



**SAFETY**



**is up to YOU!**

**St. Louis-San Francisco  
Railway Company**



**SOUTHERN DIVISION**

**TIME TABLE  
NO. 2**

**Effective**

**Sunday, September 9, 1973**

**at 12:01 A. M.  
Central Standard Time**

**SUPERSEDING PREVIOUS TIME TABLES**

**J. H. BROWN—Vice Pres.-Operation  
H. C. BITNER—Gen. Mgr.**

**FOR EMPLOYEES ONLY**

The Railway Company reserves the right to vary from the schedules contained herein as circumstances require.



## SOUTHERN DIVISION

J. F. Christian	Division Manager	Memphis
R. L. Buchanan	Division Superintendent (South)	Memphis
C. B. May	Division Superintendent (North)	Memphis
G. C. Payne	Division Engineer (North)	Memphis
J. Payne	Division Engineer (South)	Memphis
J. H. Hall	Division Master Mechanic	Memphis
T. J. Davis	Trainmaster	Amory
W. F. Deaton	Trainmaster	Amory
H. G. Johnson	Asst. Trainmaster	Memphis
J. B. Osborne	Trainmaster	Mobile
G. F. Rischmueller	Trainmaster	Chaffee
M. L. Thornbrough	Trainmaster	Pensacola
J. R. Kolb	Chief Dispatcher	Springfield
W. H. Forson	Road Foreman of Equipment	Memphis
J. M. Turner	Road Foreman of Equipment	Birmingham
J. D. Plunk	Road Foreman of Equipment	Chaffee

## EASTERN DIVISION

R. A. Rorie	Division Manager	Springfield
F. E. Wait	Division Superintendent (North & South)	Springfield
M. Latas	Trainmaster	Thayer
J. D. Williams	Chief Dispatcher	Springfield
L. J. Thiel	Road Foreman of Equipment	Springfield

## ST. LOUIS TERMINAL

R. D. White	Terminal Superintendent	St. Louis
L. E. Carner	Asst. Terminal Superintendent	St. Louis
T. A. Griffith	Terminal Trainmaster	St. Louis
D. L. Patton	Terminal Trainmaster	St. Louis
S. E. Zeilmand	Terminal Trainmaster	St. Louis
C. R. Carmody	Asst. Terminal Trainmaster-Gen. Agent	St. Louis

## MEMPHIS TERMINAL

T. R. Blackwell	Terminal Superintendent	Memphis
R. E. Tyndall	Asst. Terminal Superintendent	Memphis
J. K. Vaden	Asst. Terminal Superintendent	Memphis
R. G. Baumgartner	Terminal Trainmaster	Memphis
R. E. Carr	Terminal Trainmaster	Memphis
E. H. Harrison	Terminal Trainmaster	Memphis
J. E. King	Terminal Trainmaster	Memphis
R. L. Lipscomb	Asst. Terminal Trainmaster-Gen. Agent	Memphis

## BIRMINGHAM TERMINAL

R. L. Akins	Terminal Superintendent	Birmingham
K. E. Richardson	Asst. Terminal Superintendent	Birmingham
E. Gaines Jr.	Terminal Trainmaster	Birmingham
T. L. Sullivan	Terminal Trainmaster	Birmingham
D. E. Baker	Asst. Terminal Trainmaster	Birmingham

## EXPLANATION OF SYMBOLS

Ⓐ—Automatic interlocking	P—Emergency Phone
B—Bulletin board	⬇—Protect crossing from ground position displaying lighted fusee when necessary
C—Standard clock	R—Radiator water
Ⓓ—Drawbridge	T—Turn table
E—Available for emergency consultation	Ⓢ—Train order signal
G—Gate—Normal position against this sub	Ⓧ—Railroad crossing at grade
ⓐ—Gate—Normal position against conflicting route	Y—Wye
□—Gate—Electric locked. Normal position against this sub. Instructions at gate.	Ⓨ—Yard limits
Ⓟ—Gate—Electric locked against conflicting route. Instructions at gate.	Ⓢ—Train order office
Ⓜ—Manual interlocking	#—White light displayed above indicator denotes dragging equipment.
O—Diesel fuel	Ⓢ—Detector equipped to transmit intermittent tone over radio when hot box or dragging equipment is indicated

## TABLE OF SPEEDS

MPH	1 Mile		MPH	1 Mile	
	Min.	Sec.		Min.	Sec.
10	6		40	1	30
15	4		45	1	20
20	3		50	1	12
25	2	24	55	1	5
30	2		60	1	
35	1	42	65		55 1/2

TIMETABLE NO. 2

## CHIEF SURGEON: DR. V. W. HOLLO, ST. LOUIS

## DOCTORS

Amory, Mississippi:  
Dr. B. O. Moore  
9 Avenue South  
Dr. Wm. T. Oakes  
First Avenue at Main

## Birmingham, Alabama:

Dr. Walter Evans  
E: Dr. Henley J. Smith  
2618 10th Avenue South  
E: Dr. David A. McCoy—Oculist  
E: Dr. Don C. Turnbull—Oculist  
1927 1st Avenue North

## Cape Girardeau, Missouri:

Dr. T. G. Otto  
Dr. R. A. Ritter  
Dr. R. A. Ritter, Jr.  
1912 Broadway

## Crystal City, Missouri:

Dr. Walter T. Judge  
125 Mississippi

## Memphis Tennessee:

E: Dr. Hugh Francis, Jr.  
E: Dr. William Battle Malone II  
Dr. Michael C. Thomas  
188 South Bellevue Bldg.  
E: Dr. J. Don Johnson  
E: Dr. John Ross Wills  
2590 Lamar Avenue  
E: Dr. James Wilson—Oculist  
14 North Camilia Street

E: Available for emergency consultation.

\*\*Seen at St. Marys Hospital in emergency.

\*\*Seen at Barnes Hospital in emergency.

## DOCTORS

Mobile, Alabama:  
Dr. G. C. Oswald  
Dr. C. C. Rouse  
1201 Springhill Avenue

## Pensacola, Florida:

Dr. S. G. Kennedy, Jr.  
Dr. C. E. Miller  
816 North Palafox Street  
Dr. Sidney Deeson Bond, Jr.—Oculist  
14 W. Jordan St.

## St Louis, Missouri:

E: Dr. Edwin C. Carter\*  
E: Dr. Robert M. O'Brien\*  
777 South New Ballas Road  
E: Dr. R. Reilly Maginn\*  
E: Dr. Harry K. Purcell\*  
E: Dr. Charles S. Sherwin\*  
911 South Brentwood Blvd.  
Clayton

E: Dr. D. Elliott O'Reilly\*  
1310 South Grand Blvd.

E: Dr. Harry C. Morgan\*\*

E: Dr. Arthur H. Stein, Jr.\*\*  
Barnes Hospital PlazaE: Dr. A. G. Boldizar—Oculist  
2821 North Ballas RoadE: Dr. Robert C. Drews—Oculist  
211 North Meramec, ClaytonE: Dr. W. Howard Lewin—Oculist  
413 Frisco Building

## York, Alabama:

Dr. Johnye Ruth Walton

CONSTANT PRESENCE OF MIND TO INSURE SAFETY TO THEMSELVES  
AND OTHERS IS THE PRIMARY DUTY OF ALL EMPLOYEES.

## LIST OF TIME INSPECTORS

Agent	.....	Frisco Rwy., Aliceville, Ala.	35442
Agent	.....	Frisco Rwy., Amory, Miss.	38821
Robert's Jewelry Company	.....	206 Main Street, Amory, Miss.	38821
H. B. Earle, Jeweler	.....	P.O. Drawer 330, Atmore, Ala.	36502
Frank Joyce Jewelry Company	.....	208 North 24th Street, Birmingham, Ala.	35203
McCaughy Jewelry Company	.....	607 North 6th Street, Blytheville, Ark.	72315
Lang's Jewelry Company	.....	126 North Main Street, Cape Girardeau, Mo.	63701
James M. Stubbs Jewelry	.....	104 W. Yoakum Ave., Chaffee, Mo.	63740
Fischer's Jewelers	.....	216 Main Street, Festus, Mo.	63023
Agent	.....	Frisco Rwy., Hayti, Mo.	63851
Hart Jewelers	.....	7342 Manchester Avenue, Maplewood, Mo.	63143
Brewer Railroad Service	.....	550 S Main, Memphis, Tenn.	38103
Robert E. Nelson, Jr.	.....	5 1/2 Conception Street, Mobile, Ala.	36602
Greene's Jewelry	.....	3101 Mobile Hiway, Pensacola, Fla.	32505
T. P. McLean, Jeweler	.....	105 S. Palafox Street, Pensacola, Fla.	32505
Agent	.....	Frisco Rwy., Tupelo, Miss.	38801
Brown Jewelry Company	.....	Box 67, York, Ala.	36925
Agent	.....	Frisco Rwy., Demopolis, Ala.	36732
Agent	.....	Frisco Rwy., MacMillan, Ala.	

Mailing Address: P.O. Box 100, Pine Hill, Ala. 36767

TIMETABLE NO. 2

SOUTH			Miles	STATIONS
THIRD CLASS	SECOND CLASS			
2011 Tu. Th. Sa.	821 Leave Daily	833 Leave Daily		
AM 630	PM 1030	PM 200	7.1	LINDENWOOD.....CBOTRⓄⓄ
640	1040	210	11.0	GRAVOIS.....PⓄ
702	1057	227	20.8	TEN BROOK.....P
716	1111	241	28.6	BARNHART.....P
727 822	1122	252	34.9	HORINE.....
			40.0	P. P. G.....ⓄⓄ
830	1132	302	40.0	CRYSTAL CITY.....BⓄⓄ
840	1138	308	44.6	SELMA.....PⓄ
845	1141	311	46.8	RUSH TOWER.....
857	1153	323	56.6	CORAL.....P.
			63.1	M. I.....ⓄⓄ
910	AM 1205	335	65.0	STE. GENEVIEVE.....PⓄ
921	1217	347	74.2	ST. MARYS.....
930	1225	355	80.6	MCBRIDE.....PⓄ
940	1235	405	88.2	MENFRO.....Ⓞ
950	1245	415	95.4	SEVENTY-SIX.....P
1000	1255	425	103.2	WITTENBERG.....P
1016	111	441	114.8	NEELYS.....P
1025	120	450	122.1	BAINBRIDGE.....P
1034	129	459	129.4	FREEZE.....PⓄ
1050	140	518 834	131.6	CAPE GIRARDEAU.....PⓄⓄ
			133.1	M. P.....PⓄⓄ
1102	152	530	139.2	NASH.....P
			141.8	S. S. W.....PⓄⓄ
			141.8	ROCKVIEW.....Y
1130 AM	300 AM	630 PM	143.6	CHAFFEE.....OBRⓄⓄ
Arrive Tu. Th. Sa. 2011	Arrive Daily 821	Arrive Daily 833		(136.5)

