

TIME IS IMPORTANT
Take TIME To Be SAFE

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St. Louis
Southwestern
Railway Company



TIMETABLE

1

EFFECTIVE
SATURDAY JANUARY 1, 1972
AT 12:01 A. M.
CENTRAL STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

D. R. KIRK,
Vice President & General Manager.

J. J. WILLIS,
General Superintendent of Transportation.

D. J. BROWN,
Assistant General Superintendent of Transportation.

R. D. KREBS,
Superintendent.

ILLMO SUBDIVISION

Capacity Of Tracks In		Mile Post Location	TIMETABLE No. 1 Effective January 1, 1972		Station Numbers
Feet	Cars		SOUTH	NORTH	
Sidings	Other		STATIONS		
Yd.	Yd.		TO..... EAST ST. LOUIS.BK@YTXO		84200
Yd.	Yd.	I-3.3	TO	ILLMO.....BK	84125
		I-5.2		ANCELL.....	84123
10280		I-9.6		QUARRY.....	84115
		I-10.5		ROCKVIEW JCT.....	84100
		I-10.6		FRISCO JCT.....	
		I-10.7		S. L. S. F. CROSSING.....	
12762	110	I-16.1		DELTA.....	84080
		I-16.1		M. P. CROSSING.....	
12384		I-21.4		RANGLES.....	84075
7115	5	I-26.4		MESLER.....	84066
6365		I-32.2		ARDEOLA.....	84058
11405	13	I-37.0		AVERT.....	84054
		I-47.1		PARONT.....	84044
		I-48.9		MO. JCT.....	
	4	I-50.1		DEXTER JOT.....	
		I-50.2		M. P. CROSSING.....	
3703	55	I-50.9		DEXTER.....	84020
7249	70	I-59.5		BERNIE.....	84011
		I-65.2		NM JCT.....	
Yd.	Yd.	I-67.7		MALDEN.BK@OYX	83260
		57.9		S. L. S. F. CROSSING.....	
		58.4		SM JCT.....	
		59.6		ST. FRANCIS.....	83241
7570		69.9		PIGGOTT.....	83235
2232	112	75.6		GREENWAY.....	83231
8277	15	78.8		RECTOR.....	83223
2768	76	85.6		JAY.....	83218
6996		90.7		MARMADUKE.....	83215
1942	8	92.9		BLYTHEVILLE JOT.....	
		103.0		PARAGOULD.....BK@O	83030
6822	Yd.	103.5		PG. JCT.....	
		106.0		BROOKLAND.....	83010
7263		115.7		JN. JCT.....	
		119.7		S. L. S. F. CROSSING.....	
		122.6		TO..... JONESBORO...BK@TXO	82690
Yd.	Yd.	124.8			

A-2. ABS only, Between: MP 123, pole 29 and MP 127, pole 17 (Jonesboro yard.)

Trains moving on main track will be governed by signal indication and move at restricted speed without timetable or train order authority.

A-3. Rule 99 (k) in effect.

A-4. Yard limits established at Jonesboro—MP123, pole 29 to MP 127, pole 17.

A-5. MAXIMUM SPEED

Freight Trains 65 MPH
Authorized Expedited Trains..... 70 MPH

Except: Between—

Mile Post	Plus Poles and	Mile Post	Plus Poles	All Trains MPH
I-16	4	I-16	21	40
I-24	14	I-24	25	60
I-30	7	I-30	14	60
I-47	2	I-50	2 East Track	35
I-65	6	I-67	9 East Track	35
I-67	9	58	10 Both Tracks	20
58	10	59	18 East Track	35
102	12	104	5	20 engine only
123	29	126	6	20 engine only

A-6. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS
Restricted Speed Not Exceeding MPH

Through turnouts and crossovers, remotely controlled..... 35

Except:

Equilateral turnout Ancell..... 60
Paragould—north switch of siding..... 15

Through controlled sidings (Illmo to Jonesboro)..... 35

Through other sidings, yard and other tracks, wyes, and baloon tracks, and turnouts and crossovers, other than remotely controlled..... 15

Through turnouts (not remotely controlled) on other than sidings..... 10
Spring switch Dexter Jct., MP I-50, pole 3..... 35
Through slip (puzzle) switches, including tangents..... 10
Tracks serving Ark-Mo Power Company..... 10

A-7. HOT BOX DETECTORS AND READ OUT PANELS ARE LOCATED:

Mile Post	Plus Poles	Between	Direction of Movement	Read Out Panel Mile Post	Plus Poles
I-22	26	Randles and Mesler	Southward	I-27	20
			Northward	I-17	13
I-42	12	Avert and Paront	Southward	I-48	26
			Northward	I-36	0
61	24	SM Jct. and St. Francis	Southward	65	1
			Northward	57	27
84	26	Greenway and Rector	Southward	91	11
			Northward	78	24
109	29	PG Jct. and Brookland	Southward	115	21
			Northward	104	1

Refer Rule 36 (4) Pages 21 & 22 herein.

A-8. DRAGGING EQUIPMENT DETECTORS Located:

MP I-20.1	MP I-25.2	MP I-40.3
MP I-44.8	MP 82.4	MP 87.1
MP 110.0	112.0	

Refer Rule 36 (5) Page 22 herein.

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS				
Name	Mile Post	Capy. & Direction of Entry Into Spurs	Station Numbers	
Perkins..... (spur)	1-23.7	4-N	84072	
Heagy..... (spur)	1-28.6	19-N	84063	
Bell City.....	1-29.7	22	84061	
Mo. Clay..... (spur)	1-39.8	15-S	84056	
Airscule..... (spur)	1-64.3	88-N	84035	
Campbell.....	65.4	27	83246	

SPECIAL INSTRUCTIONS ILLMO SUBDIVISION

A-1. CTC-ABS Between: Illmo, MP I-3, pole 3 and Jonesboro, MP 123, pole 29.

Two main tracks between Illmo and Ancell, Paront and Dexter Jct., and NM Jct. and SM Jct. are designated "West Track" and "East Track" and both tracks signaled for movement in both directions.

A-9. Southward SSW trains will secure MoPac Clearance at Valley Jct.

A-10. Train order signal Illmo applies to MoPac trains only. Northward MoPac trains will secure SSW and MoPac Clearance when train order signal displays stop indication.

A-11. Northward SSW trains departing Illmo will secure SSW and MoPac Clearance.

A-12. Southward SSW trains departing Illmo will secure Clearance.

A-13. When northward trains or engines are ready to depart from Illmo yard tracks, a member of crew will communicate with SSW train dispatcher for authority to depart.

A-14. Southward trains departing Illmo yard via Ancell lead may proceed when Yellow Call-on signal, west side of lead MP I-4, Pole 13, is illuminated and the signal at Ancell is displaying a proceed indication. If signal at Ancell is not displaying a proceed indication, member of crew must communicate with train dispatcher for authority to depart.

A-15. A Yellow Call-on signal is located west side, north end of Paragould siding, MP 104, Pole 1. When this signal is illuminated it will be authority to proceed to the Northward Absolute signal located at MP 103, Pole 24. Call-on signal must be illuminated or authority received from train dispatcher before northward train leaves Paragould siding.

A-16. When southward MoPac trains are ready to depart from MoPac yard Paragould, a member of crew will communicate with SSW train dispatcher for authority to occupy Paragould siding and to proceed to Southward Absolute signal, MP 105, Pole 28.

A-17. No train order signal maintained at Jonesboro, all departing trains will secure Clearance.

A-18. When northward trains are ready to depart Jonesboro, member of crew will communicate with train dispatcher for authority to depart. In addition, trains departing from main track north of Gee street will be governed by indication of Block Signal No. 1248, MP 124, Pole 26.

A-19. Jonesboro: Engines returning to Jonesboro yard from Colson Manufacturing Company spur will find Southward Absolute signal governing movement over SLSF crossing, at STOP indication. A push button housed in box painted chrome yellow attached to instrument case near Southwest Absolute signal, MP 122, Pole 15, locked with a switch lock, is to be used to clear signal for return

movement over SLSF crossing. If signal fails to clear, Rule 344 and other rules applicable will govern.

A-20. NON ELECTRICALLY LOCKED SWITCHES:

Illmo.....	Wetterau Gro. Co.....	MP I-4, Pole 16
Heagy.....	Heagy spur.....	MP I-28, Pole 18
Avert.....	MoClay spur.....	MP I-35, Pole 0
Bernie.....	MFA.....	MP I-59, Pole 7
Bernie.....	Missouri Assn.....	MP I-59, Pole 18
Malden.....	Malden Fruit Mkt.....	MP I-65, Pole 0
Jonesboro.....	Colson spur.....	MP 122, Pole 3

While performing switching at the above locations, the main track must be continuously occupied or main track switch left open. Trains or engines must not meet or pass at these locations.

