

RULE 10-i

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

FOREMAN'S RESPONSE

THIS IS CB FOREMAN _____ AT MP _____ CALLING CB (TRAIN NO.) _____ OVER (AFTER ENGINEER ANSWERS GIVING PROPER IDENTIFICATION)

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* OVER

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 _____ AN MP _____ AT _____, MPH*, REPEAT _____ MPH* OVER

FOREMAN MUST ACKNOWLEDGE ENGINEER'S RESPONSE AS FOLLOWS:

CB TRAIN ORDER NO. _____, BETWEEN MP _____ AND MP _____, MPH* OK. OUT

*WHERE NO SPEED RESTRICTION IS REQUIRED, FOREMAN WILL TELL ENGINEER "AT MAXIMUM AUTHORIZED SPEED".

WHEN FORM U TRAIN ORDER IS USED IN MULTIPLE MAIN TRACK TERRITORY 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**

5

**EFFECTIVE SUNDAY, JANUARY 8, 1984
AT 12:01 A.M.
CENTRAL STANDARD TIME**

W. J. LACY,
Vice President-Transportation.

L. G. SIMPSON,
General Manager.

J. T. STEWART
*Superintendent-
Operations Planning and Control.*

R. R. McCLANAHAN,
Superintendent.

C. BRADLEY,
Assistant Superintendent.

DIVISION MECHANICAL OFFICER

H. H. LEWIS Pine Bluff

CHIEF TRAIN DISPATCHER

A. J. CLARK Pine Bluff

TERMINAL SUPERINTENDENTS

R. WILLIAMS JR. E. St. Louis

B. A. CARTER Pine Bluff

ASST. TERMINAL SUPERINTENDENTS

C. L. ALEXANDER Pine Bluff

B. L. HENDERSON Pine Bluff

L. C. REYNOLDS Pine Bluff

J. D. TAYLOR Pine Bluff

C. E. GIBSON E. St. Louis

J. W. WILBURN E. St. Louis

TRAINMASTERS

J. D. CROW Camden

L. R. HARRIS Illmo

J. K. SWIM Carrollton

TRAINMASTER-AGENTS

T. E. STOKES Memphis

E. N. FAULKNER Shreveport

J. W. JOHNSON Texarkana

R. J. MOWREY Tyler

ROAD FOREMEN OF ENGINES

W. J. MORGAN Tyler

R. D. SHAW Illmo

J. C. CASTLEBERRY Pine Bluff

W. M. TAYLOR Pine Bluff

ASSISTANT TRAINMASTERS

R. W. LINDSEY E. St. Louis

C. D. KELLEY Texarkana

ASSISTANT TRAINMASTER-AGENTS

W. J. FERRIS E. St. Louis

M. L. CORBITT Pine Bluff

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SPEED TABLE

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

FOLLOWING CHARACTERS WHEN PLACED NEXT TO STATION NAME ON SCHEDULE PAGES INDICATE:

- TO - Train order office
- ⊙ - Train order signal
- B - General order Board
- K - Standard clock
- ⊙ - Gate, normal Position for SSW Movement
- G - Gate, normal Position against SSW
- ⊙ - Gate, Left in Position Last Used
- P - Telephone
- ⊙ - Crossing Protected by stop signs
- ⊙ - Automatic Interlocking
- ⊙ - Manual Controlled Interlocking
- T - Turning facilities
- ⊙ - Radio Base Station
- R - Train Register Station

ILLMO SUBDIVISION

SOUTH-WARD Mile Post	STATIONS		NORTH-WARD Station Number
	TO	BK @ T	
	EAST ST LOUIS		84200
	VALLEY JCT		
MOVEMENTS BETWEEN SIMBCO AND VALLEY JCT. VIA THE CHESTER SUBDIVISION ARE OVER THE TRACKAGE OF THE MP.RR. (See Rule P)			
	SIMBCO		
MOVEMENTS BETWEEN SIMBCO AND ILLMO ARE OVER SOUTHERN ILLINOIS & MISSOURI BRIDGE CO. TRACKAGE. (See Rule P)			
I-3.3	TO	ILLMO	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		B N 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	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		PARAGOULD	83030
103.5	6822	PARAGOULD JCT	
106.0		BROOKLAND	83010
115.7	7263	JONESBORO JCT	
119.7		B N CROSSING	
122.6		JONESBORO	82690
124.8	Yd. Limits TO		
		(131.3)	

Centralized Traffic Control

A.B.S.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	ALL TRAINS
ILLMO AND JONESBORO	70

Exceptions:	Exceptions:
I-3.1 and I-5.2 (Both Tracks) 50	I-65.2 and I-67.3 (East Track) 30
I-16.1 and I-16.9 40	I-67.3 and 58.4 (Both Tracks) 20
I-23.9 and I-24.8 60	58.4 and 59.6 (East Track) 30
I-30.2 and I-30.5 60	75.4 and 75.9 55
I-47.1 and I-50.1 (East Track) 30	85.3* and 86.1* 55
I-50.2 (M. P. Crossing) 50	102.4* and 104.2* 30
I-50.2* and I-51.2* 50	121.7 and 122.6 50
	122.6 and 124.0 35

*RULE 10(h). At these locations, speed may be increased as soon as lead locomotive has passed increase speed sign.

ILLMO SUBDIVISION

SOUTH-WARD Mile Post	STATIONS		NORTH-WARD Station Number
	New Madrid Branch		
A-42.9	END OF TRACK		
A-41.4		NEW MADRID	83730
A-37.3		B N CROSSING	G
37.2		LILBOURN JCT	T
48.5	1537	PARMA	83610
48.5		SSW CROSSING	⊙
57.3		MALDEN JCT	
57.9		MALDEN	BK @ T 83260
		(26.4)	

Wyatt Branch

16.0	END OF TRACK		
18.6	3371	EAST PRAIRIE	83824
31.4	1146	RISTINE	83808
36.6		B N CROSSING	G
36.8	1019	LILBOURN	83640
37.2		LILBOURN JCT	T
		(31.7)	

Trumann Branch

57.9	Yd. Limits	TO-R	MALDEN	BK @ TK	83260
W-57.3			MALDEN JCT		
W-65.4			GIDEON		83310
			(8.7)		

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	NEW MADRID BRANCH	ALL TRAINS
END OF TRACK AND MALDEN		25

Exceptions:
48.5 (SSW Crossing) 10

WYATT BRANCH

END OF TRACK AND LILBOURN JCT.	10
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TRUMANN BRANCH

MALDEN AND GIDEON	10
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SPEED ON OTHER THAN MAIN TRACK:

Controlled sidings	30
Exception: Paragould	10
Remotely controlled turnouts	30
Exceptions:	
Paragould-North Switch	15
Paragould-South Switch	25
Equilateral turnout MP I-5.2	50
Noranda Spur	20
Except between "End of SSW Maintenance" sign and end of track	10
Locomotive Maintenance facility tracks using derails	5
All other Tracks Illmo Subdivision	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
I-23.7	Perkins	84072	64.4	Campbell	83246
I-28.6	Heagy	84063	117.8	Farville	83005
I-29.7	Bell City	84061			
I-35.0	Lozeta	84056			
I-64.3	Airscale	84005	41.9	Patron	83635

New Madrid Branch

ILLMO SUBDIVISION

SPECIAL INSTRUCTIONS

RULE P. Operation over the Missouri Pacific RR and Southern Illinois & Missouri Bridge Co. Trackage will be governed by the following. Employes must have them available while on duty.

1. Uniform Code of Operating Rules. (Booklet titled "St. Louis Southwestern Railway Company, Uniform Code of Operating Rules. Additions, Modifications, Revisions and Deletions" will not apply)
2. "Uniform Code of Safety Rules effective Jan. 1, 1971"
3. "Rules and Instructions Governing the Operation of a Railroad Radio Communication System" revised Aug. 1, 1977
4. Current Missouri Pacific Timetable.
5. St. Louis Southwestern Railway Company Air Brake Rules and Regulations."
6. Current Pine Bluff Division Timetable Illmo Subdivision and All Subdivisions - Miscellaneous items 2, 3, 4, & 5.

In addition to the above, the following instructions apply for operation on the Southern Illinois & Missouri Bridge Co. trackage.

1. CTC is in effect on two main tracks between Simbco and Illmo.
2. CTC between Illmo and Simbco is under control of SSW train dispatcher. Absolute signals located at Simbco are under the control of M.P. train dispatcher.
3. When Northward trains or engines are ready to depart from Illmo yard tracks a member of the crew must communicate with the SSW Train Dispatcher, for authority to depart.
4. Clearance will not be required when trains enter the SI&MB Company's main tracks at Capedeau Junction or Cairo Junction.
5. Letter type indicators which can display the letter "Z" are located on signals at MP 120, pole 26 and MP 122, pole 12. When signal No. 2, 4, 5 or 7 displays Red Aspect and letter "Z" is illuminated, there is no fire alarm or indication of fire on the bridge, and train or engine will be governed by Rule 290. If letter "Z" is not illuminated and Signals No. 2, 4, 5 or 7 displays Red Aspect, it indicates there is a fire on the bridge and, train or engine in addition to complying with Rule 290 must be preceded by a member of crew who will inspect bridge for fire.

6. Speed Restrictions

Location	Max M.P.H.
Main Tracks	40
Cairo Jct. Turnout	10
Capedeau Jct. Turnout	10
Simbco, both switches of Crossover leading from East to West Track.	35
Simbco, both switches of Crossover leading from West to East Track.	35
Illmo Yard switch to West track North end of Illmo Yard.	35
Illmo, both switches of Crossover leading from East to West track.	35

DRAGGING EQUIPMENT AND WIDE LOAD DETECTORS:

Dragging Equipment and Wide Load Detectors are located on "East" and "West" tracks, MP 119, Pole 24 and MP 123, Pole 23.

Indicators for detector at MP 119, Pole 24, are located on outside of East and West tracks at MP 120, Pole 8, MP 121, Pole 5.

ILLMO SUBDIVISION

Indicators for detector at MP 123, Pole 23, are located on outside of East and West tracks at MP 122, Pole 26 and MP 121, Pole 33.

The aspects displayed by these indicators are rotating red signals.

When signal displays Rotating Red Aspect, stop train and before proceeding, inspect entire train for dragging equipment, or for cars with loads in excessive width. After train has been inspected, member of crew will communicate with Train Dispatcher or Operator at first point of communication, or may communicate by radio, reporting cause of delay.

RULE 10(g). Exception. On the New Madrid, Wyatt and Trumann Branches yellow flags will be displayed ONE Mile from point of restriction.

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

ILLMO: Northward SSW trains must obtain both an SSW and M.P. Clearance. Southward SSW trains must obtain a clearance.

Trains originating Jonesboro will secure clearance.

RULE 93. Location of Yard limits:

123.9... Jonesboro	127.6	16.5 ... Wyatt Branch ...	37.2
57.9... New Madrid Br. ...	57.0	W-57.3 . Trumann Br. .	W-65.4

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.	
Wyatt Branch		MP A-37.3	B.N.
*Lilbourn MP 36.6	B.N.		

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

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

MP I-6.5, I-12.9, 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, 112.1 and 117.66.

HOT BOX DETECTORS

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 M.P. trains only. Northward M.P. trains will secure SSW and M.P. Clearance when train order signal displays stop indication.

RULE S-240. Applies at the following locations:

Territory	Register location
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New Madrid Branch: MP 57 - End of Branch Malden
Wyatt Branch: Lilbourn Jct - End of Branch Malden

RULE 291 and 292. Bridge I-35.9 is equipped with a high water detector.

If signal on either side of Bridge I-35.9 governing movement over bridge indicates Stop, after complying with provisions of Rules 291 or 292, careful examination must be made of bridge to assure that it is safe for the passage of trains. Train Dispatcher must be notified promptly of any irregularities observed.

ILLMO SUBDIVISION

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		New Madrid Branch
I-24.5 Bridge	43.4 Bridge

AIR BRAKE RULES

RULE 65. Maximum Horsepower Per Ton Ratios

ESTXF, SRCRY	2.5
All other trains	2.0

MISCELLANEOUS

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.

JONESBORO SUBDIVISION

SOUTH-WARD	STATIONS		NORTH-WARD
	Mile Post	Station Number	
124.8	Yd. Limits TO	JONESBORO BK® T	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 (A)	
172.7	8678	FAIR OAKS	82640
186.9	8593	HUNTER	82628
198.0	9401	NORTH BRINKLEY	
S.LEG		COTTON BELT JCT	
198.9		MEMPHIS JCT	
199.0	7678 TO	BRINKLEY BK®	82440
214.0	8400	CLARENDON	82421
220.6	8832	ROE	82415
232.7	7406	NORTH STUTTGART	
233.3		STUTTGART BK®	82220
244.8	8797	HUMPHREY	82212
256.1	8556	ALTHEIMER	82070
256.7		ENGLAND JCT	
264.2	Yd. Limits TO	PINE BLUFF YD BK® T	82000
(139.4)			

Centralized Traffic Control

Stuttgart Branch

233.3	Yd. Limits TO-R	STUTTGART BK® T	82220
M-233.6		CRI & P CROSSING (A)	
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	Yd. Limits TO-R	END OF TRACK	
N-297.8		NORTH LITTLE ROCK YD BK®	82150
N-275.0	1660	ENGLAND	82121
256.1	Yd. Limits TO-R	1331 ALTHEIMER T	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		
176.3	Penrose	82637	N-295.0	Lynch	82146
Stuttgart Branch			N-292.2	Sherry	82142
M-235.3	Ricusky	82312	N-287.8	Scott	82136
M-252.4	Burks	82323	N-279.6	Keo	82128
M-253.6	Chaney	82325	N-277.6	Kermac	82123
M-259.3	Indiana	82334	N-277.3	Arkalite	82125
			N-267.2	Tucker	82114
			N-260.3	Ellison	82105

JONESBORO SUBDIVISION

MAXIMUM AUTHORIZED SPEED

BETWEEN	ALL TRAINS
JONESBORO AND PINE BLUFF	70
Exceptions:	Exceptions:
124.0 and 126.2* 20	214.0 and 215.4 25
126.2 and 129.3 60	215.4 and 219.5 60
140.6 and 172.6 60	232.5* and 234.3* 30
172.6 (M.P. Crossing) 50	246.1 and 246.5 65
172.6 and 198.3 60	255.5* and 256.1* 45
198.3* and 199.1* 30	256.1 and 260.8 60
199.1 and 205.8 60	260.8 and 262.7 30
	262.7 and 269.1 20

STUTTART BRANCH

STUTTART AND GILLETT	40
Exceptions:	Exceptions:
M-233.0 and M-235.3 10	M-246.7 and M-253.2 30
M-235.3 and M-235.8 20	M-253.2 and M-268.1 10

LITTLE ROCK BRANCH

END OF TRACK AND ENGLAND JCT.	25
Exception:	
N-299.3 and N-295.0	10

***RULE 10(h).** At these locations, speed may be increased as soon as lead locomotive has passed increase speed sign.

SPEED ON OTHER THAN MAIN TRACK:

Controlled sidings	30
Exceptions:	
Hickory Ridge and North Brinkley	25
North Stuttgart	25
Fair Oaks	20
Remotely controlled turnouts	30
Exceptions:	
North Brinkley-south switch, North Stuttgart-south switch, England Jct.	15
Siding Brinkley-south switch	20
Yard tracks Jonesboro (Except No. 10) and Brinkley	5
Siding Brinkley	20
Locomotive maintenance facility tracks using derails	5
Number 4, 5 and 6 tracks (North Little Rock Yard)	5
Old Main Track between RI Crossing and MP interchange (North Little Rock Yard)	5
All other Tracks Jonesboro Subdivision	10

SPECIAL INSTRUCTIONS

RULE 10(g). Exception: On the Stuttgart and Little Rock Branches yellow flags 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 83(a). Trains originating Jonesboro, and Pine Bluff Yd. must obtain clearance.