MPH	MPH
MAXIMUM SPEED.....50	MP 83-10 to MP 83-20.....45
(except as noted)	88-10.....40
Thru interlocking, Lindenwood.....15	91-10.....40
MP 7-15 to MP 8-20.....30	103-20.....30
12-30.....45	103-25.....30
21-25.....45	104-35.....40
26-30.....45	104-35.....45
35-20.....45	109-20.....45
38-30.....45	111.....45
39-20.....30	111-15.....40
Until engine thru limits	111-15.....45
MP 39-20 to MP 41-10.....20	116-05.....45
MP 41-10 to MP 44-35.....45	119-15.....40
52-35.....45	119-25.....45
58-40.....40	121.....45
59-05.....45	125-10.....45
64-35.....35	125-25.....45
Until engine thru limits	128-35.....45
MP 65-02 to MP 65-09.....30	130-25.....20
MP 70 to MP 70-15.....45	ABS: MP 7-18 to MP 139-29
Until engine thru limits	(Rule 510 (a))
MP 73-34 to MP 73-36.....35	CTC: MP 139-29 to MP 142-15
	ABS: MP 142-15 to MP 144-25

ON GUARD - BE SAFE

Station Number	TPR	Track Capacity			NORTH		2010 Arrive Mo. Wd. Fr.
		Sidings		Aux.	SECOND CLASS		
		Cars	Feet		822 Arrive Daily	834 Arrive Daily	
007	LW			Yd.	AM 1000	PM 1000	PM 1245
T011	GS	60	3900	46	812	812	1215
T021	TB	65	3594	25	752	752	PM 1152
T029	NT			56	738	738	1141
T035	HR	67	3695	41	727 2011	727	1125
T040	CX	66	3605	Yd.	718	718	1100
T045	SC			Yd.	711	711	1000
T047	RH	66	3610	Yd.	708	708	932
T057	YF	80	4300		656	656	920
T065	SG	100	5331	89	646	646	910
T074	SM	84	4519	98	635	635	830
T081	VV	76	4115	43	627	627	800
T088	VF	95	5097	22	617	617	733
T095	QX	58	3216	24	608	608	724
T103	UR	64	3505	19	558	558	714
T115	NP	94	5040	190	544	544	700
T122	EB	60	3328		535	535	617
T129	FZ	86	4648		526	526	608
T131	CP	94	5032	Yd.	518	518 833	600
T139	NX			Yd.	508	508	538
T142	RW			4			
T144	CF	177	9150	Yd.	500 AM	500 PM	530 AM
					Leave Daily 822	Leave Daily 834	Leave Mo. Wd. Fr. 2010

**TRACK RESTRICTIONS**

Crystal City—M.I. conn. beyond depot

Gravois—Engines cannot be operated on elevated track, High Line.

Selma —Engines cannot be operated over unloading pit Coal Spur, River Cement Co.

—Engines cannot be operated over scales, USS Agri-Chemical plant.

—Box cars cannot be moved beyond loading platform No. 2 nitrate track, USS Agri-Chemical plant.

Neelys —Engines cannot be operated inside building, Charmin Paper

Engines with 3-axle trucks must not be moved on:

Alpha—Alpha Cement Co. tracks

Horine—M.P. interchange track

**TRACKS AND/OR INDUSTRIES**

Location	Mile	Sta.	TPR	Cap.	Conn.
Koberman	9.8	T009		5	North
Hydraulic (Union Bag)	10.1	T010		60	Both
Alpha	13.2	T013	KX	94	South
Lemay	15.6	T016	GJ	4	South
Imperial	26.6	T027	IP	9	South
Ludwig	37.0	T037	WN	20	Both
Festus	38.9	T039	IS	57	Both
Brickeys	53.2	T053		4	North
Duren	61.5	T061	DF	19	South
Marbleton	71.6	T072		4	North
Beeline	128.6	T128		15	North
Marquette	134.0	T134	IQ	Yd	Both

**HOT BOX DETECTORS**

- @ # MP 31-17
- @ # 53-8
- @ # 78-1
- @ # 104-16
- @ # 126-38

Bridge class of engines and foreign derricks..... 63

Yard Limits:  
Freeze to Marquette

(Continued bottom Page 6)

SOUTH		Miles	STATIONS	Station Number	TPR	Track Capacity			NORTH	
SECOND CLASS						Sidings			SECOND CLASS	
833	821					Cars	Feet	Aux.	822	834
Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	
PM 630	AM 300	143.6	CHAFFEE BCR	T144	CF	177	9150	Yd.	AM 500	
		150.0	M. P.						PM 400	
		155.1	BROOKS JCT	T155	BF	131	6894	3.5 mi		
		165.9	M. P.							
		165.9	SIKESTON	T166	SI	69	3756	Yd.		
		179.6	KEWANE	T180	KA	136	7124	23		
		185.7	S. S. W.							
		185.7	LILBOURN	T186	LL			107		
		186.2	S. S. W.							
		194.0	CONRAN	T194	JD	199	10583	35		
		198.9	PORTAGEVILLE	T199	PO			239		
		212.7	HAYTI BORY	T213	HY	90	4820	Yd.		
		216.4	S. S. W.							
		224.3	STEELE	T224	UE	124	6517	92		
		237.1	BLYTHEVILLE BCR	T237	BL	127	6690	Yd.		
		253.6	OSCEOLA	T254	OS			Yd.		
		264.4	WILSON	T264	WS	131	6890	Yd.		
		283.1	TURRELL (139.5)	C462	TR	129	6754	75	1230 AM	
Arrive Daily	Arrive Daily								Leave Daily	
833	821								822 834	

	MPH
MAXIMUM SPEED (except as noted)	50
M.P. Crossing, Mile 150.0	20
Vanduser Spur	10
Until engine thru limits	
MP 165-10 to MP 165-32	20
185-15	20
198-14	20
212-15	20
Both legs of Wye, Hayti	10
S.S.W. Crossing, Mile 216.4	50
Until engine thru limits	
MP 224-9 to MP 224-29	20
236-9	15
253-2	20
MP 272-0 to MP 282-20	40
Thru power switch turnouts	25
Bridge class of engines and foreign derricks	63
Vanduser Spur	43.7
ABS: MP 142-15 to MP 144-25	
CTC: MP 144-25 to MP 283-5	

Chaffee Sub trains will use Memphis Sub between Turrell and Tennessee Yard.

Trains will secure clearance at Tennessee Yard authorizing movement north from Turrell and will not require clearance at Turrell.

**HOT BOX DETECTORS**

@ #	MP 162-10
@ #	189-17
@ #	217-1
@ #	241-8
@ #	268-19

Wilson: Dwarf signal north end siding MP 264-16 governs movement to main track. White light indicator permits movements on yard track either direction. If no light displayed, trains or engines will stop short of fouling point and call dispatcher.

**ST. LOUIS SUB—SOUTHERN DIVISION**

Trains finding signal 86, MP 8-24, displaying stop indication will communicate with operator at Lindenwood and be governed by his instructions. If cannot contact Lindenwood, be governed by Rule 510(a).

Crystal City — switch MP 40-7 Ste. Genevieve — crossover MP 63-12

Timetable schedules and train orders Form S-A, S-C, E, at Nash, will apply at beginning of CTC.

⊗ Cape Girardeau: Semo Lumber Company Spur — M.P.

Time in train orders for M&I trains will apply at:

**TRACKS AND/OR INDUSTRIES**

	Mile	Sta.	TPR	Cap.	Conn.
Oran	150.9	T151	RL	86	Both
Vanduser	158.5	TA158	VD	35	Both
McMullin	160.0	T160		45	Both
Mathews	173.6	T174	VY	107	Both
Marston	191.0	T191	VT	50	Both
Netherlands	208.2	T208		12	North
Shade	217.0	T217		11	South
Holland	227.3	T227	ZL	31	Both
Norbly	236.3	T236		63	Both
Burdette	224.4	T244		80	Both
Luxora	249.0	T249	LU	117	Both
Rotan	259.3	T259		17	South
Driver	260.7	T261		16	North
Delpro	266.8	T267	DE	46	Both
Joiner	271.8	T272	JR	26	Both
Frenchman's Bayou	275.3	T275	FE	14	N & S

Brooks Jct. - Vanduser Spur  
Sikeston - Scott County Milling trks.  
Hayti - TX line or Kennett Branch west of Gulf Pass  
Blytheville - TR line or Leachville Branch  
Osceola - Oil Mill lead  
Wilson - Scale track

- ⬇ Oran: House Track, Highway W
- ⬇ Kewanee: House Track, Highway Y
- ⬇ Portageville - House Track, Main St.

**TRACK RESTRICTIONS**

Osceola - Cars must not be kicked or dropped against other cars standing on curves American Greeting Card spur or Ration Plant track.

Engines with 3-axle trucks must not be moved on:

- ⬇ Hayti: No. 1 and No. 2 tracks, Highway 84, and TX line Hwy. 84
- ⬇ Blytheville: Hoop Track, Ash St.
- ⬇ Osceola: House (TOFC) Track, Union Avenue
- ⬇ Wilson: House and Scale tracks, Highway 14

**KENNETT BRANCH**

Miles	STATIONS	Sta. No.	TPR	Track Cap.
242.5	HOLCOMB	TB242	IB	39
230.5	KENNETT Y	TB230	KN	Yd.
239.6	SENATH	TC240	NZ	95
230.5	KENNETT Y	TB230	KN	Yd.
222.1	BRAGG CITY	TB222		27
212.7	HAYTI BORY	T213	HY	Yd.
219.8	Caruthersville	TX220	YS	Yd.