A-21. Trains entering SSW tracks at Rockview Jct., Frisco Jct., Dexter Jct., PG Jct. or JN Jct., will be governed by Uniform Code Rule 400 and other rules applicable. Train orders or Clearance are not required.

A-22. Mechanical Crossing Protection: When Absolute signal governing movement over MoPac crossing Delta, MP I-16, Pole 4; MoPac crossing Dexter Jct., MP I-50, Pole 7; and SLSF crossing Malden, MP 58, Pole 11, displays STOP indication, trains and engines must stop and comply with requirements of Uniform Code Rule 350.

If no train or engine is occupying crossing member of crew will see that gate is set against conflicting route, protect against trains and engines when required, and give proceed signal from position at crossing. By night, and when conditions require by day, a burning red fusee will be displayed on both sides of crossing on conflicting route before proceed signal is given.

A-23. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Station	Location
Miss. River	Thebes	MoPac MP 121.1
Whitewater River	Perkins	MP I-24.5
Castor River	Avert	MP I-35.9

4 NEW MADRID SUBDIVISION

SOUTHWARD SECOND CLASS	Capacity of Tracks In		Mile Post Location	TIMETABLE No. 1		Station Numbers	NORTHWARD SECOND CLASS
	Feet	Cars						Effective January 1, 1972	STATIONS
159 Local	Sidings	Other					160 Local
Daily Ex. Sunday							Daily Ex. Sunday
L 9 00 AM			A-42.9	END OF TRACK			A 7 05 AM
			A-41.4	NEW MADRID	83730		
			A-37.3	S. L. S. F. CROSSING	G		
9 18			37.2	LILBOURN JCT.	Y		6.47
9 42	1537	7	48.5	PARMA	83610		6.23
			48.5	S. L. S. F. CROSSING	G		
10 00			57.3	MALDEN JCT.			6.05
A 10 05 AM	Yd.	Yd.	57.9	MALDEN BK@OYX	83260		L 6 00 AM
Daily Ex. Sunday				(26.4)			Daily Ex. Sunday
159							160

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS			
Name	Mile Post	Capy. & Direction of Entry into Spurs	Station Numbers
Carton	41.9	7	83635

WYATT SUBDIVISION

SOUTHWARD SECOND CLASS	Capacity of Tracks In		Mile Post Location	TIMETABLE No. 1		Station Numbers	NORTHWARD SECOND CLASS
	Feet	Cars						Effective January 1, 1972	STATIONS
1907 Local	Sidings	Other					
Daily Ex. Sunday							Daily Ex. Sunday
			5.5	END OF TRACK			
			5.9	WYATT	83845		
			18.6	EAST PRAIRIE	83824		
			31.4	RISTINE	83808		
			36.6	S. L. S. F. CROSSING	G		
			36.8	LILBOURN	83640		
			37.2	LILBOURN JCT.	Y		
				(31.7)			

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

CARUTHERSVILLE SUBDIVISION

SOUTHWARD SECOND CLASS	Capacity of Tracks In		Mile Post Location	TIMETABLE No. 1		Station Numbers	NORTHWARD SECOND CLASS
	Feet	Cars						Effective January 1, 1972	STATIONS
291 Local	Sidings	Other					292 Local
Daily Ex. Sunday							Daily Ex. Sunday
L 9 20 AM			R-99.0	END OF TRACK			A 9 05 AM
			R-98.4	S. L. S. F. CROSSING	G		
			R-98.0	CARUTHERSVILLE	83420		
			R-92.3	S. L. S. F. CROSSING	G		
9 55		18	R-85.6	DEERING	83401		8.30
A 10 05 AM	Yd.	Yd.	R-84.6	DEERING JCT.			L 8 20 AM
Daily Ex. Sunday				(14.4)			Daily Ex. Sunday
291							292

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

SPECIAL INSTRUCTIONS NEW MADRID AND WYATT SUBDIVISIONS

B-1. MAXIMUM SPEED BETWEEN:

Malden and Lilbourn Jct.	30 MPH
Lilbourn Jct. and New Madrid	25 MPH
Lilbourn Jct. and Wyatt. Restricted speed not to exceed	30 MPH

Except Between:

MP 7, Pole 0 and MP 13, Pole 0. Restricted speed not exceeding	20 MPH
MP 22, Pole 0 and MP 27, Pole 0. Restricted speed not exceeding	20 MPH
MP 48, Pole 0 and MP 48, Pole 7	20 MPH

B-2. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

Restricted Speed not exceeding MPH

Through sidings, yard and other tracks, wyes, turnouts and crossovers.....15

Except:

Through turnouts on other than sidings	10
Noranda Spur	35

Except do not exceed 20 MPH between switch at MP A-40, Pole 6 and through limits of Highway 61 crossing.

B-3. Yard limits established at the following stations:

Malden Jct.-Junction with Illmo Subdivision to MP 56, Pole 22.
Lilbourn Jct.-MP 37, Pole 6 to Wyatt, MP 5 Pole 15.

B-4. Rule 99 (d) in effect.

B-5. Crew arriving New Madrid on No. 160 will retain train orders, assume schedule of No. 159 and leave without Clearance.

B-6. Rule 10 (g).—Temporary restricted speed signs will be displayed ONE-HALF mile from point of restriction.

B-7. Semaphore type indicator in service at SLSF crossing MP 36, Pole 19, Wyatt Subdivision, and MP A-37, Pole 9, New Madrid Subdivision. When indicator displays Stop indication, train or engine must stop and member of crew will communicate with SLSF train dispatcher for instructions. If indicator displays Clear indication, member of crew will open gate and proceed.

B-8. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Station	Location
Bridge No. 43.4	Catron	MP 43.4

ADDITIONAL STATIONS WYATT SUBDIVISION

Name	Mile Post	Capy. & Direction of Entry into Spurs	Station Numbers
Anniston	14.2	33	83832
Stanley (spur)	16.2	9-S	83327

SPECIAL INSTRUCTIONS CARUTHERSVILLE SUBDIVISION

C-1. MAXIMUM SPEED25 MPH

C-2. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

Restricted Speed not exceeding MPH

Through wyes, yard and other tracks	15
Through turnouts	10

C-3. Yard limits established at following station:

Deering — Junction with Truman Subdivision to MP R-86, Pole 5.

C-4. Rule 99 (d) in effect.

C-5. At Deering Jct. and Caruthersville, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance.

C-6. East wye switch at Deering Jct., will be left lined in position last used.

C-7. SSW-SLSF crossing Blazer, MP R-92.28 equipped with electric lock. Trains will stop short of "STOP" sign, open door of gate box and be governed by instructions posted therein.

C-8. Rule 10 (g).—Temporary restricted speed signs will be displayed ONE-HALF mile from point of restriction.

TRUMANN SUBDIVISION

Capacity of Tracks In		Mile Post Location		STATIONS		Station Numbers
Feet	Cars	Sidings	Other	SOUTH	NORTH	
				TO	MALDEN BK@OYX	83260
					MALDEN JCT	
					S. L. S. F. CROSSING	G
			57		GIDEON	83310
					S. L. S. F. CROSSING	G
					DEERING JCT	Y
					HORNERSVILLE JCT	
				TO	HORNERSVILLE	@Y 83140
					LEACHVILLE JCT	
					FRISCO JCT	
					S. L. S. F. CROSSING	@
			136		LEACHVILLE	83530
			517	34	CARAWAY	83558
					S. L. S. F. CROSSING	@
				TO	TRUMANN	83570
					END OF TRACK	

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

Name	Mile Post	Capy. & Direction of Entry into Spurs	Station Numbers
Peach Orchard	W-71.7	35	83326
Rives	W-93.4	14	83505
Walters (spur)	W-116.0	11-S	83550
Degelow (spur)	W-127.2	11-N	83561

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Station	No.	Location
Drainage Ditch	Peach Orchard	W- 74.99	MP W- 75.0
St. Francis Riv.	Caraway	W-129.56	MP W-129.6
Drainage Ditch	Caraway	W-130.23	MP 130.2