Identification of superior trains may be made by Northward trains enroute Memphis Subdivision between Pine Bluff and Brinkley to be applied at Brinkley.

RULE 93. Location of yard limits:

123.9. Jonesboro 127.6	N-292.0 North Little Rock
263.2. Pine Bluff yd. . 268.8	Yd..... End of Track
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.

JONESBORO SUBDIVISION

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, 216.9 and 259.3.

Detector at MP 216.9 is equipped with letter "L" and "R" indicators.

Location of dragging and/or derailed equipment detectors: 130.9, 139.8, 144.1, 153.7, 157.6, 165.3, 170.6, 179.9, 191.1, 201.6, 206.8, 212.3, 216.9, 224.8, 229.8, 236.2, 248.7, 252.1 and 259.3.

HOT BOX DETECTORS

MP	Type	Direction(s)	MP	Type	Direction(s)
141.9...	C	Both	227.5...	A	Both
167.8...	C	Both	248.5...	A	Northward
191.1...	C	Both	252.9...	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
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. Trains or engines encountering red aspect will be governed by Rule 340.

RULE 350. C.R.I.&P. Crossing Brinkley: When train or engine is stopped by stop indication Rule 350 will apply.

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

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

AIR BRAKE RULES

RULE 65. Maximum Horsepower Per Ton Ratios	
LAMFT, MBSMF	3.5
SRCRY, ESTXF	2.5
All other trains	2.0

MEMPHIS SUBDIVISION

SOUTHWARD			Mile Post	STATIONS	Station Number
SECOND CLASS					
727 Freight Leave Daily	725 Freight Leave Daily	723 Freight Leave Daily			
			1.2	TO-R KENTUCKY ST	
			3.4	BN CROSSING ^{2.2} (A)	CTC 82497
			3.4	BRIDGE JCT ^{0.0}	
			4.1	BRIARK ^{0.7}	
			9.4	WEST MEMPHIS ^{5.3}	
PM 6:30	PM 3:55	AM 11:25	9.4	Yd. Lmts. 4130 WEST MEMPHIS ^{4.3}	82495
6:37	4:02	11:32	13.7	5319 MOUNDS ^{6.0}	82489
6:46	4:19	11:41	19.7	4631 PROCTOR ^{7.2}	82484
6:57	4:30	AM 11:52	26.9	8391 HETH ^{11.6}	82482
7:08	4:48	PM 12:10	38.5	4017 WIDENER ^{6.3}	82471
7:18	4:58	12:20	44.8	3713 FORREST CITY	82464
				MP CROSSING (A) ^{7.0}	
7:29	5:09	12:31	51.8	8391 PALESTINE ^{12.7}	82460
7:49	5:21	12:51	64.5	WHEATLEY ^{4.0}	82452
7:55	5:35	12:57	68.5	COTTON BELT JCT ^{0.6}	
7:58	5:38	12:59	69.1	BR JCT (M) ^{0.1}	
			69.2	TO BRINKLEY (BK)	82440
Arrive Daily 727	Arrive Daily 725	Arrive Daily 723		(68.0)	

MAXIMUM AUTHORIZED SPEED

BETWEEN	ALL TRAINS
BRIARK AND BRINKLEY	50
Exceptions:	
1.2 and 4.1	20
4.1 and 5.0	30
43.5 and 45.0	35
45.0 and 68.3	40
68.3 and 69.2	25

SPEEDS ON OTHER THAN MAIN TRACK:

Sidings Heth and Palestine	25
Turnouts and crossovers between Briark and Kentucky St.	20
All other tracks Memphis Subdivision	10

SPECIAL INSTRUCTIONS

RULE 36(4). Hold main track signal is located at MP 9.4 (West Memphis) for northward trains. When signal is illuminated this will authorize movement on main track to northward absolute signal MP 8.4. When signal is not illuminated operator Kentucky St. may verbally authorize movement on main track to northward absolute signal MP 8.4.

RULE S-71. There is no superiority of trains on main track between Cotton Belt Jct. and BR. Jct., Briark and south switch West Memphis.

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

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

MEMPHIS SUBDIVISION

RULE 93. Location of yard limits:

8.4 ... West Memphis	10.5
67.0 ... Brinkley	69.2

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

RULE 105. Applies for movement between BR Junction and siding Brinkley.

RULE 110. Location of high and/or wide load detectors: MP 36.4, and 43.4.

Location of dragging, and/or derailed equipment detectors.

MP 6, 23.9, 36.4, 43.4 and 49.0

HOT BOX DETECTORS

SCANNER SITES:

MP	Type	Direction(s)	MP	Type	Direction(s)
23.9	C	Both	49.0	C	Both

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

AIR BRAKE RULES

RULE 65. Maximum Horsepower Per Ton Ratios

MBSMF, LAMFT	3.5
All other trains	2.0

MISCELLANEOUS

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

PINE BLUFF SUBDIVISION

SOUTH-WARD Mile Post	STATIONS	NORTH-WARD Station Number
266.7	2.5 PINE BLUFF SHOPS MK®	82010
268.8	2.1 M P CROSSING (A)	
269.3	0.5 11003 SOUTH PINE BLUFF	81565
280.4	1.1 7371 RONE	81552
289.8	9.4 8963 RISON	81541
297.1	7.3 6763 SALINE	81533
307.2	10.1 F & P CROSSING (A)	
307.4	0.2 7623 FORDYCE	81500
313.0	5.8 8392 THORNTON	81465
321.2	8.2 8350 BEARDEN	81454
324.9	3.7 GRAVEL PIT T	81451
327.4	2.5 6354 EAGLE MILLS T	81447
336.7	9.3 NC JCT	
337.6	0.9 CAMDEN BK®	81400
338.7	1.1 SC JCT	
338.9	0.2 M P CROSSING (A)	
340.4	1.5 4716 HERBERT	81383
348.9	8.5 7328 BUENA VISTA	81371
357.9	9.0 10159 STEPHENS	81362
368.1	10.2 11197 McNEIL T	81340
373.3	5.2 WALDO	81334
376.8	3.5 9084 LUMBER	81330
385.2	8.4 8869 STAMPS	81310
385.2	0.0 L & A CROSSING (A)	
389.7	4.5 11820 LEWISVILLE K®	81300
390.3	0.4 SHREVEPORT JCT T	
403.4	13.3 8977 McKINNEY	81117
416.3	12.8 GERTRUDE	81104
418.7	2.4 Yd. Limits TO TEXARKANA YD BK®	81060
	(154.5)	

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	ALL TRAINS
PINE BLUFF AND TEXARKANA	70
Exceptions:	Exceptions:
263.7 and 269.1	20
269.1 and 271.3 (Southward Trains)	50
269.1 and 281.5 (Northward Trains)	50
271.3 and 281.5 (Southward Trains)	60
281.5 and 286.4	60
286.4 and 287.4	40
287.4 and 294.6	60
294.6 and 294.9	50
294.9 and 306.9	60
306.9 and 307.3	40
307.3 and 311.5	45
311.5 and 312.2	55
312.2 and 316.8	60
316.8 and 317.6	50
317.6 and 334.5	60
334.5 and 335.4	55
335.4 and 336.6	45
336.6 and 336.7 (East Track)	20
336.6 and 336.9 (West Track)	35
338.9 and 339.1	25
339.1 and 339.9	35
339.9 and 344.4	45
344.4 and 348.9	40
348.9 and 358.8	50
358.8 and 366.5	60
366.5 and 369.7	50
396.6 and 397.3	50
397.3 and 405.2	60
405.2 and 406.9	55
406.9 and 407.8	40
407.8 and 416.4	50
416.4 and 417.8	35
417.8 and 418.2	20

PINE BLUFF SUBDIVISION

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			

SPEED ON OTHER THAN MAIN TRACK:

Controlled sidings	30
Exceptions:	
South Pine Bluff	20
Herbert	10
Remotely controlled turnouts	30
Exceptions:	
Fordyce - north switch	20
South Pine Bluff - north switch	20
Shreveport Jct. around Wye to main track	
Shreveport Subdivision	25
Texarkana:	
North switch Gertrude to north switch	
"B" lead	20
Texarkana "A" lead and "B" lead south switch No. 22 track to south switch "B" lead	5
Team track and North leg Wye Eagle Mills	5
No. 1 track, Pine Bluff (Mo. Street to Michigan Street)	20
DOWCO Spur, Waldo	25
IP lead switch Herbert to Mt. Holly road crossing	
IP lead track	5
Locomotive maintenance facility tracks using derails	5
All other tracks Pine Bluff Subdivision	10

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 judgement of the engineer additional sounding of the horn is necessary to provide warning.

Bearden, 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 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.

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. Horn should not be sounded for 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.

PINE BLUFF SUBDIVISION

RULE 83(a). Trains originating Pine Bluff Yard, Camden and Texarkana Yard must secure clearance, except Road Switcher Camden enroute International Paper Mill ONLY, will not secure clearance at Camden.

Identification of superior trains may be made by Southward trains enroute Shreveport Subdivision between Pine Bluff and Lewisville to be applied at Lewisville.

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. Location of yard limits:

416.3 Texarkana Yd.	419.9	263.2 Pine Bluff Yd.	268.8
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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). Will not apply to switches between NC Jct. and SC Jct.

RULE 110. Location of high and/or 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 276.6, 285.7, 292.1, 295.0, 300.5, 305.1, 317.6, 329.9, 334.3, 338.8, 344.3, 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)
276.6	D*	Northward	344.3	C	Both
292.9	C	Both	362.9	C	Both
315.2	C	Both	381.1	C	Both
332.1	C	Both	408.8	C	Both

* Also equipped with loose wheel detectors.

RULE S-240. Applies at following locations:

Territory	Register location
Waldo and DOW Chemical	Waldo

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, 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.

AIR BRAKE RULES

RULE 65. Maximum Horsepower Per Ton Ratios

LAMFT, MBSMF	3.5
DAPBY, PBDAF, PBLAY,	
SRCRY, ESTXF	2.5
All other trains	2.0

SHREVEPORT SUBDIVISION

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-R LEWISVILLE K®	81300	7:20 AM	1:50 PM	7:37 PM	12:20 AM
K-390.3	SHREVEPORT JCT		7:15	1:45	7:32	12:15 AM
K-408.5	8870 BRADLEY	81293	6:55	1:25	7:12	11:55 PM
K-422.2	1846 PLAIN DEALING	81281	6:40	1:10	6:57	11:40
K-431.8	9295 ALDEN BRIGE ABS	81275	6:30	1:00	6:47	11:30
K-446.1	9000 CART	81284	6:10 AM	12:40 PM	6:25 PM	11:10 PM
K-448.6	BOSSIER CITY	81258				
K-449.1	L & A JCT					
K-449.4	I C G CROSSING					
K-449.9	L & A CROSSING					
K-450.2	LOUISIANA JCT					
K-450.7	RED JCT					
K-451.7	TO-R SHREVEPORT YD BK® T	78900				
	(62.0)		Leave Daily 130	Leave Daily 144	Leave Daily 126	Leave Daily 154

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	ALL TRAINS
LEWISVILLE AND SHREVEPORT	49

Exceptions:

K-390.3 and K-390.5	25
K-445.3 and K-452.6	20

SPEED ON OTHER THAN MAIN TRACK:

Locomotive maintenance facility tracks using derails	5
All other tracks Shreveport Subdivision	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number
K-437.0	Benton	81269

SPECIAL INSTRUCTIONS

RULE P. Operation over the I.C.G.'s Two main tracks between S. P. Jct., West Shreveport and Spring Street Jct. will be governed by the Uniform Code of Operating Rules and the following:

1. Rule 93 applies on I.C.G.'s two main tracks.
2. Movements between S.P. Jct., and Spring Street Jct. must keep to the right unless authorized by SSW yardmaster, Shreveport.

SHREVEPORT SUBDIVISION

3. Maximum authorized speed is 20 MPH.

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.

Operation over the L&A trackage between Jordan Street Crossover and Red Jct. will be governed by the Uniform Code of Operating Rules and the following:

1. Movements will not enter L&A Main Track at Jordan Street Crossover or Red Junction unless authorized by KCS Yardmaster at Deramus Yard, and KCS Yardmaster must be notified promptly when each SP-SSW movement clears L&A Main Track at either point. If movement is delayed after securing authority to enter L&A Main Track, the KCS Yardmaster must be notified immediately and additional authority must be obtained from KCS Yardmaster to enter L&A Main Track.

2. Rule 93 applies on L&A main track.

3. When a train is disabled or stopped suddenly by an emergency application of the brakes, the engineer will not move the locomotive until he has been informed by a member of the crew that a ground inspection of the entire train has been completed and that it is safe to do so, except when bridge or physical characteristic prevents walking inspection of entire train, inspection will be made of as much of train as is possible, then train moved not exceeding 5 MPH, no farther than is necessary to permit walking inspection of remainder of train.

After making this ground inspection, movement of train must not exceed 5 MPH for the first train length with rear trainman observing closely for any track disturbance. When such emergency occurs, adjacent tracks as well as tracks of other railroads that are liable to be obstructed, must at once be protected until it is ascertained they are safe and clear for the movement of trains.

4. Maximum authorized speed is 20 MPH.

5. Public crossings at grade:

In the absence of proper traffic indicator lights at Jordan, Louisiana and McNeil Streets, movements over these crossings must be preceded by flagman.

