



And  *Keep it*



St. Louis - San Francisco Railway Company



SOUTHERN DIVISION

TIME TABLE NO. 3

Effective

Wednesday, January 1, 1975

at 12:01 A. M.

Central Standard Time

SUPERSEDING PREVIOUS TIME TABLES

H. C. BITNER—Gen. Mgr.

V. J. DECKARD—Senior Ass't. Gen. Mgr.

B. C. DAVIDSON—Ass't. Gen. Mgr.

FOR EMPLOYEES ONLY

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

SOUTHERN DIVISION

R. L. Buchanan	Superintendent	Memphis
T. J. Davis	Trainmaster	Amory
W. F. Deaton	Trainmaster	Amory
J. B. Osborne	Trainmaster	Mobile
M. L. Thornbrough	Trainmaster	Pensacola
P. J. Nerren	Chief Dispatcher	Springfield
H. G. Johnson	Asst. Trainmaster	Memphis
W. H. Forson	Road Foreman of Equipment	Memphis
D. G. Stewart	Road Foreman of Equipment	Amory
J. M. Turner	Road Foreman of Equipment	Birmingham

MEMPHIS TERMINAL DIVISION

T. R. Blackwell	Superintendent	Memphis
J. K. Vaden	Asst. Superintendent	Memphis
R. G. Baumgartner	Trainmaster	Memphis
R. E. Carr	Trainmaster	Memphis
C. L. Coley	Trainmaster	Memphis
E. H. Harrison	Trainmaster	Memphis
J. E. King	Trainmaster	Memphis
P. E. Paulsell	Chief Dispatcher	Springfield
R. L. Lipscomb	Asst. Trainmaster-General Agent	Memphis

BIRMINGHAM TERMINAL DIVISION

R. L. Akins	Superintendent	Birmingham
K. E. Richardson	Asst. Superintendent	Birmingham
E. Gaines, Jr.	Trainmaster	Birmingham
R. L. Speir	Trainmaster	Birmingham
D. E. Baker	Asst. Trainmaster	Birmingham

LIST OF TIME INSPECTORS

Agent, Frisco Rwy.	Aliceville, Ala.	35442
Agent, Frisco Rwy.	Amory, Miss.	38821
Robert's Jewelry Co., 206 Main St.	Amory, Miss.	38821
Frank Joyce Jewelry Co., 208 N. 24th St.	Birmingham, Ala.	35203
Telegraph Operators, Thomas Yard	Birmingham, Ala.	35204
Brewer's Railroad Service, 560 S. Main St.	Memphis, Tenn.	38108
Josef's Jewelry, 3083 S. Perkins Rd.	Memphis, Tenn.	38118
Robert E. Nelson, Jr., 5½ Conception St.	Mobile, Ala.	36602
Greene's Jewelry, 3101 Mobile Hwy.	Pensacola, Fla.	32505
Smothers-Coleman Jewelry Co., 126 S. Palafox	Pensacola, Fla.	32501
Agent, Frisco Rwy.	Tupelo, Miss.	38801
Brown Jewelry Co., Box 67	York, Ala.	36925
Agent, Frisco Rwy.	Demopolis, Ala.	36732
Agent, Frisco Rwy.	MacMillan, Ala.	
Agent, Frisco Rwy.	Mailing Address: P. O. Box 100, Pine Hill, Ala.	36767
Agent, Frisco Rwy.	Jasper, Ala.	35501

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
G—Gate—Normal position against this sub	Ⓢ—Train order signal
Ⓒ—Gate—Normal position against conflicting route	ⓧ—Railroad crossing at grade
□—Gate—Electric locked. Normal position against this sub. Instructions at gate.	Y—Wye
∅—Gate—Electric locked against conflicting route. Instructions at gate.	Ⓨ—Yard limits
Ⓜ—Manual interlocking	Ⓢ—Train order office
O—Diesel fuel	Ⓢ—White light displayed above indicator denotes dragging equipment.
	@—Detector equipped to transmit intermittent tone over radio when hot box or dragging equipment is indicated

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

DOCTORS

Amory, Mississippi:

Dr. B. O. Moore
Boulevard Drive
Dr. Wm. T. Oakes
400 2nd Ave., North

Birmingham, Alabama:

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

Pensacola, Florida:

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

E: Available for emergency consultation.

