



And  *Keep it*



St. Louis - San Francisco Railway Company



RIVER DIVISION

TIME TABLE NO. 3A

Effective
Sunday, February 1, 1976
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 EMPLOYES ONLY

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

RIVER DIVISION

M. M. Brower	Division Superintendent	Chaffee
G. F. Rischmueller	Trainmaster	Chaffee
P. J. Nerren	Chief Dispatcher	Springfield
J. D. Plunk	Road Foreman of Equipment	Chaffee

ST. LOUIS TERMINAL DIVISION

R. D. White	Superintendent	St. Louis
L. E. Carner	Asst. Superintendent	St. Louis
J. B. Harvey	Asst. Superintendent	St. Louis
T. A. Griffith	Trainmaster	St. Louis
D. L. Patton	Trainmaster	St. Louis
S. E. Zellmann	Trainmaster	St. Louis
F. J. Boyer	Trainmaster	St. Louis
W. L. Martin	Asst. Trainmaster	St. Louis
C. R. Carmody	Asst. Trainmaster-Gen. Agent	St. Louis

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-Gen. Agent	Memphis

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

DOCTORS

Cape Girardeau, Missouri:

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

Crystal City, Missouri:

Dr. Walter T. Judge

Memphis, Tennessee:

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

E: Available for emergency consultation.
*Seen at St. Marys Hospital in emergency.
**Seen at Barnes Hospital in emergency.

DOCTORS

St. Louis, Missouri:

E: Dr. Edwin C. Carter*
E: Dr. Robert M. O'Brien*
777 South New Ballas Road
E: Dr. R. Reilly Maginn*
E: Dr. Harry K. Purcell*
E: Dr. Charles S. Sherwin*
911 South Brentwood Blvd.
Clayton
E: Dr. D. Elliott O'Reilly*
1310 South Grand Blvd.
E: Dr. Harry C. Morgan**
E: Dr. Arthur H. Stein, Jr.**
Barnes Hospital Plaza
E: Dr. A. G. Boldizar — Oculist
2821 North Ballas Road
E: Dr. Robert C. Crews — Oculist
211 North Meramec, Clayton
E: Dr. W. Howard Lewin — Oculist
413 Frisco Building

LIST OF TIME INSPECTORS

McCaughy Jewelry Company, 607 North 6th Street	Blytheville, Ark. 72315
Lang's Jewelry Company, 126 North Main Street	Cape Girardeau, Mo. 63701
James M. Stubbs Jewelry, 104 W. Yoakum Ave.	Chaffee, Mo. 63740
Agent, Frisco Rwy.	Hayti, Mo. 63351
Hart Jewelers, 7342 Manchester Avenue	Maplewood, Mo. 63143
Brewers Railroad Service, 550 S. Main	Memphis, Tenn. 38103
Josef's Jewelers, 3083 Perkins Road	Memphis, Tenn. 38118
Agent, Frisco Rwy.	Crystal City, Mo. 63019

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

RIVER DIVISION

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

	100 ton	160 ton	250 ton
	MPH	MPH	MPH
St. Louis-Turrell	25	30	35
Brooks Jct.-Vanduser	15	No	No
Hayti-Caruthersville	15	10	10
Kennett Branch	20	No	10
Blytheville-Armorel	15	10	10
Blytheville-Lake City	15	No	No
Turrell-Memphis	25	35	45

Except Mississippi River Bridge C482.1 separate 160 and 250 ton derrick from cars or engines by car with gross weight 100,000 lbs. or less

25	25	20
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TONNAGE RATING OF ENGINES BY CLASSES

RIVER DIVISION

Tonnage Class of Engines	SOUTHWARD			NORTHWARD			
	42	52	82	42	52	82	
Lindenwood to Crystal City	1970	2415	3620	Tenn. Yard to Bridge Jct.	2400	2950	4425
Crystal City to Bridge Jct.	3840	4715	7070	Bridge Jct. to Crystal City	3840	4715	7070
Bridge Jct. to Tenn. Yard	1920	2360	3540	Crystal City to Alpha	1755	2150	3225
				Alpha to Lindenwood	2400	2950	4425