The obstruction of the view from grade crossings by standing trains or cars should be prevented as far as lies in our power. Take steps to prevent grade crossing accidents, regardless of who might be to blame. All employees are reminded of their responsibility in this connection.

When public crossings, and especially those where traffic is heavy, are blocked, crews will, if they have the opportunity, place a burning fusee on shoulder or edge of roadway visible to highway users from either direction.

RULES 14 and 30. Bossier City: 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 feet before reaching the crossing.

RULE S-71. There is no superiority of train on main track between North Switch Cart MP K-445.26 and Red Junction MP K-450.7

Southward trains approaching Cart will communicate with Yardmaster, Shreveport, Louisiana for instructions pertaining to movements between Cart and Red Junction.

Northward trains when ready to depart Shreveport Yard, will communicate with Yardmaster for route and authority to depart.

SHREVEPORT SUBDIVISION

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).

Northward trains must obtain clearance at Shreveport yard. Clearance addressed to regular trains will be authority to assume schedule at Cart. Clearance will not be required at Cart.

RULE 93. Location of yard limits:

K-445.26 Cart - 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 will stop to clear Shed Road and Northward trains will stop to clear Barksdale Boulevard if cannot clear these limits prior to times of curfew. **EXCEPTION:** Southward trains that would be overtaken by hours of service law or an emergency existing; In these instances, trains may be operated through the curfew minimizing the delay to vehicular traffic.

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-394.0, 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	C	Both	K-445.0	C	Both

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 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.

RULE 512. Impaired side clearance

MP	Description
K-450.3	Bridge

AIR BRAKE RULES

RULE 65. Maximum Horsepower Per Ton Ratios

SRCRY, ESTXF	2.5
All other trains	2.0

TYLER SUBDIVISION

SOUTH- WARD Mile Post	STATIONS	NORTH- WARD Station Number
419.1	M P CROSSING ⊕	
419.2	KCS CROSSING ⊕	
423.3	8500 EYLAU 8.5	81057
431.8	REDWATER T 5.4	81049
437.2	8056 MAUD 14.8	81043
452.0	7927 DARDEN 13.9	81028
465.9	9036 OMAHA 13.8	81014
479.5	6927 MT PLEASANT BK ⊕	81000
480.3	DALLAS JCT T 9.7	
490.0	6709 NORTH PITTSBURG 1.0	80290
491.0	L & A CROSSING ⊕	
491.2	PITTSBURG 10.6	80270
501.8	8492 SMITH 6.3	80255
510.1	2095 GILMER 2.8	80246
512.9	6574 SUFFOLK 12.1	80243
525.0	MP CROSSING ⊕ 0.1	
525.1	8745 BIG SANDY 11.7	80220
536.8	8620 OWENTOWN 9.4	80210
546.2	Yd. Lmts. TO TYLER YD BK ⊕ T	80140
(127.5)		

Centralized Traffic Control

TYLER SUBDIVISION

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.

Identification of superior trains may be made by Southward trains enroute Commerce Subdivision between Texarkana yard and Mt. Pleasant to be applied at Mt. Pleasant.

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. Location of yard limits:

416.3 Texarkana Yd.	419.9	544.5 Tyler Yd.	548.7
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RULE 110. Location of high and/or wide load detectors: MP 530.3, 524.6.

Location of dragging and/or derailed equipment detectors: MP 427.0, 434.5, 439.8, 448.2, 454.3, 458.5, 468.1, 476.3, 484.7, 487.4, 494.3, 498.6, 503.3, 507.1, 521.7, 533.0 and 539.4.

HOT BOX DETECTORS

MP	Type	Direction(s)	MP	Type	Direction(s)
431.8	A*	Both	485.3	A	Both
			505.2	A	Both
456.4	A	Both	533.7	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).

AIR BRAKE RULES

RULE 65. Maximum Horsepower Per Ton Ratios

LAMFT, MBSMF	3.5
PBLAY	2.5
All other trains	2.0

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.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	ALL TRAINS
TEXARKANA AND TYLER	65

Exceptions:	Exceptions
418.2 and 420.1	20
438.9 and 440.4	60
445.7 and 446.2	60
455.8 and 457.2	50
460.0 and 461.2	50
461.2 and 461.7	40
465.8 and 466.1	55
466.1 and 472.2	60
472.2 and 476.6	55
476.6 and 479.0	45
479.0 and 480.8	35
480.8 and 482.7	55
488.1 and 490.9	55
490.9 and 491.7	35
491.7 and 495.2	60
495.2 and 496.3	50
496.3 and 505.0	60
505.0 and 507.6	50
507.6 and 509.3	45
509.3 and 510.8	35
510.8 and 511.7	45
511.7 and 521.7	60
521.7 and 527.2	40
527.2 and 527.5	20
527.5 and 532.0	60
532.0 and 533.0	40
533.0 and 537.4	60
537.4 and 538.8	50
538.8 and 545.0	60
545.0 and 545.2	25
545.2 and 546.2	20

SPEED ON OTHER THAN MAIN TRACK:

Controlled sidings	30
Exceptions:	
Darden	25
Mt. Pleasant	10
Remotely controlled turnouts	30
Exceptions:	
Big Sandy, north switch	15
North and South leg of WYE Texarkana	5
M.P. Transfer Track Texarkana	5
Locomotive maintenance facility tracks using derails	5
All other tracks, Tyler Subdivision	10

CORSICANA SUBDIVISION

SOUTH-WARD Mile Post	STATIONS	NORTH-WARD Station Number
546.2	TO TYLER YD BK® T	80140
546.5	M P CROSSING	
548.6	LUFKIN JCT	80138
558.5	6699 CHANDLER	80128
575.2	9800 MURCHISON	80110
583.3	1170 ATHENS B®	80080
584.5	2867 SOUTH ATHENS	80067
587.9	6998 DAUPHIN	80064
607.2	8483 KERENS	80044
620.0	8063 HILL YD	80035
621.0	BN CROSSING	
621.3	S P CROSSING	
621.3	TO CORSICANA BK® T	71330
(75.1)		

Lufkin Branch

E-548.6	Yd. Lmts.	LUFKIN JCT	80138
E-572.9	2710	POMONA	78634
E-576.6		M P CROSSING	
E-576.6	2596	JACKSONVILLE B®	78550
E-590.1		T S CROSSING	
E-592.1	453	RUSK	78390
E-594.0		END OF TRACK	
(45.4)			

Gatesville Branch

675.0	Yd. Lmts.	TO-R EAST WACO BK® T	71455
675.2		SSW NORTH JCT	
MOVEMENTS BETWEEN SSW NORTH JCT. AND S.S.W. SOUTH JCT. ARE OVER THE TRACKAGE OF THE MKT. R.R. (See Rule P)			
675.9	Yd. Lmts.	SSW SOUTH JCT	
676.2		M K T CROSSING	
684.9	1355	RITCHIE	71715
685.8	1227	ATCO	71720
696.1	Yd. Lmts.	AT & SF CROSSING	
696.1		McGREGOR T	71730
704.2		LIME CITY	71752
(29.2)			

Waco Branch

621.3	Yd. Lmts.	TO-R CORSICANA BK® T	71330
674.1		M P CROSSING	
675.0		TO-R EAST WACO BK® T	71455
(53.7)			

CORSICANA SUBDIVISION

BETWEEN	MAXIMUM AUTHORIZED SPEED FOR TRAINS	ALL TRAINS
TYLER AND CORSICANA		70
Exceptions:		
546.2 and 546.9	20	595.2 and 595.5
546.9 and 548.6	25	595.5 and 600.8
548.6 and 552.2	40	607.0 and 607.5*
552.2 and 573.0	60	614.0 and 616.0
573.0 and 573.9	50	616.0 and 619.0
573.9 and 583.4	60	619.0 and 620.5
583.4 and 584.1	40	620.5 and 621.0
584.1 and 595.2	60	

*Rule 10-h. Speed may be increased as soon as lead locomotive has passed these locations.

LUFKIN BRANCH

LUFKIN JCT. AND END OF TRACK		25
Exceptions:		
E-548.6 and E-550.0	10	E-574.0 and E-594.0
Exceptions:		

GATESVILLE BRANCH

EAST WACO AND LIME CITY		20
Exceptions:		
675.0 and 679.0	10	686.0 and 705.0

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

WACO BRANCH

CORSICANA AND EAST WACO		10
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SPEED ON OTHER THAN MAIN TRACK:

Controlled sidings	30
Exceptions: Chandler	25
Remotely controlled turnouts	30
Exceptions:	
Lufkin Jct	15
Hill Yard	10
Locomotive maintenance facility tracks using derails	5
All other tracks Corsicana Subdivision	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
566.8	Brownsboro	80122			
593.7	Malakoff	80058			
598.7	Trinidad	80053	648.2	Hubbard	71425
601.1	Nipak	80050	668.0	Trading House Creek	71453
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			

SPECIAL INSTRUCTIONS

RULE P Corsicana: 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.

Waco: Operation over the MKT trackage will be governed by the Uniform Code of Operating Rules, and Pine Bluff Division Timetable. Rule 93 applies on MKT main track.

RULE 10 (g) Exceptions: On the Lufkin Branch, Waco Branch and Gatesville Branch yellow flags will be displayed ONE mile from point of restriction.

CORSICANA SUBDIVISION

RULE 83 (a). Trains originating at Tyler Yard 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. Location of yard limits:

544.5 Tyler Yd.	548.7	E-548.6 Lufkin Jct. ...	E-553.0
168.9 Hill Yard-		673.5 East Waco-Ritchie	685.3
Corsicana	623.8	695.4 McGregor	699.0
623.8 Corsicana-East		703.8 Lime City ..	End of Br.
Waco	673.5		

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

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

RULE 105. Applies for movement over track from Athens and Jacksonville, Texas between MP 237.6 and MP 259.4 - MP 199.7 and MP 205.5.

RULE 110. Location of high and/or wide load detectors: MP 603.5, and 596.0.

Location of dragging and/or derailed equipment detectors: Corsicana Line MP 553.7, 556.0, 563.5, 577.3, 578.7, 581.6, 590.5, 596.0, 598.5, 603.5, 612.5 and 617.6.

Lufkin Branch M.P. E-561.8, E-565.0, E-570.5, E-575.0, E-588.0.

HOT BOX DETECTORS

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

RULE S-240. Applies at following locations:

Territory	Register location
Lufkin Branch MP E-553.0 and E-594.0	Tyler yard office
Gatesville Branch MP 685.3 and Lime City	East Waco

RULE 340. Southward Absolute Signals South switch Hill Yard, MP 620.5, are controlled by Operator at SSW-BN, 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

AIR BRAKE RULES

RULE 65. Maximum Horsepower Per Ton Ratios

LAMFT, MBSMF	3.5
PBLAY	2.5
All other trains	2.0

COMMERCE SUBDIVISION

SOUTH-WARD Mile Post	STATIONS			NORTH-WARD Station Number
479.5	TO-R	MT PLEASANT	B®K	81000
C-480.3	Yd. Limits 5711	DALLAS JCT	T	
C-481.3		REFINERY SIDING		
C-488.5		2384	WINFIELD	
C-495.3		MT VERNON		73950
C-517.8	4487 Yd. Limits	SULPHUR SPRINGS		73930
C-527.9	4097	RIDGEWAY		73910
C-537.0	Yd. Limits TO-R	COMMERCE	BK®	73860
(57.5)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	ALL TRAINS
MT. PLEASANT AND COMMERCE	49

Exceptions:	Exceptions
C-480.3* and C-482.5*	20
C-495.2* and C-495.7*	20
C-495.7 and C-517.0	40
C-517.0* and C-519.4*	20
C-519.4 and C-534.9	30
C-534.9 and C-537.1	20

* **RULE 10-h** Speed may be increased as soon as lead locomotive has passed these locations.

SPEED ON OTHER THAN MAIN TRACK:

Locomotive maintenance facility tracks using derail	5
All other tracks Commerce Subdivision	10

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

RULE 93. Location of Yard Limits:

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 99(d), is in effect between Mt. Pleasant and Commerce.

RULE 110. Location of dragging and/or derailed equipment detectors: MP C-485.3, C-493.0, C-497.5, C-504.7, C-513.0, C-515.2, C-524.7 and C-530.3.

HOT BOX DETECTORS

MP	Type	Direction(s)
C-504.7	C	Both

AIR BRAKE RULES

RULE 65. Maximum Horsepower Per Ton Ratios

DAPBY, PBDAPF	2.5
All other trains	2.0

FT. WORTH SUBDIVISION

SOUTH-WARD Mile Post	STATIONS		NORTH-WARD Station Number
C-537.0	Yd. Limits TO-R COMMERCE	BK®	73860
C-551.3	1580 Yd. Limits GREENVILLE		73840
C-551.6	L & A CROSSING	Ⓐ	
C-553.2	MKT CROSSING	Ⓐ	
C-559.7	5031 CLINTON		73830
C-579.8	5045 WYLIE		73810
C-589.5	6579 TO ⑤ Yd. Limits PLANO	Ⓒ	73400
C-589.6	S P CROSSING	Ⓐ	
C-598.3	1142 ADDISON	T	73185
C-603.2	1603 Yd. Limits TO CARROLLTON	Ⓒ BK	73150
C-603.2	MKT-BN CROSSING	Ⓐ	
C-613.4	1533 GRAPEVINE		73135
C-627.7	MP CROSSING	Ⓐ	
C-630.2	TO-R HODGE	BK® T	73110
C-632.1	BN CROSSING	Ⓜ	
C-632.2	OKT CROSSING	Ⓜ	
C-632.2	TOWER 60		
C-632.2	MP CROSSING	Ⓜ	
C-632.3	A T & S F CROSSING	Ⓜ	
C-632.7	NORTH FORT WORTH		73010
(95.7)			

MAXIMUM AUTHORIZED SPEED

BETWEEN	ALL TRAINS
COMMERCE AND FORT WORTH	49

Exceptions:	Exceptions
C-537.1 and C-539.0* 20	C-611.0 and C-616.8 25
C-539.0 and C-542.0 20	C-616.8* and C-620.9* 20
C-542.0 and C-550.5 10	C-620.9 and C-625.8 25
C-550.5 and C-555.3 20	C-625.8 and C-629.4 20
C-555.3 and C-559.0 30	C-629.4 and C-634.3 10
C-559.0 and C-587.0 40	
C-587.0 and C-611.0 20	

*Rule 10(h) Speed may be increased as soon as lead locomotive has passed increased speed sign at these locations.

