



St. Louis - San Francisco Railway Company



SOUTHWESTERN 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.

R. A. RORIE — Ass't. Gen. Mgr.

FOR EMPLOYEES ONLY

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

SOUTHWESTERN DIVISION

R. S. Fuller.....	Superintendent	Tulsa
P. A. McGinn.....	Assistant Superintendent	Ft. Smith
T. S. Sullivan.....	Trainmaster	Ada
C. E. Hurt.....	Trainmaster	Ft. Worth
R. E. Townes.....	Trainmaster	Hugo
K. Sewell.....	Assistant Trainmaster	Irving
G. E. Matthews.....	Asst. Trainmaster-General Agent	Ft. Smith
H. O. Buzbee.....	Chief Dispatcher	Springfield
J. W. Campbell.....	Road Foreman of Equipment	Tulsa
C. E. Jarvis.....	Road Foreman of Equipment	Sherman

TULSA TERMINAL DIVISION

W. R. Wallace.....	Superintendent	Tulsa
J. E. O'Hearn.....	Assistant Superintendent	Tulsa
D. R. Wilson.....	Trainmaster	Tulsa
G. E. Chapman.....	Trainmaster	Tulsa
J. W. Dollar.....	Trainmaster	Tulsa
E. R. Smith.....	Trainmaster	Tulsa
C. L. Mallonee.....	Trainmaster-General Agent	Tulsa
F. A. Peables.....	Road Foreman of Equipment	Tulsa

LIST OF TIME INSPECTORS

M. L. Hardesty, 712 W. 23rd Street.....	Tulsa, Okla.	74107
Seneker Jewelry Co., 103 E. Dewey Street.....	Sapulpa, Okla.	74066
Klar Brothers Jewelers, 234 W. Okmulgee.....	Muskogee, Okla.	74401
D. E. White Jeweler, 113 W. Sixth St.....	Okmulgee, Okla.	74447
Agent, Frisco Rwy.....	Ada, Okla.	74802
Howell's Jewelry, 111 S. First St.....	Madill, Okla.	73446
Gray's Jewelers, 505 W. Main St.....	Denison, Texas	75020
Melrose Tappan, 119 N. Travis St.....	Sherman, Texas	75090
Wheeler's Jewelry, 1708 Eighth Avenue.....	Ft. Worth, Texas	76110
Jolly's Jewelry, 411 Houston St.....	Ft. Worth, Texas	76102
Perkins Jewelry, 2325 Rochelle Rd.....	Irving, Texas	75062
Pat Malone Jewelry, 921 Garrison Ave.....	Ft. Smith, Ark.	72901
C. H. Davidson Jewelry Co., 209 N. Broadway.....	Hugo, Okla.	74743
Riggs Jewelry, 775 Bonham St.....	Paris, Texas	75460
Becherer's Jewelry, 208 S. Main St.....	Hope, Ark.	71801
Drake Jewelers, 104 W. Main St.....	Ardmore, Okla.	73401
Suit's Jewelry, 418 Broadway.....	Monett, Mo.	65708

SOUTHWESTERN DIVISION

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

100 Ton 160 Ton 250 Ton			100 Ton 160 Ton 250 Ton				
MPH	MPH	MPH	MPH	MPH	MPH		
Sapulpa-Sherman	25	35	45	Hugo-Paris	25	20	20
Muskogee Branch	15	10	10	Bridges	20	10	10
Madill Branch	20	No	10	Hugo-Lakeside	25	20	20
Sherman-Irving	25	25	25	Bridges	20	10	10
N. Ft. Worth				Hugo-Hope	20	No	20
Ft. Worth	15	10	10				
*Bridges E737.5, E739.2				On Bridges shown separate 160 and 250 ton derricks from engine by cars not exceeding 100,000 lbs. gross weight as follows:			
Monett-Ft. Smith	25	20	20	*2 cars			
*Bridge 388.8	25	10	10	**5 cars			
**Bridge 410.6	25	10	10				
Bentonville Branch	15	No	No				
Ft. Smith-Hugo	25	No	No				
Central Branch	15	No	No				

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

Ada, Oklahoma:

Dr. Ollie McBride	1214 East 5th St.
Dr. David C. Ramsey	100 East 13th St.
Dr. Richard M. Talaferro	Suggs Clinic
	100 East 13th St.

Fort Smith, Arkansas:

Dr. M. B. Hoge	314 North Greenwood
Dr. Samuel Landrum	522 South 16th
Dr. Stanley R. McEwen—Oculist	
Dr. E. C. Moulton, Jr.—Oculist	1214 North B Street

Ft. Worth, Texas:

Dr. R. E. Snyder	1717 South Main
Dr. Joe L. Bussey—Oculist	
Dr. Rufus A. Roberts, Jr.—Oculist	308 South Henderson

Irving, Texas:

Dr. Forrest E. Lumpkin, Jr.	101 South O'Connor Rd.
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DOCTORS

Okmulgee, Oklahoma:

Dr. J. P. Myers	Myers-Powell Clinic
	220 South Morton Street
Dr. George L. Tracewell—Oculist	113 South Grand Avenue

Paris, Texas:

Dr. Donald R. Lewis	
Dr. William R. Phillips	
Dr. Clarence A. Temple	
Dr. Earl D. Bellamy—Oculist	725 DeShong Drive

Sherman, Texas:

Dr. Tom E. Miller	207 West Mulberry Street
Dr. Thomas R. Shea—Oculist	501 North Highland

Tulsa, Oklahoma:

E: Surgical Staff, Glass-Nelson Clinic	2020 South Xanthus
E: Dr. Thomas Lewis Ozment - Oculist	6465 South Yale
E: Available for emergency consultation.	

