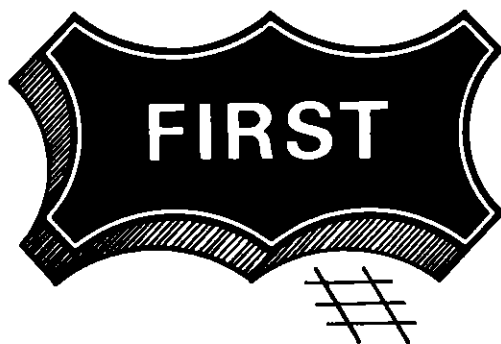




*And*  *Keep it*



# St. Louis - San Francisco Railway Company



**EASTERN DIVISION**

## **TIME TABLE NO. 4**

**Effective  
Sunday, April 22, 1979**

**0001**

Central Standard Time

**SUPERSEDING PREVIOUS TIME TABLES**

B. C. DAVIDSON—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.

**EASTERN DIVISION**

F. E. Wait.....	Superintendent.....	Springfield
R. E. Townes.....	Asst. Supt.-Gen'l. Aegnt.....	Wichita
R. M. Hardwicke.....	Trainmaster.....	Springfield
W. H. Davis.....	Trainmaster.....	Rolla
E. C. Swantner.....	Chief Dispatcher.....	Springfield
W. E. McCullough.....	Road Foreman of Equipment.....	Springfield
J. R. Goodson.....	Road Foreman of Equipment.....	Springfield

**SPRINGFIELD TERMINAL DIVISION**

R. L. Akins.....	Superintendent.....	Springfield
T. L. Sullivan.....	Asst. Superintendent.....	Springfield
J. M. Godfrey.....	Trainmaster.....	Springfield
R. E. Tyndall.....	Trainmaster.....	Springfield
L. P. Jarrell.....	Asst. Trainmaster-General Agent.....	Springfield

**ST. LOUIS TERMINAL DIVISION**

J. K. Vaden.....	Superintendent.....	St. Louis
J. B. Harvey.....	Asst. Superintendent.....	St. Louis
J. W. Tolbert.....	Trainmaster.....	St. Louis
C. C. Lofton.....	Trainmaster.....	St. Louis
D. L. Patton.....	Trainmaster.....	St. Louis
D. F. Ladd.....	Trainmaster.....	St. Louis
F. J. Boyer.....	Trainmaster.....	St. Louis
J. P. Kay.....	Asst. Trainmaster.....	St. Louis
C. R. Carmody.....	Asst. Trainmaster-Gen. Agent.....	St. Louis

**WESTERN DIVISION**

B. J. Lutzenberger.....	Superintendent.....	Tulsa
T. K. Lee.....	Trainmaster.....	Tulsa
F. A. Peables.....	Road Foreman of Equipment.....	Tulsa
W. H. Hulsey.....	Trainmaster.....	Miami

**TULSA TERMINAL DIVISION**

C. B. May.....	Superintendent.....	Tulsa
T. A. Griffith.....	Assistant Superintendent.....	Tulsa
J. W. Dollar.....	Trainmaster.....	Tulsa
D. R. Stanley.....	Trainmaster.....	Tulsa
C. L. Mallonee.....	Trainmaster-Gen. Agent.....	Tulsa
E. R. Smith.....	Trainmaster.....	Tulsa

**EASTERN DIVISION**

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

	250 ton
	MPH
St. Louis-Monett.....	45
Cuba-Lead Jct.....	15
Lead Jct.-Buick.....	25
Lead Jct.-Salem.....	No
Ft. Wood Line.....	15
Mt. Vernon Branch.....	No
Pierce City-Wichita.....	20
*Bridges F356.1, F400.5, F421.8.....	10
Joplin Branch.....	10
Wichita-Lorraine.....	10
Lorraine-Ellsworth.....	No

\*On Bridges shown separate 250 ton derricks from engine with 3 cars not exceeding 100,000 lbs. gross weight each.

**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   |   |

**MEDICAL CONSULTANT: DR. V. W. HOLLO, ST. LOUIS**

**DOCTORS**

- St. Louis, Missouri**
- \*E: Dr. Elliott O'Reilly  
3660 Vista
  - \*\*E: Dr. Arthur H. Stein, Jr.  
4989 Barnes Hospital Plaza
  - E: Dr. Albert G. Boldizar—Oculist  
2821 North Ballas Road
  - E: Dr. Robert C. Drews—Oculist  
211 North Meramec Ave.
  - E: Dr. W. Howard Lewin—Oculist  
Frisco Building
  - E: Dr. William Green  
Macon Medical Center  
7200 Manchester

**DOCTORS**

- Tulsa, Oklahoma**
- E: Surgical Staff  
Glass Nelson Clinic  
2020 South Xanthus
  - E: Dr. Thomas Lewis Ozment—Oculist  
6465 South Yale

**Wichita, Kansas**

- Dr. H. R. Hodson  
1122 South Clifton
- Dr. Doyle A. Schrader—Oculist  
3333 East Central

**Joplin, Missouri**

- Dr. J. R. Kuhn, Jr.  
321 Frisco Building
- Dr. W. E. Woodbridge  
609 Cherry
- Dr. Mark A. Judge  
2401 Jackson

- E: Available for emergency consultation
- \*\* Seen at Barnes Hospital in emergency
- \* Seen at St. Mary's Hospital in emergency

**LIST OF TIME INSPECTORS**

Al R. Hoeman, Jewelry.....	123 West Jefferson Ave.,	Kirkwood, Mo.	63122
Hart Jewelers.....	7342 Manchester Ave.,	Maplewood, Mo.	63143
Hocklander Jewelry Co.....	330 South Ave.,	Springfield, Mo.	65806
Lockmiller Jewelers.....	1984 South Glenstone,	Springfield, Mo.	65804
Smith-Woodall, Ltd., Park Crest Mall, 3849 S. Campbell.....	Springfield, Mo.	65807	
Sullivan's Jewelry.....	131 Madison Ave.,	Aurora, Mo.	65605
Tick-O-Time Jewelry, Inc.....	712 Main St.,	Joplin, Mo.	64801
Chambers Jewelry.....	512 Main Street,	Neodesha, Kansas	66757
Clark Jewelers.....	2100 No. Amidon (Twin Lakes Mall),	Wichita, Kansas	67203
Dale's Jewelers.....	114 East 21st,	Wichita, Kansas	67214
Agent SLSF.....	501 East Main St.,	Cuba, Mo.	
Agent SLSF.....	Newburg,	Mo.	

**EASTERN DIVISION  
TONNAGE RATING OF LOCOMOTIVES BY CLASSES**

Tonnage Class of Engines	SOUTHWARD AND WESTWARD				NORTHWARD AND EASTWARD				
	42	50	52	82	42	50	52	82	
Lindenwood to Pacific.....	1920	2245	2360	3540	Monett to Globe.....	1655	1935	2035	3050
Pacific to Newburg.....	1565	1830	1920	2880	Globe to Springfield Yd.....	1870	2190	2300	3450
Bundy Jct. to Ft. Wood.....	720	840	880	1320	Springfield Yd. to Dixon.....	1655	1935	2035	3050
Newburg to Arlington.....	4465	5225	5485	8225	Dixon to Newburg.....	4465	5225	5485	8225
Arlington to Dixon.....	1345	1570	1650	2475	Newburg to Dillon.....	1345	1570	1650	2475
Dixon to Lebanon.....	1465	1715	1800	2700	Ft. Wood to Bundy Jct.....	770	900	945	1415
Lebanon to Stratford.....	1535	1795	1885	2825	Dillon to Cuba.....	2040	2390	2505	3755
Stratford to Springfield Yd.....	4465	5225	5485	8225	Cuba to Lindenwood.....	1920	2245	2360	3540
Springfield Yd. to Verona.....	1920	2245	2360	3540	Valley Park to Kirkwood (Westward Track).....	1440	1685	1770	2655
Verona to Monett.....	1630	1910	2005	3005	Ellworth to Medora.....	1750	2050	2150	3225
Monett to Oronogo.....	1750	2050	2150	3225	Medora to Burrton.....	2710	3175	3330	4995
Oronogo to Columbus.....	2040	2390	2505	3755	Burrton to Wichita.....	3840	4495	4715	7070
Columbus to Oswego.....	1730	2020	2125	3185	Wichita to Augusta.....	1730	2020	2125	3185
Oswego to Neodesha.....	1920	2245	2360	3540	Augusta to Beaumont.....	1920	2245	2360	3540
Joplin to Carl Junction.....	2000	2340	2455	3680	Beaumont to Severy.....	2230	2610	2740	4110
Joplin to Galena.....	2710	3175	3330	4995	Severy to Neodesha.....	2455	2875	3015	4520
Galena to Baxter Springs.....	3840	4495	4715	7070	Neodesha to Cherryvale.....	1870	2190	2300	3450
Red Plant to Joplin.....	1655	1940	2035	3050	Cherryvale to Columbus.....	2175	2545	2670	4005
Neodesha to Piedmont.....	1750	2050	2150	3225	Columbus to Carthage.....	2450	2865	3005	4505
Piedmont to Beaumont.....	1465	1715	1800	2700	Carthage to Monett.....	1895	2220	2330	3495
Beaumont to Wichita.....	1750	2050	2150	3225	Joplin to Red Plant.....	1920	2245	2360	3540
Wichita to Burrton.....	3840	4495	4715	7070	Carl Jct. to Joplin.....	1655	1940	2035	3050
Burrton to Medora.....	2230	2610	2740	4110	Baxter Springs to Galena.....	3840	4495	4715	7070
Medora to Ellsworth.....	1920	2245	2360	3540	Galena to Joplin.....	1750	2050	2150	3225
Cuba to Cooks.....	930	1050	1215	1960	Mt. Vernon to Aurora.....	1345	1570	1650	2475
Cooks to Salem.....	715	810	935	1515	Buick to Viburnum.....	875	990	1150	1855
Lead Jct. to Buick.....	785	890	1035	1670	Viburnum to Lead Jct.....	775	890	1035	1670
Aurora to Mt. Vernon.....	1345	1570	1650	2475	Salem to Lead Jct.....	750	850	985	1590
					Lead Jct. to Cuba.....	880	990	1150	1855