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

SOUTH

THIRD CLASS	SECOND CLASS			Miles	STATIONS
	2011 Leave Tu. Th. Sa.	833 Leave Daily	821 Leave Daily		
AM 630		PM 1030	PM 100	AM 400	7.1 LINDENWOOD OTR M CB
640		1040	110	410	11.0 GRAVOIS 3.9 P
702		1057	127	427	20.6 TEN BROOK 9.8 P
709		1104	134	434	24.9 BYERS 4.1 P
716		1111	141	441	28.6 BARNHART 3.7 P
743 822		1122	152 96	452	34.9 HORINE 5.1 P
830		1132	202	502	40.0 P. P. G. 0.0 P @ @
840		1142	212	512	44.6 CRYSTAL CITY 4.6 CB P
845		1147	217	517	46.8 SELMA 2.2 P
857		1159	229	529	56.6 RUSH TOWER 9.8 P
910		AM 1211	241	541	63.1 CORAL 6.5 P
922		1223	253	553	65.0 M. I. 1.9 P @ @
930		1231	301	601	65.0 STE. GENEVIEVE 2.2 P
940		1241	311	624 822	68.2 McBRIDE 6.4 P
950		1251	321	634	74.2 MENFRO 7.2 P
1000		101	331	644	78.8 SEVENTY SIX 7.8 P
1016		117	347	700 2010	103.2 WITTENBERG 11.6 P
1025		126	356	709	114.8 NEELYS 7.3 P
1034		135	405	718	122.1 BAINBRIDGE 7.3 P
1120 96		146	416	729	129.4 FREEZE 2.2 P
1130					131.6 CAPE GIRARDEAU 1.5 P @ @
1136		156	426	739	133.1 M. P. 0.9 P @ @
1150 AM		300 AM	445 PM	830 AM	134.0 MARQUETTE 5.2 P
Arrive Tu. Th. Sa. 2011		Arrive Daily 833	Arrive Daily 821	Arrive Daily 95	139.2 NASH 2.6 P
					141.8 S. S. W. 1.8 P @ @
					143.6 CHAFFEE 1.8 CBR P @

MPH	MPH
MAXIMUM SPEED (except as noted) 50	Byers, Crystal City, Ste. Genevieve, McBride Thru turnouts sidings 25
Thru interlocking, Lindenwood 15	ABS: MP 7-18 to MP 139-29 (Rule 510 (a))
MP 7-15 to MP 8-20 30	CTC: MP 139-29 to MP 142-15
12-30 18-30 45	ABS: MP 142-15 to MP 144-25
21-25 23-35 45	Trains finding signal 86, MP 8-24, displaying stop indication will communicate with operator at Lindenwood and be governed by his instructions. If cannot contact Lindenwood, be governed by Rule 510(a).
26-30 30-25 45	Time in train orders for M&I trains will apply at:
35-20 36-00 45	Crystal City—switch MP 40-07
38-30 39-20 30	Ste. Genevieve—crossover MP 63-12
Until engine thru limits MP 39-20 to MP 41-10 20	Timetable schedules and train orders Form S-A, S-C, E, at Nash, will apply at beginning of CTC.
MP 44-25 to MP 44-35 45	⊗ Cape Girardeau: Semo Lumber Company Spur-M.P.
53-35 60-00 45	
64-35 65-02 40	
Until engine thru limits MP 65-02 to MP 65-09 30	
MP 70-00 to MP 70-15 45	
Until engine thru limits MP 73-34 to MP 73-36 35	
MP 83-10 to MP 83-20 45	
88-10 91-35 45	
103-20 103-25 30	
103-25 105-35 45	
109-20 113-25 45	
118-10 119-25 45	
125-10 125-25 45	
128-35 129-25 45	
130-25 131-30 20	