SPEED ON OTHER THAN MAIN TRACK:

Locomotive maintenance facility tracks	5
All other tracks, Fort Worth Subdivision	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
C-553.0	Fergus	73835	C-607.9	Dallas P. & L	73145
C-554.2	Simtrott	73833	C-609.5	Coppell	73140
C-569.0	Nevada	73820	C-610.6	DFW	73138
C-584.2	Murphy	73805	C-622.3	Smithfield	73130

FORT WORTH SUBDIVISION

SPECIAL INSTRUCTIONS

RULE 93. Location of Yard limits:

C-534.9	Commerce	C-539.0
C-550.5	Greenville	C-555.3
C-587.0	Plano	C-590.3
C-597.6	Carrollton	C-611.0
C-626.7	Hodge-North Ft. Worth	C-632.7

RULE 99. In effect between Commerce and Plano.

RULE 99(d) is in effect between Plano and Hodge.

RULE 103. Monday through Friday trains will not enter city limits of Greenville, Texas during the following hours of curfew; unless it appears that such train will exceed the hours of service.

7:00 a.m. to 7:15 a.m. 11:45 a.m. to 12:15 p.m.

7:45 a.m. to 8:15 a.m. 4:45 p.m. to 5:15 p.m.

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.

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

Hodge Yard. Main track switch at Deen Road may be left lined as last used.

RULE 110. Location of dragging and/or derailed equipment detectors: MP C-544.9, C-555.1, C-562.0, C-572.6, C-578.5, C-591.6, C-619.1 and C-625.0.

HOT BOX DETECTORS

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

RULE 512. Impaired Side clearance:

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

AIR BRAKE RULES

RULE 65. Maximum Horsepower Per Ton Ratios

DAPBY, PBDAB	2.5
All other trains	2.0

ALL SUBDIVISIONS
SPECIAL INSTRUCTIONS

RULE 103(a)(5). "K" trains must not exceed 8,000 feet in length, excluding locomotives.

EXCEPTION: "K" trains must not exceed 10,000 feet in length excluding locomotives between Pine Bluff and East St. Louis, Pine Bluff and Memphis.

RULE 110. Where high and/or wide load, dragging and/or derailed equipment detectors are installed as listed under subdivisions, revolving red light 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 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 per A. B. Rule 5. D. and inspection made to locate hot bearing(s).

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:

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

ALL SUBDIVISIONS

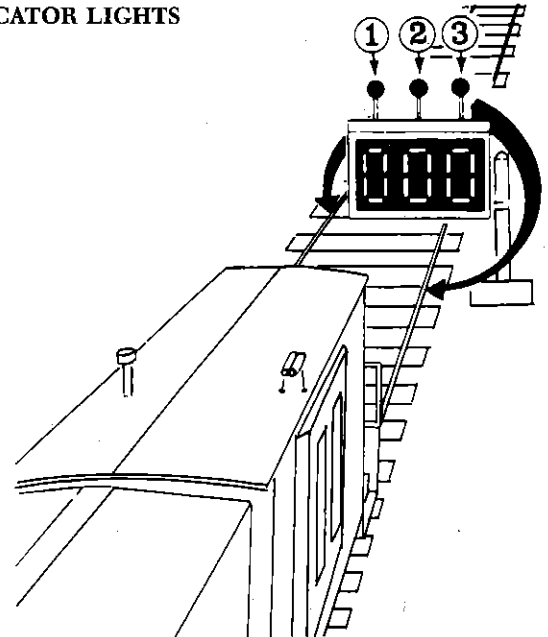
The absence of a white light must be promptly reported to train dispatcher. To avoid unnecessary delay to trains passing an inoperative hot box detector, train dispatcher may authorize such trains to make the required walking inspection or rolling inspection at another location provided it is no more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

TYPE A. LETTER "H" INDICATOR WITH DIGITAL READOUT

When letter "H" is illuminated or a flashing white light on instrument house is observed, train must be stopped per A.B. Rule 5.D. Inspection must be made of entire train to determine that it is safe to proceed to location of readout locator. Member of crew must then observe readout and be governed by instructions inside case. If hot bearing is not located, all bearings of car indicated by readout as well as five cars ahead and behind must be inspected on both sides. If readout fails to indicate location of hot bearing, then all bearings of train must be inspected on both sides.

When the letter "W" is displayed, train must stop and not proceed until "W" is extinguished or permission is obtained from train dispatcher.

TYPE C. NUMERICAL DISPLAY BOARD WITH INDICATOR LIGHTS

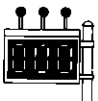
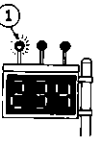
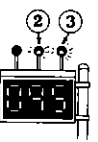
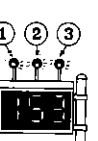



The diagram depicts a Type C hot box detector's monitor display board and indicator lights as it would be viewed looking back after rear of train has passed detector site. The indicator lights identified ① ② ③ are normally dark, but when a hot bearing is detected, lights ① (right side) or ③ (left side) 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.

ALL SUBDIVISIONS

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

DISPLAY	REQUIRED INSPECTION
	No inspection required
	Inspect for one hot bearing on the 234th axle from rear of train on side 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 the 095th axle on indicated side. 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 the 153rd axle on BOTH SIDES. If hot bearing is not found on indicated axle, inspect all bearings on car indicated as well as five cars ahead on BOTH SIDES.
	Inspect for hot bearing on each side of the 126th axle from rear of train. If hot bearings are not located on indicated axle, all bearings of car indicated as well as five cars ahead and behind must be inspected on BOTH SIDES.

TYPE D. REMOTE READOUT AT TERMINAL

When white light is flashing on instrument house, train must be stopped per A. B. Rule 5. D. 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.

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.

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.

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 or loading.

(continued on page 33)

SWITCHING RESTRICTIONS

THE FOLLOWING CARS MUST NOT BE:
CUT OFF IN MOTION, NOR BE
IMPACTED BY CARS ROLLING UNDER
THEIR OWN MOMENTUM

ANY CAR PLACARDED
EXPLOSIVES A OR POISON GAS



OR

A TOFC OR COFC VEHICLE
DISPLAYING ANY PLACARD

OR

TANK CAR LOAD OF FLAMMABLE GAS

USE THE NUMBERED
PLACARDS TO DISTINGUISH TANK
CARS PLACARDED FLAMMABLE GAS
FROM FLAMMABLE FROM COMBUSTIBLE



NUMBER 2
FLAMMABLE GAS



NUMBER 3
FLAMMABLE LIQUID

USE BOTTOM WHITE TRIANGLE
TO IDENTIFY COMBUSTIBLE PLACARDS
NO SWITCHING RESTRICTIONS APPLY



Position in train of placarded cars containing hazardous materials

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

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

	Loaded cars placarded:	Loaded cars placarded:	Loaded cars placarded:	Loaded tank cars placarded:	Empty tank cars placarded:	Loaded cars other than tank cars placarded:	Loaded cars placarded:			

RESTRICTIONS

	Must not be nearer than the sixth car from the engine occupied caboose or passenger car. If total number of cars in train 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			
MUST NOT BE NEXT TO:	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)			
	Flat 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				
								NO RESTRICTIONS

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

ALL SUBDIVISIONS

HAZARDOUS MATERIAL

IN CASE OF ACCIDENT, your safety is the first consideration. If you suspect hazardous material may be involved in a derailment, do the following **IF IT IS SAFE TO DO SO**:

- A. **DETERMINE STATUS OF ALL CREW MEMBERS.**
- B. **RESCUE INJURED**, remove them to a safe area, and call for assistance.
- C. **IF FIRE OR VAPOR CLOUDS** are visible, evacuate to ½ mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. **NOTIFY** the Chief Dispatcher by the quickest means possible. If Railroad communications fail or is not available, call long distance collect — (501) 541-1600
Tell him:
 - (1) Your name and title.
 - (2) Train identification symbol.
 - (3) Specific location of the incident (station, milepost location, nearest street or highway crossing).
 - (4) If you need fire or medical response.
- E. **IF NO FIRE OR VAPOR CLOUDS** are apparent,
 - (1) **EXTINGUISH** smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.
 - (2) **CHECK** the train consist to determine what cars and commodities may be involved and where they are located on the train.
 - (3) **INSPECT** the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions, **DO NOT GO NEAR THE CARS**, evacuate all crew members to a safe distance.
- F. **PROVIDE** the Chief Dispatcher with as much of the following information as possible after you have inspected the train.
 - (1) Initial and number of cars involved.
 - (2) Location of hazardous material in derailment.
 - (3) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
 - (4) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
 - (5) Location of nearby stream, river, pond, lake or other body of water.
 - (6) Location of access roads.
 - (7) Any other information that will help the dispatcher understand the situation.
- G. **WARN** people to stay away from the emergency area.
- H. **IDENTIFY** yourselves to responding police or fire personnel. **GIVE** them your train mass profile graph including hazardous consist and hazardous commodities printout. **HELP** them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.
- I. **REMAIN** at the scene at a safe distance until relieved by a railroad Operating Officer.

ALL SUBDIVISIONS

When making walking inspection of 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 rail 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 not closer than 12 feet from the next empty roller. Rails are marked 12 feet from each end.

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

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 354000-354749	SP 491000-491059
SSW 78500-78599	SP 463500-464899	SP 492000-492039
SP 333500-334605	SP 467500-467549	SP 500604
SP 337500-337599	SP 480000-480193	SP 590000-590099
SP 345000-345699		

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

SP 323000-323239	SP 354750-355299	SP 481000-481149
SP 329310-329359	SP 463337	SP 590100-590131
SP 329620-329629	SP 463486	SP 595500-595624
SP 337600-337699	SP 464900-467049	

RULE 14. Maximum tonnage to be handled behind engines with helpers entrained:

TERRITORY	Road	
	Engine	Helper Engine
All Main Tracks	10,000	8500

RULE 24-E will apply at East St. Louis and Pine Bluff Yd.
RULE 24-G will apply at Illmo, Jonesboro, Texarkana Yd. and Tyler Yd.

RULE 33. Unless otherwise restricted, trains may operate at maximum speed permitted provided:

1. Tons per axle of operative dynamic brake does not exceed 350 tons; and
2. Total cars in train, tons per operative brake and the number of mechanical refrigerator cars (TOPS CODE "RML or RM") meet the requirements of the following table:

ALL SUBDIVISIONS

ALL SUBDIVISIONS

TONS PER OPERATIVE BRAKE FOR ENTIRE TRAIN

	80 + to 85	85 + to 90	90 + to 95	95 + to 100
Total Length of Train in Cars	# of Mech Reefer Cars Required	# of Mech Reefer Cars Required	# of Mech Reefer Cars Required	# of Mech Reefer Cars Required
40 or less	None	None	None	None
41-45	None	None	None	3
46-50	None	None	4	8
51-55	None	5	10	16
56-60	7	14	26	32
61-65	14	28	35	43
66-70	30	38	45	53
71-75	39	48	55	63
76-80	48	56	64	72
81-85	58	66	74	82
86-90	67	76	85	
91-95	77	86		
96-100	87			

Trains that do not qualify under the above table may operate at speed specified in following table not exceeding maximum speed permitted provided:

1. Tons per axle of operative dynamic brake does not exceed 500 tons; and
2. Total cars in train, and tons per operative brake meet the requirements of the following table:

Number Of Cars In Train	TONS PER OPERATIVE BRAKE			
	80 + to 85	85 + to 90	90 + to 95	95 + to 100
1 to 40	speed sign speed	speed sign speed	speed sign speed	speed sign speed
41 to 45	speed sign speed	speed sign speed	speed sign speed	speed sign -5 MPH
46 to 50	speed sign speed	speed sign speed	speed sign -5 MPH	speed sign -10 MPH
51 to 55	speed sign speed	speed sign -5 MPH	speed sign -10 MPH	speed sign -15 MPH
56 to 60	speed sign -5 MPH	speed sign -10 MPH	speed sign -15 MPH	speed sign -20 MPH
61 to 65	speed sign -10 MPH	speed sign -15 MPH	speed sign -20 MPH	
66 to 70	speed sign -15 MPH	speed sign -20 MPH		
71 to 75	speed sign -20 MPH			

(The above two tables are only to be used to compute allowed speeds above 45 MPH.)

RULE 65 A. 1. A train may operate at the highest speed authorized by any of the following provisions:

- a. speed designated on clearance.
- b. speed authorized orally or by train order from the train dispatcher.
- c. Light engine with operative dynamic brake is authorized to operate at Passenger train speed. Light engine without dynamic brake in operation, must operate at freight train speed not to exceed 55 M.P.H.

Items a, b or c exempts trains from fuel conservation speed but does not supersede other applicable speed restrictions.

Rule 65 A. 2. A train may operate at the highest horsepower per ton ratio authorized by any of the following provisions:

- a. HPPT ratio designated in Timetable under each individual subdivision-A.B. Rule 65
- b. HPPT ratio designated on clearance
- c. HPPT ratio authorized orally from the train dispatcher

MISCELLANEOUS

1. 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.

2. SPEED RESTRICTIONS FOR LOCOMOTIVES:

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
@ 1300-1337	65	ES410		61,750	247
1500-1542	70	ES615	ST	82,500	330
Ⓢ 1600-1613	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
2961-2970	70	ES620	ET	97,500	390
2971-2976	50	ES620	EF	104,000	416
3100-3101	70	GS425	SF	67,000	268
3102-3109	70	ES625		95,500	390
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
4050-4153	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
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
6901-6921	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	EF630	EF	102,750	411
7400-7599	70	EF632	EF	98,500	394
7600-7607	70	EF430	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
7930-7936	70	GF630	ET	104,750	419
Ⓢ 7940-7967	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	EF630	EF	102,500	410
#8489-8573	70	EF630	ET	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

ALL SUBDIVISIONS

ALL SUBDIVISIONS

LOCOMOTIVE NUMBER	MAX- IMUM SPEED	CLAS- SIFICA- TION	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
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	CF625			
6520-6534	70	CF628			
6535-6539	70	CF630			
6540-6578	70	CF633			
6579-6583	70	CF630			
6587-6599	70	CF636			
6654-6666	40	EF636			
6700-6718	70	CF623			
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			
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			

LOCOMOTIVE NUMBER	MAX- IMUM SPEED	CLAS- SIFICA- TION	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
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	CF430			
5050-5059	70	CF633			
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 shock absorbers. Enginemen must specifically look for defects on shock absorbers.

What to do in case defect is noted:

1. Reduce train speed to not exceeding 50 MPH.
2. Notify train dispatcher of defective condition.
3. Report defect on Form CS 2326 for correction.

- ① RCE Master.
- ② RCE Remote.
- ③ Mother.
- ④ Mate.
- ⑤ Locomotives must not be operated between Mt. Pleasant and Hodge.
- @ Locomotives not equipped with alignment control couplers.

