 Freight
Arrive Daily	Arrive Daily			
C-537.0	Yd. Lmts. TO COMMERCE RBK⊙OX	73860	PM 11.32	AM 2.07
C-551.3	1580 GREENVILLE	73840	11.14	1.49
C-551.6	0.3 L & A. CROSSING ⊙			
C-553.2	1.6 M. K. T. CROSSING ⊙			
C-559.7	5031 CLINTON	73830	11.03	1.38
C-579.8	5045 WYLIE	73810	10.38	1.13
C-589.5	6579 TO ⊙ PLANO RK⊙	73400	10.25	1.00 AM
C-589.6	0.1 S. P. CROSSING ⊙			
C-598.3	1142 ADDISON Y	73185	10.02	
C-603.2	1603 TO ⊙ CARROLLTON K	73150	9.47	
C-603.2	0.0 M.K.T.-S.L.S.F. CROSSING ⊙			
C-613.4	1533 GRAPEVINE	73135	9.16	
C-627.7	14.3 M. P. CROSSING ⊙			
C-630.2	TO HODGE RBK⊙OXY	73110	8.25 PM	
C-632.1	1.9 F. W. D. CROSSING ⊙			
C-632.2	0.1 C. R. I. & P. CROSSING ⊙			
C-632.2	0.0 TOWER			
C-632.2	0.0 F. W. B. CROSSING ⊙			
C-632.3	0.1 G. C. & S. F. CROSSING ⊙			
C-634.8	2.5 5th STREET STATION	72400		
(97.8)				
TIME SHOWN AT DALLAS FOR INFORMATION ONLY. SEE S.P.T.CO. CURRENT SAN ANTONIO DIVISION TIMETABLE AND RULES AND REGULATIONS OF THE TRANSPORTATION DEPARTMENT FOR MOVEMENT BETWEEN PLANO AND DALLAS.				
	DALLAS	72710		11:30 PM
			Leave Daily 18	Leave Daily 318

RULE S-71-Plano: There is no superiority of trains on main track between north siding switch and train order signal.

SPECIAL INSTRUCTIONS

RULE 93. Yard limits are established at the following MP:

C-534.9	Commerce	C-539.0	C-587.0	Plano-Grapevine	C-616.0
C-550.5	Greenville	C-555.3	C-627.2	Hodge-Ft Worth	

RULE 104. Switch leading from siding Plano to SP Connection track must be lined and locked for connection track when not in use.

RULE 110. Location of dragging and/or derailed equipment detectors: MP C-562.0, C-544.9, C-578.5, C-610.0, C-618.0 and C-625.0.

HOT BOX DETECTORS

SCANNER SITES:

MP	Type	Direction(s)	MP	Type	Direction(s)
C-544.9	C	Both	C-572.7	C	Both

FT. WORTH SUBDIVISION

RULE 512. Impaired side clearance

MP	Description	MP	Description
C-585.6	Bridge	C-597.2	Bridge

MISCELLANEOUS

7:30 to 8:30 AM Monday through Friday Trains will not enter the city limits of Addison during the hours of curfew. Except trains that would be overtaken by hours of service law or an emergency exist, in these instances trains may be operated through the curfew minimizing any delays to vehicular traffic.

ALL SUBDIVISIONS

SPECIAL INSTRUCTIONS

RULE S-72. Northward trains are superior to trains of the same class in the opposite direction.

RULE 110.

Where high and/or wide load, dragging and/or derailed equipment detectors are installed as listed under subdivisions, revolving red beacon will be mounted on hot box detector house on post or relay case adjacent to detector and will be normally dark. When detector is activated, the revolving red light will be displayed. Train must be stopped and a walking inspection made of entire train.

At locations where letter indicators "L" and "R" are used in connection with wide load detectors, a signal displaying a Rotating Red Aspect only will indicate a load of excessive width. Train may proceed to where letter indicators are located, stop train at this location and a member of the crew take position on the ground to inspect train. Depending on which letter or letters are illuminated will determine which side either "L" left or "R" right side of the train is to be inspected. If both "L" and "R" are illuminated, then member of crew must position themselves on both sides of the train. After member of crew is properly positioned train may pull by for inspection.

Should defect be found, member of crew will stop train by operating switch, located on flood light pole, to "ON" position. This will illuminate a rotating red light at which time train must stop and not proceed until corrections have been made.

After corrections have been made, member of the crew will position switch to "OFF" position which will extinguish the rotating red light on indicators.

At locations where letter indicators "L" and "R" are in service, when signal displays a flashing white light only, it indicates dragging equipment. Train must stop and before proceeding entire train must be inspected for dragging equipment.

When signal displays both a flashing white light and a rotating red light it indicates dragging equipment and/or load with excessive width. Train must stop and before proceeding, entire train must be inspected for dragging equipment and loads for excessive width.

When a revolving red beacon light and/or flashing white light is observed prior to engine passing detector location, train may proceed without stopping for inspection. Report must be made to train dispatcher promptly.

HOT BOX DETECTORS

Each hot box detector scanner site has a white light continuously illuminated on track side of detector instrument house. When a hot bearing is detected, the white light will start flashing. When flashing light is observed, train must be stopped promptly and inspection made to locate hot bearing(s).

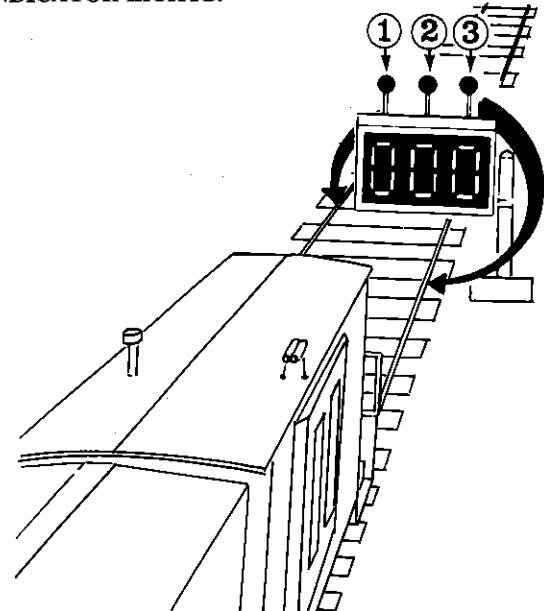
ALL SUBDIVISIONS

The absence of a white light continuously illuminated on the track side of detector instrument house is an indication detector may be inoperative. Under such circumstances, train must be stopped and all bearings inspected except under the following conditions:

- If employees other than members of crew make a rolling inspection (train speed not to exceed 20 MPH) on both sides.
- If the monitor display board on a Type C detector displays "000" after train has passed scanner location.
- If personnel at location of recorder of a Type D detector advises it is safe to proceed to terminal.