NORTH

Station Number	TPR	Track Cap.			SECOND CLASS				THIRD CLASS
		Sidings			822 Arrive Daily	96 Arrive Daily	834 Arrive Daily	2010 Arrive Mo. Wd. Fri.	
		Cars	Feet	Aux.					
007	LW			Yd.	AM 1000	PM 400	PM 1000	PM 1250	
T011	GS	50	3300	42	828	239	828	1240	
T021	TB	55	3594	25	808	219	808	1215	
T025	JX	132	8600		801	212	801	1208	
T029	NT			56	754	205	754	1201 PM	
T035	HR	56	3695	41	743 2011	152 821	743	1146	
T040	CX	112	7315	Yd.	733	133	733	1115	
T045	SC			Yd.	723	123	723	1025	
T047	RH	54	3610	Yd.	718	118	718	955	
T057	YF	66	4300		706	106	706	940	
T065	SG	132	8600	89	654	1254	654	910	
T074	SM	69	4519	57	642	1242	642	810	
T081	VV	132	8600	43	634	1234	634	800	
T088	VF	83	5450	22	624 95	1224	624	740	
T095	QX	49	3216	24	614	1214	614	730	
T103	UR	53	3505	19	604	1204	604	720	
T115	NP	77	5040	190	548	1148 PM	548	700 95	
T122	EB	51	3328		539	1139	539	639	
T129	FZ	71	4648		530	1130	530	630	
T131	CP	77	5032	Yd.	520	1120 2011	520	620	
T134	IQ			Yd.				616	
T139	NX			Yd.	510	1110	510	610	
T144	CF	140	9150	Yd.	500 AM	1100 AM	500 PM	600 AM	
					Leave Daily 822	Leave Daily 96	Leave Daily 834	Leave Mo. Wd. Fri. 2010	

TRACK RESTRICTIONS

Selma—Engines cannot be operated over unloading pit Coal Spur, River Cement. Engines cannot be operated over scales, USS Agri-Chemical plant. Box cars cannot be moved beyond loading platform No. 2 nitrate track, USS Agri-Chemical plant.

Neelys—Engines cannot be operated inside building, Charmin Paper

TRACKS AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
Koberman 9.8	T009		5	North
Hydraulic 10.1	T010		80	Both
Alpha 13.2	T013	KX	94	South
Lemay 15.6	T016	GJ	4	South
Imperial 26.6	T027	IP	9	South
Ludwig 37.0	T037	WN	20	Both
Pestus 38.9	T039	IS	57	Both
Brickeys 53.2	T053		4	North
Duren 61.5	T081	DF	19	South
Rockview 141.8	T142	RW	4	N & S

HOT BOX DETECTORS

@ #	MP 31-17
@ #	53-08
@ #	77-05
@ #	104-16
@ #	126-38

Bridge class of engines and foreign derricks 63

Yard Limits: Freeze to Marquette

SOUTH			Miles	STATIONS	Station Number	TPR	Track Cap.			NORTH		
SECOND CLASS							SECOND CLASS					
Lv. Dly.	Lv. Dly.	Lv. Dly.					Cars	Fect	Aux.	822 Arr. Dly.	96 Arr. Dly.	834 Arr. Dly.
PM 530	AM 930	AM 300	143.6	CHAFFEE...BCR	T144	CF	140	9150	Yd.	AM 500	AM 1100	PM 400
			150.0	M. P. ...								
			155.1	BROOKS JCT	T155	BF	106	6894	3.5 mi.			
			165.9	M. P. ...								
			165.9	SIKESTON	T166	SI	57	3756	Yd.			
			179.6	KEWANEE	T180	KA	109	7124	23			
			185.7	S. S. W. ...								
			185.7	LILBOURN	T186	LL			107			
			186.2	S. S. W. ...								
			194.0	CONRAN	T194	JD	162	10583	35			
			198.9	PORTAGEVILLE	T199	PO			239			
			212.7	HAYTI...BCRY	T213	HY	74	4820	Yd.			
			216.4	S. S. W. ...								
			224.3	STEELE	T224	UE	100	6517	60			
			237.1	BLYTHEVILLE BCR	T237	BL	102	6690	Yd.			
			253.6	OSCEOLA...Y	T254	OS			Yd.			
			264.4	WILSON	T264	WS	106	6890	Yd.			
900 PM	330 PM	630 AM	283.1	TURRELL (139.5)	C462	TR	103	6754	75	1230 AM	530 AM	1130 AM
821	95	833								822	96	834

MAXIMUM SPEED 50
(except as noted)

M.P. Crossing, Mile 150.0 20

Vanduser Spur 10

Until engine thru limits

MP 165-10 to MP 165-32 20

185-15 20

198-14 20

212-15 20

Both legs of Wye, Hayti 10

S.S.W. Crossing, Mile 216.4 50

Until engine thru limits

MP 224-09 to MP 224-29 20

236-09 15

253-02 20

Thru power switch turnouts 25

Bridge class of engines and foreign derricks 63

Vanduser Spur 43.7

yard track either direction. If no light displayed, trains or engines will stop short of fouling point and call dispatcher.