**CHAFFEE SUB**

	MPH
MAXIMUM SPEED (except as noted)	25
Hayti to Caruthersville	20
Caruthersville City Limits	10
Kennett to Holcomb	20
Kennett to Senath	20
Both legs of Wye, Kennett	10
⬇ Kennett: First and Fourth Street, and Highway EE, West Side lead	
Bridge class of engines and foreign derricks	54
Yard Limits: Entire Branch	

⊗⊕ Caruthersville: Compress Lead S.S.W

	Mile	Sta.	TPR	Cap.	Conn.
Pascoa	217.3	TB217		18	Both
White Oak	237.3	TB237	UK	16	Both
Frisbee	238.6	TB239	ZK	11	Both
Irl	232.4	TC232		24	Both
Octa	236.5	TC236		17	North

**LEACHVILLE BRANCH**

Miles	STATIONS	Sta. No.	TPR	Track Cap.
276.1	LAKE CITY	TD276	LS	48
261.8	LEACHVILLE Y	TD262	LV	Yd.
255.2	MANILA	TD255	TJ	54
247.0	DELL	TD247	DH	59
238.7	S.S.W.			
237.1	BLYTHEVILLE BCR	T237	BL	Yd.
243.5	ARMOREL (45.4)	TR244	ER	135

**CHAFFEE SUB**

	MPH
MAXIMUM SPEED (except as noted)	15
Until engine thru limits	
MP 238-10 to MP 238-12	5
238-23	5
240-5	5
Both legs of Wye, Leachville	10
⬇ Blytheville: Highway 61	
Bridge class of engines and foreign derricks	43.7
Blytheville to Armorel	53.8
Yard Limits: Entire Branch	

**TRACKS AND/OR INDUSTRIES**

	Mile	Sta.	TPR	Cap.	Conn.
Burton	240.2	TR240	ZN	8	South
Roseland	250.5	TD250		14	Both
Lou	254.3	TD254		6	North
Delfore	264.2	TD264		7	North
Monette	267.8	TD268	NM	83	Both
Black Oak	271.9	TD272		38	Both

SOUTH								Miles	STATIONS	
SECOND CLASS										
FSE	833	135	OBX	131	821	CTB	235			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
PM 1115		PM 920	PM 530	AM 740		AM 445	AM 230	339.8	THAYER.....BCORT⊙	
								350.3	KING.....10.5	
								358.3	HARDY.....8.0	
								363.0	BAKER.....4.7	
								380.7	IMBODEN.....17.7	
									389.9	BLACK ROCK.....Y
								398.0	M. P.....⊙⊙	
								398.0	HOXIE.....BOBY⊙	
								406.1	SEDGWICK.....8.1	
								420.0	JONESBORO.....BCORY⊙	
									422.2	S. S. W.....⊙⊙
								423.8	M. P.....⊙⊙	
								430.7	BAY.....5.9	
								436.6	TRUMANN.....3.3	
								439.9	COON.....7.5	
								447.4	MARKED TREE.....⊙	
								449.6	TYRONZA JCT.....2.2	
								462.2	TURRELL.....Y	
								471.9	HARVARD.....9.7	
								475.4	CRITCO.....3.5	
									481.4	A&M RY. B&T.....⊙⊙
								483.1	SHELCO.....1.7	
								483.6	UNION RY.....⊙	
								483.8	I. C. G.....⊙	
									486.5	UNION RY.....⊙⊙
								490.5	NONCO.....4.0	
								491.5	DEMO.....1.0	
AM 330	AM 1230	AM 220	1100 PM	1155 AM	900 AM	1000 AM	800 AM	496.4	TENNESSEE YARD.....BCORT⊙⊙	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(156.6)	
FSE	833	135	OBX	131	821	CTB	235			

**TRACK RESTRICTIONS**  
 Valley Stone—Engines will not operate past tipple.  
 Black Rock —Black Rock Sand and gravel track cannot be used beyond a point 510 feet from point of switch.  
 Jonesboro —American Handle Co. track must not be used beyond private crossing approximately 300 feet from end of track.  
 ♣ Tyronza: Team Track, Highway 118  
 Bridge Class of Engines and Foreign Derricks:  
 Thayer to Bridge Jct.....70.4  
 Bridge Jct. to Shelco.....65.8  
 Shelco to Tennessee Yard.....69

CTC: MP 339-30 to MP 483-6  
 ABS: I.C.G. Crossing to MP 490-12  
 CTC: MP 490-12 to MP 494-21

**HOT BOX DETECTORS**  
 MP 368-15  
 @ # MP 401-2  
 MP 427-6  
 MP 468-15

Two main tracks between Harvard and Critco designated as East and West tracks.

Two main tracks between Demo and Tennessee Yard designated as East and West tracks.

Yard Limits: Shelco to Nonco

Station Number	TPR	Track Capacity			NORTH						
		Sidings		Aux.	SECOND CLASS						
		Cars	Feet		BTX	134	834	KCX	QLA	NWF	822
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
C340	TH	120	6036	Yd.	AM 635	AM 730		PM 530	PM 1100	AM 230	
C350	KG	153	7993								
C358	HG	55	2925	34							
C363	BA	144	7549								
C381	IM	115	6074	49							
C390	BC	61	3273	203							
C398	HX	171	9106	79							
C406	SW	136	7140	26							
C420	JB	213	11339	Yd.							
C431	BB	109	5798	25							
C437	TN	35	1891	102							
C440	CD	141	7356								
C447	MT	63	3474	310							
C450	TX										
C462	TR	134	7028	75			AM 1130				AM 1230
C472	HV			Yd.							
C475	CG										
C496	SH										
C496	NC										
C496	DM										
C496	TY			Yd.	1201 AM	200 AM	1000 AM	1230 PM	630 PM	900 PM	1100 PM
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
					BTX	134	834	KCX	QLA	NWF	822

**MPH**  
 MAXIMUM SPEED ..... 55  
 (except as noted)  
 MP 339-14 to MP 339-39..... 20  
 Thru turnout South end No. 1 track, Thayer..... 20  
 MP 340 to MP 351..... 40  
 351..... 356-32..... 45  
 356-32..... 357-3..... 40  
 357-3..... 372-7..... 45  
 372-7..... 374-13..... 40  
 374-13..... 378..... 45  
 378..... 382-26..... 50  
 382-26..... 389-2..... 45  
 M.P. Crossing, Mile 398.0..... 40  
 MP 419-6 to MP 420-22..... 20  
 S.S.W. Crossing, Mile 422.2..... 40  
 Until engine thru limits  
 MP 436-22 to MP 436-24..... 45  
 Thru turnouts,  
 MP 471 and MP 475-17..... 35

Thru crossovers, near MP 478-11 25  
 Harvard to Critco (West Trk.) 25  
 MP 480-25 to MP 480-35..... 45  
 A&M Ry. B&T Crossing, Mile 481.4..... 30  
 Mississippi River Bridge..... 25  
 The following will govern operation of engines over Mississippi River Bridge restricted section which is indicated by "restricted section" signs located 339 feet north and 452 feet south of the north through-truss span:  
 Enginemen must use minimum throttle position necessary to move train when engine on restricted section, drifting when possible.  
 Following maximum throttle positions govern:

(Continued on Page 10)

Horsepower	Maximum	Throttle Position	Speed
3500 and under	8th		0-25
3501 - 5250	8th		11-25
	7th		8-10
	Throttle Off		0-7
5251 - 7000	8th		13-25
	7th		10-12
	6th		8-9
	Throttle Off		0-7
Over 7000	8th		20-25
	5th		15-19
	Throttle Off		0-14

When speed is below 8 MPH with 3501-7000 HP engine, or below 15 MPH with over 7000 HP engine in service, power must be shut off and be governed by the following:

**SOUTHWARD TRAIN:** If engine stops on restricted section, train will be backed off bridge, using light throttle, if necessary, to start train.

**NORTHWARD TRAIN:** If engine stops on restricted section of bridge, no attempt will be made to start train; and if helper is not available to start train from rear, it will be necessary to cut train at south end of bridge and double to Marion.

When doubleheading, the power of second engine shall not be used over restricted section of bridge.

Trains must not be accelerated while engine moving over restricted section. Trains should be controlled so that light brake applications only will be required. Use of independent or dynamic brakes over restricted section is not permitted.

Union Pacific six-axle units in the following combinations only are permissible on Mississippi River bridge:

("6" indicates six-axle Union Pacific unit.)

("4" indicates four-axle unit. In all positions marked "4", lighter weight cars may be substituted—not over 177,000 gross pounds and length not less than 37 feet.)

6-6-6-4\*—train

4-4-4-4-6-6-4\*—train

6-6-6-4-4-6-6-4\*—train

6-6-4-4-6-6-4-4-6-6-4\*—train

6-4-6-4-6-4\*—train

4-4-6-4-4-6-4\*—train

6-6-6-4-6-4\*—train

6-4-6-6-4-6-4\*—train

\*Additional four-axle units as desired permissible between six-axle units and train.

The Union Pacific six-axle unit restrictions will also apply to Frisco 900 series when used in consists with Union Pacific six-axle units.

Any number of units may be deleted from head end of above combinations to make other desired combinations.

Over end two main tracks, MPH  
Mile 483.1 ..... 15

Shelco to ICG Crossing  
restricted speed.

Shelco to Tennessee Yard over street crossings .....	20
I.C.G. crossing to MP 490-15.....	30
MP 490-15 to MP 494-20½.....	20
Thru turnouts, all sidings.....	25
(except Bridge Jct., South end)	

White light indicator MP 397-34, White light displayed authorizes movement to siding. If no light displayed, authority for move must be secured from dispatcher.

When white light displayed at indicator MP 420-17, northward "Stop" signal MP 419-18 displays proceed indication.

Bridge detectors on Bridges 436.3 and 436.8 connected with CTC. When Southward "Stop" signals at Bay, Southward "Stop and Proceed" signal, MP 436-5 and northward "Stop" signals at North Coon display "Stop" indication, observe CTC rules and if signals remain at "Stop", examine Bridges and know to be safe before passing over. CTC Rules govern.

"Stop" signals govern movement of Southward trains on main tracks at MP 483-24. In addition, southward trains must receive a hand signal with yellow flag or yellow light from Kentucky Street operator before passing "Stop" signal at MP 483-24. If "Stop" signal at MP 483-24, governing southward movement does not display proceed indication, be governed by instructions of Kentucky Street operator.

Train movements over Union Ry Crossing Kentucky St. will be governed by hand signal with yellow flag or light. Northward trains must receive this hand signal before passing Florida Street. Color light signal protects crossing with I.C.G. Ry., Mile 483.8, operated by switchtender. Trains stop for crossing and proceed when color light signal displays proceed indication or on instructions from switchtender.

Shelco to Nonco—movement of trains with current of traffic on both tracks will be as prescribed by Rules 251 to 254, inclusive.

#### TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Mammoth Spring .....	342.3	C342	MS	116	Both
Williford .....	368.4	C368	UB	15	Both
Ravenden .....	375.2	C375	RD	97	Both
Sloan .....	383.7	C384		55	Both
Valley Stone .....	384.5	C385		72	Both
Hogan .....	385	C386		70	North
Portia .....	392.2	C392		53	Both
Bono .....	412.1	C412	ZP	41	South
Aggie .....	421.4	C421		12	North
Tuck .....	422.8	C423		20	South
Nettleton .....	423.8	C424	NE	99	Both
Tyronza .....	452	C452	TZ	30	North
Gilmore .....	458.9	C459		32	Both
Clarkdale .....	466.7	C467		26	South
Marion .....	473.6	C474	VO	40	Both
Bridge Jct. ....	481.4	C481	BJ	30	South

**STAYING INVOLVED IN SAFETY IS  
A LIFE SAVER FOR YOU AND ME.  
IF YOU DON'T PRACTICE SAFETY  
ALL THE TIME — WHAT'S YOUR EXCUSE?**

SOUTH					Miles	STATIONS
SECOND CLASS						
81	131	821	FSE	OBX		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
PM 510	PM 330	PM 1230	AM 715	AM 430	496.4	TENNESSEE YARD..... CBORTⓄ
					511.9	BYHALIA..... 15.5
					527.5	TOURS..... 15.6
					528.3	I. C. G..... 0.8
					528.6	HOLLY SPRINGS..... 0.3
					541.0	POTTS CAMP..... 12.4
						11.0
					552.0	MYRTLE..... 9.5
					561.5	PECK..... 0.8
					562.3	I. C. G..... 0.0
					562.3	NEW ALBANY..... 9.0
					571.3	REESE..... 10.4
					581.7	BELDEN..... 6.5
					588.2	TUPELO..... 0.0
					588.2	I. C. G..... 3.8
					592.0	PLANTERSVILLE..... 10.7
					602.7	ARJAY..... 8.5
					611.2	AMORY..... OBORTYⓄ
						(114.8)
900 PM	655 PM	445 PM	1130 AM	800 AM		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
81	131	821	FSE	OBX		

	MPH
MAXIMUM SPEED	55
(except as noted)	
MP 513-23 to MP 514-01	50
520-02	50
520-24	45
523-02	50
525-19	45
530-22	45
Until engine thru limits	
MP 527-14 to MP 527-16	20
528-14	20
I.C.G. Crossing, Mile 528.3	20
MP 530-22 to MP 532-11	50
534-21	45
535-24	40
535-34	45
537-18	50
550-16	50
Until engine south thru limits	
MP 560-21 to MP 560-22	45
MP 561-11 to MP 563-05	50
Until engine thru limits	
MP 562-12 to MP 562-24	20
MP 563-05 to MP 574	45
574	50
586-15	45
Until engine thru limits	
MP 587-16 to MP 588-21	20
I.C.G. Crossing, Mile 588.2	30
Bigbee Spur	10
Trains hdlg. pulpwood, Br. 609.0	25
Until engine thru limits	
MP 610-21 to MP 610-32	20
Thru power switch turnouts	25
CTC: MP 497-30 to MP 610- 8	
ABS: MP 610- 8 to MP 612-11	

**HOT BOX DETECTORS**  
 @ MP 519-12  
 @ 545- 3  
 @ # 577-21  
 @ 597-28

• Tenn Yard: Shelby Drive (when flashers not operating)  
 • Bigbee: Spur, Highway 6

**TRACK RESTRICTIONS**  
 Potts Camp—Engines must not be moved onto coal chute pit.  
 Shari—Not more than one ROAD or RD-SW unit will be placed beyond frog, Tracks 2, 3, and 4, or beyond frog Laher Springs Co. track.  
 Tupelo—Engines other than YARD or RD-SW must not use track serving National Springs Corporation.  
 —Engines cannot be operated over scale Tupelo Oil Mill.

**TRACKS AND/OR INDUSTRIES**

Mile	Sta.	TPR	Cap.	Conn.
Mineral Wells	499.0	C499	NL	2 South
Olive Branch	501.7	C502	MQ	134 Both
Miller	508.8	C506	VX	41 Both
Victoria	516.2	C516		8 South
Waites	534.6	C535		13 North
Hickory Flat	548.2	C548	IK	12 Both
Shari	559.7	C559	QR	146 Both
Glenfield	560.4	C560	GH	4 North
Blue Springs	573.6	C574		24 North
Sherman	577.3	C577	QS	67 North
Nettleton	600.3	C600	NN	141 Both
Bigbee	808.6	C608	BI	202 Both

Bridge class of engines and foreign derricks 70

ALWAYS IDENTIFY YOUR TRAIN, ENGINE, OR CABOOSE

Station Number	TPR	Track Capacity			NORTH					
		Sidings		Aux.	SECOND CLASS					
		Cars	Feet		KCX	136	822	QLA	BTX	82
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
C496	TY			Yd.	AM 830	PM 100 PM	PM 315 PM	PM 500	PM 1030	PM 1100
C512	BH	132	6909	85						
C528	TO	111	5881	95						
C529	HS			72						
C541	PQ	128	6747	64						
C552	MY	194	10294	39						
C561	PE	130	6839	3						
C562	NY			Yd.						
C571	RE	143	7582							
C582	BD	138	7205	3						
C588	TU			Yd.						
C592	PV	131	6899	3						
C603	AJ	135	7072							
C611	AY	127	6350	Yd.	400 AM	900 AM	1100 AM	130 PM	615 PM	705 PM
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
					KCX	136	822	QLA	BTX	82

BIRMINGHAM SUB

BRILLIANT BRANCH

Miles	STATIONS	Sta. No.	TPR	Track Cap.
	SOUTH	NORTH		
655.4	WINFIELD.....	C655	WD	122
	8.1			
663.5	BRILLIANT.....	NB664	ZI	Yd.
	1.2			
664.7	BROOKSIDE.....	NB665	ZD	Yd.
	(9.3)			

MAXIMUM SPEED 20MPH  
 Bridge class of engines and foreign derricks 53.8  
 Yard Limits: Entire Branch

DEBARD BRANCH

Miles	STATIONS	Sta. No.	TPR	Track Cap.
	SOUTH	NORTH		
707.4	DORA.....	C707	DO	Yd.
	4.4			
711.8	LORTON.....	N711		53
	0.8			
712.4	SUMITON.....	N712	UM	26
	2.9			
715.3	DRUMMOND.....	N715	ND	12
	1.7			
717.0	DEBARDELEBEN.....	N717	DB	Yd.
	(9.6)			

MAXIMUM SPEED MPH  
 (except on curves) 10  
 Bridge class of engines and foreign derricks 53.8  
 Yard Limits: Entire Branch

• Sumiton: Old Highway 78.

BESSEMER BRANCH

Miles	STATIONS	Sta. No.	TPR	Track Cap.
	SOUTH	NORTH		
729.3	PRATT CITY.....	C729	PZ	214
	1.2			
730.5	ENSLEY.....	N730	ES	216
	0.2			
730.7	B. S.....			
	1.6			
732.3	SOUTHERN.....			
	4.3			
736.6	WOODWARD.....	N737	WU	44
	0.0			
736.6	Woodward Fur.....			
	2.8			
739.4	L. & N.....			
	0.7			
740.1	BESSEMER.....	N740	BS	108
	0.2			
740.3	B. S. Connection.....	N741		
	(11.0)			

MAXIMUM SPEED 20 MPH  
 Bridge class of engines and foreign derricks 53.8  
 Yard Limits: Entire Branch

**PERMISSIBLE LOAD LIMITS**

Cars having maximum gross weights (combined weight of car and lading) listed may be handled via routes shown subject to indicated limitations:  
**GENERAL INSTRUCTIONS:**

Where authority is given for movement of cars of specified weights with speed restrictions advance approval of Chief Dispatcher must be obtained to permit proper protection.

Cars with gross weights between 263,000# and 286,000#, in cars equipped with two 4-wheel 100-ton trucks, (see reference notes (g) (u) and (v)) must be inspected by carman to determine if mechanically OK for movement, with proper side bearing clearance and load evenly distributed.

Length of cars is determined by listings in "Official Railway Equipment Register" under headings "Dimensions, Outside, Length".

When alphabetical reference notes are shown opposite routes, refer to same alphabetical note for limitations and restrictions.