DOCTORS

Mobile, Alabama:

Dr. G. C. Oswalt
Dr. C. C. Rouse
1201 Springhill Avenue

Memphis, Tennessee:

E: Dr. Hugh Francis, Jr.
E: Dr. Michael C. Thomas
E: Dr. William Battle Malone II
176 South Bellevue
E: Dr. J. Don Johnson
2590 Lamar Avenue
Dr. John R. Wills
3914 Elliston Road
E: Dr. James Wilson—Oculist
144 North Bellevue

York, Alabama:

Dr. Johnye Ruth Walton
Derby Drive

TABLE OF SPEEDS

MPH	1 Mile		MPH	1 Mile	
	Mln.	Sec.		Mln.	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		65½

TONNAGE RATING OF ENGINES BY CLASSES
SOUTHERN DIVISION

Tonnage Class of Engines	SOUTHWARD			NORTHWARD		
	42	52	62	42	52	62
Tennessee Yard to New Albany	2065	2535	3800	Birmingham to Dora	1465	1800 2700
New Albany to Reese	1680	2065	3095	Dora to Winfield	1655	2035 3050
Reese to Amory	2880	3540	5310	Winfield to Amory	1750	2150 3225
Amory to Jasper	1555	1935	2950	Amory to Arjay	5760	7075 10610
Jasper to Birmingham	1200	1495	2240	Arjay to Sherman	2880	3540 5310
Dora to Sumiton	1250			Sherman to Potts Camp	1970	2415 3620
Sumiton to Debardeleben	3360			Potts Camp to Holly Springs	1655	2035 3050
Amory to Magnolia	3170	3890	5835	Holly Springs to Tenn. Yard	2065	2535 3800
Magnolia to Mexia	1655	2035	3050	DeBardeleben to Dora	1510	
Mexia to Atmore	2160	2655	3980	Pensacola to Atmore	1920	2360 3540
Atmore to Pensacola	1920	2360	3540	Atmore to Magnolia	2160	2655 3980
Reform to Silas	1920	2360	3540	Magnolia to Amory	3170	3890 5835
Silas to Tibbie	1630	2005	3005	Mobile to Seaboard	2880	3540 5310
Tibbie to Summit	2110	2595	3890	Seaboard to Silas	1535	1890 2835
Summit to Mobile	3190	3920	5880	Silas to Reform	2210	2710 4065

Movement of Frisco Derricks (Wreckers) is Authorized as follows:

	100 ton	160 ton	250 ton
	MPH	MPH	MPH
Memphis-Birmingham	25	35	45
Brilliant Branch	15	10	10
DeBard Branch	15	10	10
Bessemer Branch	15	10	10
Amory-Demopolis	25	30	30
Aberdeen Spur	15	10	10
Demopolis-Pensacola	25	20	20
Bridges	20	10	10
*Bridge R783.7			
York-Mobile	25	20	20
Bridges	20	10	10
Aliceville to Bridge RA686.4	25	20	20
Bridges	20	10	10
Bridge RA686.4 to York	25	20	20
Bridges	20	10	10
Reform Branch	10	No	No

*On Bridge shown separate 160 and 250 ton derricks from engine with 4 cars not exceeding 100,000 lbs. gross weight each.

SOUTH							Miles	STATIONS
SECOND CLASS								
81	131	821	FSE	OBX	UPX			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
PM 500	PM 330	AM 800	AM 715	AM 500	AM 1201	496.4	TENNESSEE YARD... Ⓞ	
						511.9	BYHALIA 15.5	
						527.5	TOURS 15.6	
						528.3	I. C. G. 0.8	
						528.6	HOLLY SPRINGS... Ⓞ	
						541.0	POTTS CAMP 12.4	
						552.0	MYRTLE 11.0	
						561.5	PECK 9.5	
						562.3	I. C. G. 0.8	
						562.3	NEW ALBANY 0.0	
						571.3	REESE 9.0	
						581.7	BELDEN 10.4	
						588.2	TUPELO 6.5	
						588.2	I. C. G. 0.0	
						592.0	PLANTERSVILLE 3.8	
						602.7	ARJAY 10.7	
						611.2	AMORY OBORTY... Ⓞ	
							(114.8)	
900 PM	630 PM	1230 PM	1130 AM	830 AM	330 AM			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
81	131	821	FSE	OBX	UPX			

MPH

MAXIMUM SPEED 55
(except as noted)

Train Identification QLA 60

MP 513-23 to MP 514-01 50

520-02 520-24 50

520-24 523-02 45

523-02 525-19 50

525-19 530-22 45

Until engine thru limits

MP 527-14 to MP 527-16 20

528-14 528-32 20

I.C.G. Crossing, Mile 528.3 20

MP 534-21 to MP 538-5 45

MP 543-13, Northward engines by 55

MP 550-15 to MP 550-24 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

586-15 586-30 45

Until engine thru limits

MP 587-16 to MP 588-21 20

I.C.G. Crossing, Mile 588.2 30

MP 589-21, engines by 55

MP 591-4 northward engines by 55

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

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.
Olive Branch .501.7	C502	MQ	134	Both
Miller .....506.3	C508	VX	41	Both
Victoria .....516.2	C516		8	South
Waites .....534.6	C535		13	North
Hickory Flat .548.2	C548	IK	12	South
Shari .....559.7	C559	QR	146	Both
Glenfield .....560.4	C580	GH	4	North
Sherman .....577.3	C577	QS	27	Both
Nettleton .....600.3	C600	NN	141	Both
Bigbee .....608.6	C608	BI	202	Both