The absence of a white light must be promptly reported to train dispatcher. To avoid unnecessary delay to trains passing an inoperative hot box detector, train dispatcher may authorize such trains to make the required walking inspection or rolling inspection under condition (a) at another location provided it is no more than 10 miles in advance of or beyond detector site.

TYPE C. NUMERICAL DISPLAY BOARD WITH INDICATOR LIGHTS.



The diagram depicts a Type C hot box detector's monitor display board and indicator lights as it would be viewed looking back after rear of train has passed detector site. The indicator lights identified ①②③ are normally dark, but when a hot bearing is detected, lights ① (right side) or ③ (left side) will immediately display a flashing white light to identify the side of train on which the hot bearing was detected.

When an additional hot bearing is detected, the center indicator light ② will also commence flashing. To assist in locating hot bearing, the detector will count the number of axles from the first hot bearing detected to the rear of train. Two seconds after train has passed the detector, the numerical board will illuminate and display the accumulated axle count for 90 seconds.

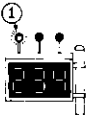
The following are examples of displays as would be viewed looking back from rear of train and the corresponding required train inspection:

ALL SUBDIVISIONS

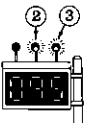
DISPLAY REQUIRED INSPECTION



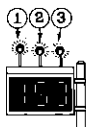
No inspection required



Inspect for one hot bearing on axle 234 from rear on side of train indicated. If hot bearing is not located, all bearings of car indicated as well as five cars ahead and behind must be inspected on **BOTH SIDES**



Inspect for two or more hot bearings from rear of train to and including axle 095 on side indicated. If two or more hot bearings are not located, inspect all bearings from rear of train to and including five cars ahead of indicated axle on **BOTH SIDES**.



Inspect for two or more hot bearings from rear of train to and including axle 153 on **BOTH SIDES**. If hot bearing is not found on indicated axle, inspect all bearings on five cars ahead on **BOTH SIDES**.

TYPE D. REMOTE READOUT BY RECORDER AT TERMINAL

When white light is flashing on instrument house, train must be stopped promptly and crew member must contact personnel at location of recorder to determine location of hot bearing to be inspected. If hot bearing is not located, all bearings of car indicated as well as five cars ahead and behind must be inspected on both sides.

Personnel at recorder may authorize train to proceed to terminal without making inspection.

CHECKING FOR JOURNALS SUSPECTED OF OVERHEATING

Crew members must have in their possession a tempilstik, if available, when making ANY walking inspection of train.

Passenger cars with bearings located behind the wheels (Amfleet equipment) will not permit the use of tempilstik. Hot bearing on these cars will be indicated by strong odor (stink) from built-in heat indicator.

When a roller bearing car experiences two hot box detector actuations and overheated journal cannot be found, car must be set out. Connecting crew, if any, must be notified by incoming crew of any roller bearing car experiencing a hot box actuation and car was not set out.

CONTINUOUS WELDED RAIL (CWR) TRAINS

A box car, or high-side gondola car must be positioned on each end of CWR train as a buffer car during all movement except preparatory to and during unloading.

When making walking inspection of a CWR train carrying a full or partial load, the following items must be inspected:

- a. Check for undesired movement of rail. The tops of rails are painted adjacent to the tie-down rack on the tie-down car which is located near center of train. Paint marks on each tier of rails must be in line; otherwise, this is an indication of an undesired movement of rail.
- b. Check each rail end to make certain it overhangs the last supporting roller by at least 12 feet and is no closer than 12 feet from the next empty roller. Rails are marked 12 feet from each end.

ALL SUBDIVISIONS

When any of these conditions are not as required, train must not be moved until train dispatcher has been contacted and further instructions are received.

LOOSE WHEEL DETECTORS

If indication is for loose wheel, all wheels and journals must be inspected on car indicated as well as five cars ahead and behind.

AIR BRAKE RULES

RULE 3. 24-B and 24-C.

Standard Brake Pipe Pressure for freight trains operating between Pine Bluff Yard, Memphis and East St. Louis is 80 lbs.

Where brake pipe pressure is 80 pounds that part of Rules 24-B and 24-C reading "after train brake system is charged to 75 pounds as indicated at rear of train"

is modified to read

"after train brake system is charged to 65 pounds as indicated at rear of train"

RULE 9. The following series of cars are equipped with empty-load brake system which has semi-automatic change-over feature:

SSW 75700- 75799	SP 345000-345699	SP 480000-480193
SSW 78500- 78599	SP 354000-354749	SP 491000-491059
SP 333500-334399	SP 463500-464899	SP 492000-492039
SP 337500-337599	SP 467500-467549	SP 500604
		SP 590000-590099

The following series of cars are equipped with empty-load brake system, which has automatic change-over feature.

SP 323000-323239	SP 337600-337699	SP 464900-467049
SP 329310-323239	SP 354750-355299	SP 481000-481149
SP 329620-329629	SP 463337 & 463486	SP 590100-590131
		SP 595500-595624

RULE 14.

UNLESS OTHERWISE RESTRICTED MAXIMUM TONNAGE TO BE HANDLED BEHIND ENGINES WITH HELPERS ENTRAINED:

TERRITORY	Road Engine	Helper Engine
All main lines	10,000	8,500

RULE 24-E will apply at East St. Louis and Pine Bluff Yd.

RULE 24-G will apply at Illmo, Jonesboro and Tyler Yd.

RULE 24-G will apply at Texarkana Yd. except to trains enroute to interchange with the SPT Co at Corsicana which will require an air test prescribed by 22-B and trains from interchange with the SPT Co. at Corsicana which will require an air test prescribed by Rule 24.

RULE 33. Trains that contain 90% or more mechanical refrigerator cars and do not exceed 120 cars and/or 90 tons per operative brake may operate at the maximum speed permitted by "TOPS" identification.

Trains that meet the requirements of the following table may operate at speed specified provided it does not exceed the maximum speed permitted by "TOPS" identification and no more than 50% of the cars are over 73 feet long.

TONS PER OPERATIVE BRAKE		
Number of Cars	80 To 85	86 To 90
1 - 60	65	65
61 - 65	65	55
66 - 70	60	
71 - 80	50	

In all cases not covered in the above tables Air Brake Rule 33 will apply.