**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	13
25	2	24	55	1	5
30	2		60	1	
35	1	42	65	1	55 1/2

WEST						Miles	STATIONS AND-OR REFERENCE POINTS
SECOND CLASS							
437	33	35					
Leave Daily	Leave Daily	Leave Daily					
						7.1	BORTO @O
			2030	1100	0300	11.8	LINDENWOOD
						27.2	M. P. 4.7 @ @
						34.1	EUREKA 15.4
						44.0	PACIFIC 8.9
						52.2	ROOK 9.9
						62.2	ST. CLAIR 8.2
						77.2	STANTON 10.0
						86.8	COFFEYTON 15.0
						94.8	COFFEYTON 9.6
						100.4	COUBA @OB
						105.6	ROSATI 8.0
						110.6	ST. JAMES 5.6
						119.1	DILLON 5.2
						121.5	DILLON 5.0
						128.8	ROLLA @OB
						134.6	NEWBURG @OBR
						142.0	BUNDY JOT Y
						152.5	FRANKS 7.3
						159.8	FRANKS 5.8
						167.5	DIXON 7.4
						174.1	JURY 10.5
						181.8	SWEDEBORG 7.3
						190.5	RIOHLAND 7.7
						198.4	STOUTLAND 6.6
						206.9	SLEEPER 7.7
						213.3	LEBANON BY
						220.8	HUBEN 8.7
						227.7	HUBEN 7.9
						235.1	CONWAY 8.5
						239.7	NIANGUA 6.4
			0250	1635	1300	239.7	MARSHFIELD 7.5
Arrive Daily	Arrive Daily	Arrive Daily					NORTHVIEW 6.9
437	33	35					STRAFFORD 7.4
							TEED 4.6
							SPRINGFIELD YD. (232.6) BOORYO

— Safety First —

Station Number	TPR	Track Cap.		EAST							
		Stings Feet	Aux.	SECOND CLASS							
				32	30	36	34				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
007	LW	Yd.		1300	2100	0145	0630				
027	EU	6901									
034	PA	10518	200								
044	OK	6542									
052	SE	6613	56								
062	ON	7644	6								
077	OF	6545									
087	CU	6371	Yd.								
095	RS	6811	9								
100	SJ		52								
106	OY	7129	7								
111	RA	7001	108								
119	NB	6313	Yd.								
121	BW		30								
129	KH	6257	15								
135	DX	7410	15								
142	JY	6730									
152	VG	6443	10								
160	RN	5819	12								
168	QD	6377	19								
174	ZZ	7306	25								
182	LB	11697	Yd.								
191	HH	8145									
198	YW	6979	20								
207	NG	8591	15								
213	MH	7099	42								
220	NV	8899	9								
228	QF	7570	9								
239	TD										
239	SY	Yd.		0700	1200	1630	2200				
				Leave Daily	Leave Daily	Leave Daily	Leave Daily				
				32	30	36	34				

— Practice it —

MPH	
55	MAXIMUM SPEED (except as noted)
60	Train identification No. 32 and No. 33
15	between the following locations:
35	MP 18-28 to MP 22-38
50	MP 26-42 to MP 32-34
15	MP 223-38 to MP 233-20
35	MP 7-18, thru interlocking
50	MP 7-18 to MP 10-20
50	MP 13-30 to MP 14-24 (Westward trk)
45	MP 16-00 to MP 16-17 (Westward trk)
45	MP 16-17 to MP 16-1 (Eastward trk)
45	MP 14-25 to MP 13-30 (Eastward trk)
50	MP 13-17 to MP 13-7 (Eastward trk)
50	MP 17-39, thru turnout
45	MP 18-23 to MP 18-27
50	MP 33-47 to MP 34-25
50	MP 37-9 to MP 41-6
45	41-6 to 41-30
40	42-9 to 43-0
45	44-39 to 45-9
50	45-9 to 48-42
50	50-14 to 52-6
45	52-6 to 54-23
50	55-16 to 56-17
40	57-13 to 59-17
50	60-23 to 65-04
50	70-0 to 70-27
40	70-27 to 71-12
40	73-21 to 74-10
50	76-07 to 78-00
50	80-14 to 80-33
50	84-30 to 84-38
50	87-41 to 88-9
50	106-19 to 107-16
40	109-35 to 116-9
40	117-35 to 119-30
45	120-11 to 124-10
50	124-28 to 126-08
45	130-18 to 131-19
40	131-19 to 132-02
50	132-29 to 134-02
40	134-11 to 137-12
50	138-23 to 139-05
45	140-0 to 142-15
40	142-15 to 145-03
50	145-4 to 147-2
45	147-25 to 149-31
40	149-38 to 153-1
50	153-03 to 155-29
45	155-30 to 156-34
40	156-34 to 157-15
45	157-17 to 160-31
40	160-31 to 170-29
45	170-29 to 175-38

Until engine thru limits (Eastward trains using siding) MP 213-21 to MP 213-23..... 10

North Main Track  
MP 235-03 to MP 235-28..... 20  
235-28 237-10..... 40

Thru power switch turnouts (Except West end Rolla)..... 25

Train orders may be reproduced mechanically at Cuba.

**HOT BOX DETECTORS**

MP 29-22	MP 120-33
MP 57-8	MP 150-22
MP 78-34	MP 177
MP 101-14	MP 215-19

YARD LIMITS: MP 9-2 and Eastward

ABS: MP 7-18 to MP 15-28 (Westward Trk)

ABS: MP 7-18 to MP 17-37 (Eastward Trk)

CTC: MP 15-28 (Westward Trk) to MP 237-10  
MP 17-37 (Eastward Trk) to MP 237-10

Two main tracks between Teed, MP 235-2 and Springfield Yard, MP 237-10 designated North and South Tracks.

Power Crossover MP 235-15 Designated Crossover "A".

MP 7-18 to MP 15-28 on Westward track and MP 7-35 to MP 17-37 on Eastward track Rules 251 to 254 govern.

MP 7-18 to MP 7-35 on Eastward track Rules 261 to 264 govern.

When white light displayed at indicator MP 18-24 Eastward "stop" signal MP 18-11 displays proceed indication.

White light displayed at indicator MP 33-41 authorizes reversing switch located MP 33-39. If no light displayed, authority for move must be secured from dispatcher.

Cars must not be dropped or kicked into clear tracks at Chrysler Yard, Valley Park.

When white light displayed at indicator MP 182-4½, Eastward "Stop" signal governing movement from siding East Lebanon indicates proceed.

East End No. 3 track and East leg of wye Lebanon cannot be used by multi units or 900 series units.

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

**TRACKS AND/OR INDUSTRIES**

Mile	Sta.	TPR	Cap.	Conn.
12.7	013	KW	15	East
15.0	018		56	West
17.9	018	VP	YD	Both
38.8	039		12	West
63.1	088	01	20	Both
74.3	074	0B	15	West
99.1	089		10	East
122.7	123	AN	15	West
146.5	147	EK	30	Both
181.3	181		11	West

Miles	STATIONS AND/OR REFERENCE POINTS	Station Number	TPR	Track	MPH
86.8	CUBA	087	CU	58	25
95.1	STEELVILLE	A095	QV	23	15
100.7	LEAD JCT	A101	LJ	40	10
122.8	ST. JOE	AC123	VI	80	10
133.0	BUICK	AC133	BQ	100	15
100.7	LEAD JCT	A101	LJ	40	10
126.8	SALEM	A127	SA	109	10

Eastward trains are Superior to Westward trains of the same class.

Bridge class of locomotives and foreign derricks Cuba to Buick (except Henpeck Spur).....70  
Henpeck Spur .....43  
Lead Jct. to Salem.....54

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.

MAXIMUM SPEED (except as noted)

MP A87-10 Until engine over Highway PP..... 15  
MP A-93-13 to MP A93-20..... 10  
98-15 98-25..... 10

MP A126-2 Until engine over Highway J ..... 15  
St. Joe Lead Track..... 10

Yard limits:  
Cuba to MP A-101 and MP AC-101  
MP A-119 to Salem  
MP AC-122 to Buick

Salem Branch trains originating Cuba will require clearance.

**TRACKS AND/OR INDUSTRIES**

Mile	Sta.	TPR	Cap.	Conn.
93.5	AA094	YJ	80	East
94.3	A094		8	Both
102.9	A103		10	East
107.5	A108		8	East
121.5	A122		12	Both
124.2	AC124	VI	4	East
107.4	AC108	YY	16	Both

**CLASSIFICATION OF LOCOMOTIVE UNITS**

Unit No.	Designation	Class of Service	Tonnage Class	Horse Power	Max. Speed in Service or Tow	Bridge Class	Weight In Tons
10	SW1	SW	28	600	35	32	99
100-124	GP15-1	Road	50	1500	65	41	129
200-215	BL-EMD	SW	34	1000	25	40	122
250-265	NW2	SW	34	1000	25	40	124
300-304	SW7	SW	34	1200	25	40	124
305-314	SW9	SW	34	1200	25	40	124
315-360	SW1500	SW	42	1500	35	42	129
361-365	MP15	SW	42	1500	45	42	130
400-478	GP38-2	Road	52	2000	65	43	134
500-632	GP7	Rd-SW	42	1500	65	40	124
633-662	GP38	Road	52	2000	65	43	134
663-699	GP38-2	Road	52	2000	65	43	134
700-732	GP35	Road	52	2500	65	42	130
750-774	GP40-2	Road	52	3000	65	42	133
808-831	U25B	Road	52	2500	65	43	133
832-862	U30B	Road	52	3000	65	43	134
863-870	B-30-7	Road	52	3000	65	44	138
900-948	SD45	Road	82	3600	65	53	190
950-957	SD40-2	Road	82	3000	65	52	195