Bridge class of engines and foreign derricks 70

SOUTH						NORTH						
Station Number	TPR	Track Cap.			SECOND CLASS							
		Sidings		Aux.	82	134	822	QLA	BTX	KCX		
		Cars	Feet		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
C496	TY			Yd.	AM 830	PM 100	PM 630	PM 530	PM 1030	PM 1159		
C512	BH	106	6309	85								
C528	TO	143	9310	95								
C529	HS			72								
C541	PQ	104	6747	58								
C552	MY	158	10294	6								
C561	PE	105	6839	3								
C562	NY			Yd.								
C571	RE	117	7582	6								
C582	BD	111	7205	10								
C588	TU			Yd.								
C592	PV	106	6699	3								
C603	AJ	109	7072									
C611	AY	98	6350	Yd.	400 AM	900 AM	130 PM	215 PM	615 PM	805 PM		
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
					82	134	822	QLA	BTX	KCX		

BESSEMER BRANCH—BIRMINGHAM SUB

Miles	SOUTH STATIONS	NORTH	Station Number	TPR	Track Cap.	
729.3	PRATT CITY..... Ⓞ		C729	PZ	184	MAXIMUM SPEED 20 MPH
730.5	ENSLEY.....		N730	ES	114	Bridge class of engines and foreign derricks 53.8
730.7	B. S.....					Yard Limits: Entire Branch
732.3	SOUTHERN.....					
736.6	WOODWARD.....		N737	WU	100	
736.6	WOODWARD FUR.....					
739.4	L. & N.....					
740.1	BESSEMER.....		N740	BS	108	
740.3	B. S. CONNECTION.....		N741			

BRILLIANT BRANCH—BIRMINGHAM SUB

Miles	SOUTH STATIONS	NORTH	Station Number	TPR	Track Cap.	
665.4	WINFIELD..... Ⓞ		C655	WD	122	MAXIMUM SPEED 20 MPH
663.5	BRILLIANT.....		NB664	ZI	Yd.	Bridge class of engines and foreign derricks 53.8
664.7	BROOKSIDE.....		NB665	ZD	Yd.	Yard Limits: Entire Branch

DEBARD BRANCH—BIRMINGHAM SUB

Miles	SOUTH STATIONS	NORTH	Station Number	TPR	Track Cap.	MPH
707.4	DORA.....		C707	DO	Yd.	MAXIMUM SPEED 20
711.8	LORTON.....		N711		53	(except on curves) 10
712.4	SUMITON.....		N712	UM	26	Bridge class of engines and foreign derricks 53.8
715.3	DRUMMOND.....		N715	ND	12	Yard Limits: Entire Branch
717.0	DEBARDELEBEN... Y		N717	DB	Yd.	↓ Sumiton: Old Highway 78.

SOUTH						Miles	STATIONS
SECOND CLASS							
81	131	FSE	OBX	UPX			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
PM 900	PM 630	AM 1130	AM 900	AM 330	611.2	AMORY, OBORTY	
					620.6	JUDGE	
					628.9	GATMAN	
					641.9	BEAVERTON	
					655.4	WINFIELD R	
					668.9	ELDRIDGE	
					674.8	CARBON HILL R	
					682.8	TOWNLEY	
					693.7	SOUTHERN	
					693.8	JASPER OBR	
					698.0	ALMA	
					701.5	CORDOVA	
					703.5	BENOIT	
					707.4	DORA	
					712.5	QUINTON	
					714.9	PALOS	
					717.3	LINDBERGH	
					722.1	ADAMSVILLE	
					725.0	OAKWOOD	
					729.1	L. & N. SOUTHERN B. S.	
					729.3	PRATT CITY	
					730.6	WEST BIRMINGHAM	
					731.1	THOMAS JCT	
					731.3	B. S.	
AM 100	1100 PM	PM 420	PM 100	730 AM	732.1	BIRMINGHAM, OBORTY	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
81	131	FSE	OBX	UPX			

	MPH
MAXIMUM SPEED (except as noted)	55
Train Identification QLA	60
MP 612-13 Southward engines by	55
MP 613-26, Northward engines by	50
MP 620 to MP 624-30	50
MP 626-8 Southward engines by	55
MP 627-25, Northward engines by	55
MP 634-9 to MP 634-30	55
MP 640-19, Northward engines by	55
MP 649-5 to MP 649-33	50
649-33 to 650-7	45
MP 652-23 Southward engines by	55
MP 654-10 to MP 688-25	45
688-25 to 688-30	40
688-30 to 692-15	45
692-15 to 693-0	40
693-0 to 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 to 701-15	45
701-15 to 708-10	30

	MPH
Trains hdg. pulpwood, Bridge 702.5	25
MP 708-10 to MP 715-0	35
715-0 to 722-0	30
722-0 to 724-10	35
724-10 to 724-15	30
724-15 to 728-5	35
728-05 to 729-05	30
Until engine thru limits	
MP 729-07 to MP 731-05	20
Thru power switch turnouts (except)	25
North end siding Jasper and Dora	
Trains hdg. AADX cars	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	
DRAGGING EQUIPMENT DETECTOR	
@ # 720-7	
ICG Trains entering SLSF main track, Jasper, will not require clearance except when train order signal displays "Stop" indication.	