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Oran	150.9	T151	RL	35	Both
Vanduser	158.5	TA158	VD	35	Both
McMullin	160.0	T160		45	Both
Matthews	173.6	T174	VY	107	Both
Marston	191.0	T191	VT	50	Both
Shade	217.0	T217		11	South
Holland	227.3	T227	ZL	20	North
Burdette	244.4	T244		30	Both
Luxora	249.0	T249	LU	88	Both
Rotan	259.3	T259		17	South
Driver	260.7	T261		16	North
Delpro	266.8	T267	DE	46	Both
Joiner	271.8	T272	JR	26	Both
Frenchman's Bayou	275.3	T275	FE	14	N & S

TRACK RESTRICTIONS

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

- Oran: House Track, Highway W
- Kewanee: House Track, Highway Y
- Portageville: House Track, Main St.
- Hayti: No. 1 and No. 2 tracks, Highway 84, and TX line Hwy. 84.
- Blytheville: Hoop Track, Ash St.
- Osceola: House (TOFC) Track, Union Avenue.
- Wilson: House and Scale Tracks, Highway 14.

HOT BOX DETECTORS

- @ # MP 162-10
- @ # 189-17
- @ # 217-01
- @ # 241-08
- @ # 268-19

Wilson: Dwarf signal north end siding MP 264-16 governs movement to main track. White light indicator permits movements on

KENNETT BRANCH				CHAFFEE SUB			
Miles	STATIONS	Station Number	TPR	Track Cap.	MAXIMUM SPEED		
					(except as noted)	MPH	
219.8	CARUTHERSVILLE	TX220	YS	Yd.	Hayti to Caruthersville	20	
212.7	HAYTI...BCRY	T213	HY	Yd.	Caruthersville City Limits	10	
222.1	BRAGG CITY	TB222		27	Kennett to Holcomb	20	
230.5	KENNETT...Y	TB230	KN	Yd.	Kennett to Senath	20	
242.5	HOLCOMB	TB242	IB	39	Both legs of Wye, Kennett	10	
230.5	KENNETT...Y	TB230	KN	Yd.	• Kennett: First and Fourth Street, and Highway EE, West Side lead.		
239.6	SENATH	TC240	NZ	Yd.			

TRACKS AND/OR INDUSTRIES

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

LEACHVILLE BRANCH				CHAFFEE SUB			
Miles	STATIONS	Station Number	TPR	Track Cap.	MAXIMUM SPEED		
					(except as noted)	MPH	
243.5	ARMOREL	TR244	ER	135	Until engine thru limits		
237.1	BLYTHEVILLE BCR	T237	BL	Yd.	MP 238-10 to MP 238-12	5	
238.7	S. S. W. ...				238-23	5	
247.0	DELL	TD247	DH	59	240-5	5	
255.2	MANILA	TD255	TJ	54	Both legs of Wye, Leachville	10	
261.8	LEACHVILLE...Y	TD262	LV	Yd.	• Blytheville: Highway 61		
276.1	LAKE CITY	TD276	LS	48			

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Burton	240.2	TR240	ZN	3	South
Roseland	250.5	TD250		14	Both
Lou	254.3			6	North
Delfore	264.2	TD264		7	North
Monette	267.8	TD267	NM	83	Both
Black Oak	271.9	TD272		38	Both

Bridge class of engines and foreign derricks 43.7

Blytheville to Armorel 53.8

Yard Limits: Entire Branch

CARELESS HURRY MAY

MEAN ENDLESS WORRY.