**BRIDGE CLASS OF DERRICKS**

Number	Weight	Cap'y-Tons	Br. Class
99021	385,600	250	63
99025	388,000	250	63

WEST							Miles	STATIONS AND-OR REFERENCE POINTS
SECOND CLASS								
33	BTX	139	QLA	437	337	39		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
1735	1550		0415	0410	0130		282.0	MONETT
					0240		286.9	PIERCE CITY
							297.2	RITCHEY
							308.5	JEFF
							309.2	K.O.S.
							309.8	NEOSHO
							319.2	RACINE
							325.4	SENECA
							332.9	WYANDOTTE
							340.6	FAIRLAND
							347.0	KAHOGA
		1400				0100	348.1	AFTON
							353.6	TODD
							359.7	M.K.T.
							359.7	VINITA
							366.7	WHITE OAK
							374.0	CATALE
							379.1	CHELSEA
							384.8	BUSHYHEAD
							396.4	DEGROAT
							397.0	M.P.
							397.6	CLAREMORE
							404.3	VERDIGRIS
							412.6	TIGER
							423.0	A.T.S.F. M.P. & M.K.T.
2115	2000	1800	0800	0810		0400	426.9	CHEROKEE YARD (144.9)
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
33	BTX	139	QLA	437	337	39		

	MPH		MPH
MAXIMUM SPEED (except as noted)	55	Until engine thru limits	
Train Identification QLA, 32 and 33	60	MP 325-0 to MP 326-0	30
MP 282-25 thru turnout	25	MP 330-30 to MP 331-25	45
Eastward trains until engine through limits		337-12	338-0
MP 282-32 to MP 283-9	45	350-27	354-10
Westward trains until engine thru limits:		Until engine thru limits	
MP 283-34 to MP 283-35	50	MP 359-20 to MP 360-11	30
285-20	287-13	MP 364-11 to MP 365-26	50
So. trk.	45	370-0	370-21
Eastward trains until engine by MP 284-1	55	375-31	377-18
MP 285-18 thru turnout	25	378-30	379-22
Until engine thru limits		392-19	397-8
MP 286-30 to MP 287-6	30	Until engine thru limits	
286-30	287-6	MP 397-3 to MP 397-31	20
between 0800 and 0900	15	MP 406-24 to MP 408-14	55
and 1500 and 1600	50	408-14	411-35
MP 287-13	50	411-35	417-18
MP 292-27 to MP 309-24	45	417-13	420-20
Until engine over crossings		Thru turnout	420-20
MP 309-24 to MP 310-11	30	420-20	425-2
MP 310-11 to MP 313-5	35	MP 423-2, thru crossover	20
		17th St. until engine over crossing	10
		Entering main track Tulsa Depot until engine over Elgin and Cheyenne St.	5
		Thru power switch turnouts	25
		Catale: Peabody Spur	10

EASTERN DIVISION TIME TABLE NO. 4

Station Number	TPR	Track Cap.		EAST									
		Siding		SECOND CLASS									
		Feet	Aux.	32	30	CTB	330	130	34	OBX	38		
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
282	MO	Yd.		0530	0900	1145	0745				1930	0100	
G287	PC	219					0735						
G297	ET	6450	29										
G309	JF	6435											
G310	NH	59											
G319	RC	6319											
G325	SX	50											
G333	WY	7084	10										
G341	FQ	6339											
G347	KO	6014											
G348	AF	Yd.								1300		2300	
G354	TQ	6383											
G360	VN	7896	174										
G367	WO	6141	88										
G374	EF	6110	175										
G379	CS	5060	148										
G385	ZF	6674	18										
G396	XD	6665											
G398	CW	182											
G404	VR	6378	29										
G426	TG	6045											
G426	CY	Yd.		0030	0300	0730				1100	1500	2000	2100
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
				32	30	CTB	330	130	34	OBX	38		

Cars must not be left within 4,000 ft. North of main track. Four tracks Catale Mine, trainman must ascertain car pushers are not coupled to track to be pulled. DO NOT COUPLE INTO CAR PUSHERS.

Mine Spur: MP 381 10  
Catoosa: Port Lead 10  
CTC: MP 282-22 to MP 425-2

Two main tracks between MP 285-18 and MP 287-13 designated as North track and South track.

Two main tracks between MP 420-19½ and MP 425-2 designated as North track and South track.

Train order signal Pierce City governs Eastern Division trains only.

Trains originating Afton will not require clearance except when train order signal displays stop indication.

Kahoga: Dwarf signal west end siding MP 347-20 governs movement thru crossover to main track. White light indicator on north side of dwarf signal permits straight

track movements on yard tracks either direction. When this indicator displays a white light, crossover switches and yard tracks between switches and fouling point may be used.

When white light displayed at indicator MP 379-1 Chelsea westward "Stop" signal on siding displays proceed.

Interdivisional trains operating between Springfield Yard and Cherokee Yard will require clearance from Springfield Sub Dispatcher and Cherokee Sub Dispatcher and will not require clearance at Monett unless Train Order Signal displays stops.

Interdivisional trains operating between Ft. Scott and Cherokee Yard will require clearance from Afton Subdivision and Cherokee Subdivision dispatchers.

Time in schedules or train orders for trains departing Cherokee Yard will apply at MP G 420-17.

CHEROKEE SUB—Cont'd. on P. 8

EASTERN DIVISION TIME TABLE NO. 4

WEST						Miles	STATIONS AND/OR REFERENCE POINTS
SECOND CLASS							
337	731	33	BTX	QLA	437		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
2330	2230	1635	1430	0310	0250	239.7	BCORY <sup>Ⓞ</sup> SPRINGFIELD YARD.
						242.0	2.3 NICHOLS
						247.2	5.2 BROOKLINE
						251.8	4.6 REPUBLIC
						257.3	5.5 BILLINGS
						262.3	5.0 LOGAN
						263.6	1.3 MARIONVILLE
						268.9	5.3 AURORA R <sup>Ⓞ</sup>
						269.0	0.1 M.P. <sup>Ⓞ</sup> <sup>ⓧ</sup>
						273.7	4.7 VERONA
						279.1	5.4 GLOBE
0130	2345	1735	1550	0415	0410	282.0	2.9 MONETT, BCORY <sup>Ⓞ</sup> <sup>ⓧ</sup> (42.3) <sup>Ⓞ</sup>
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
337	731	33	BTX	QLA	437		

**MT. VERNON BRANCH—  
SPRINGFIELD SUB**

Miles	WEST STATIONS	EAST	Station Number	TPR	Track Cap.
269.9	AURORA	R <sup>Ⓞ</sup>	269	AU	Yd.
280.6	MT. VERNON		B281	MN	75

MPH  
**MAXIMUM SPEED** 10  
 5 MPH - Highway "Y" Mt. Vernon Yard limits: entire branch  
 Bridge class of locomotives and foreign derricks 42

Westward Cherokee Subdivision Interdivisional trains departing Springfield will secure clearances from Springfield Sub and Cherokee Sub dispatchers.

Westward Carthage Subdivision Interdivisional trains departing Springfield will secure clearance from Springfield Sub, Cherokee Sub and Carthage Sub dispatchers.

Cherokee Subdivision, Carthage Subdivision and Ft. Smith Subdivision Interdivisional trains will not require clearance at Monett unless train order signal displays "STOP".

**CHEROKEE SUB—Continued from Page 7**

**HOT BOX DETECTORS**

MP 284-27  
 MP 314-24 MP 370-24  
 MP 343-14 MP 400-17

**DRAGGING EQUIPMENT DETECTOR**  
 MP 409-12

Bridge class of locomotives and foreign derricks 70

**TRACKS AND/OR INDUSTRIES**

	Mile	Sta.	TPR	Cap.	Conn.
Granby	302.0	G302		17	West
Niles	313.3	G313		20	East
Peabody	331.0	G331	PB	270	Wye
Squoyah	391.6	G392	UQ	117	Both
Williams	405.1	G405		134	East
Port Lead	408.3	G408	XP	220	East
Catoosa	409.1	G409	EG	120	Both
Garnett	414.0	G426	GR	444	Both

Station Number	TPR	Track Cap.		EAST							
		SECOND CLASS		OBX	32	730	330	30	CTB	34	
		Stations	Aux.								Arrive Daily
		Feet		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
239	SY		Yd.	0300	0700	0730	0900	1030	1300	2100	
242	NS										
247	ZR	6657	5								
252	RJ	8489	12								
257	ZS	6584	11								
262	JL	7804	9								
264	VM		14								
269	AU	7039	Yd.								
274	VE	8145	41								
279	GZ										
282	MO		Yd.	0100	0530	0630	0745	0900	1145	1930	
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
				OBX	32	730	330	30	CTB	34	

**MPH**  
**MAXIMUM SPEED** 55  
 (except as noted)  
 Train Identification No. 32, QLA and No. 33 60  
 Until engine thru limits:  
 MP 250- 5 to MP 252-10 45  
 260-21 260-22 45  
 (Westward trains) 45  
 MP 263-26 to MP 264-17 45  
 Until engine thru limits:  
 MP 267-16 to MP 267-17 45  
 (Westward trains) 45  
 268-30 269- 4 40  
 South Track  
 MP 279- 3 to MP 280-34 25  
 280-34 282-19 20  
 North Track  
 MP 280-19 to MP 280-35 50  
 281-38 282-32 45  
 Thru power switch turnouts 25  
 (except turnout MP 279-3)  
 (South track) 35  
 (North track) 50  
 Monett: Tracks 1, 2, 3, and 4... 10

CTC: MP 241-18 to MP 282-22  
 Two main tracks between Globe MP 279-3 to West Monett MP 282-22 designated North and South tracks.

M.P. Trains will secure clearance at Aurora or Springfield yard before entering SL-SF track.

When white light displayed at indicator on siding near MP 251-24 eastward "stop" signal MP 251-12 displays proceed indication.

White light displayed at indicator MP 268-35 authorizes movement from pocket track to siding. If white light not displayed authority for move must be secured from dispatcher.