A locomotive that is NOT listed in these tables must NEVER be operated or handled in a train unless it is specifically authorized by train dispatcher. Authorization must include the speed.

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. (Refer A.B. Rule 28)

ALL SUBDIVISIONS

3. SPEED RESTRICTIONS WITH CERTAIN EQUIPMENT	MAIN TRACKS OTHER THAN BRANCHES	MAIN TRACKS ON BRANCHES
Scale test cars		
WO-2, SPMW 5868, SSW 99203 (Must be handled next to caboose)	30	30
Relief outfits with steam or diesel derrick ...	45*	25*
Exception: Relief outfits 7070 and 7110 must not exceed 35 MPH* and relief outfit 7050 must not exceed 30 MPH* on main tracks other than branches. Relief outfits 7070 and 7110 must not be operated on any branch.		
Relief Outfit SPMW 7150	35*	25*
Locomotive Crane-Piledrivers		
SPMW4027, 4028, 4029, 4088, 4091, 5437, 5479, 5595, 5852, 5870, 5874, 5899, 6601, 6602, 6603, 6604, 8000, 8002, 8003, 8004, SSWMW 96404 and 96405:		
With boom in place, either end forward (When moving in train with boom in place, operator must be on board.)	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
Steam pile driver SPMW 4053	35	25*
Jordan Spreaders:		
Moving backward	25	20
Moving forward	35	35
Rotary snow plows:	35	15
Flangers	40	40

*On curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than speed permitted.

Unless specifically authorized, all relief outfit cranes, locomotive cranes and pile drivers 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 SPEED RESTRICTIONS	MPH
Trains handling hazardous material listed in Rule 103(a)	55
Engines operated from other than lead locomotive in direction of movement	20
Trains handling loaded bulkhead flats weighing less than 64 tons	45
Trains handling loaded bulkhead flat cars weighing 64 tons or more	65
Trains handling empty bulkhead flat cars	45
Trains handling empty, specially equipped gondola cars (TOPS car kind code "GP")	45
Trains handling empty anode flat cars; (TOPS car kind code "FA")	45
Trains handling pipe loaded on 89 ft. flat cars	55
Trains handling empty PC 598500-598999, CR 598500-598999	45
Loaded Continuous Welded Rail (CWR) Trains	45*
Trains handling empties, except cabooses	55
Trains handling over 120 cars	55

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

ALL SUBDIVISIONS

5. PLACEMENT OF RESTRICTED CARS IN TRAIN:

A. Cars 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:

1. Between East St. Louis and Pine Bluff
2. Between Pine Bluff and Memphis

B. 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 be 50 tons or more.

This restriction will not apply:

1. Between East St. Louis and Pine Bluff.
2. Between Pine Bluff and Memphis.
3. When there are less than 20 loaded cars in train.

C. Trains having over 9,000 tons must not have any car weighing less than 50 tons in the head 40 % of total train tonnage excluding road and helper engines.

D. 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. Train consisting of predominantly empty cars will have any block of 10 or more cars, which have an average weight of 100 tons or more entrained near the head end.
2. Unless authorized by Division Officer or Chief Train Dispatcher train makeup requirements will prevail when they conflict with outstanding blocking instructions.
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 Train Dispatcher for instructions.

E. Cabooses are not to be moved other than at rear of train, unless specifically authorized, except when handling a few cars in local or road switcher service.

6. DOUBLE-STACK ARTICULATED CARS (FMA)

A. They are to be positioned on headend of train when loaded.

B. They are to be considered the equivalent of three (3) cars when:

1. Train tonnage requires car on head end of train to weigh 50 tons or more;
2. Considering maximum load limit.

C. Series SP 513302 to SP 513343 are to be considered the equivalent of five cars and SP 513301 the equivalent of three cars when:

1. Determining tons per operative brake;
2. Determining proper position in train of placarded cars containing hazardous materials.

7. IMPACK CARS (IT4. IT8)

A. An IMPACK car must not be moved in a train unless either all units of the car are loaded with trailers or all units of the car have no trailers.

B. Empty IMPACK cars are to be entrained at the rear of the train.

ALL SUBDIVISIONS

- C. Loaded IMPACK cars must be placed as near to the headend of the train as practicable, and behind any loaded double-stack articulated cars. Cars entrained ahead of loaded IMPACK cars must weigh 40 tons or more.
 - D. Helpers must be placed ahead of any empty IMPACK cars.
 - E. On trains with loaded IMPACK cars, no more than 18 axles of dynamic braking are to be used on headend of train.
 - F. Four unit cars are to be considered the equivalent of two cars, and eight unit cars are to be considered the equivalent of four cars when:
 1. considering the maximum load limit,
 2. determining tons per operative brake and
 3. determining proper position in train of placarded cars containing hazardous materials.
 - G. The requirement to have cars weighing 50 tons or more entrained on the headend of a train will not apply to loaded IMPACK cars.
- 8. SINGLE AXLE INTERMODAL CARS (IM4)**
Cars TTFX 60000-60097 must be entrained at the rear of the train. Any helper engine must be entrained ahead of these cars.

9. Maximum tonnage of a train must not exceed 11,000 tons, except for unit trains. Maximum length of a train must not exceed 12,000 ft. excluding locomotives.

This restriction will not apply:

1. Between East St. Louis and Pine Bluff.
2. Between Pine Bluff and Memphis.

10. LOAD LIMIT (Car and Contents)

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 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 Gillet, 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.

ALL SUBDIVISIONS

11. Excepted Tracks:

In compliance with FRA track standards, the following are "Excepted Tracks," subject to following requirements:

- (a) No train shall operate over such track at speeds in excess of 10 MPH;
- (b) No revenue passenger train shall be operated;
- (c) No freight train shall be operated that contains more than five placarded cars containing hazardous materials;

Branch Main Tracks:

Wyatt Br.	MP 5.5 and MP 35.0
Trumann Br.	MP 57.9 and MP 67.5
Stuttgart Br.	MP-233.0 and MP M-235.3 MP M-253.2 and MP M-268.1
Little Rock Br.	MP N-295.0 and End of Branch
Lufkin Br.	MP E-574.0 and MP E-594.0
Waco Br.	MP 621.1 and MP 679.0
Gatesville Br.	MP 686.0 and MP 705.0

Yard Tracks and Spurs:

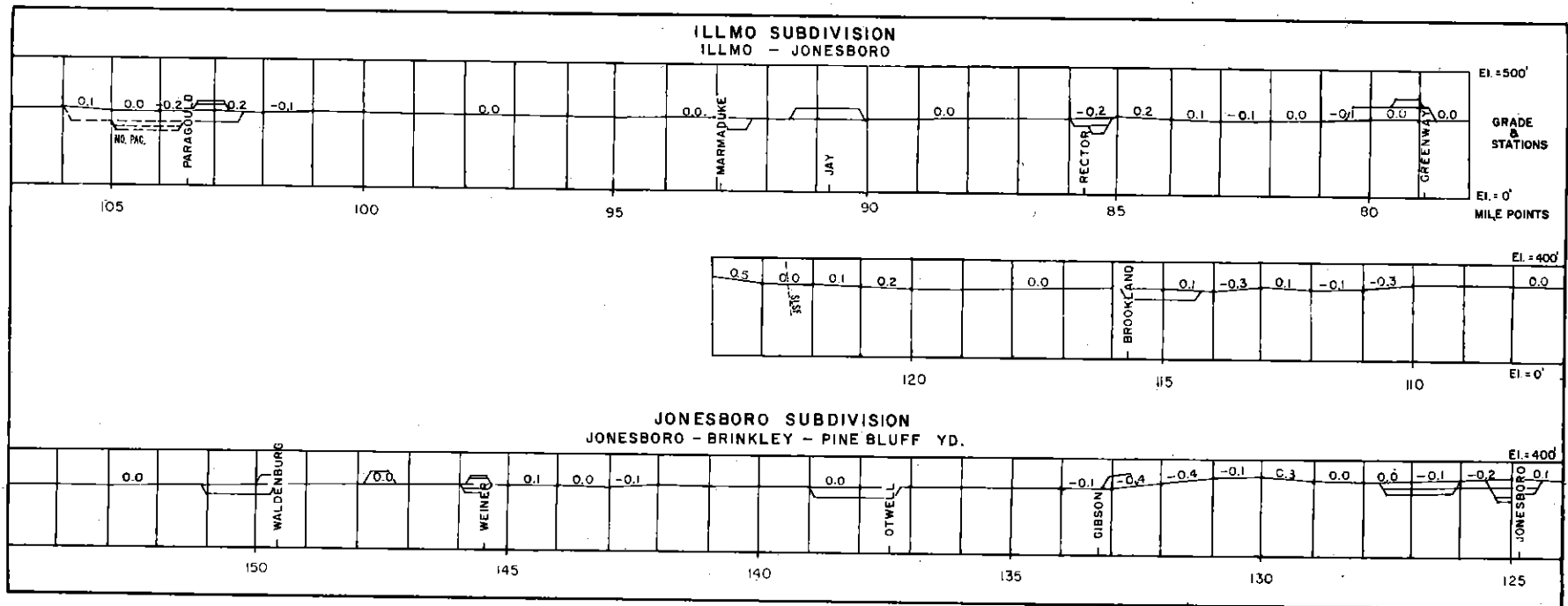
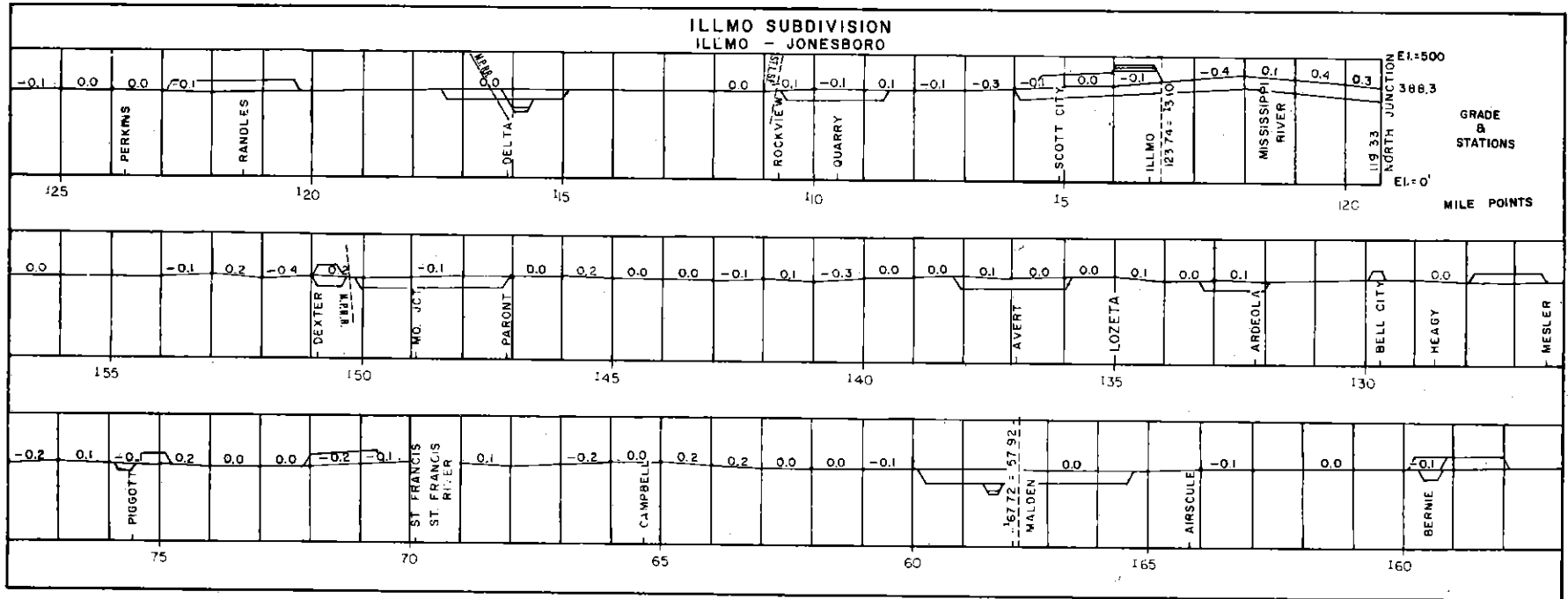
Illmo	Eli & Walker Spur #20 track Kelso Mill Spur Wetterau Foods
Malden	North Leg Wye Old Yard #3 Track Scale Track Engine/House Track Gin Spur Compress Spur All Frisco Tracks
Parma, Mo.	Old Frisco Tracks
Campbell	All Industry & Old Frisco Tracks
Piggott	Williams Grain Company Lead
Rector	Crockert Oil Company
Marmaduke	Delta Cotton Spur
Paragould	General Cooperage Arkansas Butane (handle factory) Wilburn Spur Old PSE Main Track North Leg WYE & PSE Yard Diesel Facility House Track Farmers Co-op Roller Mill Spur Hickson Lumber Company
Jonesboro	No. 5 Track Lead M. B. Carter Spur Engine & Pit Tracks T.O.F. Tracks Riceland Foods A&P Coop General Electric
Gibson	Craighead Rice Mill
Weiner	Roberts Rice Mill House Track
Waldenburg	Riviana Rice Mill
Brinkley	North Leg Wye Weis Lead Budweiser Tracks