SOUTH										Miles	STATIONS	
SECOND CLASS												
FSE	821	135	OBX	UPX	95	131	833	CTB	235			
Lv. Dly.	Lv. Dly.	Lv. Dly.	Lv. Dly.	Lv. Dly.	Lv. Dly.	Lv. Dly.	Lv. Dly.	Lv. Dly.	Lv. Dly.			
PM 1115		PM 900	PM 600	PM 400		AM 740		AM 245	AM 230	339.8	THAYER... BCORTO	
										350.3	KING 10.5	
										358.2	HARDY 8.0	
										363.0	BAKER 4.7	
										380.7	IMBODEN 17.7	
											389.9	BLACK ROCK 8.1
										398.0	M. P. 0.0 (X) (A)	
										399.0	HOXIE 8.1 BCR (S)	
										405.1	SEDGWICK 13.9	
										420.0	JONESBORO... BCORY (S)	
										422.2	S. S. W. 1.6 (X) (A)	
										423.8	M. P. 6.9 (X) (A)	
										430.7	BAY 5.9	
										436.6	TRUMANN 3.3 (C)	
										439.9	COON 7.5	
										447.4	MARKED TREE... R (C)	
										449.6	TYRONZA JCT 12.6	
		PM 900			PM 330				AM 630	452.2	TURRELL 9.7 Y	
										471.9	HARVARD 3.5	
										475.4	CRITCO 6.0	
										481.4	A & M RY. B&T... (S) (A)	
AM 330	AM 1030	AM 200	AM 1159	AM 830	AM 430	AM 1055	AM 730	AM 615	AM 650	483.1	MEMPHIS (Shelco)... BCORTO (S) (C)	
AM	PM	AM	PM	PM	PM	AM	AM	AM	AM		(143.3)	
Ar. Dly.	Ar. Dly.	Ar. Dly.	Ar. Dly.	Ar. Dly.	Ar. Dly.	Ar. Dly.	Ar. Dly.	Ar. Dly.	Ar. Dly.			
FSE	821	135	OBX	UPX	95	131	833	CTB	235			

TRACK RESTRICTIONS

Valley Stone—Engines will not operate past tipple.

Black Rock —Black Rock sand and gravel track cannot be used beyond a point 510 feet from point of switch.

Jonesboro —American Handle Co. track must not be used beyond private crossing approximately 300 feet from end of track.

• Tyronza: Team Track, Highway 118

Bridge Class of Engines and Foreign Derricks:
Thayer to Critco...70.4
Critco to Memphis (Shelco)...65.8

Memphis Sub trains will be governed by Memphis Terminal Division Time Table between Memphis (Shelco) and Memphis (Tennessee Yard).

CTC: MP 339-30 to MP 483-6

HOT BOX DETECTORS

@ # MP 344-31
@ MP 368-15
@ # MP 401-02
@ MP 427-06
@ # MP 445-09½
MP 468-15

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

Trains will secure clearance at Memphis (Tennessee Yard) authorizing movement north from Memphis (Shelco) and will not require clearance at Memphis (Shelco).

Trains will register at Memphis (Tennessee Yard).

Station Number	TPR	Track Cap.			NORTH								
		Sidings			SECOND CLASS								
		Cars	Feet	Aux.	BTX	96	834	KCX	QLA	NWF	134	822	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
C340	TH	93	6036	Yd.	AM 635			PM 530	PM 1100	AM 230 AM	AM 430 AM		
C350	KG	123	7993										
C358	HG	45	2925	34									
C363	BA	116	7549										
C381	IM	93	6074	44									
C390	BC	50	3273	190									
C398	HX	100	6520	67									
C406	SW	110	7140	26									
C420	JB	174	11339	Yd.									
C431	BB	89	5798	14									
C437	TN	29	1891	102									
C440	CD	113	7356										
C447	MT	53	3474	298									
C450	TX												
C462	TR	108	7028	56	AM 530	AM 1130						AM 1230 AM	
C472	HV			Yd.									
C475	CG												
C496	SH			Yd.	AM 101	AM 500	AM 1100	PM 130	PM 800	PM 1000	PM 1100	PM 1159	
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
					BTX	96	834	KCX	QLA	NWF	134	822	

	MPH
MAXIMUM SPEED (except as noted)	55
Train Identification QLA	60
Between Thayer and MP 391-0	45
MP 339-14 to MP 339-39	20
Thru turnout South end No. 1 track, Thayer	20
MP 340-00 to MP 342-10	40
342-10	35
342-26	40
344-12	35
344-31	40
348-13	35
348-22	40
348-22	35
353-14	35
353-23	35
356-31	35
357-03	40
358-28	40
364-21	40
364-32	40
367-28	40
372-07	40
374-04	35
377-21	40
382-16	40

Southward engine by MP 396-20	50
M.P. Crossing, Mile 398.0	40

MP 398-20 to MP 398-32	55
408-25	55
413-05	55
419-06	20
S.S.W. Crossing, Mile 422.2	40
Until engine thru limits	
MP 436-22 to MP 436-24	45
MP 447-08 to MP 447-20	55
Thru turnouts,	
MP 471-00 and MP 475-17	35
Thru crossovers, near MP 473-11	25
Harvard to Critco (West Trk.)	25
MP 480-5 to MP 480-35	40
A&M Ry. B&T Crossing, Mile 481.4	30
Thru turnouts, all sidings	25
Mississippi River Bridge	25

The following will govern operation of engines over Mississippi River Bridge restricted section which is indicated by "restricted section" signs located 339 feet north and 452 feet south of the north through-truss span:

Enginemen must use minimum throttle position necessary to move train when engine on restricted section, drifting when possible.