ALL SUBDIVISIONS

MISCELLANEOUS

1. SPEED RESTRICTIONS FOR TRAINS

a. Trains identified with multiple TOPS train identification symbols (example BSMFF/BSMFY 24) are authorized to operate at the highest maximum authorized speed permitted for any symbol within the train identity. Speed restrictions on empties, car containing hazardous materials, and restricted cars are still applicable in determining maximum authorized speed.

b. When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains and light engines must not exceed 59 MPH and speed of freight trains must not exceed 49 MPH, nor may speed exceed that applying to normal operation.

c. Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3/4 inches in length must not exceed 10 MPH. When flat spots are not in excess of 3/4 inches long such cars may be operated at maximum authorized speed.

2. SPEED RESTRICTIONS FOR LOCOMOTIVE:

LOCOMOTIVE NUMBER	MAX-IMUM SPEED	CLAS-SIFICA-TION	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
SP-SSW					
1000-1002	70	AS600	SF	102,000	408
@1010-1013	65	ES400		65,250	261
@1100	65	ES408		51,700	207
@1105-1127	65	ES408	ST	58,250	233
@1191-1199	65	ES409		59,250	237
@1213-1277	60	AS409		58,750	235
@1300-1337	65	ES410		61,750	247
1500-1542	70	ES615	ST	82,500	330
(4)1600-1609	70	GS400	EF	70,000	280
@2250-2316	65	ES412		62,250	249
@2450-2759	65	ES415		65,250	261
2868-2899	70	ES418	ST	63,250	253
2964-2970	70	ES620	ET	97,500	390
2971-2976	50	ES620	EF	104,000	416
3100	70	GS425	SF	67,000	268
3118-3135	25	AS628		97,750	391
3148-3153	25	AS630		101,000	404
3186-3196	70	EP418	ST	65,000	260
3197-3199	70	EP430	EF	70,000	280
3200-3209	70	EP636	ET	102,500	410
3301-3886	70	EF418	ST	63,250	253
4050-4152	70	EF420	ST	65,250	261
4160	70	EF420	ET	65,750	263
4200-4249	70	EF420	ET	66,500	266
4300-4451	70	EF618	ST	90,000	360
4700-4709	70	ES620	ET	97,500	390
4800-4844	70	EF420	EF	69,250	277
5002-5017	70	EF423	ST	66,000	264
5100-5114	70	GF423	EF	66,500	266
5300-5325	70	EF623	ET	104,250	417
6300-6681	70	EF425	ET	66,500	266
6801	70	GF425	SF	67,000	268
6901-6953	70	EF625	ET	97,500	390
7030-7033	70	SF428	SF	70,000	280
Ⓞ 7200-7201	70	EF435	EF	69,500	278
Ⓞ 7230-7231	70	EF435	EF	69,500	278
7300-7399	70	BF630	EF	102,750	411
7400-7599	70	EF632	ET	103,500	414
7600-7607	70	BF430	ET	67,560	278
7608-7677	70	EF430	EF	69,500	278
7770-7883	70	GF430	EF	70,000	280
7900-7929	70	GF630	EF	104,750	419

ALL SUBDIVISIONS

LOCOMOTIVE NUMBER	MAX-IMUM SPEED	CLAS-SIFICA-TION	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
7930-7936	70	GF630	ET	104,750	419
Ⓞ 7940-7959	70	EF430	EF	69,500	278
#8230-8299	70	EF630	EF	97,750	391
#Ⓞ 8300-8341	70	EF630	EF	102,500	410
#Ⓞ 8350-8391	70	GF630	EF	102,500	410
8400-8488	70	EF630	ET	102,750	411
#8489-8573	70	ET630	EF	102,500	410
8585-8599	70	GF633	EF	104,750	419
8600-8687	70	GF633	ET	104,750	419
8688-8796	70	GF633	EF	104,750	419
8800-9156	70	EF636	ET	103,500	414
#9157-9404	70	EF636	EF	102,750	411
#9500-9504	70	EF642	ET	103,250	413
SOU:					
210-214	70	EF425		63,250	253
215-224	70	EF625		94,000	376
2525-2644	70	EF423		62,750	251
2645-2715	70	EF425		64,500	258
2716-2822	70	EF430		63,250	253
2823-2886	70	EF420		62,250	249
3000-3099	70	EF625		95,500	382
3100-3169	70	EF636		98,750	395
3170-3200	70	EF630		94,750	379
3201-3254	50	EF630		93,750	375
3800-3804	70	GF630		98,500	394
3805-3814	70	GF633		99,250	397
5000-5171	70	EF420		37,500	250
CR:					
1967-2023	70	GF423			
2100-2112	70	EF420			
2168-2249	70	EF423			
2250-2399	70	EF425			
2500-2685	70	GF425			
2700-2788	70	GF423			
2822-2823	70	GF428			
2830-2889	70	GF430			
2890-2970	70	GF433			
3000-3385	70	EF430			
3620-3692	70	EF425			
6000-6051	70	EF625			
6066-6239	70	EF636			
6240-6357	70	EF630			
#6358-6499	70	EF630			
6500-6519	70	GF625			
6520-6534	70	GF628			
6535-6539	70	GF630			
6540-6578	70	GF633			
6579-6583	70	GF630			
6587-6599	70	GF636			
6654-6666	50	EF636			
6700-6718	70	GF623			
6900-6924	70	EF618			
6925-6959	70	EF620			
7000-7483	70	EF418			
7496-7559	70	EF418			
7656-8281	70	EF420			
B & O/C & O/WM					
GM50; 1977	70	EF430			
3000-3046	70	EF423			
3300-3312	70	GF630			
3500-3584	70	EF425			
3684-3799	70	EF430			
3800-3899	70	EF420			
3900-3919	70	EF423			

ALL SUBDIVISIONS

LOCOMOTIVE NUMBER	MAX-IMUM SPEED	CLAS-SIFICA-TION	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
4000-4371	70	EF430			
4800-4829	70	EF420			
5901-6260	70	EF418			
6400-6683	70	EF418			
6900-6976	70	EF423			
7300-7318	70	EF618			
7400-7440	70	EF625			
7500-7599	70	EF630			
7600-7619	50	EF630			
8100-8137	70	GF425			
8200-8264	70	GF430			
ICG/IC/GM&O					
502-530	65	EF423			
601-611, 620-647	65	EF425			
702-750	65	EF402			
902-920	65	EF630			
2250-2279	70	EF423			
2500-2550	70	EF425			
3000-3056;					
3058-3059	65	EF430			
3057; 3060-3077	70	EF430			
5000-5005	70	GF430			
5050-5059	70	GF633			
6000-6005	65	EF630			
6006-6024;					
6050-6071	70	EF630			
6030-6033	50	EF630			
7000	65	EF636			
7700-7999	65	EF416			
8400-8447	65	EF419			
8967	65	EF415			
9006-9389;					
9400-9441	65	EF418			
9450-9451	65	EF618			
9500-9552	70	EF420			
9560-9639	65	EF420			

Equipped with HTC trucks and truck snubbers.