MAXIMUM PERMISSIBLE GROSS WEIGHT	REFER-ENCE NOTES	ROUTES	REFER-ENCE NOTES	LIMITATIONS & RESTRICTIONS
177,000#		<b>ENTIRE RAILROAD</b>	None	
220,000#		ENTIRE RAILROAD except the following:	(a)	Cars with minimum length of 40 ft. with gross weight between 177,000# and 220,000# must be preceded and followed by car with gross weight not exceeding 140,000#. Restrict speed to 5 MPH over Bridges A-105.9 and A-109.8 and 10 MPH over Bridge D-114.7 when handling car with gross weight in excess of 177,000#.
	(b)	Henpeck Spur		
	(a)	Lead Jct-Salem		
	(a)	Weaubleau-Clinton, Mo.	(b)	Limited to 177,000# gross weight.
	(b)	Sinclair-Weir City		
225,000#	(c)	Bayou Chico Bridge, Pensacola	(c)	Cars with gross weight between 220,000# and 225,000# must be separated from other cars and engine by car with gross weight not exceeding 177,000#.
235,000#	(d)	Ft. Smith-Hugo	(d)	Cars shorter than 38 ft. limited to 220,000#.
240,000#	(e)	Aurora-Mt. Vernon	(e)	Cars with gross weight between 220,000# and 240,000# may be handled with speed restricted to 15 MPH.
263,000#		<b>THROUGH ROUTES</b>	(g)	Cars with gross weight over 263,000# but not exceeding 286,000#, equipped with two 4-wheel 100-ton trucks may be handled with following restrictions:
	(g) (i)	Kansas City-Birmingham		<b>BETWEEN KANSAS CITY AND BIRMINGHAM</b>
	(g)	St. Louis-Oklahoma City		Trains: All except those with "Train Identification" of FSE, NWF, QLA, and 131.
	(h)	Oklahoma City-Floydada		Speed Restrictions: 50 MPH, except 10 MPH over Bridges C609.0 and C702.5. Minimum Length of Car: 50 ft. when handling over Mississippi River Bridge at Memphis.
		<b>LOCAL ROUTES</b>		<b>BETWEEN ST. LOUIS AND OKLAHOMA CITY</b>
	(g)	<b>EASTERN DIVISION</b>		Trains: All except those with "Train Identification" of 39, 437 and 537.
	(h)	Cuba-Buick		Speed Restrictions: 50 MPH.
	(h)	Ft. Wood Branch		<b>BETWEEN CUBA AND BUICK</b>
	(h)	MK Jct-Kissick		Trains: All trains.
	(h)	Kissick-Ozark		Speed Restrictions: None
	(h)	Kansas City-Leeds Jct.		Minimum Length of Car: 40 ft.
	(h)	Springfield-Weaubleau		<b>BETWEEN EDWARD AND AFTON</b>
	(j)	Hoxie-Walport		Trains: All trains.
	(g)	Marion-Hulbert		Speed Restrictions: 50 MPH except 35 MPH between MP L-161 and MP L-162.12.
		Edward-Afton		<b>BETWEEN SAPULPA AND SHERMAN</b>
		Pittsburg-Opolis		Trains: All except those with "Train Identification" of 39 and 437.
		Miami Branch		Speed Restrictions: 50 MPH.
		(Except Cardin Spur)		Minimum Length of Car: 40 ft.
		Quapaw-Central Mill		<b>BETWEEN LINDENWOOD AND TURRELL</b>
		Arcadia-Strauss		Trains: All trains.
	(h)	Pierce City-Wichita		Speed Restrictions: None.
	(h)	Wichita Yard-Lorraine		Minimum Length of Car: 40 ft. on St. Louis Subdivision.
		Oronogo-Baxter Springs		<b>BETWEEN AMORY AND DEMOPOLIS</b>
		J&G Jct-Carl Jct.		Trains: All trains.
		<b>SOUTHERN DIVISION</b>		Speed Restrictions: None.
		Winfield, Ala.-Brookside		
		Dora-DeBardleben		
	(h)	Pratt City-Bessemer		
	(g) (h)	St. Louis-Chaffee	(h)	Cars shorter than 38 ft. limited to 220,000#. Restrict speed to 30 MPH
	(g)	Chaffee-Turrell		Bridge G557.9, and to 10 MPH Bridge D165.8, when handling car with gross weight in excess of 220,000#.
	(p)	Near Holcomb	(i)	Cars shorter than 45 ft. limited to 220,000#, between Bridge Jct. and Shelco.
		Near Senath	(j)	Cars with gross weight between 220,000# and 263,000# may be handled with speed restricted to maximum of 15 MPH, and 10 MPH over Bridges SC-400.0, SC-401.2 and all bridges on Walport Spur.
	(p)	Kennett-Hayti		Except Bridge EA-468.2 at Okmulgee limited to 263,000#.
		Hayti-Caruthersville	(k)	Cars with minimum length of 50 ft. and gross weight between 220,000# and 263,000# may be handled with speed restricted to maximum of 10 MPH.
	(g)	Blytheville-Armorel		
		Amory-Demopolis	(r)	Cars shorter than 42 ft. limited to 220,000#.
		Aberdeen Spur	(s)	Cars with gross weight between 220,000# and 263,000#, restricted to maximum speed of 10 MPH between Enid and Dacoma; 10 MPH between MP JA-612.1 and JA-627.9; 25 MPH Enid-Breckenridge; 15 MPH Breckenridge-Blackwell; 25 MPH Blackwell-Beaumont; 15 MPH Snyder-Davidson.
		Demopolis-Pensacola	(t)	Cars with gross weight between 220,000# and 263,000# minimum length 38 ft. restricted to maximum 15 MPH between MP K-592 and MP K-610, from Southard to Foley, from Ewing to Clinton.
	(h)	Aliceville-Mobile		
		<b>SOUTHWESTERN DIVISION</b>		
	(g) (h) (k)	Sapulpa-Denison		
	(g)	Denison-Sherman		
	(h)	Sherman-Irving		
	(r)	Dallas-N. Ft. Worth		
	(h)	N. Ft. Worth-Ft. Worth		
	(h)	Henryetta-Muskogee		
	(h)	Monett-Ft. Smith		
	(h)	Hugo-Paris		
	(h)	Hope-Lakeside		
	(s)	Madill-Ardmore		
	(h)	Cherokee Yard-Enid		
	(s)	Enid-Avard		
	(s)	Enid-Beaumont		
	(t)	Enid-Foley		
		Foley-Ewing		
	(t)	Ewing-Clinton, Okla.		
	(s)	Snyder-Davidson		
270,000#	(u)	Oronogo-Galena J&G Jct-Carl Jct.	(u)	For cars with minimum length of 40 ft. equipped with two 4-wheel 100-ton trucks. Cars shorter than 40 ft. limited to 220,000#.
276,000#	(v)	Pierce City-Fredonia	(v)	For cars with minimum length of 50 ft., equipped with two 4-wheel 100-ton trucks. Maximum speed restricted to 30 MPH between Pierce City and Fredonia, and 15 MPH between Enid and Blanton.
	(v)	Enid-Blanton		
315,000#	(w)	St. Louis-Oklahoma City	(w)	For cars with minimum length of 40 ft. equipped with two 4-wheel 125-ton trucks, with wheel diameter of 38 in. or more. When movement on Afton Sub involved speed must be restricted to 35 MPH between MP L-161 and MP L-162.12.
	(w)	Cuba-Buick		
	(w)	Kansas City-Springfield	(x)	For cars with minimum length of 55 ft. equipped with two 4-wheel 125-ton trucks, with wheel diameter of 38 in. or more.
	(w)	Ft. Scott-Afton		
	(x)	Springfield-Birmingham	(y)	For cars with two 4-wheel 125-ton trucks, and minimum wheel diameter of 38 in., length 67 ft. 2 1/2 in., axle spacing 6 ft., center to center of trucks 53 ft. 7 in., in trains with "Train Identification" of 531 and 530 only. Restrict speed to 20 MPH over Bridges E457.5, E475.0, E495.0 and E535.8.
	(y)	Sapulpa-Sherman		
	(w)	Amory-Aliceville		
	(y)	Henryetta-Muskogee		
394,500#	(z)	Memphis-Birmingham	(z)	Applicable only in DUPX 29400-29439 & 29500-29666 series cars.



SOUTH				Miles	STATIONS
SECOND CLASS					
81 Leave Daily	131 Leave Daily	FSE Leave Daily	OBX Leave Daily		
PM 900	PM 655	AM 1130	AM 830	611.2	AMORY ..... CBORTY ⊙ ⊙
				620.6	JUDGE 9.4
				628.9	GATMAN 8.3
					13.0
				641.9	BEAVERTON 13.5
				655.4	WINFIELD 13.5
				668.9	ELDRIDGE 5.9
				674.8	CARBON HILL ..... OBR ⊙
				682.8	TOWNLEY 8.0
				693.7	SOUTHERN 10.9
				693.8	JASPER ..... ⊙ ⊙ ⊙ ⊙
					4.2
				698.0	ALMA 3.5
				701.5	CORDOVA ..... ⊙
				703.5	BENOIT 2.0
				707.4	DORA 3.9
					5.1
				712.5	QUINTON 2.4
				714.9	PALOS 2.4
				717.3	LINDBERGH 4.8
				722.1	ADAMSVILLE 2.9
				725.0	OAKWOOD 4.1
				729.1	L. & N. SOUTHERN B. S. ..... ⊙ ⊙
				729.3	PRATT CITY ..... ⊙
					0.2
				730.6	WEST BIRMINGHAM 0.5
				731.1	THOMAS JOT 0.2
				731.3	B. S. ..... ⊙
				732.1	BIRMINGHAM ..... OBORTY ⊙ ⊙
					(120.9)
AM 100 AM	1100 PM	PM 420 PM	PM 1230 PM		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
81	131	FSE	OBX		

**MAXIMUM SPEED** ..... 55 MPH  
(except as noted)

MP 613-26, Northward engines by ..... 50

MP 620 to MP 624-30 ..... 50

649-05 649-10 ..... 50

649-30 650-05 ..... 45

654-10 654-30 ..... 40

654-30 688-25 ..... 45

688-25 688-30 ..... 35

688-30 692-15 ..... 45

692-15 693 ..... 35

693 699-15 ..... 45

Until engine north thru limits

MP 694-28 to MP 694-30 ..... 30

MP 699-15 to MP 699-30 ..... 40

699-30 701-15 ..... 45

701-15 708-10 ..... 30

Trains hdlg pulpwood, Br. 702.5

708-10 715 ..... 35

715 717-35 ..... 30

717-35 718-10 ..... 25

718-10 722 ..... 30

722 724-10 ..... 35

724-10 724-15 ..... 30

724-35 728-05 ..... 35

728-05 729-05 ..... 30

Until engine thru limits

MP 729-07 to MP 731-05 ..... 20

Thru power switch turnouts ..... 25 (except)

North end sidings Jasper and Dora

ICG trains hdlg AADXcars ..... 25

ABS: MP 610- 8 to MP 612-11

CTC: MP 612-11 to MP 731- 1

**HOT BOX DETECTORS**

@ # MP 631-31

@ # 651-19

@ # 678- 3

@ # 699-30

ICG trains entering SLSF main track, Jasper, will not require clearance except when train order signal displays "Stop" indication.

Cordova: When white light displayed at indicator, MP 701-30, northward "Stop" signal, MP 701-21, displays proceed indication.

Adamsville: When white light displayed at indicator, MP 721-40, northward "Stop" signal, MP 721-28, displays proceed indication.

Dora: When white light displayed at indicator, MP 708-11½, southward "Stop" signal, MP 708-18, displays proceed indication.

Station Number	TPR	Track Capacity			NORTH				
		Sidings			SECOND CLASS				
		Cars	Feet	Aux.	KCX Arrive Daily	136 Arrive Daily	QLA Arrive Daily	BTX Arrive Daily	82 Arrive Daily
C611	AY	127	6350	Yd.	AM 400	AM 820	PM 130 PM	PM 615	PM 705
C621	JU	89	4768	15					
C629	GM	129	6762	14					
C642	BV	123	6453	17					
C655	WD	128	6707	122					
C669	EL	106	5632	21					
C675	CK	162	8428	Yd.					
C683	TW	123	6464	9					
C694	JS	83	4461	Yd.					
C698	AM	117	6187						
C702	CV	82	4396	Yd.					
C704	BE	118	6238						
C707	DO	97	5196	Yd.					
C713	QT	123	6454	8					
C715	QA	62	3426	17					
C717	IG	64	3529						
C722	AI	128	6733	9					
C725	OO	77	4148						
C729	PZ			214					
C732	WG	93	4980	Yd.					
C732									
C732	BY			Yd.	1201 AM	400 AM	1000 AM	200 PM	300 PM
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
					KCX	136	QLA	BTX	82

**TRACKS AND/OR INDUSTRIES**

	Mile	Sta.	TPR	Cap.	Conn.
Greenwood					
Springs	624.7	C625		12	North
Sulligent	634.9	C635 QG		155	Both
Crews	638.2	C638		13	South
Guin	648.5	C649 GU		147	Both
Glen Allen	660.3	C660 GA		100	Both
Bazemore	663.0	C663 ZR		56	Both
Moss					
McCormack	683.5	C684		29	North
Hillard	687.2	C687		25	South
New Jagger	688.1	C688		18	North

When have other type cars in train, empty flat cars 85 ft. long or longer without multi-level racks, or flat cars 85 ft. long or longer, loaded with empty trailers will be handled in rear half of train only, except when locomotive horsepower is 5,000 or less restriction does not apply.

Winfield: Brilliant Branch, Highway 78

CORDOVA: Dock Track, Hiwy. 173.

**TRACK RESTRICTIONS**

Sulligent—Crews will not operate south beyond north end of scale nor will cars be placed south of scale Oil Mill track.

Moss McCormack — Cars may be shoved beyond tippie south track only.

Jasper—Engines cannot be operated over unloading pit, Wilcut track.