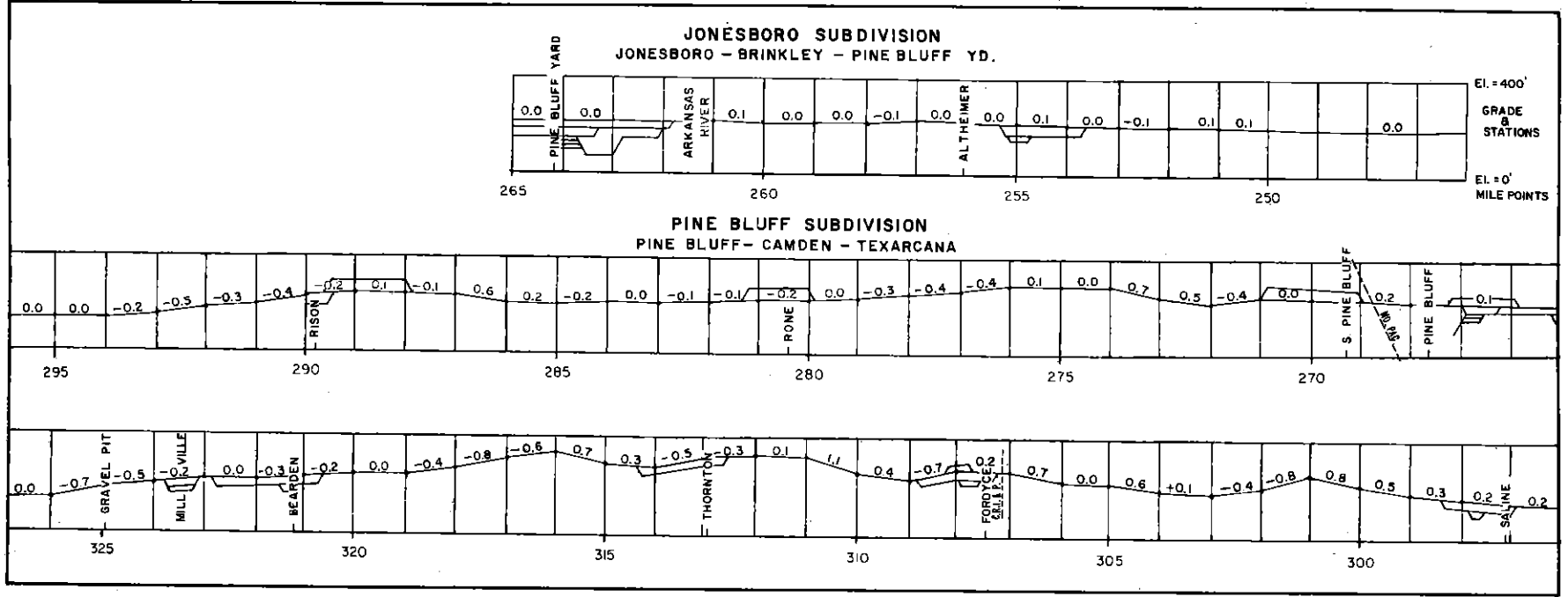
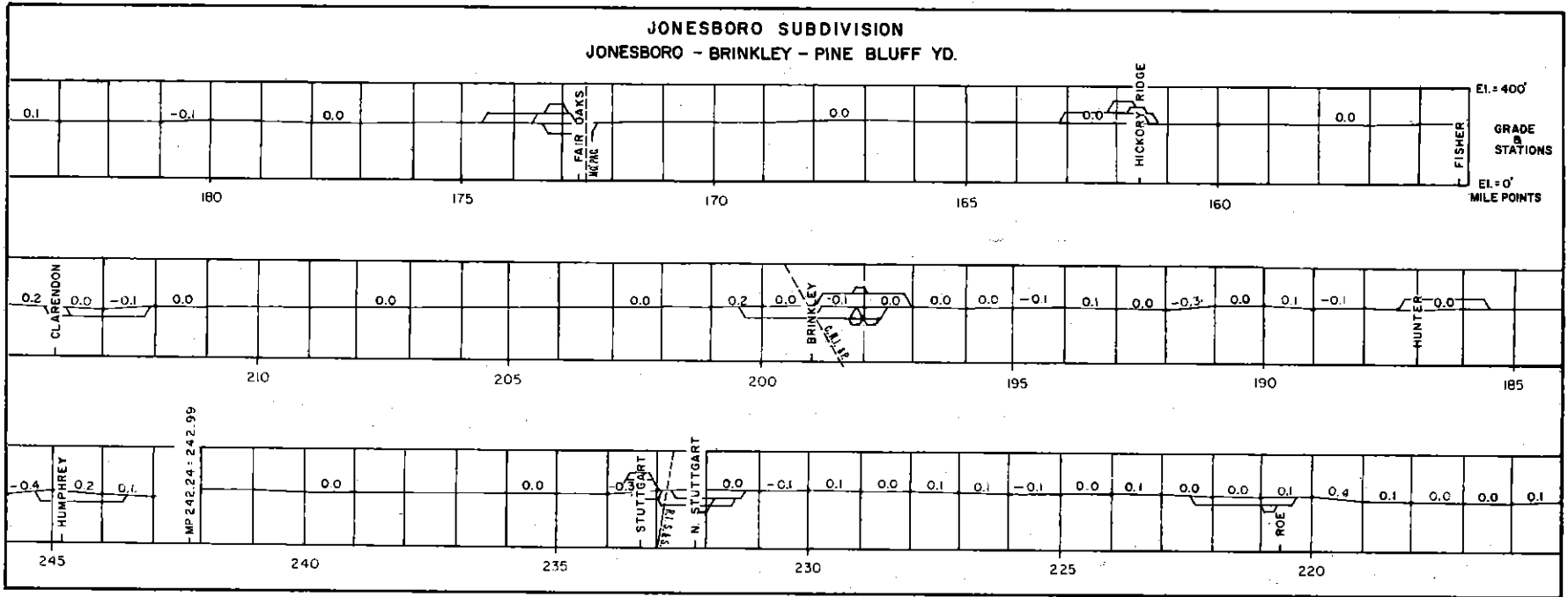
ALL SUBDIVISIONS

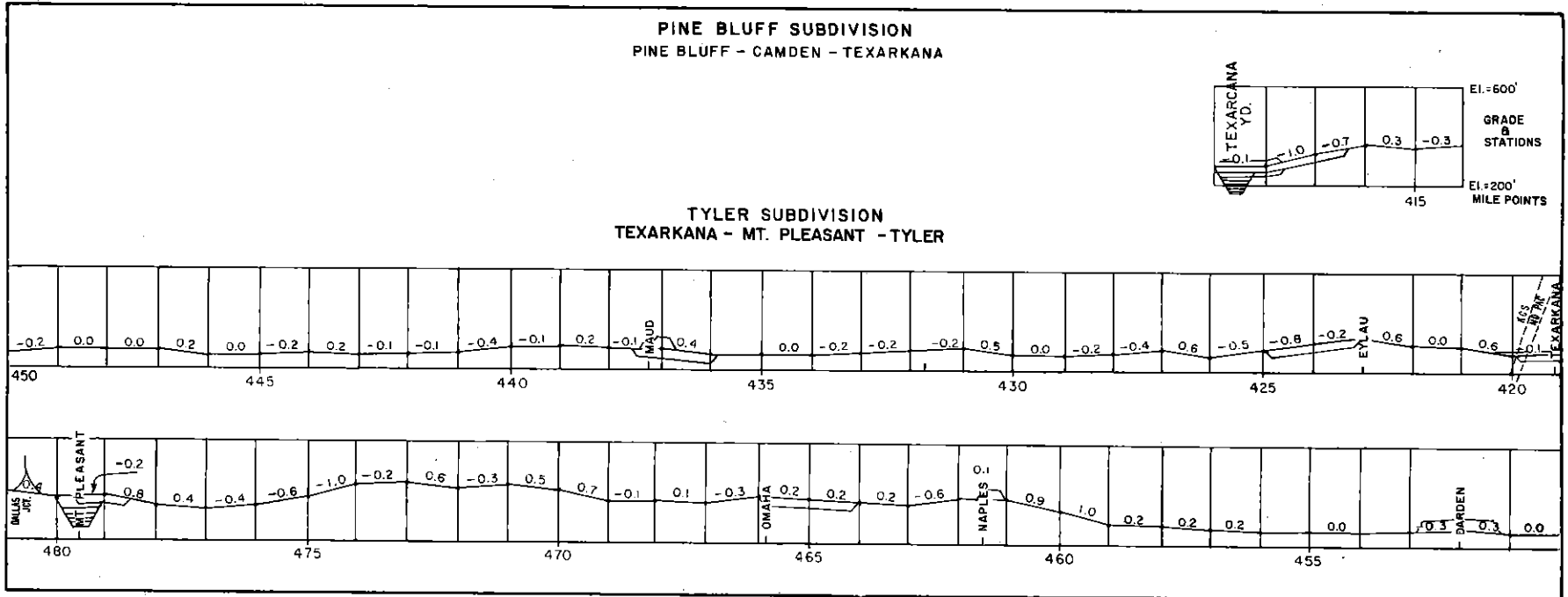
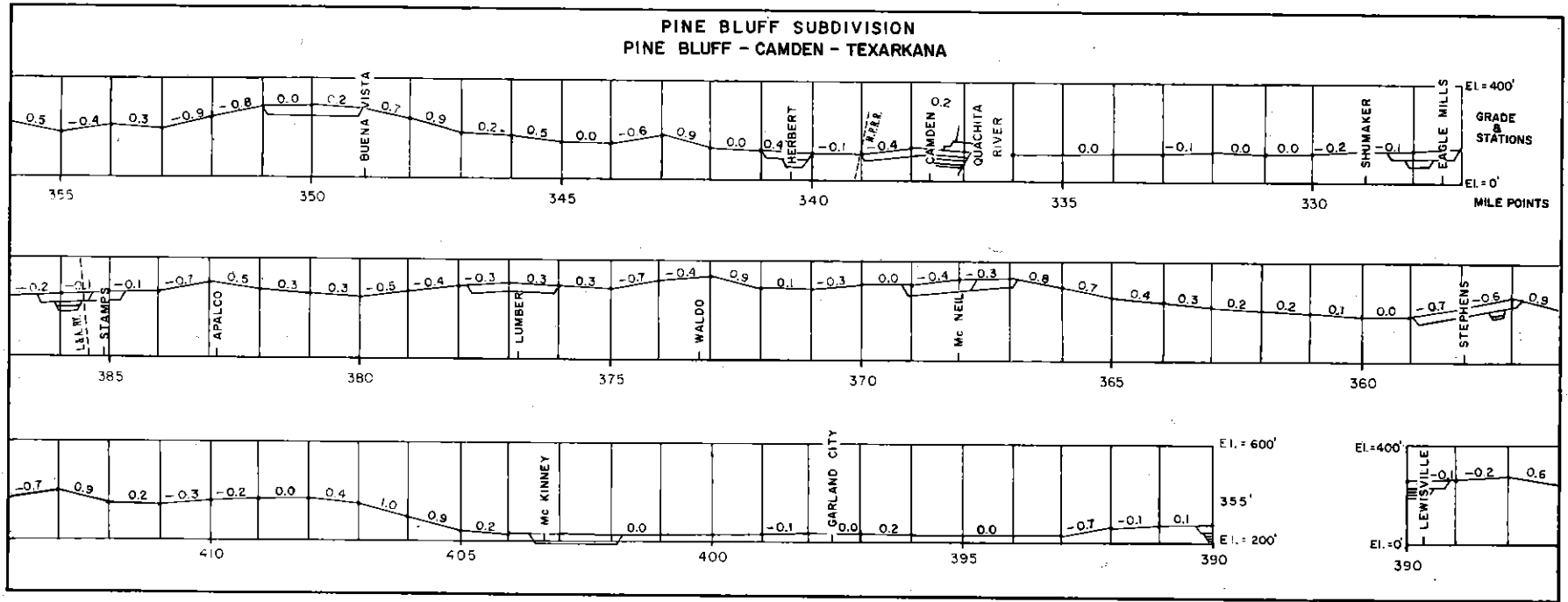
Clarendon River Track
 Stuttgart All Rock Island Tracks
 Engine & Pit Tracks
 South Leg Wye
 House Track
 Old C.A. & E. Main Track
 Team Track
 Altheimer North Leg Wye & Fertilizer
 Spur
 Lynch AP&L Spur
 Scott Industrial Spur
 England Compress Track - C.A. & E.
 Main
 Gin Spur - Platform/House
 Tracks
 Ellison Gin Spur
 Pine Bluff District Diesel Service Facility
 South Leg Old Wye Track
 Old House Track and
 Hudson Pulp & Paper Co.
 Old Yard Track 3 thru 6
 and Shed Tracks
 Port Tracks
 The Arsenal Branch Line
 Arkansas Oak Flooring
 McIntyre Lead
 B&B Lead Track
 All Old Rip Tracks
 Store Room Tracks
 AP&L Lead Track
 Varco Steel Track
 Belt Lead
 Class Yard
 Allied Chemical Track
 Rison House Track
 Fordyce House Track
 International Paper
 Phelps Dodge
 Grocers Wholesale
 Downs Track
 Bearden Bear Brand Roofing
 Gravel Pit All Company Storage Tracks
 Camden Yard Tracks Nos. 2-3-5-6
 T.O.F. Track
 High Line Track
 Rock Island Lead
 Herbert All Paper Mill Tracks
 Herbert Yard Tracks
 Stephens Team Track
 McNeil North Leg Wye
 Lewisville House Track
 Yard Tracks Nos. 3-4-5-6
 South Leg Wye