(Cont'd. page 12)

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		
		Marion-Hulbert		
	(g)	Edward-Afton		
		Pittsburg-Opolis		
		Miami Branch		
		(Except Cardin Spur)		
		Quapaw-Central Mill		
		Arcadia-Strauss		
		SOUTHERN DIVISION		
		Winfield, Ala.-Brookside		
	(h)	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		
	(m)	Aberdeen Spur	(i)	Cars shorter than 45 ft. limited to 220,000#, between Bridge Jct. and Shelco.
		Boligee-York	(j)	Cars with gross weight between 220,000# and 263,000# may be handled with speed restricted to maximum of 10 MPH.
	(h)	Demopolis-Pensacola		
		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#	(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.

Following maximum throttle positions govern:

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

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

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

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

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

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

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

("6" indicates six-axle Union Pacific and/or Southern units.)

("4" indicates four-axle unit. In all positions marked "4", lighter weight cars may be substituted—not over 230,000 gross pounds with lengths not less than 54 feet.)

6-6-6-4*-train
4-4-4-4-6-6-4*-train
6-6-6-4-4-6-6-4*-train
6-6-4-4-6-6-4-4-6-6-4*-train
6-4-6-4-6-4*-train
4-4-6-4-4-6-4*-train
6-6-6-4-6-4*-train
6-4-6-6-4-6-4*-train

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

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

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

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

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

TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Mammoth					
Spring	342.3	C342	MS	33	Both
Williford	368.4	C368	UB	12	North
Ravenden	375.2	C375	RD	55	Both
Sloan	383.7	C384		15	South
Valley Stone	384.5	C385		72	North
Hogan	385	C386		70	Both
Portia	392.2	C392		12	North
Bono	412.1	C412	ZP	41	South
Nettleton	423.8	C424	NE	83	Both
Tyronza	452	C452	TZ	3	North
Gilmore	458.9	C459		32	Both
Clarkdale	466.7	C467		3	South
Marion	473.6	C474	VO	40	Both

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 employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees 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.

Ribbon rail cars loaded with continuous* rail must be handled by trains that are not handling any other cars except those necessary to load or unload continuous rail.

*Continuous rail: rail either welded or bolted together to make a length of rail longer than a single 39 ft. rail.

CLASSIFICATION OF ENGINES

Unit No.	Designation	Class of Service	Tonnage Class	Horsepower	Max. Speed in service or in Tow	Bridge Class	Tons Weight
11 206-215	GE BL-EMD	SW	13	300	20	19.1	44
		SW	34	1000	25	39.5	122
250-265 300-304 305-314	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
315-360 351-365 400-458 500-632	SW-15 MP15 GP38 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
633-699 700-732 800-831	GP38 GP35 U25B	ROAD	52	2000	65	41.4	134
		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	386,000	250	E-63.3

**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 34 amended:

Employees located in the operating compartment of an engine must communicate to each other in an audible and clear manner the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineman to have each employee comply with these requirements, including himself.

It is the engineman's responsibility to have each employee located in the operating compartment maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineman has become incapacitated or should the engineman fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve.

Rule 34(a)

A proceed signal indication may be changed to display stop before it is reached and engine men and train men must be on the alert to observe it. Such occurrences must be reported to chief dispatcher.

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 104(e): Amend first paragraph: Location of spring switches may be designated by general 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:

(Cont'd next page)

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.

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

(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.

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

(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.

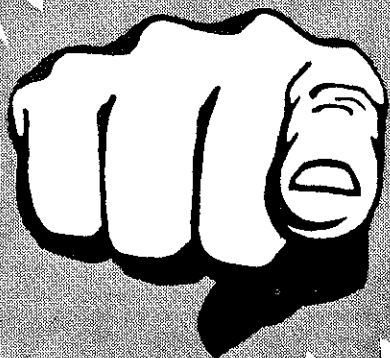
OVERSIZE AND SPECIAL SHIPMENT RESTRICTIONS

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.

FRISCO

SAFETY



is up to YOU!