Engines with 3-axle trucks must not be moved on:

Dora—McBride track

Bridge class of engines and foreign derricks ..... 70

SOUTH						NORTH			
SECOND CLASS				Track Capacity		CLASS SECOND			
821	221	Miles	STATIONS	Station Number	TPR	Sidings		222	822
Leave Daily	Leave Daily					Cars	Feet	Aux.	Arrive Daily
PM 545	AM 600	611.2	AMORY C. BOBRY	C611	AY			Yd.	350 1230
605	620	622.6	ABERDEEN	R624	AB			1.5 mi	305 1205
618	633	631.0	HAMILTON	R631	LH	65	3562	Yd.	252 1152
627	642	637.0	KOLOLA SPRINGS	R637	KP	65	3589	17	243 1143
631	646	638.9	AIRPORT	R639	KQ			3 mi.	239 1139
		647.3	I. O. G.						
648	703	648.3	COLUMBUS	R648	CO			Yd.	222 1122
		648.8	I. O. G.						
658	713	652.9	WHITBURY	R653	UY			240	212 1112
724	739	669.4	PICKENSVILLE	R669	QK	62	3447	18	146 1046
		680.0	ALICEVILLE	R680	AL	65	3594	Yd.	130 1030
		680.2	MOBILE SUB.						
		849	MT. HEBRON	R700	JM	65	3579	10	1205
		915	BOLIGEE	R708	BG	65	3599	44	1150
		708.2	A. G. S.						
		949	CENTRALA	R724	YZ			Yd.	1046
		728.9	BRIDGE 728.9						
		731.0	SOUTHERN						
		1017	DEMOPOLIS	R731	DS			Yd.	1017
		1025	GREEN TREE	R736	GE			9 mi.	221 959
		748.7	L. & N.						
		1052	LINDEN	R749	LD	65	3578	68	907
		1230	MAGNOLIA	R764	MG			Yd.	830
			(153.1)						
Arrive Daily	Arrive Daily							Leave Daily	Leave Daily
821	221							222	822

**MAXIMUM SPEED MPH**  
 MP C611 to MP R680 ..... 40  
 R680 R764 ..... 35  
 (except as noted)  
 MP 622-18 to MP 623-5 ..... 25  
 Aberdeen Spur ..... 10  
 Trains hdlg pulpwood, Br. 635.8.25  
 Airport Spur ..... 10  
 Until engine thru limits  
 MP 647-29 to MP 648-7 ..... 20  
 Trains hdlg pulpwood, Br. 649.7.25  
 Whitbury Spur ..... 10  
 MP 724 to MP 725 ..... 25  
 Until engine south thru limits  
 MP 726-26 to MP 728-26 ..... 15  
 Over steel spans, Br. 728.9 ..... 10  
 Until engine north thru limits  
 MP 728-28 to MP 730-27 ..... 10  
 Until engine thru limits  
 MP 730-29 to MP 731-14 ..... 25  
 MP 739-20 to MP 739-21 ..... 20  
 753 755-1 ..... 20  
 755-20 755-22 ..... 10  
 758-1 758-10 ..... 20  
 Until engine thru 5 interlockings  
 Mile 647.3, 648.8, 708.2, 731.0  
 and 748.7 ..... 20  
 Until engine over crossing  
 Highway 21 Green Tree Spur. 5  
 Ⓞ Bridge 728.9: Instructions in re-  
 lease box apply when signal  
 does not indicate proceed.

**HOT BOX DETECTORS**  
 @ # Mile 633.7  
 @ # 660.6  
 ✦ Airport: Spur, Highway 45, and  
 street crossings. Columbus  
 AFB.  
 ✦ Green Tree: Spur, Highway 80.

**TRACKS AND/OR INDUSTRIES**

	Mile	Sta.	TPR	Cap.	Conn.
Becker	614.8	R815	RX	20	N & S
Troup	633.5	R634	YP	10	North
Fleming	635.0	R635	JG	14	South
Forreston	P 660.9	R661	IF	45	Both
Ridge	P 688.9	R689		41	Both
West Greene	P 694.8	R695		19	Both
Forkland	P 720.6	R721	IY	19	South
Stokley	Ⓞ 735.2	R735	QY	41	Both
Jefferson	P 745.0	R745		9	Both
Octagon	756.2	R756		14	Both

**TRACK RESTRICTIONS**  
 Engines with 3-axle trucks must  
 not be moved on:  
 Aberdeen—Spur  
 Hamilton—Kerr McGee tracks  
 Airport—Spur  
 Whitbury—Spur  
 Yard Limits: Demopolis to Green  
 tree  
 Bridge class of engines and  
 foreign derricks ..... 53.8  
 Aberdeen Spur ..... 64

SOUTH						NORTH			
THIRD CLASS	Second Class			Track Capacity		Second Class	THIRD CLASS		
2711	221	Miles	STATIONS	Station Number	TPR	Sidings		222	2710
Leave Tu. Th. Sa.	Leave Daily					Cars	Feet	Aux.	Arrive Daily
AM 830	PM 200	764.3	MAGNOLIA	R764	MG			Yd.	AM 700 PM 400
920	220	774.0	KIMBROUGH	R774	KI	65	3555	105	605 220
	2710	774.0	SOUTHERN						221
1010	250	779.5	MACMILLAN	R780	MC			Yd.	550 120
		783.7	BRIDGE 783.7						
		1030	SHEPPARD	R785	KM	89	4756		536 1244
1045	324	793.4	HYBART	R793	HZ	24	1324	Yd.	522 1230
1110	344	804.7	FRYOR	R804	GP	65	3572	19	502 1201
		814.2	FOUNTAIN	R814	IN			59	PM
1135	410	816.8	LIMESTONE	R817	YQ	52	2805		437 1135
		1201	MEXIA	R826	XI			Yd.	1110
1210	441	830.5	FRISCO CITY	R830	FY	65	3577	30	406 1100
1225		837.8	GOODWAY	R838	GY	54	3000	34	1046
1245	509	846.9	HUXFORD	R847	HJ			Yd.	338 1030
115	541	862.8	ATMORE	R863	AT	56	2979	305	311 1000
		140	WALNUT HILL	R873	QW	66	3641	18	231 830
230	641	898.7	CANTONMENT	R898	CT	65	3568	Yd.	145 745
450	1030	915.0	PENSACOLA	R915	PN			Yd.	100 700
Arrive Tu. Th. Sa. 2711	Arrive Daily 221		(150.7)					Leave Daily 222	Leave Mo. Wd. Fr. 2710

**MPH**  
 MAXIMUM SPEED ..... 35  
 (except as noted)  
 Until engine thru interlocking  
 Mile 774.0 ..... 20  
 MP 777-12 to MP 777-18 ..... 25  
 Over steel spans, Br. 783.7 ..... 10  
 MP 796-11 to MP 797-9 ..... 30  
 809-21 810 ..... 25  
 812-11 818-27 ..... 30  
 818-27 825-11 ..... 25  
 Until engine thru limits  
 MP 909-25 to MP 910-24 ..... 25  
 Until engine north thru limits  
 MP 914-20 to MP 914-21 ..... 20  
 ✦ MacMillan: Wood track crossing  
 just inside gate at SLSF en-  
 trance; and main crossing west  
 end paper mill, MacMillan  
 Bloedel Paper Co.  
 ✦ Cantonment: Roadway, Florida  
 salt cake storage house; road-  
 way between Alabama Mill  
 crossing north end No. 1 Mill  
 loading dock (Florida side);  
 and crossing north end wood  
 storage yard, St. Regis Paper  
 Co.  
 ✦ Pensacola: Pace Blvd. and Bar-  
 rancas Avenue.  
 Ⓞ Pensacola: Bayou Chico  
 Yard Limits: Cantonment to Pen-  
 sacola

Bridge class of engines and  
 foreign derricks ..... 53.8  
 Corry Field Line ..... 45  
 Bayou Chico Br. .... 45

**TRACK RESTRICTIONS**  
 MacMillan—Over scale ..... 5 mph  
 Pensacola—Bayou Chico Br. 4 mph  
 —Goulding Spur,  
 until engine over  
 crossings Pace  
 Blvd. and Texar  
 Drive ..... 5 mph

When have other type cars in train,  
 empty flat cars 85 ft. long or  
 longer without multi-level racks,  
 or flat cars 85 ft. long or longer,  
 loaded with empty trailers will  
 be handled in rear half of train  
 only, except when locomotive  
 horsepower is 5,000 or less re-  
 striction does not apply.

**TRACKS AND/OR INDUSTRIES**

	Mile	Sta.	TPR	Cap.	Conn.
Coy	786.5	R786		11	Both
Keith	807.3	R807		11	South
Megargel	834.8	R835		12	South
Koppers	844.9	R845		110	Both
McCullough	852.5	R853	VQ	8	South
Moss	865.7	R866	KD	31	North
Pine	868.8	R869		18	South
McKinnon	880.7	R881		14	North
Bartineau Park	887.4	R888		15	South
Ipsco	903.6	R904		5	South
Ensley	906.3	R906		11	South
Edge	907.0	R907		15	South

SOUTH		TRACK CAPACITY							NORTH	
Third Class	Second Class	Miles	STATIONS	Station Number	TPR	Cars		Aux.	Second Class	Third Class
2811 Leave Mo. Wd. Fr.	821 Leave Daily					822 Arrive Daily	2810 Arrive Tu. Th. Sa.		Sidings	
									Feet	
	PM 830	680.2	ALICEVILLE CBR Y ⊕ ⊗	R680	AL			Yd.	PM 820	
		680.2	COLUMBUS SUB... ⊗ G							
AM 600	1000	731.1	YORK CBR Y ⊕ ⊗	RA732	YO			Yd.	PM 230	
652	1035	750.3	CROMWELL ⊕ ⊗	RA750	CM	30	1616	37	455	100
		750.3	M. & B. ⊕ ⊗							
703		753.8	LISMAN	RA754				26		1215
710	1045	756.4	POND	RA756	PX	122	6414		440	1210
740		767.9	BOGUELOOSA	RA768		34	1844		420	1150
800		776.2	GILBERTOWN	RA776	GT			42	405	1137
820	1130	780.4	SOUWILPA	RA781	ZG	65	3563	5	355	1130
845		784.6	SILAS	RA785	XE			94	345	1115
915	1152	794.4	MILLRY	RA794	VZ	98	5232	95	325	1055
1000		807.4	CHATOM	RA807	JH			Yd.	300	1000
1030	AM 1237	820.0	SEABOARD	RA820	SB	53	2825	8	237	840
1110	115	844.8	MT. VERNON	RA845	JV			89	159	802
1117	122	849.2	BUCKS	RA849	JJ			31	152	755
1139	144	863.3	SARALAND	RA864	PF	53	2961	14	130	733
1155	158	868.5	TERMINAL JCT.							
		868.6	SOUTHERN ⊕ ⊗							
		870.6	THREE MILE CRK. ⊕							
PM 1225	AM 600	873.5	MOBILE BCOR ⊕ ⊗	RA874	MB			Yd.	PM 100	700 AM
Arrive Mo. Wd. Fr. 2811	Arrive Daily 821								Leave Daily 822	Leave Tu. Th. Sa. 2810

MPH  
MAXIMUM SPEED ..... 40  
(except as noted)

Over Br. 686.4 ..... 20

Trains hdlg Pulpwood,  
Br. 699.9 ..... 25

Until engine thru interlocking  
Mile 750.3 ..... 20

MP 793 to MP 793-15 ..... 35

795-15 ..... 35

798-15 ..... 35

801 ..... 35

801-15 ..... 30

809 ..... 35

815 ..... 35

823 ..... 35

836-15 ..... 35

Until engine over crossings be-  
tween MP 844 and MP 845-15 30

Over Br. 866.1 ..... 25

Until engine thru limits  
Chickasaw, Shipyard St. .... 15

Over Three Mill Creek Br. .... 5

⊕ ⊗ Mobile River: Mobile Saw-  
mill Spur — Southern

**HOT BOX DETECTORS**

@ # Mile 703.1  
@ # 799.3  
@ # 853.0

Regular trains will be authorized  
by clearance at York.