Ⓚ RCE Master.

Ⓛ SP RCE Remote Control Units. These units must not be used as lead units except on cap hops or light engine consists.

Ⓜ Mother.

Ⓜ Mate.

@ Locomotives not equipped with alignment control couplers. Refer to Miscellaneous Item 6, All Subdivisions.

A locomotive that is NOT listed in these tables must NEVER be operated in a train unless it is specifically authorized by train dispatcher. The authorization must include the speed and weight of the locomotive as well as its starting tractive effort if it is to be operative in the train.

Unless otherwise notified in writing or verified by a Mechanical Department employee, a locomotive that does not appear in these tables must be considered as a locomotive that is NOT equipped with alignment control couplers.

- Do not exceed 40 MPH while handling system units in consist in Series 9157-9404 (SD-45-T-2) between Pine Bluff and Corsicana.
- System units in Series 9157-9404 (SD-45-T-2) must not be operated between Shreveport and Lewisville and between Mt. Pleasant and Hodge.

ALL SUBDIVISIONS

3. MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MAIN TRACKS OTHER THAN BRANCHES	MAIN TRACKS ON BRANCHES
Double or multiple loads		25
Scale test cars		
SPMW 5868, SSW 99203	30	30
NBS-1 (must be handled in rear 20 cars of train)	60	49
Relief outfits with steam derrick	45*	25*
Locomotive Crane-Piledrivers		
SPMW 6603, 6604, 8000		
SPMW 8002, 8003, 8004		
SPMW 4028, 4029, SSWMW 96405:		
With boom in place, either end forward	25*	15*
With boom disconnected, heavy end forward	40	25
boom end forward	20*	15*
With boom disconnected and removable counterweight properly positioned, either end forward	40	25
SPMW 4027, 4088, 4091, 5437, 5479, 5595, 5852, 5870, 5874, 5899, 6601, 6602, AND SSWMW 96404.		
With boom in place, either end forward	25*	15*
With boom disconnected, heavy end forward	45	25
boom end forward	20*	15*
Steam pile driver SPMW 4053	35	25*
Jordan Spreaders:		
Moving backward	25	20
Moving forward	35	35

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

ⓂWhen moving in train with boom in place, operator must be on board.

Unless specifically authorized, all relief outfit cranes and the following locomotive cranes and pile drivers: SPMW 4027, 4028, 4029, 4088, 5479, 5595, 5852, 5870, 5874, 5899, 6601, 6602, 6603, 6604, SSW 96404 and 96405 must not operate over routes having maximum load limits of less than 263,000 lbs; and must observe all restrictions applying to cars weighing over 210,000 lbs.

4. OTHER MAXIMUM SPEEDS	MPH
Trains handling hazardous material listed in Rule 103(a)	50
Engines operated from other than lead locomotive	20
Trains handling empty bulkhead flat cars	45
Trains handling empty, specially equipped gondola cars (TOPS car kind code "GP")	45
Trains handling pipe loaded on 89 ft. flat cars	55
PC 598500 to 598999 (Gondolas)	45
Continuous Welded Rail (CWR) Trains	
Loaded only	45*
Trains handling empties, except cabooses	55

*Loaded CWR trains must be handled separately from other trains.

ALL SUBDIVISIONS

5. PLACEMENT OF RESTRICTED CARS IN TRAIN WITH OR WITHOUT HELPER

- (a) Any car measuring less than 42 feet in length must not be coupled to a car longer than 73 feet in length. This restriction will not apply to rear 20 cars of train. Empty tank cars measuring less than 35 feet in length must be entrained in rear 20 cars of train. This restriction will not apply:
 - a. Between East St. Louis and Pine Bluff
 - b. Between Pine Bluff and Memphis
- (b) It is the responsibility of yardmasters and conductors to take into consideration the overall distribution of tonnage when making up or changing consist of train. The following are requirements governing train makeup.
 - 1. Trains consisting of predominantly empty cars will have any block of loaded cars entrained near the head end.
 - 2. Train makeup requirements will prevail when they conflict with outstanding blocking instructions unless authorized by division Officer or Chief Dispatcher.
 - 3. Train mass profile graph should be used to monitor train makeup when available.
 - 4. When in doubt as to proper distribution of train tonnage, yardmaster or conductor will contact Division Officer or Chief Dispatcher for instruction.
- (c) When the tonnage of any train including local or road switcher exceeds 4,000 tons, the weight of each of the first five cars behind engine must weigh 50 tons or more. This restriction will not apply:
 - a. Between East St. Louis and Pine Bluff.
 - b. Between Pine Bluff and Memphis.
 - c. When there are less than 20 loaded cars in train.

6. MOVEMENT OF LOCOMOTIVES:

RULES GOVERNING MOVEMENT OF ENGINES NOT EQUIPPED WITH ALIGNMENT CONTROL COUPLERS

- 1. ES415, and following ES412 (2266, 2271, 2272, 2275, 2276, 2279, 2282, 2283, 2284, 2285, 2286, 2287, 2288) class engines must if practicable be MU'd in accordance with rules. These units are equipped with dynamic brake wire.
- 2. When necessary to entrain the following class engines.

ES408	ES409	ES410	ES415
	AS409	ES412	

Placement in train will be as follows:

 - a. Foreign lines switch engines are to be considered in above listings.
 - b. Engines moved dead in train must be prepared for such movement.
 - c. These engines may be moved on the head end of train provided train does not exceed 800 tons.
 - d. On trains of more than 800 tons these engines must be moved not less than five cars nor more than ten cars ahead of rear of train and behind any helper engine.
 - e. Not more than two of these engines may be moved in a train and when two are moved they must be separated by a car no longer than 50 feet.
- 3. When only ES415 and the ES412 units listed in Item 4 are used in engine consist not more than two units may be used.
- 4. Before handling in multiple units ES415 and following ES412:

2266	2275	2282	2285
2271	2276	2283	2286
2272	2279	2284	2287
			2288

units(s) must be positioned in engine consists as follows:

ALL SUBDIVISIONS

- (a) No more than two will be MU'd in any one consist.
- (b) When MU'd with one road unit, the road unit must be coupled against train.
- (c) When one is used with two or more road units, it will be placed as second unit in consist.
- (d) When two are used with two or more road units, they will be placed as second and third units in consist.
- (e) If necessary to make a reverse move with cars or train, lead unit must be isolated.