SPECIAL INSTRUCTIONS TRUMANN SUBDIVISION

- D-1. MAXIMUM SPEED** 25 MPH
 Except:
 Over Bridges W-129.56 and W-130.23, near Caraway 10 MPH
Restricted Speed not exceeding MPH
- D-2. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK**
 Through sidings, yard and other tracks, wyes, turnouts and crossovers 15
 Except through turnouts on other than sidings 10
- D-3. Yard limits established at following stations:**
 Malden Jct. — Junction with New Madrid Subdivision to MP W-58, Pole 4.
 Hornersville Jct. — Junction with Blytheville Subdivision to MP W-98, Pole 15.
 Leachville Jct. — Junction with Blytheville Subdivision to MP W-101, Pole 16.
 Deering Jct. — MP W-83, Pole 18 to MP W-85, Pole 4.
- D-4. Rule 99 (d) in effect.**
- D-5. The switch at intersection between Trumann Subdivision and New Madrid Subdivision, Malden Yard, must be left lined for New Madrid Subdivision.**
- D-6. Switch at North leg of wye at Deering Jct., will be left lined for Caruthersville Subdivision.**
- D-7. Switch at South leg of wye at Deering Jct., will be left lined for Trumann Subdivision.**
- D-8. Switches at intersections Trumann Subdivision and Blytheville Subdivision at Hornersville Jct., and Leachville Jct. must be left lined for Blytheville Subdivision.**
- D-9. SSW trains use tracks of SLSF between connection of SSW main track 1200 feet north of SLSF depot and extending south to SLSF depot at Leachville. SSW trains and engines move at Restricted Speed on SLSF as prescribed by Rule 93.**
- D-10. At Leachville, trains and engines must approach and move at RESTRICTED SPEED between North switch of house track and SLSF connection track expecting to find main track occupied by SLSF train or engine moving to or from SSW-SLSF interchange track.**
- D-11. Rule 10 (g). — Temporary speed restrictions signs will be located ONE-HALF mile from point of restriction.**

BLYTHEVILLE SUBDIVISION

SOUTHWARD SECOND CLASS	Capacity of Tracks In		Mile Post Location	STATIONS		Station Numbers	NORTHWARD THIRD CLASS
	Feet	Cars		SOUTH	NORTH		
389 Local				TO	PARAGOULD BK@O	83030	A 9.25 AM
Daily Ex. Sunday					BLYTHEVILLE JCT	Y	
L 7.00 AM			103.5		CARDWELL	83113	8.55
					S. L. S. F. ARBYRD CROSSING	@ 83120	8.45
7.30		58			LEACHVILLE JCT		
7.38		66			HORNERSVILLE	@Y 83140	8.20 ⁹⁹
					HORNERSVILLE JCT		7.50
8.20 ⁹⁹	2070				STRINGER	83157	7.18
8.25					S. L. S. F. CROSSING	@	
8.57	1512	125			BLYTHEVILLE B@YX	83170	L 7.00 AM
					END OF TRACK		
Daily Ex. Sunday					(37.8)		Daily Ex. Sunday
389							390

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

Name	Mile Post	Capy. & Direction of Entry into Spurs	Station Numbers
Bard	P-108.9	27	83105
Hollywood (spur)	P-120.2	10-S	83135
Gosnell (spur)	P-135.2	10-N	83155

SPECIAL INSTRUCTIONS BLYTHEVILLE SUBDIVISION

- E-1. MAXIMUM SPEED BETWEEN:**
 Paragould and Hornersville 35 MPH
 Hornersville and Blytheville 25 MPH
Restricted Speed not exceeding MPH
- E-2. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS**
 Through sidings, yard and other tracks, wyes, turnouts and crossovers 15
 Except: through turnouts on other than siding 10
- E-3. Yard limits established at the following stations:**
 Blytheville Jct. — Junction with Illmo Subdivision to MP P-108, Pole 8 1/2.
 Hornersville — MP P-122, Pole 23, to MP P-126, Pole 12
 Blytheville — MP P-135, Pole 19, to end of track.
- E-4. Rule 99 (d) in effect.**
- E-5. Crews assigned to or ordered for train may assume schedule of train No. 390 at Hornersville or Blytheville and leave without Clearance when train order signal displays proceed indication.**
- E-6. Derails are on engine or service tracks Paragould, Hornersville, and Blytheville to protect engines when unattended. These derails must be locked in off position in lieu of Uniform Code Rule 104 (8) and will only be locked in derailing position when protecting engine unattended.**
- E-7. Rule 10 (g). — Temporary speed restrictions signs will be located ONE-HALF mile from point of restriction.**
- E-8. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:**

Name	Near Station	No.	Location
Drainage Ditch	Bard	P-107.79	MP P-107.8
Drainage Ditch	Bard	P-109.77	MP P-109.8

JONESBORO SUBDIVISION

SOUTHWARD				Capacity Of Tracks In		NORTHWARD	
SECOND CLASS		Feet	Cars			SECOND CLASS	
61	51	Sidings	Other	Mile Post Location	TIMETABLE No. 1		Station Numbers
Local	Local				Effective	January 1, 1972		50	62
Daily Ex. Sunday	Daily			STATIONS		Local	Local
						Daily	Daily Ex. Sunday
					MEMPHIS BK@TXO	82500	
L 7.00AM		Yd.	Yd.	124.8	TO JONESBORO BK@TXO	82690	A 1.30PM
		7269	19	137.4	12.6 OTWELL	82685	
		2726	52	145.4	8.0 WEINER	82677	
		7301	40	149.6	4.2 WALDENBURG	82673	
		7837	61	161.5	11.9 HICKORY RIDGE	82661	
				172.7	0.0 M. P. CROSSING @		
		8678	61	172.7	14.2 FAIR OAKS Y	82640	
		8593	15	186.9	7.4 HUNTER	82628	
			22	194.3	3.7 FARGO	82610	
		9401		198.0	0.9 NORTH BRINKLEY		
					0.0 COTTON BELT JCT.		
			Yd.	Yd.	0.0 C.R.I.&P. CROSSING @		
				198.9	0.1 MEMPHIS JCT.		
					0.0 C.R.I.&P. CROSSING @		
A 10.50AM		7678		199.0	TO BRINKLEY BK@Y	82440	L 9.10AM
Daily Ex. Sunday							Daily Ex. Sunday
61							62
63							64
Local							Local
Daily Ex. Sunday							Daily Ex. Sunday
L 5.45AM		7678	Yd.	199.0	TO BRINKLEY BK@Y	82440	A 10.10AM
		6432	161	214.0	15.0 CLARENDON	82421	
		8832	8	220.6	6.6 ROE	82415	
		7406		232.7	12.1 NORTH STUTTGART		
			Yd.	232.7	0.0 C.R.I.&P. CROSSING		
				233.3	0.6 STUTTGART BK@XYO	82220	
		8797	14	244.8	11.5 HUMPHREY	82212	
		8556	107	256.1	11.3 ALTHEIMER Y	82070	
				256.7	0.6 ENGLAND JCT.		A 4.25PM
A 10.00AM	A 10.20PM	Yd.	Yd.	264.2	7.5 TO PINE BLUFF YD.BK@YXO	82000	L 4.00PM L 6.00AM
Daily Ex. Sunday	Daily				(139.4)		Daily Ex. Sunday
63	51						50 64

F-5. MAXIMUM SPEED
 FREIGHT TRAINS 65 MPH
 AUTHORIZED EXPEDITED TRAINS 70 MPH
 Except Between:

Mile Post	Plus Poles	and	Mile Post	Plus Poles	All Trains MPH
123	29		126	6	20 Engine Only
126	6		129	4	60
198	9		199	3	20 Engine Only
214	16		215	12	35
217	22		218	15	55
232	21	(RI Crossing)			40
232	21		233	29	40 Engine Only
258	5		258	13	60
260	26		261	10	55
261	10		263	21	45
263	21		269	3	20

White River Bridge Draw Span

Bridge No. 214.76 35

Arkansas River Bridge

Bridge No. 261.25 45

Engineer must sound horn, as prescribed by Rule 14 (1), approaching trestle 214.87 and 216.38 in White River bottoms, near Clarendon, in each direction and at frequent intervals while moving over these trestles.

F-6. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS
 Restricted Speed not exceeding MPH

Through turnouts and crossovers, Remotely Controlled 35

Except:

North Brinkley — South switch of siding 15
 North Stuttgart — South switch of siding 15
 Pine Bluff Yard — MP 263, Pole 6 15

Through controlled sidings, Jonesboro to Pine Bluff 35

Except:

Waldenburg 20
 Hickory Ridge 20
 Roe 20

Through other sidings, yard and other tracks, wyees, baloon tracks, turnouts and crossovers, not remotely controlled 15

Except:

Through turnouts on other than sidings, not remotely controlled 10
 Through slip (puzzle) switches (including tangents) 10

F-7. HOT BOX DETECTORS AND READ OUT PANELS:

Mile Post	Plus Poles	Between	Direction of Movement	Read Out Panel Mile Plus Post Poles
141	28	Ottwell and Weiner	Southward	145 29
			Northward	137 13
167	24	Hickory Ridge and Fair Oaks	Southward	174 9
			Northward	161 18
191	4	Hunter and Fargo	Southward	194 20
			Northward	185 15
204	1	Brinkley and Clarendon	Southward	208 15
			Northward	199 8
227	14	Roe and North Stuttgart	Southward	232 16
			Northward	220 17
248	15	Humphrey and Wabaseka	Northward	243 18
252	27	Wabaseka and Altheimer	Southward (See Note)#	

Refer Rule 36 (4), Pages 21 & 22 herein.