Bridge class of locomotives and foreign derricks 70

**HOT BOX DETECTORS**  
 MP 260-40

**Obedience to Rules, —  
 Essential to Safety.**

**Safety is of the  
 First Importance in  
 the Discharge of Duty.**

SOUTH			STATIONS AND/OR REFERENCE POINTS	Station Number	TPR	NORTH			
Third Class	Second Class	Miles				Track Cap.		Second Class	Third Class
3711 Leave Daily Ex.Sun.	731 Leave Daily					Sid-ings	Aux.	730 Arrive Daily	3710 Arrive Daily Ex.Sun.
0700	0001	282.0	MONETT. @BCOR ①②	282	MO	Yd.	0600	1159	
0759	0035	300.6	EXETER 18.8 ①	301	EX	6752 25	0245	1120	
0820	0055	312.8	SELIGMAN 12.2 ① 14.3	313	SL	2914 68	0215	1055	
0845	0145 730	327.1	AVOCCA 4.9	327		6727	0145 731	1025	
		332.0	BENTONVILLE JCT. 0.7						
1015 3710	0201	332.7	ROGERS 5.3 BC ①②	333	RG	Yd.	0130	1015 3711	
		338.0	LOWELL 5.1	338	IW	2260 25			
1040	0220	343.1	SPRINGDALE BC ①	343	SD	Yd.	0110	0750	
1100	0250	352.4	FAYETTEVILLE ①BC ①②	352	FA	Yd.	0050	0700	
	0310	357.8	GREENLAND 5.4 ①	358	GL	4820	0030		
	0330	367.0	OLARY 9.2	367	EP	2728	0010		
	0345	374.7	WINSLOW 7.7	375	WW	2142 15	2355		
	0405	386.1	CHESTER 11.4 22.2	386		3979 5	2330		
	0445	408.3	COPP 1.8 ①	408		2847	2250		
	0450	409.9	VAN BUREN 0.5 ①	410	VB	Yd.	2245		
		410.4	M.P. 0.2 ①②						
		410.6	BRIDGE 410.6 ①						
		414.1	M.P. 3.5 ①②						
	0800	414.9	FORT SMITH 0.8 BCORTY ①② (133.4)	415	FX	Yd.	2200		
Arrive Daily Ex.Sun.	Arrive Daily 731	Northward Trains are Superior to Southward Trains of the same class.						Leave Daily 730	Leave Daily Ex.Sun. 3710

MPH
MAXIMUM SPEED 49
(Except as noted)
Until engine thru limits
MP 282-5 to MP 282-11 12
MP 283 to MP 288 40
MP 300-6 MP 301 35
MP 316 MP 326-15 40
MP 328-19 MP 336-34 25
MP 340-37 MP 342-3 30
MP 342-3 MP 343-13 10
MP 343-13 MP 344 25
MP 352-14 MP 352-26 10
MP 352-26 MP 374-24 30
MP 374-24 MP 375-22 10
MP 375-22 MP 381 25
MP 381 MP 408-25 30
MP 409-39 MP 412-3 10

CTC: MP 410-20 to MP 412-3  
ABS: MP 374-35 to MP 375-18  
(Rule 510(a))

Yard Limits: 0800 to 2001 MP 335-3  
to MP 349-25

• Rogers: Highway 62  
• Rogers: (Bentonville Br.)  
North 13th Street

• Bentonville: Highway 71  
• Fayetteville: Highway 12

• Fayetteville: North Street  
(Team or siding)

• Fayette Jct: Highway 71  
• Fort Smith: North "P" Street  
between 0700-0830  
and 1530-1700, ex-  
cept Sat. and Sun.

DRAGGING EQUIPMENT  
DETECTOR  
MP 347 MP 349

Bridge class of Locomotives  
and foreign derricks 54

Ft. Smith Sub Interdivisional  
trains will not require clearance at  
Monett unless Train Order Signal  
displays stop.

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.

Train orders may be duplicated  
mechanically.

MAXIMUM SPEED MPH  
Bentonville Lead 20

Rule 105 Applies Bentonville Lead.

Bridge Class of Locomotives  
Foreign Derricks  
Bentonville Lead 54

TRACKS AND/OR INDUSTRIES					
Mile	Sta.	TPR	Cap.	Conn.	
Purdy	289.6	290	PU	31	Both
Washburn	306.9	307		42	Both
Gateway	314.8	315		16	North
Bentonville					
Lead	332.0	332	YD	Both	
Bentonville	337.7	B-338	BZ	YD	Both
Johnsons	347.4	347		29	Both
Efay	351.9	352		74	Both
Fayette Jct.	354.4	354	YD	Both	
West Fork	362.9	363		20	Both
Mountainburg	390.2	390		6	Both
Ball	401.6	402		37	Both

WEST			STATIONS AND/OR REFERENCE POINTS	Station Number	TPR	EAST			
Second Class	Miles	Track Cap.				Second Class	Arrive Daily		
337 Leave Daily						330 Arrive Daily			
0240	286.9		PIERCE CITY ①②	G287	PC	Yd.	0725		
0305	298.7		SARCOXIE 11.8	F299	QE	3713 38	0659		
0330	311.0		MENK 12.3	F311	NK	5004	0635		
	312.7		M. P. 1.7						
			0.5						
0400	313.2		CARTHAGE ①②③	F313	CJ	2643 191	0630		
	327.1		K. C. S. 13.9						
0440	328.1		CARL JCT. 1.0 ①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟㊱㊲㊳㊴㊵㊶㊷㊸㊹㊺㊻㊼㊽㊾㊿	F328	CL	3008	Yd. 0559		
	334.9		K. C. S. 8.6						
	343.5		AFTON SUB-M.K.T. 0.0						
0520 330	343.5		COLUMBUS 6.2 ①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟㊱㊲㊳㊴㊵㊶㊷㊸㊹㊺㊻㊼㊽㊾㊿	L148	CB	2399	Yd. 0520 337		
	349.7		M. P. 10.2						
0550	359.9		OSWEGO	F360	OW	3019 53	0410		
	361.1		M. K. T. 1.2						
0610	370.6		ALTAMONT 9.5	F371	OT	2218 38	0350		
			6.2						
0625	376.8		MOUND VALLEY	F377	MV	2236 24	0340		
	387.0		A.T.S.F. 10.2						
0655	387.0		CHERRYVALE 0.9	F387	CE	1664	Yd. 0315		
			14.4						
1000	401.4		NEODESHA BCORT ①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟㊱㊲㊳㊴㊵㊶㊷㊸㊹㊺㊻㊼㊽㊾㊿	F401	NA	Yd.	0215		
Arrive Daily 337			Eastward Trains are Superior to Westward trains of the same class.						Leave Daily 330

MPH  
MAXIMUM SPEED 40  
(except as noted)

Until engine thru limits  
MP G286-20 to MP F287-25  
between 0800 and 0900  
and 1500 and 1600 15

MP 287-12 to MP 288-32 35

Until engine thru limits  
MP 298-21 to MP 299-7 20  
311-22 314-7 20

MP 314-23 to MP 315-04 30

Until engine thru interlocking  
Mile 327.1 20  
Mile 343.5 20

MP 358-1 to MP 360-5 30

Until engine thru limits  
Interlocking Mile 361.1 20  
MP 370-5 to MP 371 30

MP 383-15 to MP 383-25 30

Until engine thru limits  
MP 386-23 to MP 387-10 30

MP 397-10 to MP 397-20 30

Carthage Sub trains will use  
Cherokee Sub between Monett and  
Pierce City.

Trains will secure clearance at  
Springfield and/or Monett author-  
izing movement west from Pierce  
City and will not require clearance  
at Pierce City unless train order  
signal displays stop indication.

Eastward Interdivisional trains  
departing Neodesha or Carthage  
Subdivision points will secure  
clearance from Carthage Sub and  
Springfield Sub dispatchers.

Trains entering CTC at Pierce  
City will not require clearance.

#### TRACKS AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
Wentworth	299.0	F293	UH	15 East
Reeds	308.8	F304	EC	12 Both
Military	334.6	F335	MI	50 East
Crestline	336.2	F336	YV	8 West
Sherwin	349.7	F360	SO	7 West
Hallowell	352.5	F352	HO	30 Both

Bridge class of locomotives and  
foreign derricks:

Pierce City—Columbus 63  
Columbus—Neodesha 54

**To Prevent Accidents —  
Communicate, Understand —  
Be Understood.**

Miles	STATIONS AND/OR REFERENCE POINTS		Station Number	TPR	Track Cap.	MPH
	WEST	EAST				
						MAXIMUM SPEED ..... 25 (except as noted)
						Highway 171 crossing, MP H326-30, Webb City ..... 10
						MP H328-22 to MP H334-26 ..... 15
324.6	RED PLANT.....		H324	RP	50	Over crossings Pennsylvania Ave., Main, Joplin and Wall Streets (Carterville Trk)..... 5
326.0	WEBB CITY.....		H326	WC	33	and will be flagged from ground position unless automatic protective device is operating.
331.2	K.C.S. .... G ⊗					J&G Jct. (H Line) to K.C.S. Connection ..... 5
331.5	JOPLIN.....ORYOB ⊗		H331	JO	Yd.	Until engine thru limits MP 332-14 to MP 332-38..... 10
332.3	J & G JCT.....					332-28 334-35..... 15
332.7	M.P. .... ⊗ ⊗					MP H338-27 to MP H339..... 10
340.4	CARL JCT.....		F328	CL	Yd.	Until engine over crossing MP H339-35 (1800 to 0600).... 10
340.4	CARTHAGE SUB. ⊗ G					Main St. Galena west to MP H340-15 ..... 10
332.3	J & G JCT.....					MP H341-10 to MP 347-30..... 20
339.8	GALENA.....		H340	GN	Yd.	MP H347-25 ..... 5
343.8	RIVERTON.....		H344	RT	131	Yard Limits: Entire Branch
347.9	BAXTER SPRINGS.....		L159	BX	Yd.	