- 5. Extreme caution must be used during dynamic braking or when making reverse moves to prevent jackknifing and track damage.
- 6. Engines equipped with multiple unit controls (MU) weighing 150,000 pounds or more may be handled on head end of train; if weighing less than 150,000 pounds must be placed near rear of train.

INSTRUCTIONS FOR USE OF HINGED COUPLER STOPS

For use in switching service the coupler stops must be opened (swung back) against end of engine and locking pin secured in bracket provided.

For use in road service, MU service, or dead in train, the coupler stops must be closed (swung in) into coupler opening against coupler pocket side with locking pin secured behind coupler carrier on both ends of engine.

Locking pins must be in place (whether coupler stop is swung back or swung in) to insure securement of the coupler stop.

7. Not more than 10 units in multiple operative or inoperative may be entrained on head end of any train.

8. LOAD LIMIT

BETWEEN	MAXIMUM LOAD LIMIT
North Jct., and Illmo, Mo. (SI&MB)	315,000
Illmo, Mo. and Corsicana, Tex.	315,000
Corsicana, Tex. and Waco, Tex.	263,000
Waco, Tex. and Atco, Tex.	263,000
Atco, Tex. and Lime City, Tex.	263,000
Briark, Ark. and Brinkley, Ark.	263,000
Lewisville, Ark. and Shreveport, La.	315,000
Tyler, Tex. and Lufkin, Tex.	263,000
Malden, Mo., and New Madrid, Mo.	315,000
Lilbourn, Mo. and East Prairie, Mo.	242,000
Malden, Mo. and Gideon, Ark.	242,000
Hornersville Jct., Mo. and Caruthersville, Mo.	242,000
Paragould, Ark. and Blytheville, Ark.	242,000
Stuttgart, Ark. and Indiana, Ark.	263,000
Indiana, Ark. and Gillett, Ark.	242,000
England Jct., Ark. and North Little Rock, Ark.	263,000
Mt. Pleasant, Tex. and Fort Worth, Tex.	263,000

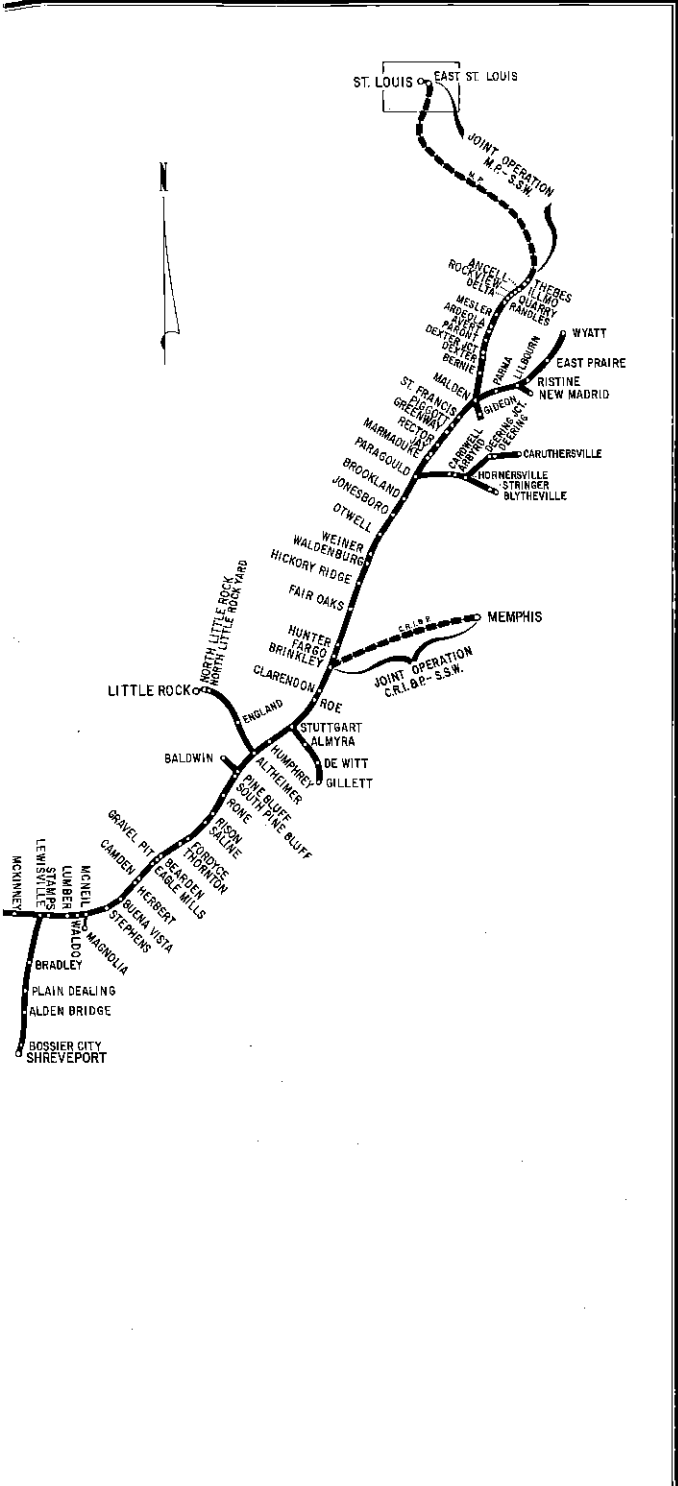
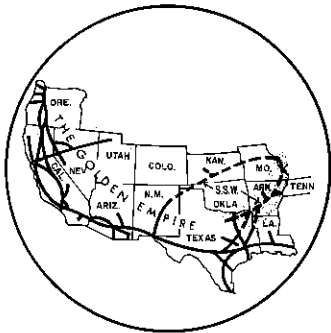
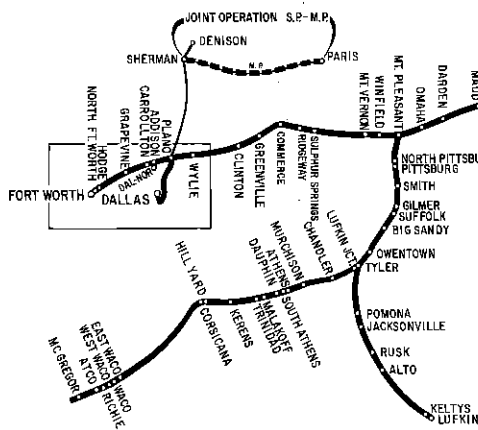
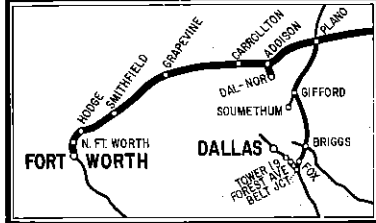
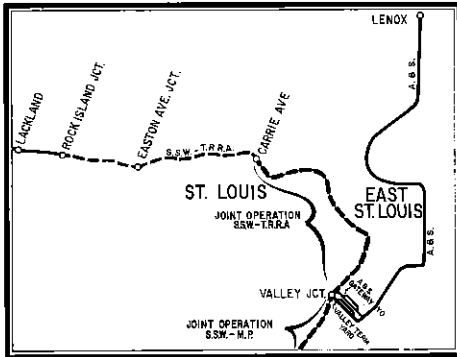
Cars with gross weight in excess of that shown above must not be handled between stations listed unless authorized by Superintendent.