White light flashing indicates hot bearing. Train must stop and, if communications available, crew will communicate with carman in charge of hot box recorder at the Pine Bluff mechanical facilities to determine location of hot bearing. If location cannot be determined, inspection must be made of all bearings, both sides of train.

F-8. WIDE LOAD DETECTORS:

MP 212.7 and MP 217.0 Clarendon, White River Bridge No. 214.76.
 MP 259.3 Rob Roy, Arkansas River Bridge No. 261.25.

Detector at MP 217.0 is equipped with letter "L" and "R" indicators. Refer Rule 36 (5), Page 22 herein.

F-9. DRAGGING EQUIPMENT DETECTORS:

MP 139.8 MP 144.1 MP 165.3 MP 170.6 MP 202.2 MP 206.8
 MP 212.7 MP 217.0 MP 224.8 MP 229.8 MP 259.3

Refer Rule 36 (5), Page 22 herein.

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS

Name	Mile Post	Capy. & Direction of Entry into Spurs	Station Numbers
Gibson	133.2	33	82687
Fisher (spur)	155.2	32-N	82667
Wabaseka (spur)	251.6	25-S	82205
Rob Roy (spur)	260.2	37-S	82067
Riverside (spur)	261.8	21-N	82065

SPECIAL INSTRUCTIONS JONESBORO SUBDIVISION

F-1. CTC-ABS Between:

Jonesboro, MP 127, Pole 17 and Pine Bluff, MP 263, Pole 6.

F-2. ABS only, Between:

MP 123, Pole 29 and MP 127, Pole 17, (Jonesboro Yard.)

Trains moving on main track will be governed by signal indication and move at restricted speed without timetable or train order authority.

F-3. Rule 99 (k) in effect.

F-4. Yard limits established at the following stations:

Jonesboro — MP 123, Pole 29 to MP 127, Pole 17.
 Pine Bluff Yard — MP 263, Pole 6 to MP 268, Pole 25.

F-10. No train order signal maintained at Jonesboro, all departing trains will secure Clearance.

F-11. When Yellow Call-on signal, located at crossover to main track just south of Culberhouse Street Jonesboro, is illuminated it will authorize movement of southward trains from yard tracks north of Gee Street.

F-12. Northward trains moving through Brinkley siding must receive open the switch signal "S" to govern movement from Brinkley siding to main track and will be authority to proceed on main track to next signal except, will not apply to trains en-route RI moving via Memphis Jct.

F-13. Trains originating Brinkley will secure Clearance.

F-14. Brinkley is Register Station for trains originating only.

F-15. Flashing light train order signal located adjacent to connection track, Brinkley, MP 198, Pole 29, applies only to southward trains moving through BR Jct. en-route SSW.

F-16. Northward trains setting out and/or picking up from RI connection through North Brinkley siding must leave a hand operated switch to the siding open or have track of North Brinkley siding occupied while switching is being performed. This required in order to be able to receive a Lunar Signal for reverse movement through interlocking and onto train. Member of crew will request train dispatcher to clear signal and then operate hand-push-button, located on mast of Southward Absolute signal North Brinkley siding, holding down two seconds.

F-17. Normal position of switch breaking off Brinkley siding to connection with RI will be lined and locked for connection.

F-18. Dual control switch and signal protecting movement over switch at BR Jct. is in charge of Control Operator Brinkley.

F-19. A Calling-on Indicator Signal, Uniform Code Rule 231, is in service at MP 199, Pole 4, adjacent to Brinkley siding, and will be used for the following purpose:

If yellow light is displayed train will proceed to eastward signal at BR Jct.

If no light is displayed train must stop in clear of Ash Street unless authorized by Control Operator Brinkley to proceed.

F-20. When Westward Absolute signal at BR Jct. (RI.) displays Diversion Approach or when Control Operator at Brinkley authorizes movement in accordance with Rules 340, 350 and 375 it will authorize southward movement from BR Jct. to Connection Track and through Brinkley siding.

F-21. Control Operator Brinkley must receive authority from SSW Train Dispatcher before authorizing movement from BR Jct.

F-22. Clarendon Drawbridge Interlocking: Interlocking and Block Signal protection for Clarendon Drawbridge, and between MP 214, Pole 23 and MP 214, Pole 29.

When Absolute signal either side of draw span displays Stop Indication, train or engine must stop and not proceed until signal displays Proceed Indication, or definite understanding is reached with Drawbridge Tender that draw span is locked in proper position except, when no Drawbridge Tender on duty movement through draw span must be preceded by member of crew who will inspect bridge to ascertain if draw span is in proper position. After inspection is made, communicate with Train Dispatcher by telephone located on Drawbridge Tender's shanty at north end of bridge.

Assignment of Drawbridge Tenders is 6:30 AM to 10:30 PM daily except, an additional tender will be on duty 10:30 PM Thursday to 6:30 AM Friday.

F-23. Mechanical Crossing Protection-Stuttgart: When Absolute Signal governing movement on main track and yard track No. 8 over RI crossing at Stuttgart, MP 232, Pole 21, displays Stop Indication, all trains and engines must stop and comply with requirements of Uniform Code Rule 350.

When granted authority to proceed and should no train or engine be occupying the crossing and derails on conflicting route are in derailing position train or engine may proceed over crossing.

F-24. NON ELECTRICALLY LOCKED SWITCHES:
Rob Roy.....Gin Spur.....MP 260, Pole 0.

While performing switching at this location, the main track must be continuously occupied or main track switch left open. Trains or engines must not meet or pass at this location.

F-25. Arkansas River Bridge No. 261.25 Interlocking: Interlocking and Block signal protection for lift span and between MP 261, Pole 6 and MP 261, Pole 27.

Letter "Z" indicators are located near lift span sign on each side of lift span and will be illuminated by the operation of a key release.

When Northward Absolute Signal, MP 261, Pole 27, or Southward Absolute signal MP 261, Pole 6 displays Stop Indication, trains and engines will stop and comply with the requirements of Uniform Code Rule 350. When granted authority train or engine may proceed to Lift Span Sign where member of crew will insert switch key in release box and turn to illuminate letter "Z". When letter "Z" is illuminated train or engine may proceed. If letter "Z" does not illuminate, movement over lift span must be preceded by a member of crew who will make an inspection to ascertain that lift span is in proper position.

Letter "Z" will only remain illuminated for six minutes and if movement is not made within six minutes the "Z" will go out and it will be necessary to operate key release again.

F-26. Southward Absolute Signal MP 263, Pole 6, governs movement over remotely controlled switch at this location and only indicates track occupancy to the clearance point.

F-27. Pine Bluff Yd. When track indicator displays Numbers 47, 48 or 49 with letter "E", southward train will move through East Hump lead into track designated.

When track indicator displays Numbers 47, 48 or 49 without letter "E" southward train will move through North 49 lead into track designated.

F-28. When Northward trains are ready to leave Pine Bluff yard a member of crew will communicate with Yardmaster for route and authority to depart. When authority is received it will authorize movement to Northward Absolute Signal, MP 263, Pole 6 or to Northward Absolute Signal, MP 261, Pole 27.

F-29. Train order signals governing Northward trains departing Pine Bluff yard are located; one on right side of track immediately opposite Crest yard office for trains departing from East side of yard via East lead; the other just West of Crest yard office for trains departing from West side of yard.

F-30. Northward trains departing Pine Bluff yard will not require Clearance when train order signal displays Proceed Indication, except crews assigned to or ordered for trains, Little Rock Subdivision, will secure Clearance.

F-31. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Station	No.	Location
White River	Clarendon	214.76	MP 214.8
Arkansas River	Rob Roy	261.25	MP 261.3

F-32. A canopy and overhead walkway constructed over loading spout on side of Empire Rice Mill Building, Fair Oaks, will not clear man on side or top of car or engine.