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

SOUTHWESTERN DIVISION

TONNAGE RATING OF ENGINES BY CLASSES

SOUTHWARD AND WESTWARD				NORTHWARD AND EASTWARD			
Tonnage Class of Engines	42	52	82	Tonnage Class of Engines	42	52	82
Sapulpa to Fred.....	1730	2125	3185	Paris to Arthur City.....	2210	2710	4065
Fred to Spaulding.....	1850	2270	3405	Arthur City to Hugo.....	2545	3245	4685
Spaulding to Francis.....	1630	2005	3005	Hugo to Ardmore.....	1750	2150	3225
Francis to Fitzhugh.....	1730	2125	3185	Ardmore to Talhina.....	1920	2360	3540
Fitzhugh to Ravia.....	1920	2360	3540	Talhina to Compton.....	1150	1415	2120
Ravia to Sherman.....	1655	2035	3050	Compton to Leflore.....	1920	2360	3540
Sherman to Dorchester.....	2305	2830	4245	Leflore to Jenson.....	2665	3270	4905
Dorchester to Gribble.....	2640	3245	4865	Jenson to Cedars.....	2255	2770	4155
Gribble to Irving.....	2350	2890	4335	Cedars to Ft. Smith.....	3120	3830	5745
Irving to North Ft. Worth.....	2640	3245	4865	Central Branch.....	2640	3245	4865
North Ft. Worth to Ft. Worth.....	1920	2360	3540	Hope to Hugo.....	2880	3540	5310
Irving to Double Track Jct.....	2640	3135	5530	Hugo to Mead.....	2450	3005	4505
Double Track Jct. to Dallas.....	1625	1740	2625	Mead to Madill.....	2160	2655	3980
Muskogee to Henryetta (Via MP).....	2080	2685	4320	Madill to Ardmore.....	2090	2565	3845

SOUTHWARD AND WESTWARD

Tonnage Class of Engines	42	52	82
Monett to Purdy.....	1630	2005	3005
Purdy to Clery.....	1775	2180	3270
Clery to Schaberg.....	1630	2005	3005
Schaberg to Ball.....	3840	4715	7070
Ball to Ft. Smith.....	3360	4125	6185
Rogers to Bentonville.....	3840	4715	7070

SOUTHWARD AND WESTWARD

Tonnage Class of Engines	42	52	82
Ft. Smith to Jenson.....	1750	2150	3225
Jenson to Leflore.....	2160	2655	3980
Leflore to Compton.....	890	1090	1635
Compton to Hugo.....	1920	2360	3540
Hugo to Arthur City.....	2400	2950	4425
Arthur City to Paris.....	1750	2150	3225
Central Branch.....	2640	3245	4865
Ardmore to Madill.....	2090	2565	3830
Madill to Mead.....	2255	2770	4155
Mead to Hugo.....	2450	3005	4505
Hugo to Hope.....	2545	3125	4685

NORTHWARD AND EASTWARD

Tonnage Class of Engines	42	52	82
Dallas to Irving.....	2640	3245	4865
Ft. Worth to Irving.....	2640	3245	4865
Irving to Sherman.....	2305	2830	4245
Sherman to Scullin.....	1655	2035	3050
Scullin to Ada.....	1920	2360	3540
Ada to Francis.....	2305	2830	4245
Francis to Yeager.....	1655	2035	3050
Yeager to Sapulpa.....	1920	2360	3540
Henryetta to Muskogee (Via MP).....	2080	2685	4320

NORTHWARD AND EASTWARD

Tonnage Class of Engines	42	52	82
Ft. Smith to Ball.....	1680	2065	3095
Ball to Schaberg.....	1535	1885	2825
Schaberg to Winslow.....	770	945	1415
Winslow to Fayette Jct.....	3840	4715	7070
Fayette Jct. to Springdale.....	1585	1945	2915
Springdale to Avoca.....	1825	2240	3360
Avoca to Seligman.....	1535	1885	2825
Seligman to Exeter.....	1655	2035	3050
Exeter to Monett.....	3070	3775	5660
Bentonville to Rogers.....	1440	1770	2655

Until engine thru limits:

MP E468-20 to MP-E469-10.....	10	
E481-16	E482-20.....	10
E547-8	E548-29.....	10
Staley-M.K.T. Jct. turnouts.....	10	
Denison, north siding switch to SP Jct.....	10	
Ft. Worth Sub.....	30	
Tower 16 to Stock track.....	5	

Southwestern Division: trains handling over 19 cars wheat in covered hoppers:

MPH	
Thru sidings and yard tracks.....	5
Creek and Sherman Subs.....	35

WEST								Miles	STATIONS
SECOND CLASS									
531	39	437	37	537	539	739			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
PM 1100	PM 955	AM 1130	AM 1000	AM 910	AM 300	AM 130	426.9	BYCROCK @T CHEROKEE YD. 3.6	
							430.5	NORRIS 5.0	
							435.5	OMA 1.7	
1130 PM	1025 PM	1159 AM	1030 AM	935	325	200 AM	437.2	SAPULPA 8.4 Y @	
				950	337		445.6	KELLYVILLE 13.4	
				1005	358		459.0	BRISTOW 7.6 Y @	
				1014	410		466.6	DEPEW 10.9	
				1028	425		477.5	STROUD 5.5 @	
				1035	434		483.0	HINKLEY 2.4 P	
				1048	449		485.4	DAVENPORT 8.5	
				3110	457		493.9	CHANDLER 4.1 @	
				1054			498.0	GOW 11.8 P	
				1110	513		509.8	HIBSAW 14.4 P	
				1130	533		524.2	JONES 5.9 P	
				1140	543		530.1	MUNGER 5.5	
				1148	553		535.6	GREIG 0.2	
							535.8	C.R.I.P. } A.T.S.F. } 3.7 @ @	
				PM 1230	630		539.5	RTOBOY @ @ OKLAHOMA CITY (112.6) P	
Arrive Daily 531	Arrive Daily 39	Arrive Daily 437	Arrive Daily 37	Arrive Daily 537	Arrive Daily 539	Arrive Daily 739		Westward trains are superior to Eastward trains of the same class.	

MPH	MPH
MAXIMUM SPEED 55	Until engine thru limits
(except as noted)	MP 477- 2 to MP 477-29 25
Cherokee Yard—slip switches 10	MP 477-29 to MP 479-13 45
17th St. until engine over crossing 10	479-13 487-23 50
MP 426-16 to MP 428-14 20	Binkley, thru turnout east end siding 25
Thru turnout MP 428-27 25	MP 487-23 to MP 488- 2 45
Westward trains MP 428-31 to MP 429-3 40	488- 2 491-20 50
Until engine thru limits North track MP 428-29 to MP 429-35 20	491-20 492-25 45
Norris, thru turnout 50	Until engine thru limits MP 492-30 to MP 493-32 25
MP 432-17 to MP 432-26 45	MP 494-13 to MP 495-28 50
Oma, thru turnout 50	498-26 499-17 45
MP 436- 6 to MP 438- 9 25	503-30 506-33 50
438- 9 441- 4 50	514-33 515-20 45
441- 4 442-25 45	519- 0 522-11 45
447-34 458-20 45	Jones, thru turnout east end siding 25
Bristow, thru turnout west end siding 25	Until engine thru limits MP 527-16 to MP 530-22 50
Until engine thru limits MP 458-25 to MP 459-15 20	MP 530-22 to MP 531- 8 45
MP 459-15 to MP 463-35 50	531- 8 535-28 50
463-35 468- 5 45	535-28 537-33 45
468- 5 472-34 50	537-33 539- 6 25
476- 0 476-12 45	Oklahoma City, thru turnout MP 538-20 25
	Until engine over crossing MP 539-6 10