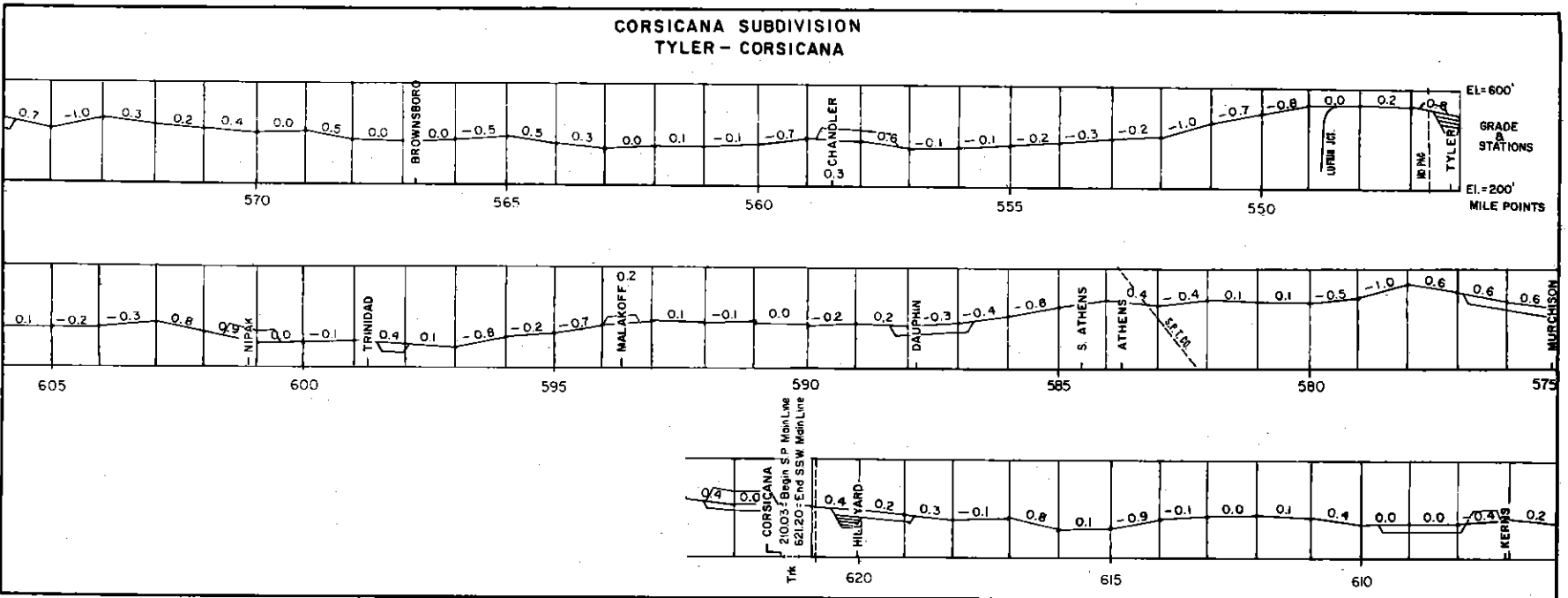
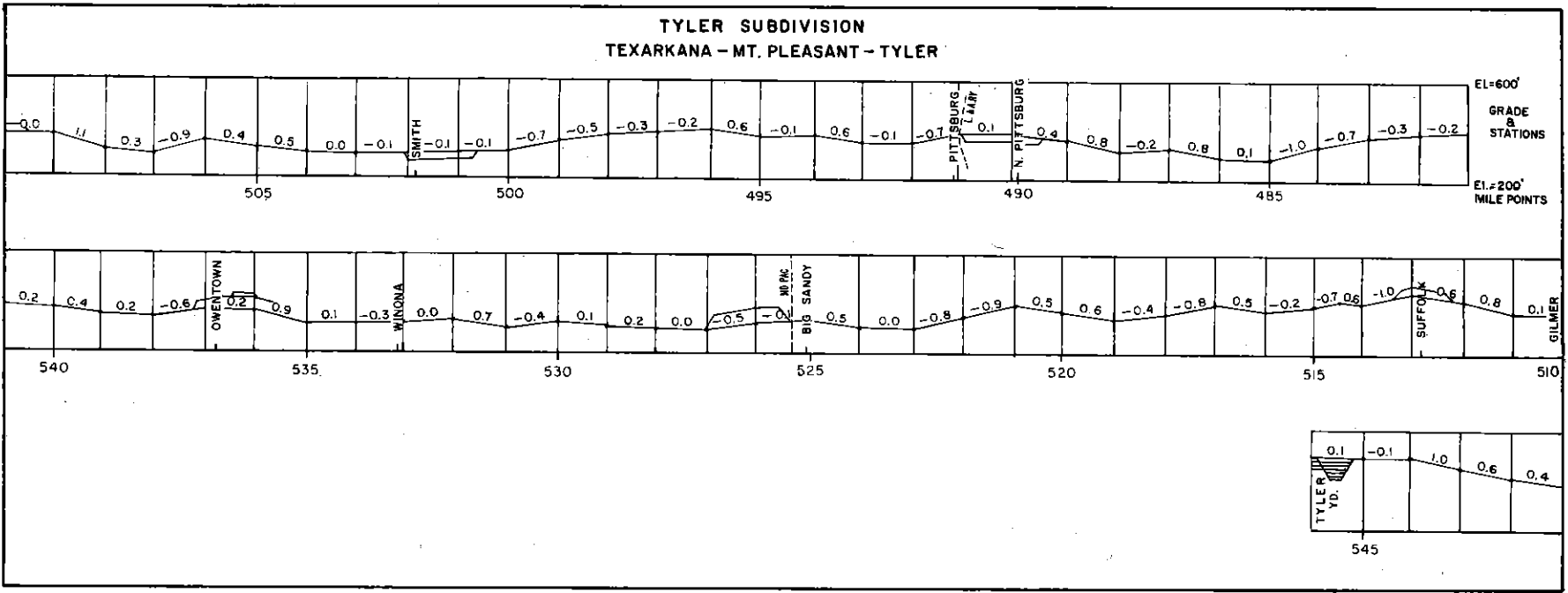
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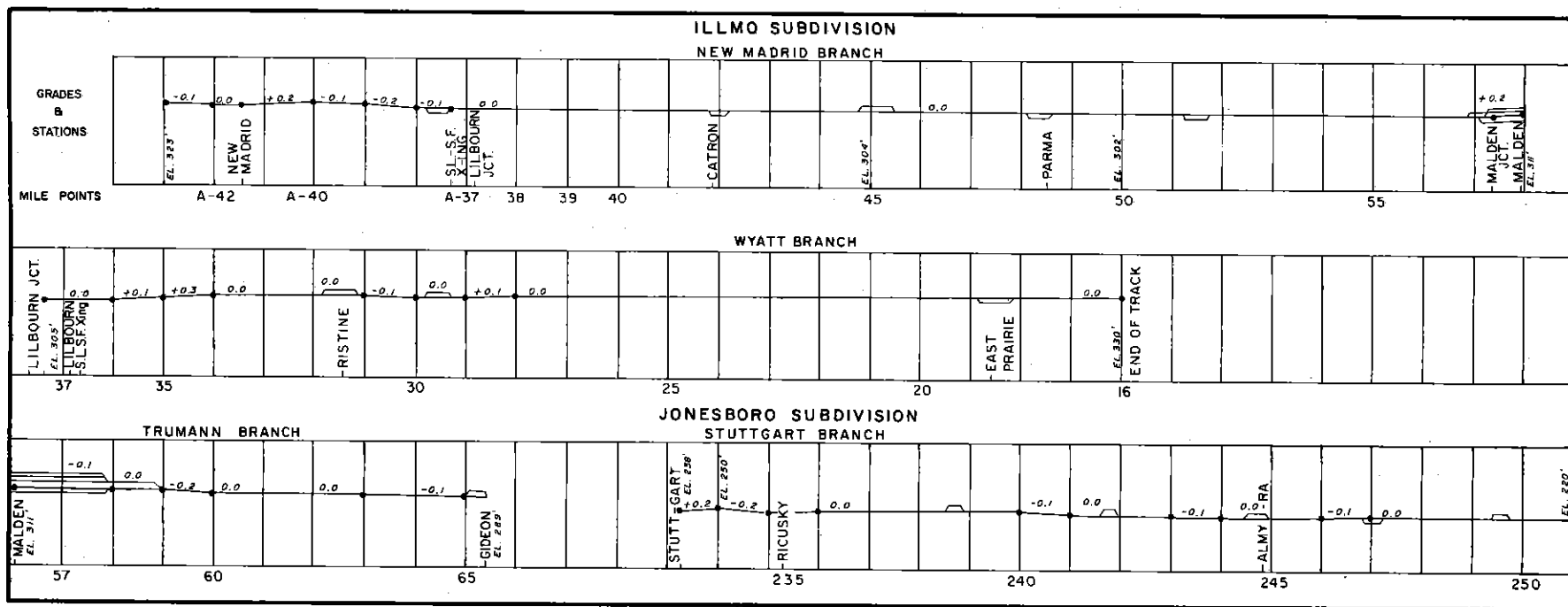
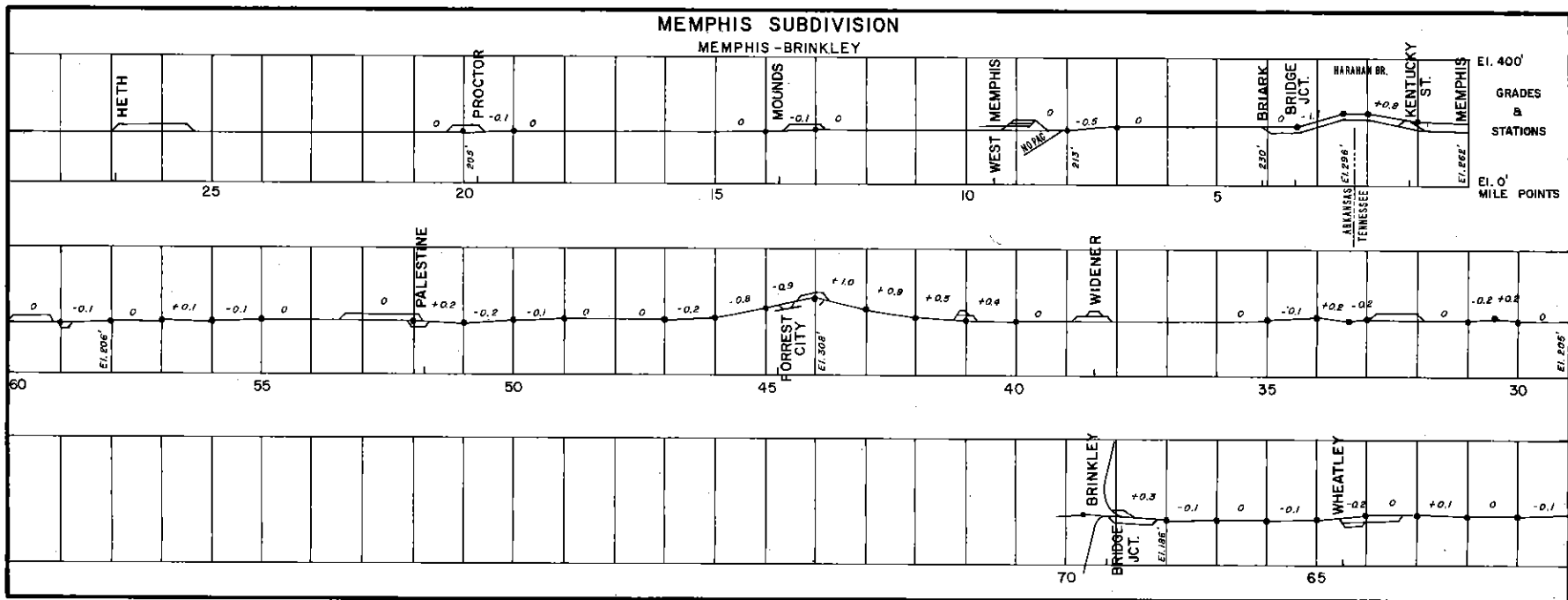
Tyler All Rip Tracks
 Balloon Track
 All Diesel Facility Tracks
 Roundhouse Tracks
 Roundhouse Lead
 Ball Park Tracks
 E. F. Swan Spur
 Wade Connelly Spur
 Swan Heir Spurs
 Kimball-Mayfield Spur
 T.S.E. Lead & Yard
 William Cameron &
 Company Spur
 New City Team Track
 Norton Concrete Spur
 Brookshire Grocery Spur
 Jacksonville All Southern Pacific Tracks
 Athens Spencer Hardware Spur
 Hawn Lumber Spur
 Branch Lines to Smitty and
 Eustace
 Kerens Massey Fertilizer Spur
 Corsicana Tom's Peanut Spur
 Hill Yard Track No. 3
 Southland Oil Mill Track
 MP 679.38 Gross-Yowell Drill Track
 MP 680.01 Georgia Pacific Spur
 MP 680.05 Westview Team Track
 Gulfstate Industry
 MP 680.8 Rohan, Inc.
 MP 680.84 Coors Food Prod.
 MP 682.5 Pac-Rite, Inc.
 MP 682.9 Huck Mfg. Drill Track
 Sulphur Springs Co-op Lead
 Team Track
 Rockwell Spur
 House Track
 Commerce Outside City Track
 Roundhouse Track
 Sherman Branch Lead
 Old Paris Branch - MP 86.8
 - MP 93.50
 Yard Tracks 4-5-7-8
 Greenville Yard Tracks 3 & 4
 Team Track
 Compress Track
 Co-op Track
 Simtrott All Industrial Tracks
 Plano Industrial District
 Dal-Nor Industrial Park
 Addison Industrial Area
 Carrollton Industrial Area
 Coppell Dallas Power & Light
 D.F.W. Industrial Area
 Grapevine B&D Mill Track
 House Track
 Team Track