## TRACKS AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
Old Rock, Mo. 338.4	H331	OR	26	West
Old Rock, Kan. 338.4	H331	OQ	8	West
Horn ..... 340.5	HB343	QB	2	Mi West

↓ Joplin: 10th and Maiden Lane  
13th and Maiden Lane  
17th and Maiden Lane  
11th and Missouri  
Penn. Ave. Track serving  
Joplin Whse. Bldg.

↓ Galena: Main Street  
(0600 to 1800)

↓ Galena: Main Street  
(Carterville track)

## TRACK RESTRICTIONS

Joplin:  
⊗ ⊗: M.P. Crossing, (Carterville  
Track)  
⊗ G: K.C.S. Crossing, MP H 331.2  
⊗ G: K.C.S. Crossing, Old Depot  
Spur.

Do not operate engines over pit  
Eagle Picher Joplin.

Engines must not be operated  
beyond clearance point on track  
serving Moore's Mfg. Co., Joplin.  
Cars will be placed in clear of de-  
rail and must not be ridden beyond  
clearance point.

Galena:  
⊗ G: M.K.T. Crossing (Carterville  
Track)

Bridge class of locomotives  
and foreign derricks ..... 54

WEST Second Class	Miles	STATIONS AND/OR REFERENCE POINTS	Station Number	TPR	Track Cap.		EAST Second Class
					Sidings Feet	Aux.	
							330 Arrive Daily Ex. Sun.
	337 Leave Daily Ex. Sun.						
	1130	401.4	NEODESHA.....ORCB 0.1	F401	NA	Yd.	0100
		401.5	M. P. .... ⊗ □				
		414.0	A.T.S.F. & M.P. .... ⊗ ⊗ 12.5 0.0				
	1201	414.0	FREDONIA..... ⊗ ⊗	F414	FR	3506	Yd. 2325
	1220	426.4	FALL RIVER..... 12.4	F426	FU	4281	17 2300
	1240	438.6	SEVERY.....	F439	SV	1205	24 2240
	1315	458.5	BEAUMONT.....R 25.1	F458	BM	920	Yd. 2205
		483.6	A.T.S.F. .... ⊗ ⊗ 0.4				
	1500	484.0	AUGUSTA..... ⊗ ⊗	F484	AG	2596	Yd. 2100
		506.4	M. P. .... ⊗ ⊗				
		506.6	C.R.I.P. .... ⊗ ⊗ 1.2				
	1900	507.8	WICHITA.....ORCB ⊗ ⊗ (106.4)	F505	WH	Yd.	2000
	Arrive Daily Ex. Sun. 337		Westward trains are superior to Eastward trains of same class.				Leave Daily Ex. Sun. 330

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

MP 413-14 to MP 413-28 ..... 35

Until engine over crossing  
MP 414-6 (Westward trains).... 15

Until engine over crossing  
MP 438-20 ..... 25

Until engine thru limits  
MP 472-23 to MP 473-6..... 25

483-23 484-8..... 10  
493-15 493-18..... 30

MP 500-14 to MP 501-15..... 30  
501-15 506-23..... 15

Until engine thru limits  
MP 504-13 to MP 504-14..... 5

## TRACKS AND/OR INDUSTRIES

Mile	Sta.	TPR	Cap.	Conn.
New Albany ... 420.6	F420	NW	27	East
Piedmont .... 446.8	F447	QI	14	West
Leon ..... 472.8	F473	LQ	39	Both
Andover ..... 493.5	F493	OV	25	Both

SL-SF trains will use W.U.  
Terminal tracks.

↓ Wichita: Waterman, Lincoln, Gil-  
bert and Morris Streets, Cen-  
tral Avenue, First and Second  
Streets. Cars must not be kick-  
ed or dropped over these cross-  
ings.

Westward yard engines approach-  
ing Murdock St., Wichita, from  
south leg of wye, must stop in  
circuit until crossing signals are  
operating before proceeding over  
crossing.

Bridge class of locomotives  
and foreign derricks ..... 54

Sidings, Yard, Connection  
and back tracks ..... 10 MPH

All trains switching ATSF Con-  
nection, Augusta must stop in cir-  
cuit until crossing gates on Ohio  
Street are down before proceeding  
over crossing or flag protection  
provided.

Main track and auxiliary tracks  
must not be occupied through  
crossing at same time without flag  
protection:

Highway K-96—Fredonia  
State Street—Augusta

**No job is so important  
And no service is so urgent  
That we cannot take time  
To perform our work SAFELY.**

**Safety — An Excellent  
Habit**



**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 listing in "Official Railway Equipment Register" under headings "Dimension, Outside, Length".  
 When alphabetical reference notes are shown opposite routes, refer to same alphabetical note for limitations and restrictions.

MAXIMUM PERMISSIBLE GROSS WEIGHT	REFER-ENCE NOTES	ROUTES	REFER-ENCE NOTES	LIMITATIONS & RESTRICTIONS
177,000#		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#.
	(b)	Henpeck Spur		
	(a)	Weaubleau-MP D 115.7 (Osceola)		
	(b)	Sinclair-Weir City	(b)	Limited to 177,000# gross weight.
235,000#	(d)	Poteau-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#		<b>THROUGH ROUTES</b>	(g)	Cars with gross weight over 263,000# but not exceeding 286,000#, equipped with two 4-wheel 100-ton trucks may be handled with following restrictions: <b>BETWEEN KANSAS CITY AND BIRMINGHAM</b> 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.
	(g) (i)	Kansas City-Birmingham		
	(g)	St. Louis-Oklahoma City		
	(h)	Oklahoma City-Floydada		
		<b>LOCAL ROUTES</b>		
		<b>EASTERN DIVISION</b>		
	(g)	Cuba-Buick		
	(h)	Ft. Wood Branch		
	(h)	Pierce City-Wichita		
		Wichita Yard-Lorraine		
	(h)	Red Plant-Baxter Springs		
		J&G Jct-Carl Jct.		
	(h)	Lead Jct.-Salem		
		<b>NORTHERN DIVISION</b>		
	(j)	Hoxie-Walport		
		<b>SPRINGFIELD TERMINAL DIVISION</b>		
		MK Jct-Kissick		
	(h)	Kissick-Ozark		
	(h)	Springfield-Weaubleau		
		<b>KANSAS CITY TERMINAL DIVISION</b>		
	(h)	Kansas City-East Lynne		
		<b>MEMPHIS TERMINAL DIVISION</b>		
		Marion-Hulbert		
	(h)	<b>BIRMINGHAM TERMINAL DIVISION</b>		
		Pratt City-Bessemer		
		<b>SOUTHERN DIVISION</b>		
		Winfield, Ala.-Brookside		
	(g)	Dora-Debardeleben		
	(m)	Amory-Demopolis		
	(h)	Aberdeen Spur		
		Bolgee-York		
		Demopolis-Pensacola		
		Cochrane-Mobile		
	(g) (h)	<b>RIVER DIVISION</b>		
	(g)	St. Louis-Chaffee		
	(p)	Chaffee-Turrell		
	(p)	Holcomb-Senath		
	(p)	Kennett-Hayti		
		Hayti-Caruthersville		
		Blytheville-Armored		
	(g) (h)	<b>SOUTHWESTERN DIVISION</b>		
	(g)	Sapulpa-Denison		
	(g)	Denison-Sherman		
	(h)	Sherman-Irving		
	(r)	Dallas-N. Ft. Worth		
	(h)	N. Ft. Worth-Ft. Worth		
	(h)	Henryetta-Muskogee		
	(s)	Madill-Ardmore		
		<b>WESTERN DIVISION</b>		
	(h)	Cherokee Yard-Enid		
	(s)	Enid-Avard		
	(t)	Enid-Winfield		
		Enid-Foley		
	(t)	Foley-Ewing		
	(s)	Ewing-Clinton, Okla.		
	(g)	Snyder-Davidson		
		Edward-Afton		
		Pittsburg-Empire		
		Miami Branch		
		(Except Cardin Spur)		
		Quapaw-Central Mill		
		Arcadia-Strauss		
		<b>CENTRAL DIVISION</b>		
	(h)	Hugo-Paris		
	(h)	Hope-Lakeside		
	(h)	Monett-Ft. Smith		
		Rogers-Bentonville		
		Jenson-Montreal		
		Ft. Smith-Poteau		
270,000#	(u)	Red Plant-Galena	(u)	For cars with minimum length of 40 ft. equipped with two 4-wheel 100-ton trucks.
		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.
	(w)	Cuba-Buick		
	(w)	Kansas City-Springfield	(x)	For cars with minimum length of 55 ft. equipped with two 4-wheel 125-ton trucks, with wheel diameter of 38 in. or more. Restrict speed to 20 MPH over Bridges E-467.7, E-475.0, E-495.0 and E-535.8.
	(w)	Edward-Afton		
	(x)	Springfield-Birmingham		
	(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.

Miles	STATIONS AND/OR REFERENCE POINTS		Station Number	TPR	Track	Class	MPH
	WEST	EAST					
507.8	WICHITA	YORCB	F505	WH	Yd.		MAXIMUM SPEED ..... 25 (except as noted)
514.6	A.T.S.F.						Until engine thru limits
537.8	A.T.S.F.						Mile 514.6 (Interlocking) ..... 20 537.8 (Interlocking) ..... 20
547.0	BUHLER		F547	BU	30		MP 534-01 to MP 535-14 ..... 10 MP 537-30 to MP 538-9 ..... 20 547-7 547-8 ..... 10
551.5	C.R.I.P.						Mile 551.5 Interlocking ..... 20 MP 552-25 to MP 561-10 ..... 10 MP 566 MP 571 ..... 10 MP 586 MP 594 ..... 10 MP 604 MP 605-5 ..... 10
574.7	American Salt Co.		F575	XA	22		ATSF trains will secure clearance at Holyrood and Lyons and will not require a clearance at Lorraine.
574.8	M.P.						<b>TRACK RESTRICTIONS</b>
577.4	LYONS		F577	LY			American Salt Co.: Do not operate engines over #2 scale track. ATSF tracks 5 MPH.
577.0	A.T.S.F.						Frederick: Do not exceed 10 MPH on Spur.
589.2	M.P.						Bridge class of locomotives and foreign derricks ..... 54
594.1	A.T.S.F.						♣ Burrton: Burrton Ave. Sidings, Yard, Connection and Back Tracks ..... 10 MPH
594.1	LORRAINE		F594	LR	26		
607.8	U.P.						
607.9	ELLSWORTH		F608	EH	79		

Eastward Trains are Superior to Westward trains of the same class, the same class.