8 STUTTGART SUBDIVISION

SOUTH-WARD SECOND CLASS	Capacity of Tracks In		Mile Post Location	TIMETABLE No. 1 Effective January 1, 1972		Station Numbers	NORTH-WARD THIRD CLASS
	Feet	Cars						463 Local
Daily Ex. Sunday	Sidings	Other		STATIONS			Daily Ex. Sunday
L 10. 15 AM	Yd.	Yd.	233.3	TO	STUTTGART.BK @YXO	82220	A 4. 40 PM
					0.3		
			M-233.6		C. R. I. & P. CROSSING @		
					11.2		
10. 55	1041		M-244.8		ALMYRA	82315	3. 59
					10.9		
11. 50	1732	170	M-255.7		DEWITT	82329	3. 05
					12.1		
A 12. 45 PM		118	M-267.8		GILLETT	82345	L 2. 05 PM
Daily Ex. Sunday					(34.5)		Daily Ex. Sunday
463							464

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS			
Name	Mile Post	Capy. & Direction of Entry into Spurs	Station Numbers
Ricusky	M-235.3	12	82312
Burks	M-252.4	10	82323
Chauey	M-253.6	8-S	82325
Indiana	M-259.3	16	82334

LITTLE ROCK SUBDIVISION

SOUTH-WARD SECOND CLASS	Capacity of Tracks In		Mile Post Location	TIMETABLE No. 1 Effective January 1, 1972		Station Numbers	NORTH-WARD THIRD CLASS
	Feet	Cars						567 Local
Daily Ex. Sunday	Sidings	Other		STATIONS			Daily Ex. Sunday
L 4. 25 PM			256.7		ENGLAND JCT		A 9. 55 PM
					0.9		
4. 30	1331	118	256.1		ALTHEIMER	82070	9. 50
					18.9		
5. 25	1415	Yd.	N-275.0	TO-@	ENGLAND	82121	9. 05
					22.8		
A 6. 25 PM			N-297.8	TO-@	N. LITTLE ROCK YD.	82150	L 7. 50 PM
					1.5		
			N-299.3		END OF TRACK		
Daily Ex. Sunday					(42.6)		Daily Ex. Sunday
567							568

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS			
Name	Mile Post	Capy. & Direction of Entry into Spurs	Station Numbers
Tucker	N-267.2	40	82114
Sherrill	N-263.7	6-S	82110
Arkallite	N-277.3	14	82125
Kernac	N-277.6	6-S	82123
Keo	N-279.6	21	82128
Scott	N-287.8	10-N	82136
Sherry	N-292.2	19-N	82142
Lynch	N-295.0	85-N	82146

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDING:

Name	Near Station	Location
RI	N. Little Rock	MP N-298.3
MoPac	N. Little Rock	MP N-298.8
Main St.	N. Little Rock	MP N-298.9

SPECIAL INSTRUCTIONS PINE BLUFF YARD

I-1. Yard limits are established at Pine Bluff — MP 263, Pole 6 to MP 268, Pole 25.

I-2. Train order signal Pine Bluff Shops will not apply to trains en-route Pine Bluff Arsenal.

I-3. Yard engines and trains to and from Arsenal may make movements via Third Avenue after securing authority from Train Dispatcher but must clear track promptly upon approach of a train from either direction.

SPECIAL INSTRUCTIONS STUTTGART SUBDIVISION

G-1. MAXIMUM SPEED 20 MPH
Except Between:
MP M-255, Pole 20 and MP M-255, Pole 26.....10 MPH

G-2. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK
Restricted Speed not exceeding MPH

Through sidings, yard and other tracks, wyes, turnouts and crossovers..... 15
Except. Through turnouts on other than sidings..... 10

G-3. Yard limits established at Stuttgart—Junction with Jonesboro Subdivision to MP M-235, Pole 25.

G-4. Rule 99 (d) in effect.

G-5. Crews assigned in road switcher service between Stuttgart and Gillett arriving DeWitt, Indiana or Gillett on No. 463's schedule may assume No. 464's schedule at DeWitt, Indiana or Gillett, retain train orders and leave without Clearance.

G-6. Rule 10 (g).—Temporary restricted speed signs will be displayed ONE-HALF mile from point of restriction.

SPECIAL INSTRUCTIONS LITTLE ROCK SUBDIVISION

H-1. MAXIMUM SPEED BETWEEN:
Altheimer and MP N-280 30 MPH
MP N-280 and MP N-295 40 MPH
MP N-295 and End of Track 10 MPH

H-2. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS
Restricted Speed not exceeding MPH

Through sidings, yard and other tracks, wyes, turnouts and crossovers..... 15
Except:

Through turnouts on other than sidings..... 10
Lynch Spur 10

Old Main Track North Little Rock (Rose City to end of track and all tracks breaking out of old main track)..... 10

H-3. Yard limits are established at the following stations:
N. Little Rock — MP N-264, Pole 20 to end of track.
Altheimer — Junction with Jonesboro Subdivision to MP N-257, Pole 6.

H-4. Rule 99 (d) in effect.

H-5. Rule 10 (g).—Temporary restricted speed signs will be displayed ONE-MILE from point of restriction.

H-6. The switch of tail of wye at Altheimer will be left lined in position last used.

H-7. At North Little Rock yard, schedule will be assumed by crew assigned to or ordered for train, which may leave without Clearance when train order signal displays Proceed Indication.

H-8. At England Jct., schedules will be assumed by crews assigned to or ordered for Trains Nos. 51 and 567, which may leave without Clearance.

H-9. North Little Rock: Instructions for operating derails and protective devices, governing SSW trains and engines where SSW Old Main Track crosses RI Main Track, are posted inside door of locked box, located in southeast angle of crossing intersection.

I-4. Southward Absolute Signal MP 263, Pole 6, governs movement over remotely controlled switch at this location and only indicates track occupancy to the clearance point.

I-5. Absolute Signal governing movement over remotely controlled switch, MP 267, Pole 18, Missouri Street, Pine Bluff yard, only indicates track occupancy to the clearance point.

I-6. Trains using switch at north end of No. 1 track, MP 263, Pole 6, will leave switch in position last used.

Normal position of switches to crossover No. 1-A, MP 264, Pole 0, is for main track and through movement No. 1 track.

Normal position of switches to crossover No. 2-A, MP 264, Pole 8½, is for main track and through movement No. 1 track.

Normal position of switches to crossover No. 3-A, MP 264, Pole 23, is for main track and through movement No. 1 track.

Normal position of switch leading from No. 1 track to No. 49 lead, near crossover No. 20, will be for through movement from No. 1 track to No. 49 lead.

Trains using switches to crossover No. 19 will leave switches lined in position last used except northward trains moving through No. 1 track must leave switches to crossover No. 19 lined for main track.

I-7. Switches near the middle of tracks 4, 5, 47, 48 and 49 are of the slip-switch design commonly referred to as puzzle switches, and are No. 6 turnouts. Due to degree of curvature of turnouts and insufficient drawbar travel to compensate for this curvature, two 85 ft. TOF or Transport Cars, coupled together, cannot be moved from parallel adjacent tracks through two of these switches. Train and yard crews handling two or more 85 ft. Transports coupled together will not use the above crossovers in making moves, entering or departing yard, or in making up trains.

GRAVITY YARD

I-8. FOLLOWING EQUIPMENT MUST NOT BE HUMPED:

Cars placarded "Explosive", "Poison Gas", "Cars containing livestock", "Passenger Cars", "Outfit Cars", "Scale Test Cars", "Work Equipment, such as pole drivers, locomotive cranes, power shovels, ditchers, spreaders and steam derricks."

I-9. DO NOT HUMP CUTS OF MORE THAN THREE CARS.

I-10. HUMPING SIGNALS:

Name and Aspect	Indication
A — Aspect Green	Proceed toward hump at restricted speed.
B — Aspect Yellow	Proceed at Humping Speed 2½ MPH
C — Aspect Red	STOP.
D — Aspect Flashing Red	Back up.

I-11. In humping operations, stop indications of fixed signals supersede hand signals or oral instructions to proceed or back up except, when signals fail, engine foreman must notify engineer that signals have failed and are out of service. Movement will then be governed by instructions of engine foreman.

I-12. Humping signals located to the right of east humping lead govern movements on east lead.

I-13. Humping signals located to the right of west humping lead govern movements on west lead.

I-14. Humping signals do not in any way affect train movements on adjacent tracks.

I-15. Humping signals do not indicate track occupancy and Uniform Code Rules 281 to 292 inclusive will not apply.

I-16. Retarders must be tested before humping starts. Retarder operator must keep humping signal lever in STOP position until retarders have been tested and ONE LONG BLAST OF AIR WHISTLE given to clear yard for humping.

I-17. Retarder operator will open retarders when engines are operated through them, or when cars are pulled or shoved northward through them.

I-18. When indicator on car retarder machine indicates low air pressure, movement must not be permitted through power switches of bowl tracks.

I-19. Except when authorized by yardmaster, car retarder operator must not leave control room until relief operator is in the tower.

I-20. Sand must not be used between crest of hump and south end of bowl tracks.

I-21. AIR WHISTLE SIGNALS:

- | | |
|-----------------------|--|
| 1 LONG BLAST | — Clear yard for humping. |
| 2 SHORT BLASTS | — All engines in humping yard STOP. |
| 3 SHORT BLASTS | — Call Signal Maintainer. |
| 1 SHORT, 1 LONG BLAST | — Trimmer engine move off switch circuit. |
| 1 LONG, 1 SHORT BLAST | — Green trimmer signal displayed for northward movement. |

I-22. TRIMMER SIGNALS

Aspect	Indication
Green	— Proceed with movement from bowl tracks northward over hump.
Red	— STOP.