SOUTHERN DIVISION TIME TABLE NO. 3

		Track Cap.		NORTH					
Station Number	TPR	Sidings			SECOND CLASS				
		Cars	Feet	Aux.	82	134	QLA	BTX	KCX
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
C611	AY	98	6350	Yd.	AM 400	AM 820	PM 215	PM 615	PM 805
C621	JU	141	9134	15					
C629	GM	104	6762	14					
C642	BV	99	6453	17					
C655	WD	103	6707	122					
C669	EL	87	5632	21					
C675	CK	130	8428	Yd.					
C683	TW	99	6464	9					
C694	JS	69	4461	Yd.					
C698	AM	95	6187						
C702	CV	68	4396	Yd.					
C704	BE	96	6238	25					
C707	DO	80	5196	Yd.					
C713	QT	99	6454	8					
C715	QA	53	3426						
C717	IG	54	3529						
C722	AI	104	6733	9					
C725	OO	134	8699						
C729	PZ			214					
C732	WG	77	4980	Yd.					
C732									
C732	BY			Yd.	1201 AM	400 AM	1100 AM	200 PM	400 PM
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
					82	134	QLA	BTX	KCX

TRACKS AND/OR INDUSTRIES

	MPH	Sta.	TPR	Cap.	Conn.
Sulligent	634.9	C635	QG	167	Both
Crews	638.2	C638		13	South
Guin	648.5	C649	GU	147	Both
Glen Allen	680.3	C680	GA	100	Both
Bazemore	683.0	C683	ZR	56	Both
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.

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.

↓ Winfield: Brilliant Branch, Highway 78

↓ Cordova: Dock Track, Hiway. 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.

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
(Cont'd. page 5)

SOUTHERN DIVISION TIME TABLE NO. 3

SOUTH		Miles	STATIONS	Station Number	TPR	Track Cap.			NORTH	
SECOND CLASS						Cars	Feet	Aux.	SECOND CLASS	
821	221								222	822
Leave Daily	Leave Daily					Arrive Daily	Arrive Daily			
PM 300	AM 300	611.2	AMORY..OBORTY ⊙ ⊙	C611	AY	.....	Yd.	AM 1130	AM 1120
320	320	622.6	ABERDEEN.....Y ⊙	R624	AB	.....	1.5 mi	1105	950
333	333	631.0	HAMILTON.....P	R631	LH	55	3562	1052	935	
342	342	637.0	KOLOLA SPRINGS...	R637	KP	55	3589	1043	925	
346	346	638.9	AIRPORT.....P	R639	KQ	.....	3mi.	1039	920
403	403	647.3	I. O. G..... ⊙ ⊙	R648	CO	.....	Yd.	1022	900
413	413	652.9	WHITBURY.....P	R653	UY	.....	240	1012	842
439	439	669.4	PICKENSVILLE.....P	R669	QK	53	3447	946	816	
545	530	680.0	ALICEVILLE...CBRY	R680	AL	55	3594	930	800	
619	604	700.0	MT. HEBRON.....	R700	JM	55	3579	823	700	
645	630	708.0	BOLIGEE..... ⊙ ⊙ P	R708	BG	55	3599	808	645 AM	
704	704	724.4	CENTRALA.....PY	R724	YZ	.....	Yd.	704	704
732	732	731.2	DEMOPOLIS..CBY ⊙ ⊙	R731	DS	.....	Yd.	547	547
739	739	735.6	GREEN TREE..... ⊙	R736	GE	.....	9mi.	529	529
806	806	749.3	LINDEN..... ⊙ ⊙	R749	LD	55	3578	68	437	
930	930	764.3	MAGNOLIA...CBR ⊙ ⊙	R764	MG	.....	Yd.	400 AM	400 AM
821	221							222	822	