Trains between Wichita and Lyons and between Lorraine and Ellsworth will not be required to furnish rear end flag protection against a following movement on the same track. EXCEPTION: When instructed to furnish rear end flag protection, protection will be afforded as prescribed by Rule 99.

No rail traffic shall cross old 40 Highway, Ellsworth, except during daylight hours. When switching over this crossing, it must be flagged from ground position by two men.

#### TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Wichita Heights	510.7	F505	WX	107	Both
Valley Center	514.6	F515	VL	74	Both
Bentley	523.3	F523		17	Both
Patterson	532.0	F532		26	Both
Burrton	537.8	F538	BR	124	Both
Medora	551.5	F552	MJ	22	Both
Saxman	569.9	F570	QN	22	Both
Pollard	583.8	F584	QL	20	Both
Frederick	589.2	F590	FK	114	Both

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

All Transportation Department Employees who may be required to use or handle train orders or report trains, will attend a minimum of two Transportation Department Book of Rules meetings per year. Preferably at least one each six months.

Employees who attend less than two rules meetings per year will be required to pass a written examination on the Transportation Department Book of Rules to remain qualified for service. Employees will be notified when and where rules meetings will be held. Those employees required to take written examinations will be notified in writing the time and place of such examinations.

Watch Comparison as required by Rule 2 of the Rules of the Transportation Department, is during the months of January and February on an annual basis.

Trains finding light out in color light train order signals or train order signals displaying stop indication, may proceed after securing clearance or on authority of the train dispatcher.

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 ramp or dock tracks or spotting cars to ramps or docks, stop must be made between 5 and 20 feet from standing cars, ramp or dock.

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.

Except in servicing equipment, employees must not occupy the roof of a freight car, engine or caboose. Employees whose duties require them to occupy the roof of a car, engine, or caboose may do so only when equipment is standing.

When defective equipment detector (hot box, dragging equipment, or any device that indicates equipment failure) indicates a defect, train must stop immediately by initiating normal braking procedures. A walking inspection must be made of both sides of the entire train and also track if evidence of equipment dragging.

If defective equipment detector indicates a defect before reaching the detector, or if the detector is out of service, movement must be stopped and both sides inspected by either a walking or pull-by inspection.

Radios will not be used within one (1) pole length of hot box detector. Circumstances requiring stop and inspection, and disposition of any defective equipment, must be reported to the Chief Dispatcher.

Oscillating red light, flashing yellow light and intermittent radio tone indicates train defect. Oscillating red light or white light above flashing yellow light indicates dragging equipment. White light illuminated on either side of flashing yellow indicates side of train where defect is located. Illuminated white light located on track side of detector house indicates detector is operating. When white light is NOT illuminated, detector is not working.

When doubling hills, after stalling, or train separation, engineer will not place automatic brake valve in a position to release train brakes until angle cock is closed on rear car of cut, or cuts to be doubled.

#### 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

"UNIT TRAINS" with net car weights exceeding 90 tons per car and "ANY TRAIN" containing 20 or more cars with net weight exceeding 90 tons per car are restricted as follows:

10 MPH through sidings and yard tracks.  
Extreme care should be used to avoid speeds in the 16 to 25 MPH range.  
If observance of a slow order results in speed being reduced to

**Pride is what compels a man to do his best work, the safest way, even though no one is watching.**

within the 16 to 25 MPH range maximum speed should be reduced to 15 MPH or less.

**TRAINS HANDLING:**

20 or more cars which exceed 90 net tons per car:

Maximum Speed .....	40 MPH
Except: Enid-Beaumont Subs .....	25 MPH
Loaded Ribbon Rail Cars .....	45 MPH

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

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 spanning two or more cars.

Partially loaded tank cars (contents less than 85% of gallon capacity). Move on authority of Chief Dispatcher, near head end of train...45 MPH

**TRAIN HANDLING COMPANY OWNED EQUIPMENT LISTED IN ITEMS (1) and (2) WILL BE HANDLED AT REDUCED SPEED AS FOLLOWS:**

Maximum Speed .....	Reduce To:
45 MPH or more .....	30 MPH
40 MPH .....	25 MPH
35 MPH .....	20 MPH
30 MPH .....	20 MPH
25 MPH .....	15 MPH

**(1) Work Equipment moving on own wheels:**

SLSF 98000	Bridge Crane
SLSF 98001	Bridge Crane
SLSF 98003	Bridge Crane
SLSF 98004	Bridge Crane
SLSF 98005	Locomotive Crane
SLSF 99070	Locomotive Crane
SLSF 99071	Locomotive Crane
SLSF 99072	Locomotive Crane
SLSF 99101	Spreader-Ditcher
SLSF 99102	Spreader-Ditcher
*SLSF 99020	Bridge Crane
SLSF 105288	Snow Plow

\* SLSF 99020 M. of W. Bridge Crane, B.C. 2, (100 Ton Derrick) move only in local service, if available, with boom trailing just ahead of caboose, restricting speed as follows:

Where Maximum Speed	30 MPH or more	25 MPH
Where Maximum Speed	29 MPH or less	10 MPH

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

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

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

Revenue equipment of above types loaded on cars will be handled as oversize loads when applicable.

Movements of locomotives on revenue billing must be approved by General Superintendent Transportation.

**INSTRUCTIONS FOR LOCOMOTIVE OPERATIONS**

Locomotives must not be handled without air being coupled and brakes on locomotive 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 consist when doubleheading and must not be doubleheaded with another consist composed of or containing RD-SW units.

**MAKE UP OF LOCOMOTIVE CONSISTS**

RD-SW units may be combined only with units 633-699, 400 and 100 series units to 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 consist.

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

**HANDLING LOCOMOTIVES IN TRAINS**

Not more than three (3) six (6) axle units coupled together, either working and/or being handled in train, will be permitted without separation by a four (4) axle unit or a car.

Locomotives of one (1) unit or more will be handled next to locomotive consist 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 locomotive consist 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 the working locomotive consist.

When an SW 1500 or MP 15 switch unit is being handled dead in a train, dynamic brakes must not be used on the locomotive consist handling the train if the consist is working power on more than 14 axles.

Locomotives must not be handled unless air brakes are in operation. When locomotive units are set-out, they must be coupled to car or cars on which sufficient hand brakes must be set to hold the locomotive and cars. If no cars are available, hand brakes on the locomotives must be set. Locomotives in service or in tow, except when switching, shall not be coupled to cars containing loads liable to shift.

**RESTRICTIONS**

When an SW 1500 or MP 15 switch unit is operating in a road unit consist, the following restrictions must be observed:

The SW 1500 or MP 15 unit must be the lead unit except if an MP 15 unit has coupler stop blocks applied in the position to restrict coupler side action it may be used as lead or second unit in the consist.

Operating speed restrictions for the switch unit involved must not be exceeded.

Dynamic brakes on the road units in the consist must not be used.

If the consist is used in pushing service, the live (powered) axles in the consist must be limited to 14 during the pushing operation.

A consist containing an SW 1500 or MP 15 switch unit must not be used in a doubleheading operating.

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

Combination of units 500-632, 633-699 and 400 and 100 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 100, 633-699, 400, 700, 800 and 900 Series units:

4 or More Units - Work power on only three units next to car 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 locomotive 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 and Dallas  
Edward to Afton  
Cherokee Yard to Avard  
Kansas City to Birmingham  
St. Louis to Turrell  
Amory to Mobile

**REVISION OF THE RULES  
OF THE TRANSPORTATION DEPARTMENT**

**RULES OF THE TRANSPORTATION DEPARTMENT, MARCH 1, 1957  
PASTER INSERTS ISSUED JANUARY 1, 1975 FOR PAGES:  
14-33-37-42-63-64-71-95-142-158 and 163 OF THE REPRINTED  
EDITION (FORM CT 3 STANDARD REVISED 9-72).**

**CONSULT YOUR RULE BOOK TO INSURE YOU HAVE THE  
RECENT PRINTING AND THE SUPPLEMENTAL PAGE INSERTS,  
APPLYING TO THE SUPERINTENDENTS OFFICE IF FOUND  
DEFICIENT.**

**Rule 15 Amended:**

The explosion of two torpedoes is a signal to immediately reduce speed to 20 MPH, or slower if necessary, prepared to stop short of train, engine, car or stop signal for a distance of two miles from the points where the torpedoes were exploded.

Torpedoes must be placed on the rail not less than 150 feet apart. They must not be placed near station buildings, crossings, or on other than main tracks or sidings.

When there is possibility they may be covered by snow, a duplicate set will be placed on the opposite rail to explode simultaneously.

The explosion of one torpedo will indicate the same as two, but the use of two is required.

**Rule 26 — BLUE SIGNAL PROTECTION OF WORKMEN, Amended:**

As used in Rules 26, 26(a), 26(b), 26(c) and 26(d), of the Rules of the Transportation Department, the following definitions apply:

“Workmen” — Railroad employes assigned to inspect, test, repair or service railroad rolling equipment, or their components, including brake system. Train and yard crews are excluded, except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.

“Rolling Equipment” — Engines and railroad cars.

“Blue Signal” — A clearly distinguishable blue flag or blue light by day and a blue light by night; blue light may be displayed either steady or flashing.

“Effective locking Device” — When used in relation to a manually operated switch or derail, a lock which may be locked and unlocked only by the craft or group of employees applying that lock.