SLSF trains will use ASD&T Ry.  
tracks between Terminal Jct.  
and Mobile.

Yard Limits: Chickasaw to Mobile

♣ Mobile River: Spur, Highway 43

♣ Terminal Jct.: Chair Factory  
Track, Highway 43

Bridge class of engines and  
foreign derricks ..... 53.8

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Cochrane	687.9	RA693		26	N & S
Dancy	692.6	RA693		23	Both
Panola	696.9	RA697		23	N & S
Geiger	703.1	RA703		17	Both
Emelle	713.4	RA713		20	South
Boyd	721.2	RA721		13	Both
Ward	740.3	RA740		12	Both
Inco	751.7	RA752		40	South
West Butler	762.2	RA762		13	Both
Land	764.9	RA765		4	North
Tuxey	773.6	RA773		28	Both
Marathon	782.8	RA783		13	North
Bolinger	783.8	RA784	VH	12	South
Cullomburg	788.7	RA789		48	Both
Loper	799.3	RA799	AX	32	Both
Jordan	804.7	RA805		30	North
Tibbie	815.1	RA815		24	Both
Sims Chapel	827.2	RA827		12	Both
Summit	830.7	RA831		24	South
Fairford	838.0	RA838	UA	15	North
Mobile River	843.7	RA844		21	North
Chickasaw	867.5	RA874	YK	120	Both
Blankely		RA874	XL	Yd.	Both

TRACK RESTRICTIONS

Cochrane—Engines cannot be op-  
erated beyond clearance point,  
north end connected spur.

Panola—SD-45 units, coupled, can-  
not be operated on House or  
Compress tracks.

When have other type cars in  
train, empty flat cars 85 ft. long  
or longer without multi-level racks,  
or flat cars 85 ft. long or longer,  
loaded with empty trailers will be  
handled in rear half of train only,  
except when locomotive horsepower  
is 5,000 or less restriction does not  
apply.

REFORM BRANCH

MOBILE SUB

Miles	STATIONS	Sta. No.	TPR	Track Cap.	MPH
700.8	REFORM... Y ⊕ ⊗	RB701	RM	Yd.	10
699.2	AUSTIN	RB699		55	
691.3	CARROLLTON ⊕ ⊗	RB691		53	
680.2	COLUMBUS SUB.				
680.2	ALICEVILLE ⊕ ⊗	R680	AL	Yd.	
	(20.6)				

MAXIMUM SPEED ..... 10

Reform Branch trains will not  
require clearance at Aliceville or  
Reform.

Protection against other trains is  
not required. Trains must move  
prepared to stop short of trains,  
obstruction, or anything that may  
require speed of train to be re-  
duced.

Bridge class of engines and  
foreign derricks ..... 45

CLASSIFICATION OF ENGINES

Unit No.	Designation	Class of Service	Tonnage Class	Horsepower	Max. Speed in Service or in Tow	Bridge Class	Tons Light Weight
11	GE	SW	13	300	15	19.1	44
18-34 & 62	F7A	ROAD	42	1500	65	36.8	110
43	F7A	ROAD	42	1500	65	42.4	114
118-138	F7B	ROAD	42	1500	65	36.8	110
140-152	F9B	ROAD	50	1750	65	39	113
200-215	BL-EMD	SW	34	1000	35	39.5	116
250-265	NW-2	SW	34	1000	35	40.3	119
300-304	SW-7	SW	34	1200	35	40.3	119
305-314	SW-9	SW	34	1200	35	40.3	119
315-360	SW-15	SW	42	1500	45	41.8	115
400-425	GP38	ROAD	52	2000	65	41.4	115
500-632	GP7	RD-SW	42	1500	65	39.5	115
633-699	GP38	ROAD	52	2000	65	41.4	115
700-732	GP35	ROAD	52	2500	65	41.4	115
800-831	U25B	ROAD	52	2500	65	41.7	115
832-853	U30B	ROAD	52	3000	65	41.7	115
900-948	SD45	ROAD	82	3600	65	53.6	170

**YESTERDAY - TODAY - TOMORROW -**

**SAFETY LEADS THE WAY**

Eastward and Northward trains are superior to trains of same class in opposite direction, except as shown on schedule page or general order. Trains finding light out in color light train order signals may proceed after securing clearance, or on authority of dispatcher.

SL-SF rules and instructions will govern when using SL-SF tracks. Foreign lines rules and instructions will govern when using foreign line tracks.

In CTC where maximum speed permitted is in excess of 20 MPH trains using a main track switch, not equipped with electric lock, must have a portion of the train occupying main track or leave main track switch open while using such track.

Road foreman of equipment has authority of trainmaster.

Emergency Stop, of Train Handling Instructions for Transportation and Mechanical Departments dated February, 1965, is revised and the following wording from the first two lines at the top of Page 8 reading: "do not allow engine brakes to apply until last 40 feet of stop." is eliminated.

When operating Sperry rail detector car, air brake test and running test of brakes must be made when commencing each trip.

Show, circus or carnival trains will not be handled except on instructions of Chief Dispatcher.

Triple loads will not be handled in road movement except on instructions of Chief Dispatcher.

When coupling cars in TOFC ramp track or spotting cars to TOFC ramp, stop must be made between 5 and 20 feet from standing cars or TOFC ramp.

During hail storm, when handling automobiles in TOFC service, or on tri-level or by-level cars, reduce speed to 10 MPH until storm is over.

Loaded TOFC cars, tri-level and bi-level cars handling automobiles, and flat cars containing transformers, lading easily susceptible to damage or of high value, except in switching, shall not be coupled to cars containing pipes, poles, piling or other loads liable to shift.

When loaded TOFC cars or multi-level cars loaded with automobiles are derailed, jacks or blocking must be used to rerail. The use of re-railing frogs will not be permitted except when authorized by qualified Transportation or Mechanical Department officer at scene of derailment.

Open top equipment containing asphalt, coal, crushed stone, ore, rock, sand, or other commodities subject to blowing or sifting, and cars containing acid or chemicals must not be moved ahead of open type cars loaded with automobiles, trucks, or saddle-mounted tractors, which could be damaged by such commodities, unless eight (8) cars, except flat cars, intervene.

Loaded TOFC cars and multi-level cars loaded with automobiles must not be kicked or dropped.

Employees are prohibited from riding or walking on the roof of any moving car, except where it is not practicable to do otherwise, and must not step or jump from a moving car to another. If necessary to go over tops of cars not in motion, employees must use caution in stepping from one car to another.

MDC 583 is a caterpillar-bulldozer assigned to Mechanical Department at Springfield and will move on SF 105500, gross weight will be 153,800 and will be an oversized load that will not clear man riding on side of cars or engines of trains met or passed. SF 105500 will not be handled in road movement until train orders received specifying speed restrictions required. Empty yard or switch movement of SF 105500 shall be under the direction of a Mechanical or Transportation supervisor but not exceeding 5 MPH.

When defective equipment detector (hot box, dragging equipment, or any other device that indicates equipment failure) registers an indication of one or more defects, the train or cut of cars passing through limits of the detector will be STOPPED IMMEDIATELY upon clearing the detector limits. An inspection of the train or cut of cars will be made, ascertaining the condition of the train or cut of cars and disposition of any defects found.

Radios will not be used within one (1) pole length of Hot Box Detector.

#### REVISION OF THE TRANSPORTATION DEPARTMENT RULES

Rule 2 amend: Add:

Yardmen.

Rule 209 amended to read:

Operators receiving train orders must write them in manifold during transmission. They must retain a copy of each order.

Typewriters may be used in writing train orders or clearances when authorized by General Order or special instructions.

Rule 209(a) paragraph one amended to read:

When necessary to make additional copies of a train order, the operator will recopy from one previously repeated to the dispatcher, showing the original date, and repeat to the dispatcher, signing his name to the order. The dispatcher will complete the order, making the necessary notations in train order book, showing date, time and initials of operator repeating the order.

Add following paragraph to 209(a).

Train orders may be duplicated mechanically when authorized by General Order or special instructions.

TIMETABLE NO. 2

#### MOVEMENT OF FRISCO DERRICKS (WRECKER) IS AUTHORIZED AS FOLLOWS—

	100	160	250
	Ton	Ton	Ton
St. Louis to Okla City, Ed-ward to Afton, Sapulpa to Sherman, Kansas City to Birmingham	25	35	45
Except Mississippi River Bridge C482.1, separate 160-ton & 250-ton derrick from cars or engines by 1 car maximum gross weight 100,000 pounds	25	25	20
St. Louis to Turrell	25	30	35
Lead Jct. - Buick	25	25	25
Okla. City to Floydada*	25	25	25

Except MP G540-6 to  
MP G-545-25 15 15 15

MP G617 to MP G664 20 20 20

\*\*\*\*Bridge 557.9

\*\*Bridges G579.7,

G644.7, G649.3,

G710.4, G720.3,

G745.4, G779.5.