Trimmer signals are located on south side of tower at crest and repeater signals are located west side of bowl tracks, adjacent to car retarder tower, and on east side of bowl tracks adjacent to north clearance point of the receiving and departure tracks on east side of yards.

TRIMMING OPERATIONS, SOUTH END OF BOWL TRACKS

I-23. Yard engines must not enter south end of bowl tracks without authority of the yardmaster.

I-24. Yardmaster will not authorize or instruct engine to enter bowl tracks until he has been informed by the car retarder operator that the tracks are locked out.

I-25. When car is rolling for track when request is received to lock track out move must not be made until car or cars stop rolling. Tracks must not be unlocked until authorized by yardmaster.

I-26. Yardmasters and retarder operators will maintain record of tracks locked out on form provided for that purpose.

I-27. Clearance shove indicators are located adjacent to tracks 4, 5, 47, 48, 49 and 50 and will govern shove movements on these tracks. Signals are located to the right of and adjacent to the tracks they govern. Uniform Code Rule 103 (a) (3) will not apply to tracks on which shove indicators are in use.

I-28. Clearance (shove) indicators displaying lunar aspect indicates north end of the track is unoccupied for a distance of 300 feet from the clearance point, and shove movement may be continued until light goes out, or indicator is dark. When light in indicator is extinguished, movement must be stopped and then pulled slowly in the opposite direction until the indicator is again illuminated.

I-29. Before cut of cars is shoved, it must be known that all cars are coupled.

I-30. When cars are shoved northward on bowl tracks 5 or 47, or when trains are made up in bowl tracks 5 or 47, switches at north end of bowl tracks must be lined for through movement.

I-31. When bowl tracks 5 and 47 are occupied by train, these tracks must be blocked off by retarder operator.

I-32. Appliances must be operated only by those charged with that duty. If any irregularity is detected, their use must be discontinued and signals displayed to give their most restrictive indication until repairs are made.

I-33. Before making repairs to power switches or retarders, personnel making repairs must notify car retarder operator and secure authority from yardmaster east end bowl. Maintainers and maintenance of way employes will not enter hump area with on-track equipment without notifying operator and yardmaster.

I-34. Dragging equipment detector is located 400 feet north of apex and when activated a STOP indication will automatically be displayed on wayside humping signals, and engine foreman will receive this information by indication on machine. All movements must be stopped until equipment has been checked and it is known that it is safe to proceed.

I-35. Derailment detectors are located on east and west hump leads from Gin crossing to three pole lengths north of pullback switch and when activated, hump signals will display STOP indication, a buzzer will sound and a light will be illuminated on box on upper left hand corner of humpmaster's console indicating track which activated alarm. When alarm is received movement must be stopped and inspection made for derailed wheel or dragging equipment. If no impairment found switching may be restored by humpmaster pushing button located below indicator light. This will stop buzzer and hump signals may be handled as desired. Indicator light will remain illuminated until derailment detector has been repaired by maintainer.

PINE BLUFF SUBDIVISION

SOUTH-WARD SECOND CLASS	Capacity of Tracks in		Mile Post Location	STATIONS	Station Numbers	NORTH-WARD SECOND CLASS
	Feet	Cars				
67 Local	Sidings	Other		TIMETABLE No. 1 Effective January 1, 1972		68 Local
Daily Ex. Sunday						Daily Ex. Sunday
				STATIONS		
			264.2	TO@PINE BLUFF YD..BK@YXO	82020	
			266.7	TO@.PINE BLUFF SHOPS..K@	82000	
			268.8	M. P. CROSSING.....Ⓐ		
			269.3	SOUTH PINE BLUFF.....	81565	
			280.4	RONE.....	81552	
			289.8	BISON.....	81541	
			297.1	SALINE.....	81533	
			307.2	C. R. I. & P. CROSSING.....Ⓐ		
			307.4	FORDYCE.....Ⓢ	81500	
			313.0	THORNTON.....	81465	
			321.2	BEARDEN.....	81454	
			324.9	GRAVEL PIT.....Y	81451	
			327.4	EAGLE MILLS.....	81447	
			336.7	NC JCT.....		
			337.6	CAMDEN.BK@OX.....	81400	A 11. 30 AM
			338.7	SC JCT.....		
			338.9	M. P. CROSSING.....Ⓐ		
			340.4	HERBERT.....	81383	
			348.9	BUENA VISTA.....	81371	
			357.9	STEPHENS.....	81362	
			368.1	MCNEIL.....Y	81340	
			373.3	WALDO.....	81334	
			376.8	LUMBER.....	81330	
			385.2	STAMPS.....	81310	
			385.2	L. & A. CROSSING.....Ⓐ		
			389.7	LEWISVILLE.....Ⓢ	81300	
			390.3	SHREVEPORT JCT.....Y		
			403.4	MCKINNEY.....	81117	
			416.3	GERTRUDE.....	81104	
			418.7	TOTEXARKANA YD.BK@OYX	81100	L 7. 00 AM
Daily Ex. Sunday				(154. 5)		Daily Ex. Sunday
67						68

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS			
Name	Mile Post	Capy. & Direction of Entry Into Spurs	Station Numbers
Kingsland.....(spur)	299. 8	25-N	81528.
Shumaker.....(spur)	328. 9	10-N	81430.
Apalco.....(spur)	382. 8	67-S	81325.
Spirit Lake.....(spur)	394. 4	13-S	81300.
Garland City.....(spur)	397. 6	21-N	81124.

SPECIAL INSTRUCTIONS—PINE BLUFF SUBDIVISION

J-1. CTC-ABS Between:
N. switch S. Pine Bluff siding, MP 268, Pole 25 and Gertrude, MP 416, Pole 10.
Two main tracks between NC Jct. and SC Jct. are designated "West Track" and "East Track" and both tracks signaled for movement in both directions.

J-2. ABS only, Between:
MP 416, Pole 10 (Gertrude) and MP 417, Pole 15 (Texarkana Yard.)
MP 419, Pole 10 and MP 419, Pole 31 (Texarkana Yard.)
Trains moving on main track will be governed by signal indication and move at Restricted Speed without timetable or train order authority.

J-3. Rule 99 (k) in effect.

J-4. Yard limits are established at the following stations:
Pine Bluff Yard—MP 263, Pole 6 to MP 268, Pole 25.
Texarkana Yard—MP 416, Pole 10 to MP 420, Pole 2.

J-5. **MAXIMUM SPEED**

Between:	Authorized Freight Trains MPH	Authorized Expedited Trains MPH
Pine Bluff and McNeil.....	65	70
McNeil and Texarkana (tangent track only).....	65	70
McNeil and Texarkana (on unprotected curves)....	65	65

Except: Between—

Mile Plus Post Poles	and	Mile Plus Post Poles	All Trains MPH
263	21	269	3..... 20
286	13	287	12..... 40
291	22	292	1..... 60
294	18	294	27..... 50
299	11	302	12..... 60
306	27	307	10..... 40
307	10	309	21..... 55
309	21	311	15..... 45
311	15	312	5..... 55
316	23	317	3..... 55
317	3	317	17..... 60
324	9	325	22..... 60
334	14	335	21..... 60
335	21	336	19..... 55
336	21	338	21 — East Track..... 30
336	19	338	21 — West Track..... 35
338	21	339	3..... 35
339	3	342	16..... 45
342	16	347	8..... 60
347	8	347	24..... 50
347	24	348	27..... 40
348	27	350	2..... 50
350	2	352	16..... 60
352	16	358	25..... 55
358	25	361	9..... 60
366	15	369	21..... 50
396	21	397	9..... 50
405	7	406	27..... 55
406	27	407	24..... 40
410	18	412	21..... 55
416	3	416	12..... 50
416	12	417	24..... 35
417	24	420	2..... 20
Red River (Draw Span) Bridge No. 397.06.....			50

J-6. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	Restricted Speed not exceeding MPH
Through turnouts and crossovers, remotely controlled.....	35
Except:	
South Pine Bluff—North switch of siding.....	15
Fordyce, East siding—North switch.....	15
Stephens—Both switches of siding.....	15
McNeil—Both switches of siding.....	15
Stamps—Both switches of siding.....	15
Lewisville—North switch of siding.....	15
Through controlled sidings (Pine Bluff to Texarkana).....	35
Except: South Pine Bluff.....	20
Stamps.....	25
Through other sidings, yard and other tracks, wyes, balloon tracks, and turnouts and crossovers, other than remotely controlled.....	15
Except:	
Through turnouts (not remotely controlled) on other than sidings.....	10
Through slip (puzzle) switches (including tangents).....	10
No. 1 track, Pine Bluff (Mo. Street to Crossover 19).....	20
Arsenal track (S. Pine Bluff to Arsenal).....	10
Connection Track Fordyce.....	10
Dowco Spur, Waldo.....	35
Apalco Spur.....	10

J-7. HOT BOX DETECTORS AND READ OUT PANELS LOCATED AT:

Mile Post	Plus Poles	Between	Direction of Movement	Read Out Panel Mile Post	Plus Pole
276	9	S. Pine Bluff and Rone	Northward	(See Note)*	
292	27	Rison and Saline	Southward	298	6
			Northward	287	25
315	6	Thornton and Bearden	Southward	(See Note)*	
			Northward	337	27
332	2	Eagle Mills and NC Jct.	Northward	327	7
			Southward	369	1
362	27	Stephens and McNeil	Northward	356	28
			Southward	386	10
381	3	Lumber and Stamps	Northward	376	3 1/2
			Southward	(See Note)*	
408	23	McKinney and Gertrude	Northward	403	17

Refer Rule 36 (4), pages 21 & 22 herein.