**Rule 26**

A blue signal indicates that workmen are on, under, or between rolling equipment, and that the equipment must not be coupled to or moved. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on engine service tracks or when a derail is used to divide a track into separate working areas.

Blue signals must be displayed by each craft or group of workmen and may only be removed by the same craft or group that placed them.

**Rule 26(a)**

Workmen may not work on, under or between rolling equipment on any track unless:

- (1) Each manually operated switch providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch; or
- (2) A derail capable of restricting access to the portion of track where work will be performed is locked in derailing position with an effective device, and:
  - Positioned at least 150 feet from the rolling equipment to be protected; or
  - Positioned at least 50 feet from the end of an engine on an engine servicing track where speed does not exceed 5 MPH.

A blue signal must be displayed at each derail.

Whenever one switch of a crossover is located beneath rolling equipment which is under blue signal protection the next switch of the crossover must be lined and locked against movement of that crossover. A blue signal need not be displayed at either crossover switch.

When workmen are working on, under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine.

When emergency repair work is to be done, on, under or between the engine, or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member of the crew, or by a workman, and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employees are clear and the engineer so advised by the same employee.

**Rule 26(b) — ENGINE SERVICING FACILITIES**

An engine may not be moved onto or off a designated engine servicing track under the exclusive control of mechanical forces unless the blue

signal is first removed:

From the entrance switch to the service track, and the engine which is placed on the track is stopped short of coupling to another engine, or From the controlling unit to be moved and from the service track departure switch before the engine is removed from the track.

An engine protected by blue signals may be moved on a track within the designated engine servicing area under the exclusive control of mechanical forces, when operated by an authorized employee under the direction of the employee in charge of the workmen, after the blue signal has been removed from the controlling engine to be repositioned, and the workmen on the track have been notified and are clear of the movement.

**Rule 26(c) — CAR SHOP OR REPAIR TRACK PROTECTION**

A blue signal must be placed at the entrance switch to a repair track or a car shop when workmen are working on, under or between rolling equipment. Each manually operated switch providing access to the track must be lined against movement to the track and secured with an effective locking device.

Rolling equipment protected by blue signals on car shop or repair tracks which are under exclusive control of car department forces, may be repositioned with a car mover when operated by an authorized employee, under the direction of the employee in charge of, the workmen, after the workmen on the track have been notified and are clear of the movement.

Rolling equipment must not be placed on repair tracks or in car shops until it is known that all employees are clear of the track on which the movement is to be made.

**Rule 26(d) — HUMP YARD TRACKS & TRACKS WITH REMOTELY CONTROLLED SWITCHES**

Workmen may not work on, under or between rolling equipment unless the person in charge of the workmen has notified the operator of the remotely controlled switches of the work to be performed, and has been informed by the operator that protection has been provided. Before the operator of the remotely controlled switches informs the employee in charge of the work that protection has been provided, each remotely controlled switch providing access to the track must be lined against movement to that track and locked by applying an effective blocking device to the lever, button, or other device controlling the switch.

The operator may not remove the locking device unless he has been informed by the person in charge of the workmen that it is safe to do so. The operator must maintain for 30 days a written record of each notification which contains the following information:

- The date and time he received notification of work to be performed;
  - The name and craft of the employee in charge who provided the notification;
  - The number or other designation of the track involved;
  - The date and time he notified the employee in charge that protection has been provided; and
  - The date and time he was informed that the work had been completed, and the name and craft of the employee in charge who provided this information.
- Each manually operated switch providing access to that track must be protected per Rule 26(a).

**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 93 Amended:**

Yard limits will be indicated by yard limit signs. Stations where yard limits are in effect will be designated by timetable, train order, bulletin, general order or special instructions.

The main track(s) within yard limits may be used clearing the time of first class trains when due to leave the last station where time is shown. In non-ABS territory, in case of failure to clear the time of first class

trains, protection must be provided as prescribed by Rule 99. Protection against second and third class trains, extra trains and engines is not required.

All trains and engines, except first class trains, must move within yard limits prepared to stop within one-half the range of vision but not exceeding 20 MPH, unless main track is known to be clear by block signal indication. When moving against the current of traffic or on portion of double or two or more tracks used as a single track within yard limits, all trains including first class trains must move prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Movements against the current of traffic within yard limits must not be made unless authorized by train order or protected by yardmaster or other authorized employee.

In yard limits in ABS territory, information on delayed first class trains may be issued by the train dispatcher either verbally or by message to yardmaster or member of a crew.

#### Rule 99 Amended:

When a train is moving on a main track at less than one-half the maximum speed for that territory, flag protection against following trains on the same track must be provided by a crew member dropping off single lighted fuses at intervals that do not exceed the burning time of the fusee.

When a train is moving on a main track at more than one-half the maximum speed for that territory, under circumstances in which it may be overtaken by a following train, crew members responsible for providing protection will take into consideration the grade, curvature of the track, weather conditions, sight distance, and relative speed of their train to a following train and will be governed accordingly in the use of fusees to protect their train.

When a train stops on a main track and flag protection against following trains on the same track must be provided, a crew member with flagman's signals must immediately go back at least the distance prescribed by time table or other instructions for that territory, place two torpedoes on the rail not less than 150 feet apart and display one lighted fusee. He may then return one-half the distance to his train where he must remain until he has stopped a following train or is recalled or relieved. When recalled he must leave one lighted fusee, and while returning to his train, he must also place single lighted fusees at intervals that do not exceed the burning time of the fusee. When train departs, a crew member must leave one lighted fusee and until the train resumes a speed not less than one-half the maximum speed for that territory, he must drop off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When required by the rules, a crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by the time table or other instructions for that territory, placing two torpedoes on the rail not less than 150 feet apart, displaying a lighted fusee, and remaining at that location until recalled or relieved.

When a train is seen or heard approaching before the crew member has reached the prescribed distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The conductor and engineer are responsible for the protection of their train.

When a train requires protection the engineer must immediately sound signal 14(c) or 14(d). Inability to hear these signals does not relieve members of the crew from protecting the train.

Flag protection against following trains on the same track is not required under the following conditions:

- In ABS territory, when rear of train is protected by at least two block signals.
- When rear of train is protected by an absolute block. (Absolute block means a block in which no train is permitted to enter while it is occupied by another train.)
- When rear of train is within interlocking limits.
- When a train order, general order or special instructions provides that flag protection is not required.

#### Flagman's Signals:

Day Signals — A red flag not less than ten torpedoes and six red fusees.

Night Signals — A white light, not less than ten torpedoes and six red fusees.

Minimum flagging distance required where maximum speed is:

0 - 25 MPH	1 mile distance
26 - 35 MPH	1½ mile distance
36 - 49 MPH	2 miles distance

All ABS or CTC territory regardless of maximum speed 2 miles distance

#### Maximum Speed:

The highest speed authorized on a subdivision for the operation of trains and engines on main track except as otherwise restricted by special instructions.

Rule 101(a) Page 42 — Note Deleted.

#### Rule 101(c) Amended:

When it is known or suspected that any part of a bridge has been damaged, no train or engine shall be permitted on the structure until inspection has been made and movement has been authorized by a qualified bridge man.

When a steel bridge span is involved, a supervisor from the System Bridge Engineer's office must immediately be contacted, an inspection arranged and judgment made to determine if safe for passage of trains. Only after authorization from a member of the System Bridge Engineer's Staff, will trains or engines be permitted to occupy such steel structure. If an employee has reason to believe that train or engine has passed over any defect or condition in the track or structures which may endanger the safety of trains or engines, protection must be provided and train dispatcher notified.

#### Rule 104(e) Amend first paragraph:

Location of spring switches may be designated by general order.

#### Rule 214, Third paragraph, READING:

"An operator is authorized to deliver a clearance without the dispatchers OK when the means of communication fails, provided orders, if any, have been made complete, by endorsing "Wire Failure" on the clearance. When communication is restored, operator must notify the dispatcher of each train, and time cleared, and the numbers of train orders delivered".

#### IS DELETED.

#### Rule 221 Amended:

Second paragraph, Page 69, Reading: "except when changed to display "CALLING ON" indication", and

Third paragraph, Page 69, Reading: "or when changed to display "CALLING ON" indication".

#### ARE DELETED.

#### Rule 221(a) Page 70; DELETE

#### Rule 221(d) Example 2 — "CALLING ON" DELETE.

#### Train Order Form N — CALLING ON ORDER, Page 90; DELETE.

Track Protection by Train Order, Form Y, paragraph 2, Page 98 is amended:

(2) If red flag not displayed, stop at entrance to restriction, wait until time in order is up and then proceed.

NOTE: Unless otherwise prescribed, speed over track within time and Mile Post limits stated in order will not exceed 10 MPH.

When this type protection is desired, foreman in charge of work will make request of Chief Dispatcher giving Mile Post location, time and date or dates protection desired. After train order properly placed dispatcher will advise foreman by furnishing foreman copy of order, delivery of order to foreman to be recorded in train order book.

Foreman must secure copy of order and verify time limits and locations for accuracy before work is begun. If order is placed for more than one day, foreman must confirm daily after order is received that protection remains in effect by contacting dispatcher through an operator. The dispatcher will record in the train order book daily the time and date this information is furnished the foreman.

Train order may be cancelled only by foreman in charge of work. Train order must be reissued each calendar week.

#### Rule 503 Amended: Add Paragraph (d)

"A train or engine within 'track and time limits' may pass 'Stop' and 'Stop and Proceed' Signals displaying stop indication without stopping, continuing at restricted speed, but must stop at 'Stop' signals displaying stop indication where signal protects power switch and proceed only after examination of power switch to insure switch is lined for route to be used, remaining at power switch until leading wheels pass over switch. If switching movements are to be made at a power switch, power must be removed, and switch placed in hand throw operation."

#### Page 111, under CTC rules, Note reading:

NOTE: Where the term "dispatcher", is used, it has reference to dispatcher, operator, or any employee acting upon authority of the dispatcher.

#### IS DELETED.

#### Rule 611 Amended:

The limits of track and time granted must be protected by such blocking devices as are necessary to prevent entry into track and time limits. This protection must be provided:

- Before granting track and time limits.
- During time track is out of service.