Pierce City to Wichita, Walnut Grove to Springfield, Monett to Ft. Smith, Pittsburg to Opolis 25 20 20

\*\*Bridge 388.8 25 10 10

\*\*\*\*Bridge 410.6 25 10 10

\*\*\*Bridges F356.1, F400.5,

F421.8 20 10 10

Sherman to Irving 25 25 25

North Fort Worth to Fort Worth, Muskogee, Brilliant, DeBard, Bessemer, Joplin & Hulbert Branches, Aberdeen Spur, Hayti, to Caruthersville, Blytheville to Armorel, Quapaw to Century 15 10 10

\*\*Bridges E737.5, & E739.2

Tulsa to Avard\*,

Hugo to Lakeside\*,

Hugo to Paris\*,

Arcadia to Dennis\* 25 20 20

\*\*\*Bridges Z476.5, Z477.4

M161.7

Hugo - Hope 20 NO 20

Enid to Clinton, Snyder to Davidson, Breckenridge to Blackwell, Wichita to Lorraine, Ozark, Madill & Kennett Branches 20 NO 10

\*\*\*Bridge A247.6

Enid to Breckenridge\*,

Blackwell to

Beaumont 20 NO 15

Cuba - Lead Jct.,

Ft. Wood line 15 15 15

Lead Jct. to Salem,

Mt. Vernon Branch 15 NO NO

\*\*\*Bridges A105.9,

A109.9 5 NO NO

Ft. Smith to Hugo 25 NO NO

Amory to Demopolis 25 30 30

Demopolis to Pensacola\*,

Aliceville to Mobile\* 25 20 20

\*\*\*Bridge R783.7

\*\*Bridge RA686.4

Central, Reform, Poca-

hontas, Miami Branches,

Clinton to Snyder, Brooks Jct. to Vanduser, Lorraine to Ellsworth, Kansas City to Walnut Grove, Blytheville to Lake City 15 NO NO

Bentonville Br. 15 NO NO

Lepanto, Winona Branches,

Sinclair to Wier City 10 NO NO

On bridges shown separate

160 & 250 derricks from

engine by cars not ex-

ceeding 100,000 pounds

gross weight as follows:

\*\* 2 cars

\*\*\* 3 cars

\*\*\*\* 4 cars

\*\*\*\*\* 5 cars

\*Bridges 20 10 10

#### OTHER SPEED RESTRICTIONS

When temperature is 10 degrees above zero or lower and where authorized speed is:

45 MPH reduce speed to 40 MPH

50 MPH reduce speed to 45 MPH

55 MPH reduce speed to 45 MPH

60 MPH reduce speed to 50 MPH

65 MPH reduce speed to 55 MPH

#### TRAINS HANDLING:

Loaded ribbon rail cars

Partially loaded tank cars (Contents less than 85% of gallon capacity). Move on authority of Chief Dispatcher, near head end.

40 or more cars of coal and/or wheat in open hoppers.

Maximum Speed 45 MPH

20 or more cars of company chatt. 40 MPH

Loaded cars Series DUPX 35400-35419, RTRX

35420-35469, DUPX 35470-35999,

Restrict speed on curves to 10

MPH below authorized speed.

Empty Ribbon Rail cars may be handled in regular trains without speed restrictions, but must be handled on rear of train.

#### COMPANY OWNED EQUIPMENT

##### DESCRIBED BELOW:

Where authorized speed is:

45 MPH or more reduce to 30 MPH

40 MPH 25 MPH

35 MPH 20MPH

30 MPH 20 MPH

25 MPH or less reduce to 15 MPH

Work Equipment, loaded on cars, from point of loading to nearest location of car inspectors:

Bull Dozers

Cranes

Dumpsters

Motor Graders

Rail Layers

Shovels

Speed Swing

Track Cleaners

Tractor Ditchers

& Scrapers

Wheel Tractors

with attachment

(When moving after inspection by car men, may be handled without restrictions unless otherwise instructed.)

Work Equipment, moving on own wheels:

Bridge Cranes

SLSF 98001

SLSF 98003

SLSF 98004

\*SLSF 98020

Hoists

Snow Plow

Pile Driver

Spreader-Ditcher

\*SLSF99020 handle as 100-ton derrick in

locals only.

Scale Test Cars SLSF 99156, SLSF 99157

Move only in local or extra trains, immediately

ahead of caboose, preceded by at least one car

having outside length not exceeding 54 ft. 8 in.

Revenue equipment of above types loaded on

cars will be handled as oversize loads when ap-

licable. Movement of locomotives on revenue bill-

ing must be approved by General Superintendent

TIMETABLE NO. 2



### INSTRUCTIONS FOR ENGINE OPERATIONS

Engines must not be handled without air being coupled and brakes on engine released except within Mechanical areas or under the direction of a Mechanical and/or Transportation Supervisor.

To prevent damage to traction motor gears, before coupling into train, stop must be made between five and twenty feet of coupling.

A consist containing or composed of RD-SW units will be the lead engine when doubleheading and must not be doubleheaded with another consist composed of or containing RD-SW units.

### MAKEUP OF ENGINE CONSISTS

RD-SW units may be combined only with units 18-77, 118-165, 633-699, and 400 Series; a maximum of six (6) combined units, with following restrictions:

5 Units — Not more than three (3) RD-SW units may be used and RD-SW units must be three middle units of engine.

6 Units — Not more than one (1) RD-SW unit may be used and RD-SW unit must be first or second unit of engine.

A consist of four (4) RD-SW units must not be combined with other units.

### HANDLING ENGINES IN TRAINS

Not more than three (3) 900 series units coupled together, either working and/or being handled in train, will be permitted without separation by unit of less weight or by a car not exceeding 177,000 pounds gross weight.

Engines, except unit 11, of one (1) or more units will be handled next to engine handling train or behind short loads and short empties, but not more than twenty-five (25) car lengths (not more than twelve (12) seventy-foot or longer cars) from head end, except SW or RD-SW units shall be handled within six (6) cars of working engine and each SW and RD-SW unit shall be separated by one or more cars and/or road units, and shall not be coupled directly behind working engine. Minimum total brake pipe reduction when handling engines in train shall not be less than twelve (12) pounds.

Engines must not be handled unless air brakes are in operation. When engines are set-out, they must be coupled to car or cars on which sufficient hand brakes must be set to hold engines. If no cars are available, hand brakes on engines must be set. Engines in

service or in tow, except when switching, shall not be coupled to cars containing loads liable to shift.

### RESTRICTIONS

When necessary to shove train or cars forward or make back-up movement or take slack with an engine composed of following units, be governed by the following:

Combination of units 18-77, 118-165, 500-632, 633-699, and 400 Series:

4 Units — Containing three or four RD-SW units, work power on only three units next to cars.

5 Units — Containing one RD-SW unit, work power on only four units next to cars.

5 Units — Containing two or more RD-SW units, work power on only three units next to cars.

6 Units — Containing no RD-SW unit, work power on only five units next to cars.

6 Units — Containing one RD-SW unit, when shoving work power on only four units next to cars; when making back-up movement or taking slack, work power on only five units next to cars.

Combination of units 75-77, 140-152, 633-699, 400, 700, 800, and 900 Series units:

4 or More Units — Work power on only three units next to cars except if consist includes more than two 900 Series units, work power on only two units next to cars.

Illinois Central Gulf crews, when shoving cars with more than three GP-type units, only the three units next to cars must be allowed to work power. When engine consists of three six-axle units, only the two units next to cars must be allowed to work power. No more than three six-axle units will be used in a consist.

Six (6) axle units may be operated on the following territories only:

St. Louis to Oklahoma City  
Sapulpa to Ft. Worth & Dallas  
Edward to Afton  
Cherokee Yard to Avard  
Kansas City to Birmingham  
St. Louis to Turrell  
Amory to Mobile

DYNAMIC BRAKE must not be used when locomotive consist contains more than 20 traction motors of operative dynamic brake or when unit in consist not equipped with dynamic brakes.

### OVERSIZE AND SPECIAL SHIPMENT RESTRICTIONS

Following code words are authorized for use in train orders involving movement of oversize and special shipment, and when so used train men and engine men will be governed by restriction shown as applicable thereto:

#### CODE WORD

#### RESTRICTION APPLICABLE

- ARA** Load will not clear man on side of engine or car. Give careful handling in yards and passing other equipment.
- AUK** Give careful handling at turnouts, crossovers and other sharp curves on yard, interchange or industry tracks. Load may not clear man on side of car or engine when on curved track.
- BABBLER** Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.
- BARBET** Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.
- BUFFLE** When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.
- BULBUL** Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.
- CUCKOO** Dimensions of this load are such it possibly may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent tracks stopped and oversize load moved at 5 MPH or less under very close observation. When over size load cannot be moved by train on adjacent track, train meeting or passing train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching, if necessary.
- CURLEW** Dimensions of this load are such it possibly may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent curved tracks stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved by train on adjacent curved track, train meeting or passing train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching, if necessary.
- DODO** Train must stop before oversize load reaches bridge or other obstruction, position of load must be observed and approved, and load then moved past obstruction at 5 MPH or less under close observation, prepared to stop instantly.
- DRONGO** Restrict speed to 15 MPH below speed board markings on curves.
- FENFOOT** Do not switch detached from motive power or other equipment, or permit other cars to be kicked or dropped against this car.
- FLAMINGO** Movement of this load must be watched closely and if any indication of shifting or any other irregularity in handling, see properly protected.
- SPARROW** Handle near head end of train.

#### BRIDGE CLASS OF DERRICKS

Number	Weight	Cap'y-	Tons	Br Class	Number	Weight	Cap'y-	Tons	Br Class
99021	385,600	250	E-62.9	99025	388,000	250	E-63.3		
99022	386,000	250	E-62.9	99029	260,400	160	E-60.0		
99024	273,800	160	E-61.2	99032	197,100	100	E-48.2		

TONNAGE RATING OF ENGINES BY CLASSES  
SOUTHERN DIVISION

SOUTHWARD				NORTHWARD					
Tonnage Class of Engines	42	50	52	82	Tonnage Class of Engines	42	50	52	82
Lindenwood to Crystal City...	1970	2305	2415	3620	Thomas Yard to Dora...	1465	1715	1800	2700
Crystal City to Turrell.....	3840	4495	4715	7070	Dora to Winfield.....	1655	1940	2035	3050
Tennessee Yard to New Albany	2055	2415	2535	3800	Winfield to Amory.....	1750	2050	2150	3225
New Albany to Reese.....	1680	1965	2065	3095	Amory to Arjay.....	5760	6740	7075	10610
Reese to Amory.....	2880	3370	3540	5310	Arjay to Sherman.....	2880	3370	3540	5310
Amory to Jasper.....	1555	1840	1935	2950	Sherman to Potts Camp.....	1970	2300	2415	3620
Jasper to Thomas Yard.....	1200	1420	1495	2240	Potts Camp to Holly Springs...	1655	1940	2035	3050
Dora to Sumiton.....	1250				Holly Springs to Tenn. Yard...	2055	2415	2535	3800
Sumiton to DeBardeleben.....	3360				Turrell to Crystal City.....	3840	4495	4715	7070
Amory to Magnolia.....	3170	3705	3890	5835	Crystal City to Alpha.....	1755	2050	2150	3225
Magnolia to Mexia.....	1655	1940	2035	3050	Alpha to Lindenwood.....	2400	2810	2950	4425
Mexia to Atmore.....	2160	2525	2655	3980	DeBardeleben to Dora.....	4510			
Atmore to Pensacola.....	1920	2245	2360	3540	Pensacola to Atmore.....	1920	2245	2360	3540
Reform to Silas.....	1920	2245	2360	3540	Atmore to Magnolia.....	2160	2525	2655	3980
Silas to Tibbie.....	1630	1910	2005	3005	Magnolia to Amory.....	3170	3705	3890	5835
Tibbie to Summit.....	2110	2470	2595	3890	Mobile to Seaboard.....	2880	3370	3540	5310
Summit to Mobile.....	3190	3735	3920	5680	Seaboard to Silas.....	1535	1800	1890	2835
					Silas to Reform.....	2210	2585	2710	4065

ADOPT SAFE PRACTICES BEFORE -  
NOT AFTERWARD