Station Number	TPR	Track Cap.			EAST							
		Sidings			SECOND CLASS							
		Cars	Feet	Aux.	530	3110	34	738	38	30	430	
Arrive Daily	Arrive Daily Ex. Su.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
G426	CY			Yd.	AM 600	PM 200	PM 130 PM	PM 430	PM 700	AM 1245 AM	PM 1159	
G426	NO											
G436	OM											
G438	SQ			Yd.	150 AM	138	1131 AM	150 PM	350 PM	1115	945 PM	
G446	KY	70	4559	25		120				1105		
G459	BP	114	7413	225		104				1045		
G467	DP	49	3184	32		1244				1035		
G478	ST	59	3825	174		1230 PM				1021		
G483		85	5516	9		1105				1013		
G485				24								
G494	YX	34	2237	126		1048 537				958		
G498	GX	75	4873			1000				953		
G510	HI	97	6323			946				938		
G524	JN	62	4032	13		925				921		
G530	UG	49	3197			916				914		
G536	GG			38								
G540	OC			Yd.		900 AM				900 PM		
Westward trains are superior to Eastward trains of the same class.					Leave Daily 530	Leave Daily Ex. Su. 3110	Leave Daily 34	Leave Daily 738	Leave Daily 38	Leave Daily 30	Leave Daily 430	

Time in schedules or train orders for trains departing Cherokee Yard will apply at MP 430-20.

Two main tracks between Cherokee Yard and Norris and between Oma and Sapulpa are designated as North track and South track.

No. 2 track Bartlett-Collins, Sapulpa, protected by signals. If signal indicates stop, contact Bartlett-Collins employee.

Trains may be identified between Cherokee Yard and Sapulpa when Form V(4) train order is issued to trains at Cherokee Yard.

Train crews operating between Cherokee Yard and Sapulpa will be responsible for identifying superior trains that have departed Cherokee Yard and those trains that may be passed between Cherokee Yard and Sapulpa.

Train meets and time in schedules or train orders will be at end of two main tracks Sapulpa.

- HOT BOX DETECTORS**
 @ # MP 450-13
 @ # 472-9
 @ # 500-31
 @ # 526-29

Bridge class of engines and foreign derricks 70.4

TRACKS AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
Wellston	505.5	G508	30	Both
Luther	514.7	G515	34	Both
Red Horse	534.3	G534	29	East

- CTC: 428-25 to 437-9
 ABS: 437-9 to 538-19 (rule 510(a))
 ↓ Sapulpa: (Brick Plant Spur) Highway 66
 ↓ Chandler: (North Yd. Spur) Highway 66

SAFETY — A WORD, MAKE IT A HABIT

WORKING SAFELY IS YOUR RESPONSIBILITY

SOUTH						Miles	STATIONS
SECOND CLASS							
531	39	437	37	739			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
PM 1130	PM 1025	AM 1159	AM 1030	AM 200	437.2	SAPULPA..... ⑤⑥Y	
1137	1032	PM 1206	1037	211	442.2	KIEFER..... 5.0	
1157	1049	1223	1056	231	456.2	BEGGS..... 14.0	
AM 1213	1103	1236	1109	246	467.2	BUTLER..... ①	
1215	1105	1239	1112	249	468.6	OKMULGEE..... 7.6 BCO ⑤⑥Y	
1250	1114	1248	1121	259	476.2	SCHULTER..... 5.9	
530		738					
120	1121	1256	1129	307	482.1	HENRYETTA. R ⑥⑦Y	
139	1137	112	1146	325	494.7	FRED (WELETKA)... 9.7	
152	1148	123	1159	338	504.4	WETUMKA..... ⑤	
	530		PM 738				
204	1158	133	1209	350	513.0	YEAGER..... 8.6	
215	1208	143	1218	401	519.6	HOLDENVILLE..... ⑤	
					519.6	C.R.I.P..... ⑥⑦	
227	1210	145	1220	403	520.1	SISSON..... 0.5	
		38					
234	1217	152	1226	410	525.0	SPAULDING..... 4.9	
300	1240	215	1245	440	539.1	FRANCIS..... R ⑥	
					547.7	A.T.S.F..... ⑥⑦	
324	100	235	111	501	548.2	ADA..... BCO ⑤⑥	
348	117	252	128	526	558.2	FITZHUGH..... 10.0	
355	123	258	135	533	563.3	ROFF..... 5.1	
404	133	308	146	543	571.0	SCULLIN..... 8.3	
414	143	318	156	553	579.3	MILL CREEK..... ⑤	
430	158	333	211	617	591.8	RAVIA..... ⑤	
455	213	351	229	700	603.4	MADILL..... R ⑥⑦Y	
517	233	410	249		610.6	KINGSTON..... 9.6	
526	240	416	255		620.2	LAKESIDE..... 4.6	
534	248	423	302		624.8	BARRY..... 6.3	
					631.1	STALEY..... ①	
					631.4	M.K.T. JCT..... ①	
630	300	434	322		636.5	DENISON..... ①②	
34		430					
					636.6	S.P. JCT..... 7.4	
					644.0	NO. SHERMAN JCT... 0.6	
900	405	450	350		644.6	SHERMANBCORY ①②	
AM	AM	PM	PM			(207.4)	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
531	39	437	37	739			

Southward trains except No. 739 are superior to Northward trains of the same class. No. 739 is superior to No. 738.

Station Number	TPR	Track Cap.			NORTH				
		Sidings		Aux.	SECOND CLASS				
		Cars	Feet		34	738	38	430	530
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
G438	SQ			Yd.	AM 1131	PM 150	PM 350	PM 945	AM 150
E442	KP	93	6072	12	1124	142	339	935	140
E456	ZB	103	6714	42	1056	122	319	914	120
E467	ZU	97	6333		1043	105	301	857	103
E469	OG			Yd.	1040	1259	258	854	100
E476	QC	93	6055	15	1029	1248	247	844	1250
E482	HN	77	5018	Yd.	1020	1231	238	835	1219
E495	WK	95	6179	110	1000	1211	221	819	1201
E504	WM	71	4620	80	947	1159	206	807	1148
E513	YG	78	5047	4	935	1147	155	755	1118
E520	HD			125	925	1137	147	745	1108
E520A	UI	82	5375		923	1135	145	743	1106
E525	UP	98	6387	10	915	1125	104	735	1100
E539	FC	81	5326	Yd.	855	1059	1245	709	1040
E548	AD	93	6077	Yd.	844	1029	1214	651	940
E558	PH	80	5181		826	1015	1145	634	910
E564	RF			97	820	1005	1138	627	900
E571	UJ	81	5268	14	810	955	1127	617	845
E580	ML	84	5439	68	755	943	1117	606	805
E592	RV	98	6343	22	737	918	1101	551	740
E603	MA	94	6107	Yd.	720	900	1043	533	715
						AM			
E610	KT	83	5388	44					
E620	LR	62	4041		656		1023	503	600
E625	ZY	83	5415	6	650		1016	456	550
E631	IT				640		1005	445	540
E637	DN	88	5745	105	630		955	434	530
					531		437		
E644	SK			Yd.	600		930	400	500
					AM		AM	PM	PM
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
					34	738	38	430	530

Southward trains except No. 739 are superior to Northward trains of the same class. No. 739 is superior to No. 738.