Exceptions:

Where maximum load limit shown is 263,000 pounds or more, gross loads of 395,000 pounds may be handled on 6 (six) axle tank cars when load limit of car is not exceeded.

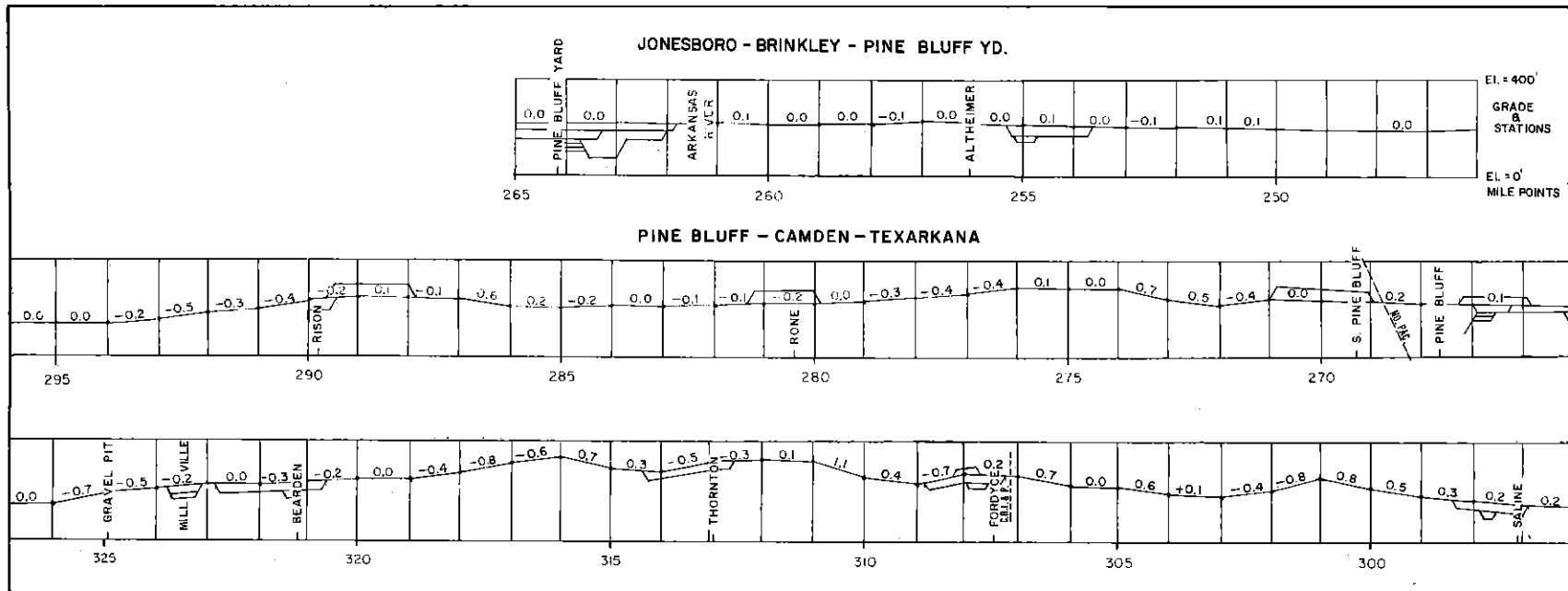
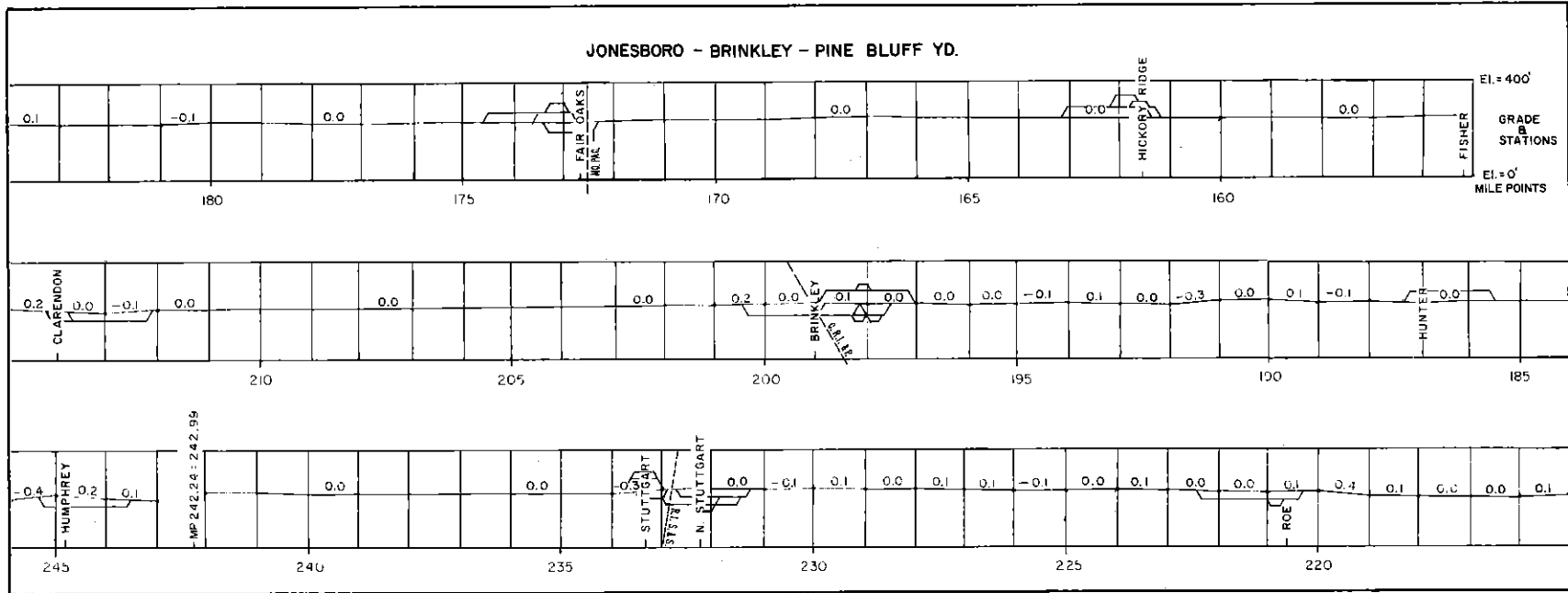
Where maximum load limit is 263,000 pounds or more, gross loads of 526,000 pounds may be handled on 8 (eight) axle tank cars, with a maximum of 3 (three) tank cars coupled together, when load limit of cars is not exceeded.