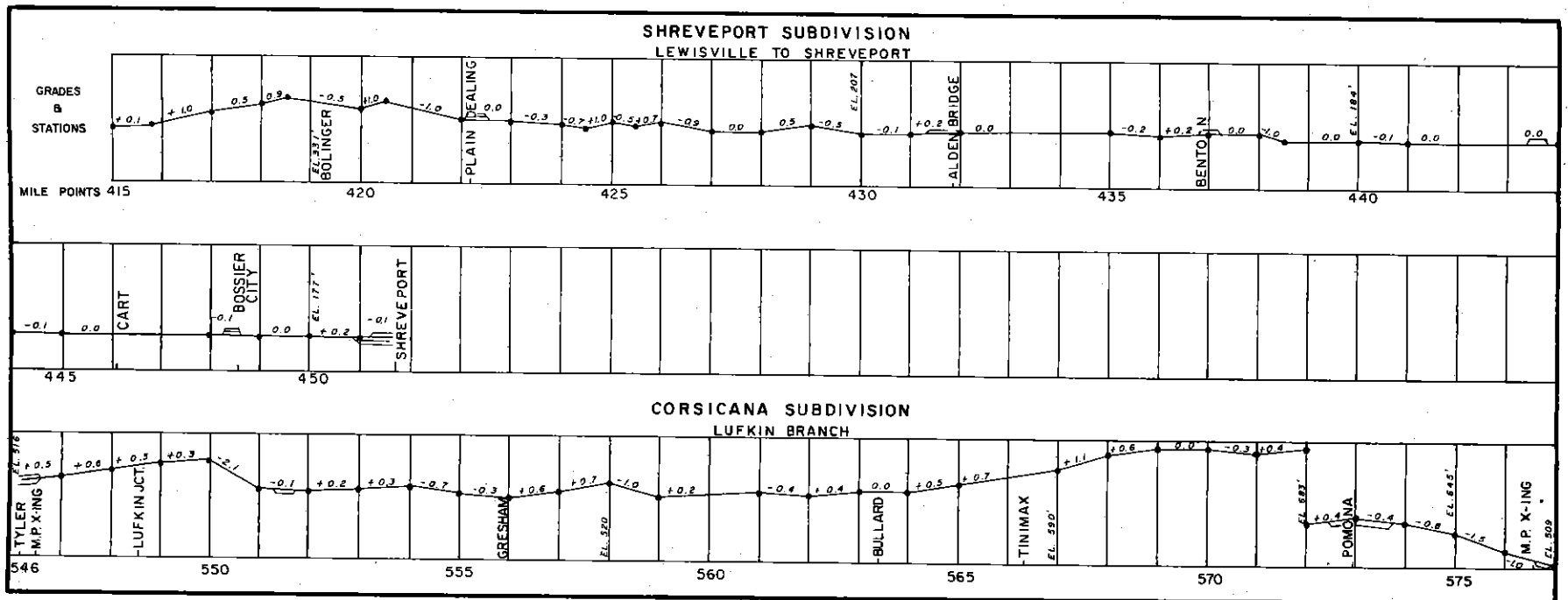
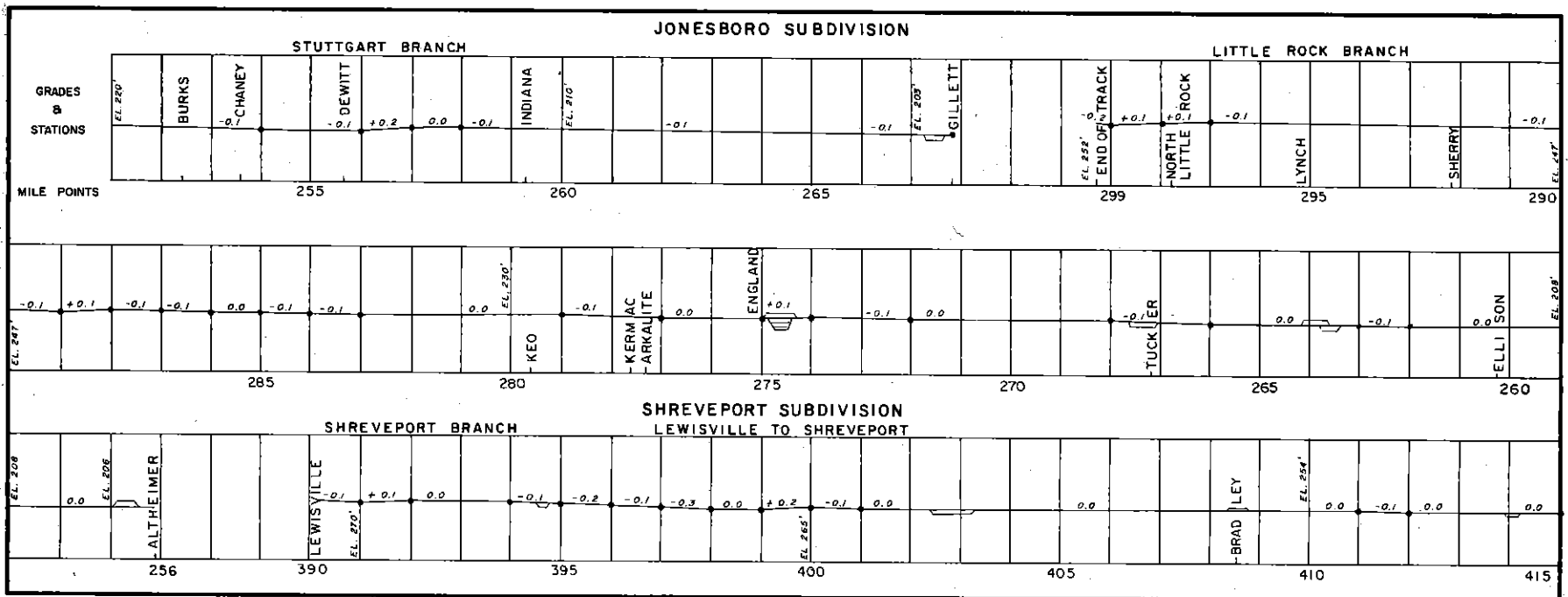


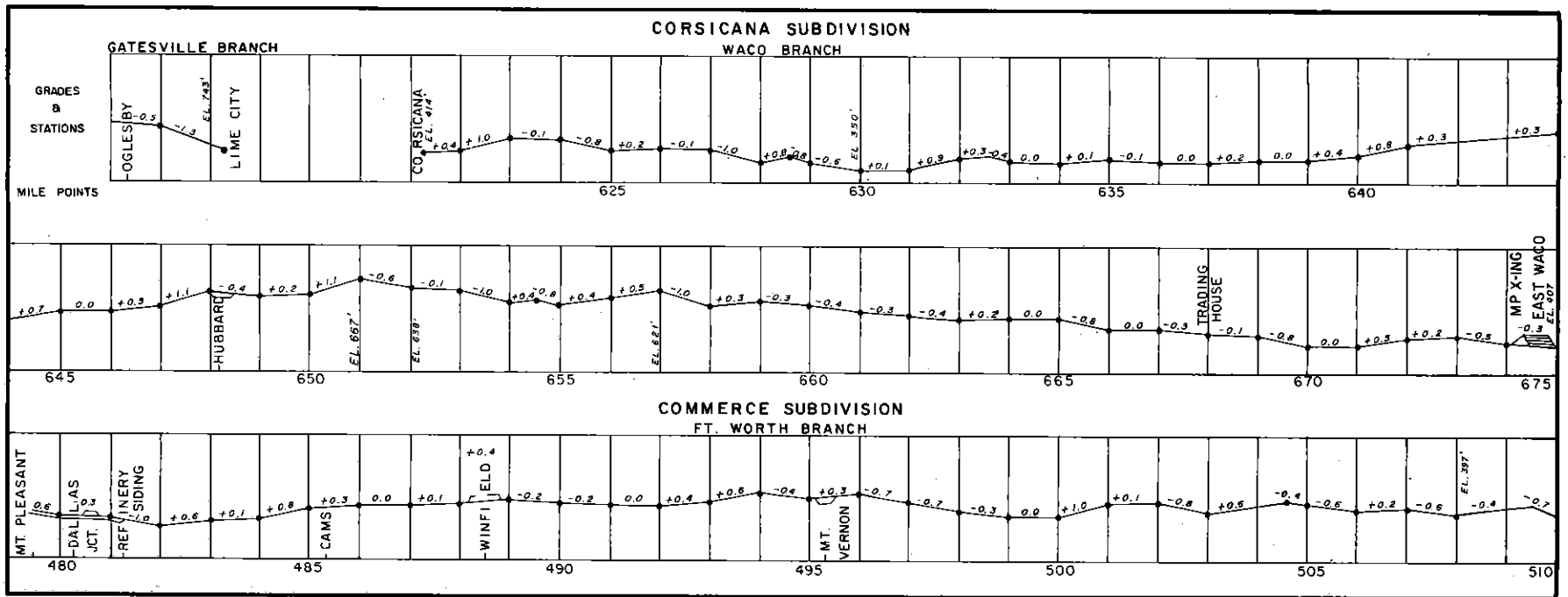
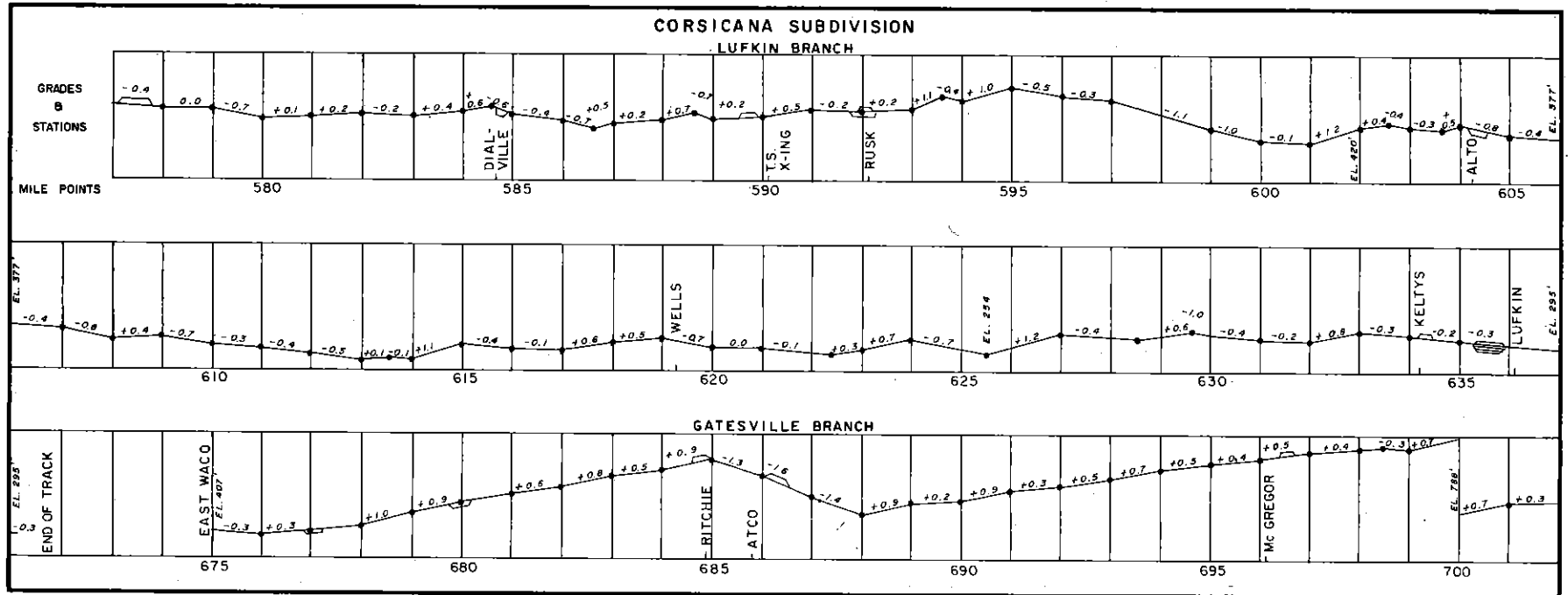


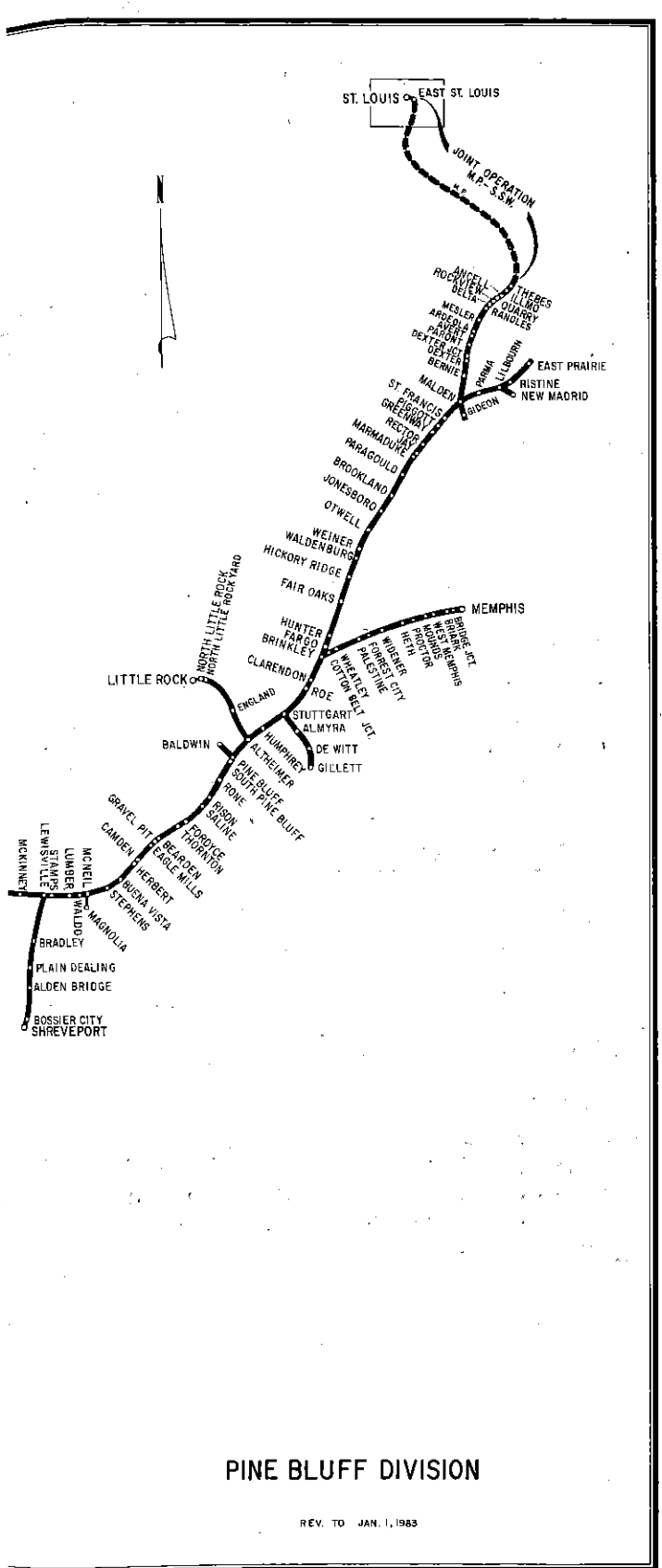
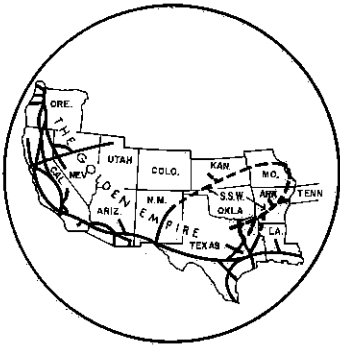
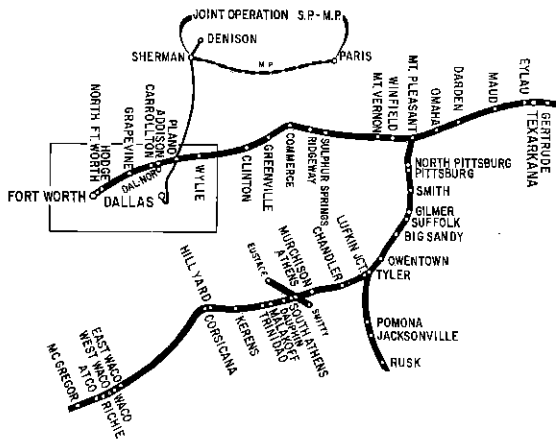
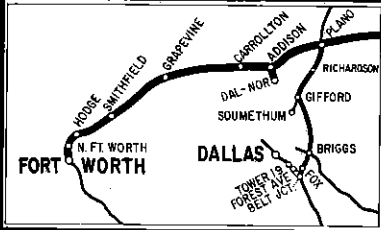
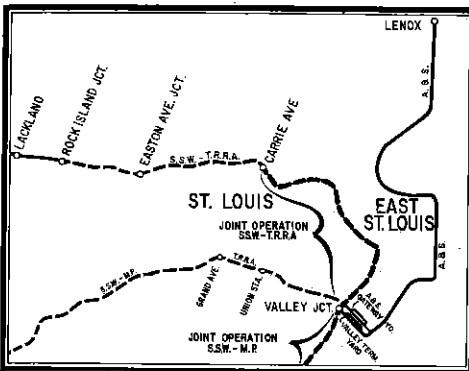












PINE BLUFF DIVISION