SOUTH		Miles	STATIONS	Station Number	TPR	Track Cap.			NORTH	
THIRD CLASS	SECOND CLASS					Cars	Feet	Aux.	SECOND CLASS	THIRD CLASS
2711	221								222	2710
Leave Tu. Th. Sa.	Leave Daily					Arrive Daily	Arrive Mo. Wd. Fr.			
AM 830	AM 1100	764.3	MAGNOLIA...CBR ⊙ ⊙	R764	MG	.....	Yd.	AM 200	PM 400
920	1120	774.0	KIMBROUGH..... ⊙	R774	KI	55	3555	105	220	
1010	1150	774.0	SOUTHERN..... ⊙ ⊙	R780	MC	.....	Yd.	1250	120
1030	1210	783.7	BRIDGE 783.7..... P ⊙	R785	KM	73	4756	1236	1244	
1045	1230	793.4	HYBART.....P	R793	HZ	20	1324	Yd.	1222	
1110	1250	804.7	PRYOR.....	R804	GP	55	3572	1202	1201	
1130	116	814.2	FOUNTAIN.....	R814	IN	.....	50	AM	PM
1201	1210	816.8	LIMESTONE.....	R817	YQ	43	2805	1137	1130	
1210	147	826.2	MEXIA.....Y	R826	XI	.....	Yd.	1110	1100
1225	215	830.5	FRISCO CITY..... ⊙	R830	FY	55	3577	30	1106	
1245	247	837.8	GOODWAY.....	R838	GY	46	3000	34	1046	
140	305	846.9	HUXFORD..... ⊙	R847	HJ	.....	Yd.	1038	1030
230	347	862.8	ATMORE..... ⊙ ⊙	R863	AT	46	2979	305	1011	
450	630	873.0	WALNUT HILL.....	R873	QW	56	3641	18	931	
PM 2711	PM 221	898.7	CANTONMENT..... ⊙	R898	CT	55	3568	Yd.	845	
2711	221	915.0	PENSACOLA..... ⊙	R915	PN	.....	Yd.	800	700
2711	221		(150.7)...CBORT ⊙					222	2710	

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 hdg pulpwood, Br. 635.8 25
 Airport Spur..... 10

Until engine thru limits
 MP 647-29 to MP 648-7..... 20
 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 750 to MP 758-30..... 30
 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
 ⊙ # 697.9

⬇ Airport: Spur, Highway 45, and
 street crossings. Columbus
 AFB.

⬇ Green Tree: Spur, Highway 80
 Boligee: Register station for
 south trains only.

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Becker	614.8	R615	RX	20	N & S
Troop	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		11	North
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	South
Octagon	758.2	R756		14	North

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

MPH
MAXIMUM SPEED..... 35
 (except as noted)
 Mile 774.0 until engine
 thru interlocking..... 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..... 25
 812-11..... 30
 818-27..... 30
 818-27..... 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-
 ranca 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
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
Barrineau Park	887.4	R888		15	South
Ensley	906.3	R906		11	South
Edge	907.0	R907		15	South