SAFETY IS THE KEY — USE IT

YOU'RE THE WINNER WHEN

YOU PLAY IT SAFE

	MPH
MAXIMUM SPEED (except as noted)	55
MP 437-4 to MP 438-4	25
MP 438-7 to MP 440-6	45
Until engine thru limits MP 441-25 to MP 442-30	45
MP 457-25 to MP 458-4	50
Until engine thru limits MP 468-20 to MP 469-10	25
MP 471-12 to MP 471-28	50
Schulter, thru turnout North end siding	25
MP 478-17 to MP 480-10	50
Until engine thru limits MP 480-10 to MP 482-25	25
MP 484- 9 to MP 484-20	50
492- 2 492-18	45
494-15 494-26	45
506-33 507- 8	50
509-31 510-11	50
516-12 518-18	50
518-22 519-15	45
Until engine thru limits MP 518-17 to MP 520-22	40
MP 519-20 thru interlocking	40
MP 521- 5 to MP 521-26	50
529- 7 529-20	50
531-34 532-10	50
533-24 534-21	45
535-28 536-18	50
539-32 540- 6	50
543- 6 544-20	50
Ada, thru interlocking	35
Until engine thru limits MP 547- 8 to MP 547-20	30
547-20 548-16	15
548-16 548-29	30
MP 551-30 to MP 552- 3	50
554-26 556-20	50
559- 9 559-31	50
569- 1 569-10	50
574- 8 577-11	50
581-13 583-19	50
589- 7 589-23	50
596- 0 600- 0	45
602- 6 602-31	45
603- 0 604- 6	45
605-15 605-23	50
621-16 623-24	50
630- 3 630-36	30
Staley-M.K.T. Junction, turnouts Red River Bridge	15
Northward trains until engine thru limits MP 632-18	50
MP 633- 6 to MP 634-31	45
634-31 634-33	30
634-33 636- 1	45
M.K.T. connection Denison	5
Until engine thru limits MP 636- 1 to MP 636-20	12
Thru Spring Switch Turnouts	25

Creek-Sherman Sub trains will use Oklahoma Sub between Sapulpa and Cherokee Yard. Trains entering CTC at Sapulpa will not require clearance.

Trains will secure clearance at Cherokee Yard authorizing movement south from Sapulpa and will not require clearance at Sapulpa

unless train order signal displays stop indication.

Trains may be identified between Cherokee Yard and Sapulpa when Form V(4) train order is issued to trains at Cherokee Yard.

Train crews operating between Cherokee Yard and Sapulpa will be responsible for identifying superior trains that have departed Cherokee Yard and those trains that may be passed between Cherokee Yard and Sapulpa.

Train meets and time in schedules or train orders will be at end of two main tracks Sapulpa.

Trains originating Francis will not require clearance.

SL-SF trains will use M.K.T. tracks between Staley and M.K.T. Jct.

SL-SF trains will use Southern Pacific track between S.P. Jct., Denison and Sherman.

Train order signal Denison northward only.

Train orders restricting southward trains holding main track at Lakeside will apply at "Stop" signal MP 620-14.

Creek-Sherman Sub will use Ft. Worth Sub, instructions for Sherman yard movement.

Bridges: 478.0 and 503.4 protected by detectors connected with ABS. When signals 4786, 4779, 5035 and 5048 display "Stop" observe signal rules and know bridge safe before passing over.

No. 738 may be authorized by clearance at Madill.

Electric switch light on spring switch north end siding Denison shows an indication for southward trains only. Southward trains finding grade signal 6353 at Stop indication will approach this switch prepared to stop until engine man can observe and be governed by indication of this light. If switch light does not display green indication, stop will be made and switch examined before passing over.

TRAIN MEET SIGNS

Okmulgee,
MP 468-15 Northward trains
Ada, MP 548-30 Northward trains
Fitzhugh,
MP 558-12 Southward trains

Trains on main track waiting for or to meet opposing trains will stop short of sign until opposing train reaches switch.

ABS: MP 437-9 to MP 481-5,
Rule 510 (a)
ABS: MP 481-5 to MP 604-6
CTC: 604-6 621-7
ABS: 621-7 635-9

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Mounds	446.7	E447	VJ	32	North
Sasakwa	532.2	E532		8	North
Denny	507.4	E508		37	Both
Ryder	584.5	E584	VS	54	Both

Bridge class of engines and foreign derricks 63

HOT BOX DETECTORS

@ #	MP 446-27
@ #	474-25
@ #	496-31
@ #	516- 5
@ #	542-19
@ #	565-27
@ #	587- 6
@ #	613-24

TRACK RESTRICTIONS

No. 2 track Bartlett-Collins, Sapulpa, protected by signals. If signal indicates stop, contact Bartlett-Collins employe.

Ada: Ideal Cement Plant, engines must not be operated over track scales.

Ada: Evergreen Mill, engines must not be operated under shed.

Sherman: Northward trains departing until caboose over Grand Ave., 5 MPH.

Okmulgee: Highway 75
Highway Loop 56

Mill Creek: Highway 12

MUSKOGEE BRANCH—CREEK SUB

Miles	STATIONS	Sta. No.	TPR	Trk. Cap.
482.1	HENRYETTA ④⑤	E482	HN	Yd.
526.0	MUSKOGEE BCY ②	EA526	MU	Yd.
526.2	M.K.T. ③ □			
	(44.1)			

MP 525-6 to MP 527-27 12

MP 526-4 over Main Street
Crossing 5

Bridge class of engines and foreign derricks 53.8

MKT crossing MP 526.2:

Eastward movements not clearing Main Street stop clear Main Street, proceed when gate properly lined, protecting Main Street crossing from ground position.

SL-SF trains use M.P. track between Muskogee and Henryetta.