9. Except when handling cabooses on or near the head end in local or road switcher service when handling only a few cars, cabooses are not to be moved other than at rear of train, unless specifically authorized.

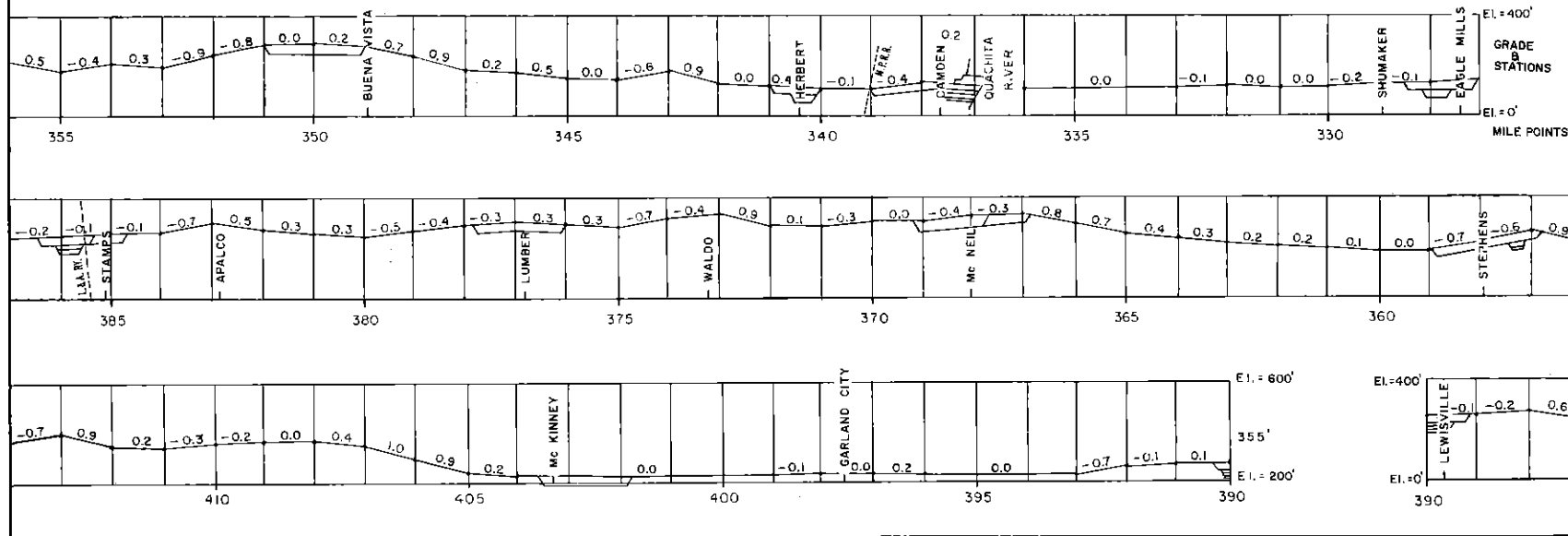


PINE BLUFF DIVISION

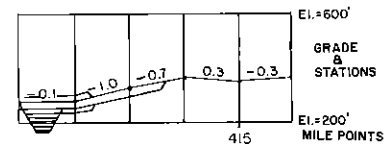
REV. TO SEPT. 1, 1980



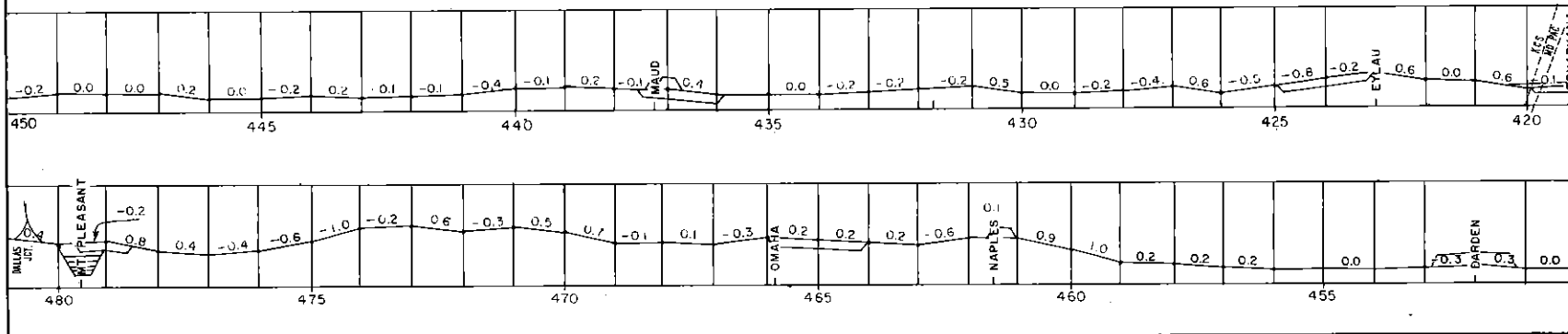
PINE BLUFF - CAMDEN - TEXARKANA

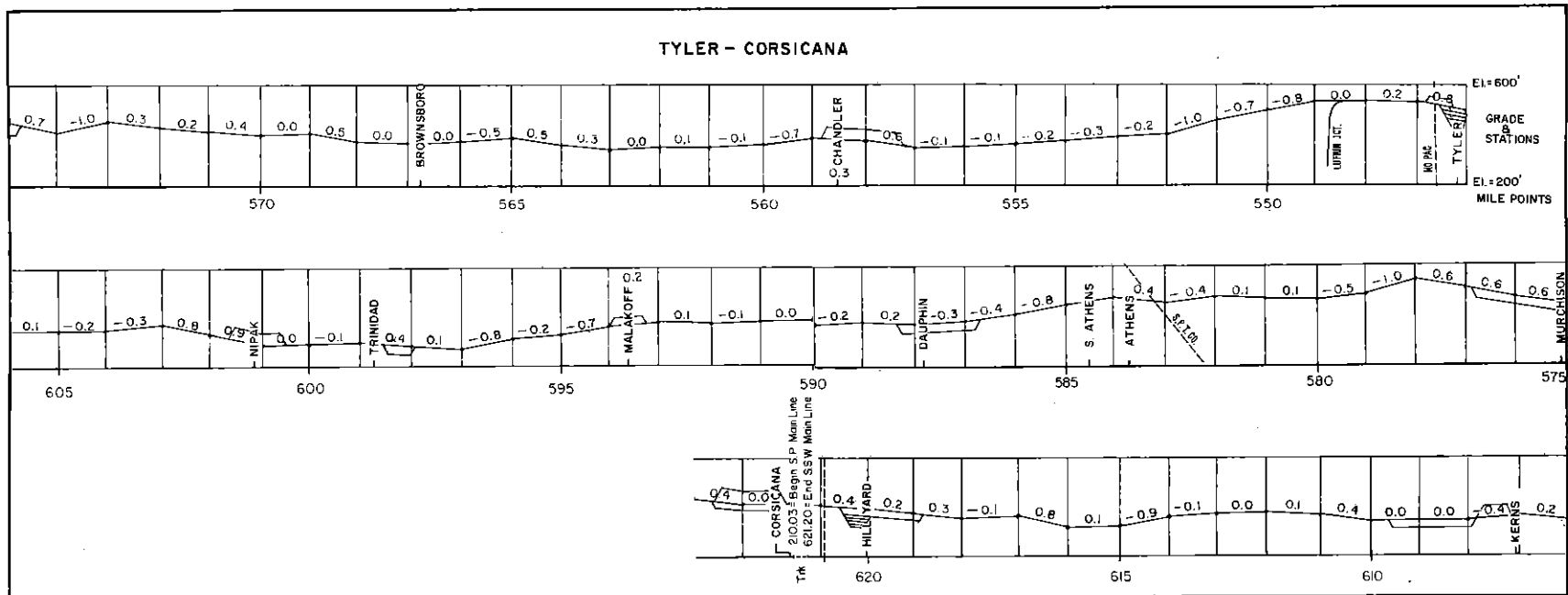
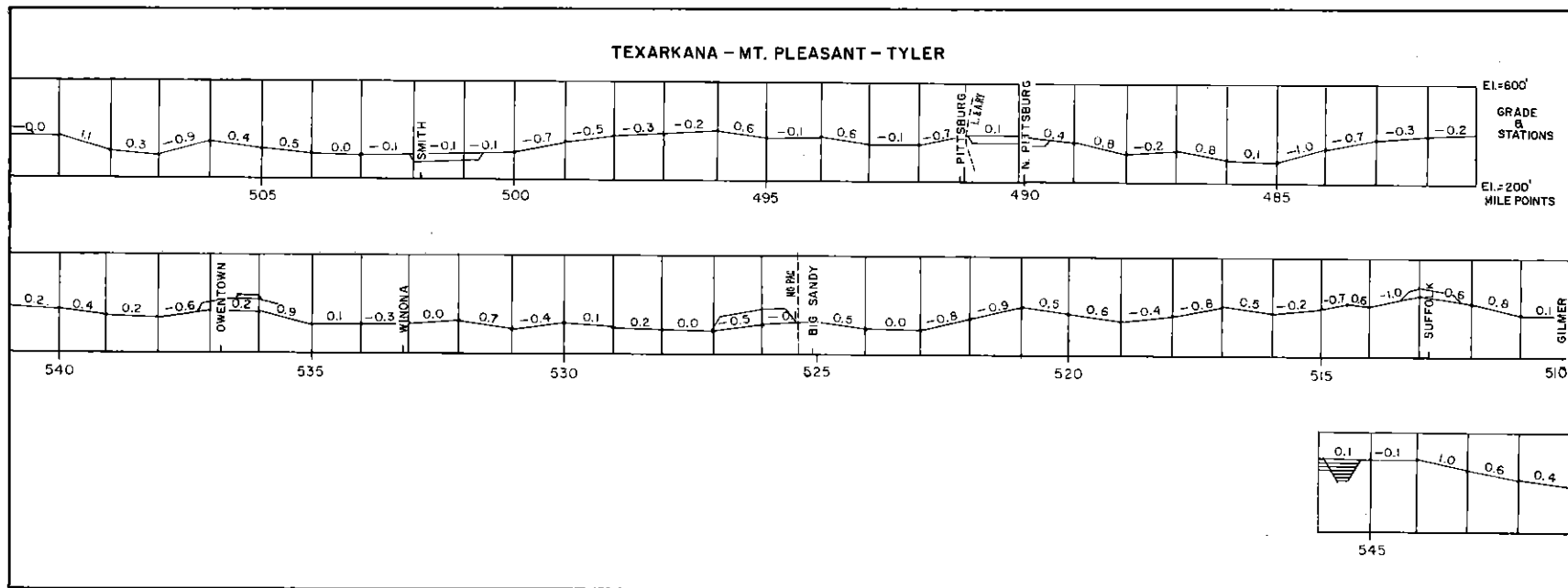


PINE BLUFF - CAMDEN - TEXARKANA



TEXARKANA - MT. PLEASANT - TYLER





TRAIN DISPATCHERS

B. M. Martin	Chief Dispatcher	
J. O. Daft	Day Chief Dispatcher	
A. Hutcheson	Night Chief Dispatcher	
J. A. Adams	Night Chief Dispatcher	
G. E. Atkinson	Relief Chief Dispatcher	
C. J. McClain	Relief Chief Dispatcher	
G. W. Miller	Relief Chief Dispatcher	
H. A. Spears	Asst. Chief Dispatcher	
J. M. Bowler	Asst. Chief Dispatcher	
R. W. Bradsher	Asst. Chief Dispatcher	
F. L. Arnold	D. R. Hutcheson	J. B. Slinkard
J. T. Blann	C. F. Miller	J. H. Stone
J. L. Calloway	L. N. Durham	B. E. Sutliff
A. M. Spears	W. B. Wilson	E. R. York
R. M. Gould	R. A. Minyard	T. D. Tipton
R. D. Williams	J. M. Feaster, Jr.	J. I. Henderson
W. Nichols	H. G. Roberts	
K. E. Taylor	D. E. Harrison	

CHARACTERS

TO— Train Order Office	⊙ — Non Gated Crossing
⊙ — Train Order Signal	Ⓐ — Automatic Interlocking
B — General Order Boards	Ⓜ — Manual Controlled
K — Standard Clock	Interlocking
⊙ — Gate, Normal Position	X — Track Scales
Against Conflicting	T — Turntable
Route	Y — Wye
G — Gate, Normal Position	O — Diesel Oil
Against SSW.	Ⓡ — Radio Base Station
∅ — Gate, Left in Position	R — Train Register Station
Last Used	