Note: Read out panel for detector MP 276, Pole 9 is located at mechanical facilities Pine Bluff and read out panel for detector MP 408, Pole 23 is located at mechanical facilities Texarkana. White light flashing indicates hot bearing. Train must stop and, if communications available crew will communicate with carman in charge of hot box recorder at the respective mechanical facility to determine location of hot bearing. If location cannot be determined, inspection must be made of all bearings both sides of train.

* Note: Equipped with monitor display board, refer Rule 36(4), page 22, herein.

J-8. WIDE LOAD DETECTORS LOCATED AT:

MP 334.3 and MP 338.8	Camden, Ouachita River Bridge, No. 336.52.
MP 395.0 and MP 399.3	Garland City, Red River Bridge No. 397.06.

Detector at MP 334.27 is equipped with letter "L" and "R" indicators, refer Rule 36(5), page 22 herein.

J-9. DRAGGING EQUIPMENT DETECTOR LOCATED AT:

MP 292.1	MP 295.0	MP 329.9	MP 334.3	MP 338.8
MP 360.7	MP 364.8	MP 378.9	MP 381.1	
MP 395.0	MP 399.3			

Refer Rule 36(5), Page 22 herein.

J-10 Camden: Wide Load Detector and Dragging Equipment Indicators located at MP 338, Pole 20; MP 338, Pole 0; MP 337, Pole 18; MP 337, Pole 4 and MP 336, Pole 18, will not stop operating until one of the push buttons, located on indicator poles, is operated.

J-11. Train order signal governing southward trains departing Pine Bluff yard, is located near southeast corner of Train Dispatcher's office, Pine Bluff Shops.

J-12. When southward trains are ready to leave Pine Bluff yard, a member of crew will communicate with Yardmaster for route and authority to depart. When authority received it will authorize movement to Southward Absolute signal, MP 267, Pole 18.

Departing trains must not foul lead or adjacent tracks until authorized by Yardmaster to depart.

J-13. Trains or engines entering SSW tracks Fordyce will not require Train Orders or Clearance.

J-14. Normal position of north switch to house track Fordyce is for house track and will be left lined for house track when not in use.

J-15. NON ELECTRICALLY LOCKED SWITCHES:

Shumaker	Spur	MP 329, Pole 0.
Spirit Lake	Moore Industries Inc.	MP 394, Pole 11.

While performing switching at these locations, the main track must be continuously occupied or main track switch left open. Trains or engines must not meet or pass at these locations.

J-16. Trains originating Camden will secure Clearance.

J-17. Camden is register station for RI trains and for trains originating and terminating only.

J-18. Camden: SSW engines are authorized to operate over the Texas Railway Equipment Company's tracks formerly referred to as Naval Ordinance Plan. Trains and engines must move at Restricted Speed not to exceed 20 MPH at any point. Movements through turnouts will not exceed a speed of 10 MPH.

Engines moving into or out of this area will approach road crossing near south leg of wye at Eagle Mill, MP 327, at Restricted Speed looking out for pulpwood trucks.

J-19. L&NW trains entering siding at McNeil will be governed by Uniform Code Rule 400 and other rules applicable.

J-20. Northward trains from Shreveport Subdivision will not require Clearance at Lewisville.

J-21. Southward Absolute Signal, MP 416, Pole 10 (Gertrude) governing movement through switch when entering "A" lead, Texarkana yard, only indicates track occupancy to clearance point.

J-22. Texarkana yard: Track previously designated as Gertrude siding is designed as "A" lead.

Track previously referred to as Old Passenger main track, is designated as main track.

Track previously referred to as Old Main track or Long One, is designated as Long One.

Main track switch north end of Long One, MP 417, Pole 26 may be left in position last used.

"A" lead switch, south end Texarkana yard, MP 419, Pole 1, may be left in position last used.

J-23. No train order signal maintained at Texarkana yard, all departing trains will secure Clearance.

J-24. When northward trains are ready to leave Texarkana yard a member of crew will communicate with Train Dispatcher for authority to depart.

J-25. Northward trains leaving Texarkana yard must proceed on main track unless authorized by Yardmaster to proceed through "A" lead.

J-26. Yard engines switching or occupying main track north of Southward signal No. 4171, MP 417, Pole 3, Texarkana yard, must secure authority from Train Dispatcher and clear time of such authority five minutes before the time for the arrival of train.

J-27. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Station	Location
Overpass	Kingsland	MP 300.3
SSW-RI Conn Track	Fordyce	MP 307.4
Overpass	Shumaker	MP 329.4
Overpass	Stephens	MP 358.1
Overpass	McNeil	MP 367.5
Elm St. Viaduct	Texarkana Yard	MP 418.9

TYLER SUBDIVISION

Capacity of Tracks in Feet		Mile Post Location	TIMETABLE No. 1		Station Numbers
Sidings	Other		SOUTH	NORTH	
Effective January 1, 1972					
			STATIONS		
Yd.	Yd.	418.7	ABS TO TEXARKANA YD. BK @ OYX	81100	
		419.1	T. & P. CROSSING @		
		419.2	K. C. S. CROSSING @		
4421		423.3	EYLAU	81057	
	20	431.8	REDWATER	Y 81049	
8056	39	437.2	MAUD	81043	
7927	14	452.0	DARDEN	81028	
7156	20	465.9	OMAHA	81014	
6927	Yd.	479.5	MT. PLEASANT BK @ XY	81000	
		479.6	DALLAS JCT.		
6709	14	490.0	NORTH PITTSBURG	80290	
		491.0	L. & A. CROSSING @		
	76	491.2	PITTSBURG	80270	
6718		501.8	SMITH	80255	
2095	83	510.1	GILMER @	80246	
6574		512.9	SUFFOLK	80243	
8745	101	525.1	T. & P. BIG SANDY CROSSING @	80220	
8620	214	536.8	OWENTOWN	80210	
Yd.	Yd.	546.2	ABS TO TYLER YD. BK @ OTYX	80140	

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS				
Name	Mile Post	Capy. & Direction of Entry into Spurs	Station Numbers	
Naples	461.5	31	81019	
Winona	(spur) 533.2	20-N	80215	

SPECIAL INSTRUCTIONS — TYLER SUBDIVISION

- K-1. CTC-ABS Between: Texarkana, MP 419, Pole 31 and Tyler MP 544, Pole 16.
- K-2. ABS only, Between: MP 416, Pole 10 (Gertrude) and MP 417, Pole 15 (Texarkana Yard). MP 419, Pole 10 and MP 419, Pole 31 (Texarkana Yard). MP 544, Pole 16 and MP 545, Pole 6 (Tyler Yard). Trains moving on main track will be governed by signal indication and move at restricted speed without timetable or train order authority.
- K-3. Rule 99 (k) in effect.
- K-4. Yard limits are established at the following stations: Texarkana Yard — MP 416, Pole 10, to MP 419, Pole 31. Tyler — MP 544, Pole 15 to MP 548, Pole 20.
- K-5. MAXIMUM SPEED

Between		Freight Trains	Authorized Expedited Trains
		MPH	MPH
Texarkana and Mt. Pleasant		65	70
Mt. Pleasant and Tyler (tangent track only)		65	70
Mt. Pleasant and Tyler (on unprotected curves)		65	65

Except: Between				
Mile Post	Plus Poles	Mile Post	Plus Poles	All Trains MPH
417	24	420	2	20
438	28	439	6	60
461	3	461	9	60
465	28	466	4	55
472	6	472	19	60
475	5	476	22	60
476	22	479	0	45
479	0	480	1	40
480	1	482	6	55
488	4	488	24	60

(Tyler Subdivision Continued on Page 13)