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	REFERENCE NOTES	ROUTES	REFERENCE NOTES	LIMITATIONS & RESTRICTIONS
177,000 #		ENTIRE RAILROAD	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 Bridge A-105.9 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)	Sinclair-Weir City	(b)	Limited to 177,000# gross weight.
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 10 MPH.
263,000 #		THROUGH ROUTES	(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: BETWEEN KANSAS CITY AND BIRMINGHAM Trains: All except those with "Train Identification" of FSE, NWF, QLA, and 131. 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. BETWEEN ST. LOUIS AND OKLAHOMA CITY Trains: All trains. Speed Restrictions: 50 MPH. BETWEEN CUBA AND BUICK Trains: All trains. Speed Restrictions: None Minimum Length of Car: 40 ft. BETWEEN EDWARD AND AFTON Trains: All trains. Speed Restrictions: 50 MPH except 35 MPH between MP L-161 and MP L-162.12. BETWEEN SAPULPA AND SHERMAN Trains: All trains. Speed Restrictions: 50 MPH. Minimum Length of Car: 40 ft. BETWEEN LINDENWOOD AND TURRELL Trains: All trains. Speed Restrictions: None. Minimum Length of Car: 40 ft. on St. Louis Subdivision. BETWEEN AMORY AND DEMOPOLIS Trains: All trains. Speed Restrictions: None.
	(g) (i)	Kansas City-Birmingham		
	(g)	St. Louis-Oklahoma City		
	(h)	Oklahoma City-Floydada		
		LOCAL ROUTES		
		EASTERN DIVISION		
	(g)	Cuba-Buick		
	(h)	Ft. Wood Branch		
	(h)	MK Jct-Kissick		
	(h)	Kissick-Ozark		
	(h)	Pierce City-Wichita		
	(h)	Wichita Yard-Lorraine		
	(h)	Oronogo-Baxter Springs		
		J&G Jct-Carl Jct.		
		NORTHERN DIVISION		
	(h)	Kansas City-Leeds Jct.		
	(h)	Springfield-Weaubleau		
	(j)	Hoxie-Walport		
	(g)	Marion-Hulbert		
		Edward-Afton		
		Pittsburg-Opolis		
		Miami Branch		
		(Except Cardin Spur)		
		Quapaw-Central Mill		
		Arcadia-Strauss		
		SOUTHERN DIVISION		
		Winfield, Ala.-Brookside		
		Dora-DeBardleben		
	(h)	Pratt City-Bessemer		
	(g)	Amory-Demopolis	(h)	Cars shorter than 38 ft. limited to 220,000#. Restrict speed to 30 MPH Bridge G557.9, and to 10 MPH Bridge D165.8, when handling car with gross weight in excess of 220,000#.
		Aberdeen Spur		
	(m)	Boligee-York	(i)	Cars shorter than 45 ft. limited to 220,000#, between Bridge Jct. and Shelco.
		Demopolis-Pensacola	(j)	Cars with gross weight between 220,000# and 263,000# may be handled with speed restricted to maximum of 10 MPH.
		Cochrane-Mobile		
		RIVER DIVISION	(m)	Via Southern Rwy.
	(g) (h)	St. Louis-Chaffee	(p)	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)	Chaffee-Turrell		
	(p)	Holcomb-Senath	(r)	Cars shorter than 42 ft. limited to 220,000#.
	(p)	Kennett-Hayti	(s)	Cars with gross weight between 220,000# and 263,000#, restricted to maximum speed of 10 MPH between MP JA-612.1 and JA-627.9; 25 MPH Enid-Breckenridge; 10 MPH Breckenridge-Blackwell, 25 MPH Blackwell-Beaumont; 10 MPH Snyder-Davidson.
		Hayti-Caruthersville		
		Blytheville-Armorel		
		SOUTHWESTERN DIVISION	(t)	Cars with gross weight between 220,000# and 263,000# minimum length 38 ft. restricted to maximum 10 MPH between MP K-592 and MP K-610, from Southard to Foley, from Ewing to Clinton.
	(g) (h)	Sapulpa-Denison		
	(g)	Denison-Sherman		
	(h)	Sherman-Irving		
	(r)	Dallas-N. Ft. Worth		
	(h)	N. Ft. Worth-Ft. Worth		
	(h)	Henryetta-Muskogee		
	(h)	Hugo-Paris		
	(h)	Hope-Lakeside		
	(s)	Madill-Ardmore		
	(h)	Monett-Ft. Smith		
		WESTERN DIVISION		
	(h)	Cherokee Yard-Enid		
		Enid-Avard		
	(s)	Enid-Beaumont		
	(t)	Enid-Foley		
		Foley-Ewing		
	(t)	Ewing-Clinton, Okla.		
	(s)	Snyder-Davidson		
270,000 #	(u)	Oronogo-Galena	(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#.
		J&G Jct-Carl Jct.		
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.
	(v)	Enid-Blanton		
315,000 #		ST. LOUIS-OKLAHOMA CITY		
	(w)	Cuba-Buick	(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)	Kansas City-Springfield		
	(w)	Edward-Afton		
	(x)	Springfield-Birmingham	(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. Restrict speed to 20 MPH over Bridges E-457.7, E-475.0, E-495.0 and E-535.8.
	(x)	Sapulpa-Sherman		
	(w)	Amory-Aliceville		
	(x)	Henryetta-Muskogee		
394,500 #	(z)	Memphis-Birmingham	(z)	Applicable only in DUPX 29400-29439 and DUPX 29500-29666 series cars.

SOUTH		Miles	STATIONS	Station Number	TPR	Track Cap.			NORTH	
Third Class	Second Class								Second Class	Third Class
Ar. Mo. Wd. Fr.	Lv. Dly.					Cars	Feet	Aux.	Ar. Dly.	Ar. Tu. Th. Sa.
2811	821							822	2810	
AM 600	PM 1000	731.1	YORK CBR ⑤⑥	RA732	YO			AM 300	PM 230	
			19.2							
652	1100	750.3	CROMWELL ⑤⑥	RA750	CM	25	1616	37	1255	100
			0.0							
			M. & B. ⑤⑥							
			3.5							
703		753.8	LISMAN	RA754				26		1215
			2.6							
710	AM 1240	756.4	POND P	RA756	PX	99	6414		1240	1210
	PM 822		11.5						821	
740		767.9	BOGUELOOSA P	RA768		28	1844		1220	1150
			8.3							
800		776.2	GILBERTOWN ⑤	RA776	GT			42	1205	1137
			4.2							
820	125	780.4	SOUWILPA P	RA781	ZG	55	3563	5	1155	1130
			4.2							
845		784.6	SILAS	RA785	XE			94	1145	1115
			9.8							
915	147	794.4	MILLRY P	RA794	VZ	80	5232	95	1125	1055
			13.0							
1000		807.4	CHATOM ⑤⑥	RA807	JH			Yd.	1100	1000
			12.6							
1030	232	820.0	SEABARD P	RA820	SB	43	2825	8	1037	840
			24.8							
1110	310	844.8	MT. VERNON	RA845	JV			89	959	802
			4.4							
1117	317	849.2	BUCKS P	RA849	JJ			31	952	755
			14.1							
1139	339	863.3	SARALAND	RA864	PF	46	2961	14	930	733
			5.2							
1155	353	868.5	TERMINAL JCT.							
			0.1							
		868.6	SOUTHERN ⑤⑥							
			2.0							
		870.6	THREE MILE CRK. ⑥							
			2.9							
PM 1225	AM 630	873.5	MOBILE BCOR ⑤⑥	RA874	MB			Yd.	900	700
			(142.4)						PM	AM
Ar. Mo. Wd. Fr.	Ar. Dly.								Lv. Tu. Th. Sa.	
2811	821								822	2810