CENTRAL BRANCH—ARTHUR SUB

Miles	STATIONS	Station Number	TPR	Trk. Cap.
429.3	JENSON ④Y	429	JE	Yd.
431.0	HACKETT 1.7	B431		Yd.
438.7	MONTREAL 7.7	B439		Yd.
440.2	MIDLAND 1.5	B440		Yd.
444.0	CENTRAL 3.8	B444	KB	Yd.
	(14.7)			

MAXIMUM SPEED 15 MPH

Yard Limits: entire branch.
Bridge class of engines and foreign derricks 53

MADILL BRANCH—ARDMORE SUB

Miles	STATIONS	Station Number	TPR	Trk. Cap.
603.4	MADILL R ④Y ④	E603	MA	Yd.
612.0	SIMPSON 8.6	JA612		14
627.9	ARDMORE BC ④ ④	JA628	AE	Yd.
	(24.5)			

MAXIMUM SPEED 20 MPH

(except at noted)
Until engine thru limits
MP 603-10 to MP 604-10 15
MP 620-10 10
Bridge 627.2 10
Yard limits: entire branch
Bridge Class of Engines and foreign derricks 54

BENTONVILLE BRANCH—FORT SMITH SUB

Miles	SOUTH STATIONS	NORTH STATIONS	Station Number	TPR	Trk. Cap.
332.0		BENTONVILLE JCT. Y			Yd.
337.7		BENTONVILLE 5.7	B338	BZ	Yd.
		(5.7)			

MAXIMUM SPEED 20 MPH
Yard Limits: entire branch

Bridge Class of Engines and foreign derricks 53

SOUTH							Miles	STATIONS
SECOND CLASS								
	437 Leave Daily PM 600	37 Leave Daily PM 530	39 Leave Daily AM 405					
644.6							SHERMAN BC OR Y	
645.7							TOWER 16	
646.3							S.S.W.	
647.1							STOCK TRACK	
647.8	610	540	415				FRISCO JCT.	
649.9	614	544	420				SO. SHERMAN JCT.	
657.7	627	559	435 34				DORCHESTER	
664.8	638	610	447				GUNTER	
673.6	652	624	501				CELINA	
679.7	702	634	511				PROSPER	
685.6	711	643	520				FRISCO	
699.9	733	705	545 38				BLISS	
700.5							CARROLLTON	
							M. K. T.	
							S. S. W.	
704.2	740	712	552				GRIBBLE	
710.7	830	800	645				IRVING	
720.9							DALLAS (Fsg. Depot)	
723.5							EAST DALLAS	
710.7							IRVING	
735.6							NO. FT. WORTH	
741.2	1100 PM	1045 PM	915 AM				FT. WORTH	
	Arrive Daily 437	Arrive Daily 37	Arrive Daily 39				Southward trains are superior to Northward trains of the same class.	

MAXIMUM SPEED MPH	40
(except as noted)	
Sherman, over derail switch.....	15
MP 644-15 to MP 647.....	15
Tower 16, thru interlocking.....	35
Frisco Jct., thru turnout.....	20
So. Sherman Jct., thru turnout.....	20
Until engine thru limits	
MP 697 to MP 701-23.....	20
MP 707 to MP 708-29.....	30
Irving, over crossings not protected by flashers.....	30
Until engine thru limits	
MP 709-24 to MP 710-28.....	15
Dallas, within the limits of The Union Terminal Company:	
No. Jct. to No. Tower.....	15
No. Tower to So. Tower.....	10
So. Tower to Double Track Jct. Cadiz Street.....	15
Double Track Jct. to A.T.S.F.....	25
Thru crossovers and turnouts.....	10
Depot and shed tracks.....	8
No. Ft. Worth, move at restricted speed thru connecting track, not exceeding.....	10
Ft. Worth, over street crossings.....	18
Ft. Worth, spring switch at north end of yard.....	15
Belt Jct., north leg of wye.....	10
south leg of wye.....	15
Yard limits: Tower 16 to Frisco Jct.	
So. Sherman Jct. to MP 651	

SOUTHWESTERN DIVISION TIME TABLE NO. 3

SOUTH					NORTH										
Station Number	TPR	Track Cap.			SECOND CLASS										
		Sidings		Aux	34	38	3610								
		Cars	Feet		Arrive Daily	Arrive Daily	Arrive Daily								
E644	SK				AM 600	AM 830	AM 1130								
E658	DT	133	8640	11	435 39	652	1035								
E665	GQ	55	3574	41	350	641	1022								
E674	YI	55	3588	50	335	627	1008								
E680	QO	52	3412	42	325	617	957								
E686	FS	55	3574	76	315	607	945								
E700	ZV	70	4597		253	545 39	920								
E701	YN			57											
E704	GB	39	2563		243	511	910								
E711	IR				Yd.	230	500	900							
P722	DA														
E711	IR				Yd.										
	NF				Yd.										
E741	FW				Yd.	1201 AM	200 AM	445 AM							
					Southward trains are superior to Northward trains of the same class.	Leave Daily	Leave Daily	Leave Daily							
						34	38	3610							

When switching South lead Sherman Yard, air will be cut in on cars as follows:
When handling **Cut air in**
 7 to 10 cars..... 3 cars
 11 to 15 cars..... 6 cars
 16 to 20 cars..... 9 cars
 21 to 25 cars..... 12 cars
 26 to 30 cars..... 16 cars
 Northward trains will require clearance at Irving.
 Regular trains may be authorized by clearance at Irving.
 Southward trains will require C.R.I.P. clearance at Irving from SL-SF operator.
 Trains use C.R.I.P. tracks between No. Ft. Worth and No. Jct. Dallas.
 Trains use Union Terminal tracks between No. Jct. and Santa Fe Jct., Dallas.
 North wye switch Irving will be left lined as last used.
 S.S.W. end of connecting track No. Ft. Worth equipped with spring switch. Signal governing facing point movements over this switch will display:
 Yellow indication lined for S.S.W. main track.
 Lunar indication lined for connecting track. Spring switch may be left as last used.

Spring switch north end Ft. Worth Yard equipped with electric light; green indication lined to City Lead; yellow indication lined to No. Ft. Worth.
 Trains use A.T.S.F. tracks between Santa Fe Jct. and East Dallas and between Belt Jct. and Birds, Ft. Worth.
 Trains use S.S.W. tracks between junction of SL-SF and S.S.W. track at No. Ft. Worth and point near N.E. 29th Street opposite Temple Grain Company and will move at restricted speed.
 Ft. Worth: movements on sidings and other auxiliary tracks, over public crossings protected by automatic crossing signals, unless signals are operating.
 Ft. Worth: Hemphill Street, Windsor St., until engine or lead car over crossing 10 MPH
TRACKS AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
Collin	682.4	E682	24	South
Hebron	694.8	E695	13	Both

Bridge class of engines and foreign derrick: Sherman-Irving 56
 Dallas-Ft. Worth 53.8
HOT BOX DETECTORS
 @ # MP 666-7
 @ # MP 690-20

SOUTHWESTERN DIVISION TIME TABLE NO. 3

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.