Blocking devices may be removed to control movements on adjacent track and to permit displaying proceed indication to train or engine to move out of track and time limits in the same direction in which it entered.

When authority to operate power switch by hand is authorized, remote operation of switch must be blocked until dispatcher has been notified such switch has been restored to normal control position.

#### Rule 611(a), DELETE.



**Rule 988, Added:**

"The designation of "dispatcher" in any rule will also include train director when applicable."

**Rule 1101 Amended:**

All employees, except those specifically authorized by the Federal Communications Commission (FCC) are prohibited from making any internal adjustments to a railroad radio. Employees so authorized must carry their FCC operator license or verification card when on duty.

**Rule 1102 Amended:**

No employee shall knowingly transmit any false emergency communications, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio. No employee shall divulge or publish the existence, contents, purports, effect or meaning of any communications (emergency communications excluded) except to the person for whom the communication is intended or to another employee of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

**Rule 1103 Amended:**

An emergency call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, collisions, storms, washouts, fires, obstructions to track, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the traveling public, and shall contain as complete information thereon as possible. All employees shall give absolute priority to communication from a station in distress and except in answering or aiding that station shall refrain from sending any communications until there is assurance that no interference will result.

**Rule 1104 Amended:**

Any employee shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.

**Rule 1105 Amended:**

The location of radio base and wayside stations, time such stations are attended, and assigned channels, will be designated by timetable or other instructions.

**Rule 1106 Amended:**

Before transmitting, an employee operating a radio must listen a sufficient interval to be sure the channel is not already in use, give required identification, listen for acknowledgment from the employee to whom he intends to transmit, and must not proceed with transmission until such acknowledgment is received.

**Rule 1107 Amended:**

Employees transmitting or receiving a radio communication must begin with the required identification and must include the following in the order listed below:

**a. BASE OR WAYSIDE STATIONS:**

1. Name or initials of the railroad.
2. Name of office or other unique designation of the station and location of station.

**b. MOBILE UNITS:**

1. Name or initials of the railroad.
2. Train name (number), engine number, or words that identify the precise mobile unit.

If an exchange of communication continues without substantial interruption, identification must be repeated each 15 minutes. After positive identification has been made in connection with switching, classification and similar operations wholly within a yard, fixed and mobile units may use short identification after the initial transmission and acknowledgment.

**Rule 1108 Amended:**

An employee receiving a radio call must not delay acknowledgment unless it would interfere with duties relating to safety.

**Rule 1109 Amended:**

An employee who receives a transmission must repeat it to the transmitting party except when the communication:

- a. Relates to yard switching operations.
- b. Is a recorded message from an automatic alarm device.
- c. Is general in nature and does not contain any information, instruction or advice which could affect the safety of a railroad operation.

**Rule 1110 Amended:**

To indicate to the receiving employee the transmission is ended and that a response is expected, the transmitting employee must say the word "over".

**Rule 1111 Amended:**

To indicate to the receiving employee the exchange of transmissions is complete and that no response is expected, the transmitting employee must say the word "out".

**Rule 1112 Added:**

When base and wayside stations or mobile units are manned, the radio must be turned on to the appropriate channel with volume adjusted to receive communications.

**Rule 1113 Added:**

Radio communications must not be used to avoid compliance with any operating rule.

**Rule 1114 Added:**

Any radio communication which is not understood or completed in accordance with these rules must not be acted upon and must be treated as though not sent. Exception: If any information is received which would affect the safety of employees, the public, or damage to property, the safe course must be taken and, if necessary, movement stopped until an understanding has been reached.

**Rule 1115 Added:**

Radios used in train operation, outside yard limits, must be tested at the point where the train is originally made up.

**Rule 1116 Added:**

Engineers and conductors must test the radio at least once during each tour of duty to ensure the radios are working on the engine and caboose.

**Rule 1117 Added:**

Radio tests must consist of an exchange of voice transmissions with another radio and the quality and readability of its transmission must be ascertained.

**Rule 1118 Added:**

A malfunctioning radio must not be used, and each crew member of the train and the train dispatcher or other designated employee must be notified by any alternate means of communication available as soon as practicable.

**Rule 1119 Added:**

Radio must not be used to give information to a train or engine crew about the position, aspect, name or indication displayed by a fixed signal, except between members of the same crew.

**Rule 1120 Added:**

When radio is being used in lieu of hand signals both the direction and distance to be traveled must be given. Movement must be stopped in one-half the distance specified unless additional instructions are received.

**Rule 1121 Added:**

When train orders are transmitted by radio they must be transmitted in accordance with applicable operating rules and the following:

- a. The train dispatcher or operator shall call the addressed of the train order and state his intention to transmit the train order.
- b. Before the train order is transmitted, the employee to receive and copy the train order shall state his name, identification or call sign, location and that he is prepared to receive a train order. Train orders may not be received and copied by an employee operating the controls of an engine of a moving train. Train orders may not be transmitted to the crew of a moving train when, in the judgment of either the conductor, the engineer, or the train dispatcher, the train order cannot be received and copied without impairing the safe operation of their train.
- c. Train orders shall be copied in writing by the receiving employee in the format prescribed in the operating rules.
- d. After the train order has been received and copied, it shall be immediately repeated in its entirety. After verifying the accuracy of the repeated train order, the dispatcher shall then state "complete", the time, and the initials of the employee designated by the railroad. Employees copying train orders must then acknowledge by repeating "complete" and the time.
- e. Except as provided by Rule 1114, before a train order is acted upon, both the conductor and engineer must have a written copy of the train order and make certain that the train order is read and understood by other members of the crew.
- f. Except as provided by Rule 1114, a train order transmitted by radio which has not been made complete may not be acted upon and must be treated as though not sent. "Complete" must not be given to a radio transmitted train order for other trains until response "complete" has been acknowledged by the train being restricted.
- g. Information contained in a train order may not be acted upon by persons other than those to whom the train order is addressed.

**NOTE TO RULE 1121:**

If necessary for clarity, a phonetic alphabet shall be used to pronounce any letter used as an initial, except initials of railroads.

A word which needs to be spelled for precision or clarity shall first be pronounced, and the word shall then be spelled. If necessary, the word shall be spelled again using a phonetic alphabet.

**Rule 1122 Added:**

Radio transmitters must not be operated when located less than 250 feet from blasting operations.

**Rule 1123 Added:**

The railroad company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within ten days from receipt of notice and any employee receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt of notice.

**Rule 1124 Added:**

The use of citizen band radios for railroad operating purposes is prohibited.

## Rule 1125 Added:

In certain cases as crossings, junctions or paralleling tracks some interference may develop with another railway. In such cases, special care in making identification shall be used and the employees concerned shall cooperate in handling their business by alternating calls and being as brief as possible.

## Rule 1126 Added:

If any communication from a station other than another railway radio station interferes with Railway Radio service, the railway employee will endeavor to ascertain the identity of such station and report the occurrence as soon as possible through authorized channels to the designated railway official, giving the exact time, nature of the communication and identity of the station, if possible.

Internationally, the word "Mayday" indicates a distress message, the word "PAN" an urgent message, and the word "security" a safety message. Railway employes may hear such messages sent by aircraft or, in coastal areas, by boats. Railway employes hearing such messages must report them immediately through authorized channels to the designated railway official in addition to taking such appropriate action to relieve the distress as may be possible.

## Rule 1746 Amended:

Employes must be suitably shod and clothed in order to safely perform their duties. Safety shoes are recommended.

"NOTE: Suitably shod means: Footwear must have a suitable sole of sufficient thickness to resist puncture, a definite heel-instep notch with substantial leather (or leather substitute) upper portion.

It is recommended lace-up type safety shoes or boot be worn to provide ankle support where duties require climbing, mounting, or dismounting moving equipment or walking where surface may be uneven or soft."

REVISION OF THE "TRAIN HANDLING RULES AND INSTRUCTIONS" (FORM 646: APRIL 1, 1974).

## Rule 146.a. Amended: Add:

## Sliding Locomotive Wheels

Engineman should not permit brake cylinder pressure on the locomotive to build up to a pressure that will cause the wheels to slide. When no defect in the locomotive brake equipment is found that would prevent the brakes from being released by the engineman, the engineman is responsible for the sliding of the wheels of the locomotive.

## Rule 153, Page 37. Amended:

Dynamic braking must not be used by the locomotive engineer when a locomotive consist contains more than 20 axles of operative dynamic brakes.\* On locomotive consists where operative dynamic brakes exceed 20 total axles and units comprising the consist are equipped with dynamic brake cut out switches, dynamic brakes in excess of 20 axles must be isolated by means of the cut out switches. If cut out switches are not isolated, limit the dynamic brake to the limits indicated in the following table:

Total No. Axles	Maximum Dynamic Amperages
20	700 - Full Dynamic
22	650
24	575
26	550
28	525
30	500
32	475
34	450
36	425
38	400
40	375
42	350

There are times, however, when even a 250,000-pound buff limitation is not adequate to avoid the development of high lateral forces. The maximum retarding forces of the dynamic brake are generated between 19 and 25 MPH, depending on the class of locomotive, which corresponds to the same speed range as most turnouts, crossovers, and sidings.

\* Note: It is permissible to use dynamic brakes while Units 100 through 124 are in the locomotive consist.

## Rule 333.P.a(1) (2) (3) Amended: (top Page 87)

Before the locomotive controlling the air brakes on freight equipment, which has the brake system charged, is detached or angle cock closed, the engineman shall:

- (1) Reduce the brake pipe pressure to 30 psi or less at a service rate with the automatic brake valve.
- (2) The angle cock must not be closed on the locomotive or rear car to be detached until the brake valve service exhaust ceases, which will be indicated by the engineman sounding one short blast of the whistle.
- (3) The angle cock must be left open on the cars or detached portion of train to be left standing.

## 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.

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

**WORKING SAFELY  
IS YOUR  
RESPONSIBILITY**