		MPH
MAXIMUM SPEED		40
(except as noted)		
Bridge RA686.4 — Impassable.		
Trains handling pulpwood,		
Br. RA699.9		25
Until engine thru interlocking		
Mile 750.3		20
MP 793	to MP 793-15	35
795-15	796	35
798-15	799	35
801	801-15	35
801-15	805	30
809	811	35
815	815-15	35
823	823-15	35
836-15	837-15	35
Until engine over crossings between MP 844 and MP 845-15		30
MP 855	to MP 856	30
Over Bridge 866.1		25
Until engine thru limits Chickasaw, Shipyard St.		15
Over Three Mile Creek Br.		5
⑤⑥ Mobile River: Mobile Sawmill Spur-Southern		

HOT BOX DETECTORS

@ #	Mile RA749.8
@ #	773.5
@ #	799.3
@ #	828.1
@ #	853.0

Mobile Sub trains will use Columbus Sub between Aliceville and Boligee.

Mobile Sub trains will use AGS between Boligee and York.

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

Yard Limits:
Aliceville to Br. RA686.4
Br. RA686.4 to York
Chickasaw to Mobile

↓ Mobile River: Spur, Highway 43

↓ Terminal Jct.: Chair Factory Track, Highway 43

Bridge class of engines and foreign derricks 53.8

No scheduled service between Aliceville and Br. RA686.4.

No scheduled service between Br. RA686.4 and York.

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Cochrane	687.9	RA698		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	P. 740.2	RA740		4	South
Ipeo	751.7	RA752		40	South
West Butler	762.2	RA762		13	Both
Land	764.9	RA765		4	North
Toxey	773.6	RA773		28	Both
Marathon	782.8	RA783		13	North
Bolinger	783.8	RA784	VH	12	South
Cullomburg	783.8	RA789		48	Both
Loper	P. 799.3	RA799	AX	32	Both
Jordan	804.7	RA805		30	North
Tlbbie	P. 815.1	RA815		24	Both
Sims Chapel	P. 827.2	RA827		12	Both
Summit	830.7	RA831		24	South
Fairford	P. 838.0	RA838	UA	15	North
Mobile River	843.7	RA844		21	North
Chickasaw	⑤ 867.5	RA874	YK	120	Both
Blakely		RA874	XL	Yd.	Both

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	Station Number	TPR	Track Cap.	MPH
700.8	REFORM	Y RB701	RM	Yd.	
699.2	AUSTIN	1.6 RB699		55	MAXIMUM SPEED 10
691.3	CARROLLTON	7.9 RB691		53	Yard Limits: Entire Branch
680.2	COLUMBUS SUB	11.1 ⑤⑥			Bridge Class of engines and foreign derricks 45
680.2	ALICEVILLE	0.0 ⑤⑥	R680	AL	
	(20.6) CBR			Yd.	

USE YOUR HEAD—

STOP AND THINK—

THAT'S THE WAY TO STOP ACCIDENTS.

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.

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 storms, when handling automobiles in TOFC service, or on tri-level or bi-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 rerailing 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.

Train and engine service employes must not occupy the roof of a freight car or caboose under any circumstances. Other employes whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

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.

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.

Train orders transmitted via radio must be transmitted to the engine of train addressed, in accordance with applicable rules.

CLASSIFICATION OF ENGINES

Unit No.	Designation	Class of Service	Tonnage Class	Horsepower	Max. Speed in service or in Tow	Bridge Class	Tons Weight
11	GE	SW	13	300	20	19.1	44
200-215	BL-EMD	SW	34	1000	25	39.5	122
250-265	NW-2	SW	34	1000	25	40.3	124
300-304	SW-7	SW	34	1200	25	40.3	124
305-314	SW-9	SW	34	1200	25	40.3	124
315-360	SW-15	SW	42	1500	35	41.8	129
361-365	MP15	SW	42	1500	45	41.8	130
400-458	GP38	ROAD	52	2000	65	41.4	134
500-632	GP7	RD-SW	42	1500	65	39.5	124
633-699	GP38	ROAD	52	2000	65	41.4	134
700-732	GP35	ROAD	52	2500	65	41.4	130
800-831	U25B	ROAD	52	2500	65	41.7	133
832-862	U30B	ROAD	52	3000	65	41.7	134
900-948	SD45	ROAD	82	3600	65	53.6	190

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	99024	273,800	160	E-61.2
99022	386,000	250	E-62.9	99025	388,000	250	E-63.3

ALL DIVISIONS TIME TABLE NO. 3

REVISION OF THE RULES OF THE TRANSPORTATION DEPARTMENT

Rule 2 amend: Add: Yardmen.