<u>MAXIMUM PERMISSIBLE GROSS WEIGHT</u>	<u>REFERENCE NOTES</u>	<u>ROUTES</u>	<u>REFERENCE NOTES</u>	<u>LIMITATIONS & RESTRICTIONS</u>
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-106.9 and 10 MPH over Bridge D-114.7 when handling car with gross weight in excess of 177,000#.
	(b)	Henpeck Spur		Limited to 177,000# gross weight.
	(a)	Lead Jct-Salem		
	(a)	Weaubleau-Clinton, Mo.		
	(b)	Sinclair-Weir City	(b)	
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		
	(h)	J&G Jct-Carl Jct.		
		NORTHERN DIVISION		
	(h)	Kansas City-Leeds Jct.		
	(h)	Springfield-Weaubleau		
	(j)	Hoxie-Walport		
	(g)	Marion-Hulbert		
	(g)	Edward-Afton		
	(g)	Pittsburg-Opolis		
	(g)	Miami Branch		
	(g)	(Except Cardin Spur)		
	(g)	Quapaw-Central Mill		
	(g)	Arcadia-Strauss		
		SOUTHERN DIVISION		
	(h)	Winfield, Ala.-Brookside		
	(g)	Dora-DeBardleben		
	(g)	Pratt City-Bessemer	(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#.
	(g)	Amory-Demopolis	(i)	Cars shorter than 45 ft. limited to 220,000#, between Bridge Jct. and Shelco.
	(m)	Aberdeen Spur	(j)	Cars with gross weight between 220,000# and 263,000# may be handled with speed restricted to maximum of 10 MPH.
	(m)	Boligee-York	(m)	Via Southern Rwy.
	(h)	Demopolis-Pensacola	(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.
	(h)	Cochrane-Mobile	(r)	Cars shorter than 42 ft. limited to 220,000#.
	(g) (h)	RIVER DIVISION	(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.
	(g)	St. Louis-Chaffee	(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)	Chaffee-Turrell		
	(p)	Holcomb-Senath		
	(p)	Kennett-Hayti		
	(p)	Hayti-Caruthersville		
	(p)	Blytheville-Armored		
	(g) (h)	SOUTHWESTERN DIVISION		
	(g)	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		
	(s)	Enid-Avard		
	(t)	Enid-Beaumont		
	(t)	Enid-Foley		
	(t)	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.
	(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		
	(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			
Second Class						Sidings			Second Class		Arrive Daily	Arrive Daily
739	739					Cars	Feet	Aux.	738	738		
Leave Daily	Leave Daily											
AM 1001	AM 1035	520.2	LAKESIDE	E620	LK	80			AM 430			
		632.5	DURANT	J633	DU		129		355			
		632.9	M.K.T.									
		633.0	M.P.									
PM 500	PM 1155	663.8	BOSWELL	J664			46		PM 245			
	PM 100	684.9	HUGO	B.C.ORT	Y			Yd.	PM 450			
	PM	685.2	ARTHUR SUB						AM 200			
535		700.2	FORT TOWSON	J700	FV		43		205			
		710.0	T.O.E.									
601		710.2	VALLIANT	J710	VA			Yd.	130			
645		728.0	IDABEL	J728	ID	32	152		1240			
715		739.4	HAWORTH	J739				48	1201			
		751.1	ARKINDA	J751	AA		69		1140			
745		757.3	FOREMAN	J757	FO		47		1120			
810		772.9	K.O.S.									
		773.3	ASHDOWN	B.C.	Y			131	1035			
		773.4	G.N.A.									
		805.4	M.P.									
1130		805.5	HOPE	B.C.R.	Y			Yd.	900			
PM				J906	HP				AM			
Arrive Daily	Arrive Daily	No. 739 is superior to No. 738 between Hugo and Hope.						Leave Daily	Leave Daily			
739	739							738	738			

MPH

MAXIMUM SPEED 35
(except as noted)

MP 622-10 to MP 622-20 20

Until engine thru limits

MP 631 to MP 633 15

685-20 686 20

MP 727 to MP 729 30

Until engine thru limits

MP 772-20 to MP 773 20

MP 793-10 to MP 793-11 10

804-20 L&A Lead 8

Trains handling pulpwood bridges 670.8 and 693.0 25

Bridge class of engines and foreign derricks 54

- Arko spur, both legs wye, Highway 32
- Nekoosa-Edward Spur; Highway 32
- Hope: 3rd St. and 6th St. Trains entering CTC at Lakeside will not require clearance.

Ardmore Sub trains will use Sherman Sub between Lakeside and Madill.

SL-SF trains will use both legs of wye and T.O.E. main track to T.O.E. MP 1-2, Valliant.

SL-SF trains will use KCS tracks between Ashdown and Paper Mill.

Trains will secure clearance at Madill authorizing movement south from Lakeside and will not require clearance at Lakeside.

Trains finding northward "STOP" signal Lakeside displaying stop indication will communicate with

dispatcher before operating release. If unable to communicate with dispatcher, after waiting five minutes, release may be operated.

M.P. and M.K.T. interlocking equipped with a special push button located at 9th Street MP 632-12 that may be operated to clear southward home signal. If train does not occupy the 600 foot track section in approach to home signal within a period of 6 minutes after push button operated, home signal will return to "STOP" and train must occupy the 600 foot section or again operate the pushbutton to reclear the home signal.

TRACK RESTRICTIONS

- Idabel: Do not use Oil Mill Track east of seed house.
- Arko: Restrict speed to 10 MPH, all tracks.
- Ashdown: Restrict speed to 5 MPH, auxiliary tracks.