Amend last sentence to read:

Watch inspection certificate must be submitted for renewal as required by General Order or Special Instructions.

Rule S-83(a): Add:

Exception: The train register may be used as evidence of the arrival of an extra train as provided by train order Form V, Example (6).

Form V Train Order: Add:

(6) No. _____ (or Extra 400 South) may check train register at _____ against Extra 500 North on Order No. _____.

(7) Extra 500 North register at _____ on Order No. _____.

Examples (6) and (7) must be used when it is desired to permit a train to accept the train register as evidence of the arrival of an extra train as provided in Rule S-83(a).

When Example (7) is used, number and date of the order specified must be written in column of train register column captioned "Train", sub-captions "Section" and "Number".

Rule 93, Amend third sentence to read:

Second and third class trains and extra trains must move within yard limits prepared to stop short of train, engine or cars unless main track is seen or known to be clear.

Rule D-93, Amend first paragraph to read:

When running against the current of traffic first class trains must move within yard limits prepared to stop short of train, engine or cars unless main track is seen or known to be clear.

Note to Rules 93 & D-93:

Amend to read: "Known to be clear" includes when main track is known to be clear by indication of block signals or interlocking signals.

Rule 101(a): Add Note:

NOTE: Within block signal limits temporary speed restricted track will not be required to be protected by flags when that portion of track is protected by a train order.

Rule 209 Amended:

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 clearance when authorized by General Order or Special Instructions.

Rule 209 (a) Amend first paragraph 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.

Rule 209(a) Amended: Add:

Train orders may be duplicated mechanically when authorized by General Order or Special Instructions.

Rule 221(a) Amended: Add:

A "calling on" indication of train order signal may be repeated at designated points to trains involved by operators informing engineer of train the indication of train order signal. Communications between operators and engineers must be according to following format:

This is Frisco operator at _____ calling engineer of Frisco Train _____.

This is engineer of Frisco Train _____.

This is Frisco operator at _____ "calling on" indication displayed until _____ a.m.

_____ p.m.

This is engineer of Frisco train _____ "calling on" indication displayed until _____ a.m.

_____ p.m.

Rule 884, Amended:

When cars having defects, bearing evidence of unfair usage, improperly loaded, or oversize shipments are offered for delivery at a junction where no car inspector stationed, they must not be moved without specific instructions, conductor must advise chief dispatcher (chief dispatcher advising car department) of such defects, together with contents and destination of car.

Rule 955, Amended:

Engine men will report to Assistant Superintendent or Trainmaster and will obey instructions of the Yardmaster within yard or switching limits. In mechanical matters they will report to Mechanical Department officer.

Rule 990, Amended:

Operators report to and receive instructions from the chief dispatcher in matters concerning train operations, and must comply with instructions of station agent regarding station work that does not interfere with the proper handling of train orders, which take preference over all other business.

They must be familiar with the rules for the movement of trains and other rules and instructions pertaining to their duties.

ALL DIVISIONS TIME TABLE NO. 3

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

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:

For Items (1), (2) and (3) following, where authorized speed is:

- 45 MPH or more reduce to 30 MPH
- 40 MPH 25 MPH
- 35 MPH 20 MPH
- 30 MPH 20 MPH
- 25 MPH or less reduce to 15 MPH

- (1) Work Equipment moving on own wheels:

Bridge Cranes	Hoists
SLSF 98000	
SLSF 98001	Snow Plow
SLSF 98003	Pile Driver
SLSF 98004	Spreader-Ditcher
*SLSF 99020	
*SLSF 99020	handle as 100-ton derrick.

- (2) Scale test car SLSF 99156 may be moved 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.

Scale test car SLSF 99157 is assigned to Memphis Terminal Division and must not be moved outside Memphis Terminal Division without special authority of General Superintendent Transportation

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

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

Bull Dozers	Rail Layers
Cranes	Shovels
Dumptors	Speed Swing
Motor Graders	Track Cleaners
Tractor Ditchers & Scrapers	
Wheel Tractors with attachment	

Revenue equipment of above types loaded on cars will be handled as oversize loads when applicable. Movement of locomotives on revenue billing must be approved by General Superintendent Transportation.

**YOU BET YOUR LIFE WHEN
YOU TAKE A CHANGE.**

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.

MAKE UP OF ENGINE CONSISTS

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

- 5 Units — One, two, or three RD-SW unit may be used. RD-SW unit must not be trailing unit.
- 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.

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 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 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 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

Leeds to Willard:

GP7 are only units that may be used in service or in tow.

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. 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. 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	Where less than maximum speed is allowed on curves, restrict speed to 15 MPH below that authorized, but not lower than 10 MPH.
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.

ALL DIVISIONS TIME TABLE NO. 3