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Mead	624.9	J625	20	Both	
Pirtle	639.5	J640	30	North	
Bokchito	647.1	J647	31	Both	
Bennington	653.5	J654	28	Both	
Soper	673.7	J674	18	Both	
Sawyer	693.4	J693	32	Both	
Millerton	715.1	J715	28	Both	
Garvin	719.6	J720	25	Both	
Kull	735.8	J736	10	North	
Bokhoma	744.0	J744	5	South	
Arko	Y. 755.4	J755	AK	2.8 Mi	Both
Arden	764.0	J764	7	North	
Orton	785.3	J785	41	Both	
McNab	791.2	J791	30	Both	

(Cont'd on page 9)

SOUTH		Miles	STATIONS	Station Number	TPR	Track Cap.			NORTH			
Second Class						Sidings			Second Class		Arrive Mon. Wed. Fri.	Arrive Daily
3811	3811					Cars	Feet	Aux.	3810	3810		
Leave Daily	Leave Daily											
AM 1045	AM 1045	414.9	FORT SMITH	415	FX		Yd.		PM 130			
		416.1	M.P. JCT.									
		416.7	K.O.S.									
		417.0	M.P.									
		417.1	K.O.S.									
		417.1	S.F. JCT.						1215			
		423.5	CEDARS	424	NJ	50			1201			
		429.3	JENSON	429	JE	37	Yd.		PM 1150			
		436.6	CAMERON	437		32	20		1135			
		443.6	POTEAU	445	PT	30	101		1120			
		443.6	K.O.S.									
		453.0	C.R.I.P.									
		453.0	WISTER	453	WT		68		1027			
		478.9	COMPTON	479			16		945			
		483.6	TALIHINA	484	TI		102		935			
		506.7	CLAYTON	507			58		830			
		522.6	DUNBAR	523			50		800			
		541.6	ANTLERS	542			73		730			
		556.2	GOOD	556	GW		28		705			
		559.0	HUGO	559	HU		Yd.		700			
		559.3	ARKINDA SUB						AM			
		569.1	ARTHUR CITY	569			37					
		582.8	BETNER	583	BT		Yd.					
		583.8	PARIS	584	PR		Yd.					
		584.3	S. P.									
Arrive Sun. Tues. Thur.	Arrive Sun. Tues. Thur.							Leave Mo. Wed. Fri.	Leave Mo. Wed. Fri.			
3811	3811							3810	3810			

MPH

MAXIMUM SPEED 40
(except as noted)

Until engine thru limits

MP 415-26 to MP 417-32 20

MP 427-26 to MP 428-11 15

429- 1 429-25 25

Bridge 443.4, trains handling pulpwood 25

Mile 443.6 until engine over crossing 20

Until engine thru limits

MP 443-20 to MP 445-18 15

MP 477- 5 to MP 480-28 30

Southward trains until engine thru limits

MP 483-22 to MP 483-29 20

MP 501-15 to MP 527- 9 35

529- 2 530- 7 30

Until engine thru limits

MP 558-10 to MP 559- 9 20

MP 559- 9 to MP 559-14 5

559-14 559-20 20

Over Red River Bridge 568.8 15

MP 571 to MP 584 35

- Paris: Bonham and Graham Sts. No. 3810 will register at S.F. Jct. Yard Limits: Good to Paris.
- Bridge class of engines and foreign derricks 53
- Poteau to Good: Trains will not be required to furnish rear end flag protection against a following movement on the same track unless instructed to do so.

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Bashe	421.0	421		22	Both
Rock Island	431.7	432	RI	7	South
Leflore	468.6	469		8	Both
Albion	490.3	490		28	Both
Moyers	533.4	533		5	North
Grant	564.0	564		22	Both
Powderly	573.3	573		22	Both
Camp Maxey	575.6	576		12	South

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.

- Ft. Smith: North "I" St. to Garrison Ave. inclusive unless crossing signals operating.
- Ft. Smith: Highway 45 & 271.

(Cont'd on page 9)

SOUTH		Miles	STATIONS	Station Number	TPR	Track Cap.			NORTH	
THIRD CLASS	Second Class					Cars	Feet	Aux.	Second Class	THIRD CLASS
Leave Daily Ex.Sun.	Leave Daily								Arrive Daily	Arrive Daily Ex.Sun.
3711	731							730	3710	
AM	AM		MONETT BCOR	282	MO			AM	AM	
700	1201	282.0	3.0					630	1155	
720	1210	285.0	4.6	285		42	2699	450	1145	
735	1218	289.6	5.2	290	PU	31	2041	32	442	
745	1226	294.8	5.8	295		42	2705	23	433	
759	1235	300.6	12.2	301	EX	40	2609	25	424	
819	1255	312.8	6.9	313	SL	45	2914	68	406	
834	106	319.7	12.3	320		31	2005		355	
		332.0	0.7						1040	
1015	134	332.7	5.3	333	RG			Yd.	330	
3710		338.0	5.1	338	IW	35	2260	25	1015	
		343.1	4.3	343	SD			Yd.	300	
1040	201	347.4	5.0	347		29	1870	7	745	
		352.4	5.4	352	FA			Yd.	230	
1100	230	357.8	9.2	358	GL	74	4820		700	
AM	730	367.0	7.7	367	EP	42	2789		AM	
245	245	374.7	6.3	375	WW	33	2142	15	138	
		381.0	5.1	381	UV			24	120	
		386.1	22.2	386		61	3979	5	105	
		408.3	1.6	408		44	2847		1240	
		409.9	0.5	410	VB			Yd.	1130	
		410.4	0.2						1145	
		410.6	3.5							
		414.1	0.8							
	730	414.9	133.4	415	FX			Yd.	1130	
	AM								PM	
Arrive Daily Ex.Sun.	Arrive Daily							Leave Daily	Leave Daily Ex.Sun.	
3711	731							730	3710	

Trains and engines using CRIP tracks between North Ft. Worth and North Junction, Dallas, will be governed by SLSF Rules of the Transportation Department, except as modified below:

(1) General Orders and Special Instructions: General Orders will be numbered consecutively beginning with January first of each year; will be issued and cancelled by the Superintendent or other designated officer, and will expire with the calendar year.

(2) Conditional Stop Signs: When train order is in effect, an unattended red sign reading, "CONDITIONAL STOP", will be displayed 1,000 feet in advance of where main track is obstructed or impassable. Trains must approach prepared to stop short of this sign unless the engineer is orally authorized to proceed beyond this sign by foreman in charge of work, or a proceed signal with a green flag or light is received. A yellow sign reading "PROCEED PREPARED TO STOP", will be displayed two miles in advance of red sign. A green resume speed sign will be displayed to the right of each track at the limit of restriction. *LOW SPEED must not be exceeded through the territory named in the order unless a different speed is orally authorized by foreman in charge. Prescribed speed will not be exceeded until entire train has passed the resume speed sign. A train or engine within limits of train order at effective time of order, must not proceed unless orally authorized by foreman in charge of work, or proceed signal with green flag or light is received. Where "PROCEED PREPARED TO STOP" and "CONDITIONAL STOP" signs are displayed, they must be respected even though no train order is held. Where a train order is in effect and the "CONDITIONAL STOP" sign is not displayed, or when "PROCEED PREPARED TO STOP" sign is displayed and no train order is in effect, stop must be made at location where "CONDITIONAL STOP" sign should be located, and train must not proceed until orally authorized or receives a proceed signal with a green flag or light. Before orally authorizing train to proceed, foreman must inform the engineer the maximum speed permitted over the restricted track. Oral authorization and acknowledgment between foremen and engineers for trains to pass "CONDITIONAL STOP" signs must be made in the manner prescribed by form shown in special instructions. Where the term "foreman" is used in these rules, general orders, special instructions, and train orders, it will also apply to the employe in charge of work. Where switching or work is to be performed where it is necessary to pass the "CONDITIONAL STOP" sign several times, engineer must have an understanding with foreman in charge of work, as to work to be performed, limits, and time his train or engine may work within these limits. When restricted track is less than two miles from terminal or junction point and distance does not permit "PROCEED PREPARED TO STOP" sign to be displayed as required by the rules, sign will be displayed as far as possible from "CONDITIONAL STOP" sign but not further than the first switch through which train leaves the terminal and not beyond the clearance at junction point. The location of such yellow sign so placed must be designated by train order.

FORM TRAIN ORDER - CONDITIONAL STOP ORDER: Do not exceed Low Speed* between MP _____ and MP _____ between _____ and _____ from _____ m until _____ m and be prepared to stop short of unattended red conditional stop sign displayed in vicinity of MP _____ for (Northward) trains and MP _____ for (Southward) trains unless orally authorized to proceed beyond the stop sign by foreman in charge of work or a proceed signal with green flag or light is received. Low Speed* must not be exceeded unless foreman orally authorizes a different speed. *Low Speed means Frisco Restricted Speed.

(3) 11. Fusee Signals: A train or engine finding a fusee burning on or near its track must stop. After stopping, train or engine will then proceed at Restricted Speed for a safe flagging distance. Where there is sufficient sight distance, or where there are torpedoes or other restrictive signals a sufficient distance in advance, stop must be made before leading wheels pass the burning fusee and movements must not be made over burning fusee.

(4) 15. Torpedo Signals: Torpedoes must be placed on the rail 150 feet apart on engineer's side. They must not be placed on public crossings, nor left at places where they may cause injury. The explosion of two torpedoes is a signal to immediately reduce speed and proceed for a safe flagging distance at Restricted Speed. The explosion of one torpedo will indicate the same as two, but the use of two is required.

(5) Note to Rule 20 and 20(a) does not apply.

(6) S-89(a) Precautions at Meeting and Passing Points: When a train holding the main track at a station is restricted for the arrival of an opposing train, the train holding the main track must stop at least 500 feet from the clearance point of the switch to be used by the opposing train, unless the opposing train is in clear and switch properly lined. At meeting and passing points, a train on siding awaiting the arrival of another train must, if practicable, stop at least 500 feet from clearance point of facing point switch over which the expected train will pass. Identification of trains must be made at meeting and passing points, when required.

(7) Rule 102(a). Second sentence changed to read as: "Two torpedoes will be placed not less than 20 car lengths in advance of the rear portion of the train to warn engineman returning."

(8) Rule 105. Add to first sentence "but not exceeding 10 MPH".

(9) Stopping After Passing Proceed Indication: When a train or engine, having passed a proceed indication of a "STOP" Signal, stops less one car length beyond such signal, it must not again proceed without complying with the requirements of Rule 509 unless signal can be seen to be displaying a proceed indication.

(10) Rule 612 does not apply.

MPH	MPH
MAXIMUM SPEED	40
(except as noted)	
MP 282-5 to MP 282-11	12
Until engine thru limits	
MP 331-37 to MP 333-12	25
343-8	15
343-13	15
MP 352-14 to MP 352-26	10
353-34	30
354-21	30
368-35	30
368-37	30
370-27	30
370-32	30
371-22	35
371-30	35
374-24	15

Southward trains Winslow to Schaberg when average gross weight exceeds 40 tons per car	25
MP 375-22 to MP 383-35	35
Until engine thru limits	
MP 403-25 to MP 410-2	20
MP 410-2 to MP 411-15	10
Until engine thru limits	
MP 411-15 to MP 415	20
MP 415 to MP 415-26	10
CTC: MP 410-20 to MP 412-3	
ABS: MP 374-35 to MP 375-18	
(Rule 510 (a))	

Yard limits: Springdale to Johnsons
TRACK RESTRICTIONS
 Rogers: Daisy Spur, do not drop or kick cars into spur track. Trainmen must work on east side of track and do not ride cars entering building. Cars not spotted will be left north of derail.

Van Buren: Do not use engine beyond street crossing, Spencer Spur.

- ↓ Rogers: Highway 62
- ↓ Rogers: (Bentonville Br.) North 13th St.
- ↓ Bentonville: Highway 71
- ↓ Fayetteville: Highway 62
- ↓ Fayette Jct.: Highway 71
- ↓ Fort Smith: North "P" Street between 7:00 AM-8:30 AM and 3:30 PM-5:00 PM, except Sat. & Sun.

Bridge class of engines and foreign derricks _____ 54
 No. 730 will not register at Fayetteville

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.

TRACKS AND/OR INDUSTRIES	MPH	Sta.	TPR	Cap.	Conn.
Washburn	306.9	307		42	Both
Gateway	314.8	315		16	Both
Avoca	327.1	327		20	South
Efay	351.9	352		74	Both
Fayette Jct.	354.4	354		Yd.	Both
West Fork	362.9	363		41	Both
Mountainburg	390.2	390		49	Both
Ball	401.6	402		57	Both

(Cont'd on page 9)

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
11 200-215	GE BL-EMD	SW	13	300	20	19.1	44
		SW	34	1000	25	39.5	122
250-285 300-304 305-314	NW-2 SW-7 SW-9	SW	34	1000	25	40.3	124
		SW	34	1200	25	40.3	124
		SW	34	1200	25	40.3	124
315-360 361-365 400-458 500-632	SW-15 MP15 GP38 ROAD GP7	SW	42	1500	35	41.8	129
		SW	42	1500	45	41.8	130
		ROAD	52	2000	65	41.4	134
		RD-SW	42	1500	65	39.5	124
		ROAD	52	2000	65	41.4	134
633-699 700-732 800-831	GP38 GP35 U25B	ROAD	52	2000	65	41.4	130
		ROAD	52	2500	65	41.4	130
		ROAD	52	2500	65	41.7	133
832-862 900-948	U30B SD45	ROAD	52	3000	65	41.7	134
		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.

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.

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

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.