LUFKIN SUBDIVISION

SOUTHWARD		Capacity of Tracks in Feet		Mile Post Location	TIMETABLE No. 1		Station Numbers	NORTHWARD	
SECOND CLASS	451 Local	Sidings	Other		Effective January 1, 1972	STATIONS		SECOND CLASS	452 Local
Mon. Wed. Fri.								Tue. Thur. Sat.	
L 11.50 AM	Yd.	Yd.		546.2	ABS TO TYLER YD. BK @ OTYX	80140	A 5.55 PM		
				546.5	M. P. CROSSING @				
L 11.58 AM				E-548.6	LUFKIN JCT.	80138	A 5.48 PM		
12.58 PM	2710			E-572.9	POMONA	78634	4.50		
				E-576.6	M. P. CROSSING @				
2.45	2596	40		E-576.6	JACKSONVILLE @	78550	4.40		
				E-590.1	T. S. E. CROSSING @				
3.35	1021	78		E-592.1	RUSK	78390	3.05		
4.03		33		E-604.2	ALTO	78384	2.27		
5.15				E-634.2	KELTYS	78350	1.15		
				E-636.0	S. P. CROSSING G				
A 5.20 PM	Yd.	Yd.		E-636.1	TO LUFKIN BK @ OX	78200	L 1.00 PM		
				E-637.1	END OF TRACK				
Mon. Wed. Fri.					(90.9)			Tue. Thur. Sat.	
451								452	

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS				
Name	Mile Post	Capy. & Direction of Entry into Spurs	Station Numbers	
Gresham	(spur) E-556.0	8-N	78653	
Flint	(spur) E-558.3	6-N	78648	
Bulard	(spur) E-563.4	6-N	78643	
Dialville	E-584.7	26	78397	
Wells	(spur) E-619.3	10-N	78375	

SPECIAL INSTRUCTIONS LUFKIN SUBDIVISION

- L-1. MAXIMUM SPEED 25 MPH Restricted Speed not exceeding MPH
- L-2. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS
 - Through sidings, yard and other tracks, wyes turnouts and crossovers..... 15
 - Except:
 - Through turnouts on other than sidings..... 10
 - Except through Lufkin Jct. switch..... 15
 - Around curve Int. Furn. Co. spur, MP E-575.47..... 5
- L-3. Yard limits established at the following stations: Lufkin Jct. — Junction with Corsicana Subdivision to MP E-553. Jacksonville — MP E-574, Pole 7 to MP E-578, Pole 3. Lufkin — MP E-634, Pole 13 to End of track.
- L-4. Rule 99 (d) in effect.
- L-5. Rule 10 (g). — Temporary restricted speed signs will be displayed ONE-HALF mile from point of restriction.
- L-6. Restrictions covered by first paragraph Air Brake Rule 33 applies to ruling grade as follows:

Northward		Southward	
Lufkin to Gresham	MPH	Gresham to Lufkin	MPH
MP E-636.1	E-556.0.....20	MP E-566.0	E-636.1.....20
- L-7. Jacksonville: Kickapoo, Canada and Tena Streets are not protected by light flasher signals. Trains and Engines must approach these crossings at Low Speed and must stop before reaching crossing if it is apparent that by not doing so there is a likelihood of striking a highway vehicle. Switch movements over these crossings must be protected by a member of crew at the crossing and movements made only on his signal.
- L-8. Lufkin: SSW trains and engines (including those of the TSE), using SP tracks must do so WITH CAUTION, and before fouling SP main track must provide proper protection against movements on SP tracks.
- L-9. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDING: SP Overhead Bridge, near Jacksonville, MP 3-578.3.

Mile Post	Plus Poles and	Mile Post	Plus Poles	All Trains MPH
488	24	489	9	40
489	9	490	28	45
490	28	491	21	35 Engine only
495	7	496	8	50
500	11	501	0	50
501	0	501	20	60
504	4	504	29	60
504	29	505	6	50
507	17	509	12	45
509	12	510	24	35
510	24	511	20	55
522	6	523	28	60
523	28	525	1	50
525	1	525	17	40
535	27	537	12	60
537	12	537	23	50
537	23	538	23	60
542	9	544	29	60
544	29	548	19	25

K-6. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	Restricted speed not exceeding MPH
Through turnouts and crossovers, remotely controlled	35
Except:	
Eylau — Both switches of siding	15
Big Sandy — North switch of siding	15
Mt. Pleasant — South switch of siding	15
Lufkin Jct. — Lufkin Jct. switch	15
Through controlled sidings (Texarkana to Tyler)	35
Except:	
Maud, Omaha and Mt. Pleasant	10
Through other sidings, yard and other tracks, wyes, baloon tracks, and turnouts and crossovers, other than remotely controlled	15
Except: Through turnouts (not remotely controlled) on other than sidings	10
Through slip (puzzle) switches including tangents	10
North and South leg wye Redwater	10

K-7. HOT BOX DETECTORS AND READ OUT PANELS LOCATED AT:

Mile Post	Plus Poles	Between	Direction of Movement	Read out panel Mile Post	Plus Poles
431	27	Redwater and Maud	Southward	437	20
			Northward	See Note #	
456	13	Darden and Omaha	Southward	461	24
			Northward	451	8
485	10	Mt. Pleasant and N. Pittsburg	Southward	489	24
			Northward	479	24
505	5	Smith and Gilmer	Southward	509	16
			Northward	500	20
533	17	Big Sandy and Owentown	Southward	537	5
			Northward	529	1

Refer Rule 36 (4), pages 21 & 22 herein.

Note: Read out panel for northward trains, detector 431, pole 27, is located at mechanical facilities Texarkana. White flashing light indicates hot bearing. Train must stop and, if communications available, crew will communicate with carman in charge of hot box detector at Texarkana to determine location of hot bearing. If location cannot be determined, inspection must be made of all bearings both sides of train.

K-8. DRAGGING EQUIPMENT DETECTORS LOCATED AT:
 MP 434.5 MP 454.3 MP 458.5 MP 487.7 MP 487.3
 MP 503.3 MP 507.6

Refer Rule 36 (5), page 22 herein.

K-9. No train order signal maintained at Texarkana yard or Tyler yard. All departing trains will secure Clearance.

K-10. Texarkana Yard: "A" lead switch, south end Texarkana yard, MP 419, Pole 1, may be left in position last used.

K-11. When southward trains are ready to leave Texarkana yard, a member of crew will communicate with Train Dispatcher for authority to depart.

K-12. Texarkana Yard: Automatic Block signals govern movements through SSW connection crossover, leading from SSW Union Station lead, to and from TP Passenger main track. Hand throw

switches to this crossing will be lined and locked for movement to and from SSW Union Station lead and TP Passenger main track. Hand throw switches to this crossing will be lined and locked for movement to and from SSW Union Station lead and TP Passenger main track.

K-13. Texarkana: A one-unit, two indication (Red and Lunar) high signal located at clearance point of Freight House lead switch, governs movements from Freight House lead track to union Station lead track.

K-14. Rules in the Uniform Code of Operating Rules, current Special Instructions and General Orders govern movement of trains and engines over tracks at Red River Ordinance Depot and Lone Star Defense Corporation between Redwater and Defense, unless in conflict with instructions or regulations issued by Government Authorities. Trains and engines will move at Restricted Speed not exceeding 20 MPH.

K-15. Tracks serving Red River Arsenal are protected by a gate located about one mile north of SSW main track and equipped with a private lock. Movement through this gate is made by calling Guard House, telephone No. 32-7122, extension 2911, from Texarkana.

K-16. Movements within Red River Arsenal area between 8:00 A.M. and 5:00 P.M. are made only upon the authority of Arsenal Yardmaster who can be contacted inside the Arsenal area on Arsenal telephone No. 2391.

K-17. Trains originating Mt. Pleasant must secure Clearance.

K-18. Mt. Pleasant is register station for trains originating and terminating and for trains of the Commerce Subdivision only.

Through trains departing Mt. Pleasant on the Commerce Subdivision will register by ticket.

K-19. Mt. Pleasant siding is not bonded and signal governing movement into siding in either direction only indicates track occupancy to clearance point.

K-20. To minimize fire hazards, engineers of trains and engines approaching and passing over trestle 507.21, located between Gilmer and Smith, must handle trains in such manner as not to require application of brakes, other than dynamic brakes, while passing over this structure.

K-21. Big Sandy: To make movement from TP transfer to main track, request Train Dispatcher to clear signal and then to actuate signal, member of crew will operate push button located on side of signal. After signal clears, if movement is not made within three minutes, signal returns to stop and it will be necessary to operate push button again.

K-22. Tyler Yard: North and south lead switches at each end Tyler train yard will be left lined in position last used.

K-23. Yard engines may use main track between north switch, Tyler yard and Absolute signal, MP 544, Pole 16, when making up or breaking up trains, when signal 5452, MP 545, Pole 6, indicates yellow. Before switching industry tracks between north switch Tyler yard and Absolute signal, MP 544, Pole 16, yard engines must secure authority from Train Dispatcher and clear the time of such authority five minutes before trains are due to arrive.

K-24. Yard engines switching or entering main track between MP 546, Pole 27, Tyler yard and Southward Absolute signal MP 548, Pole 20, Lufkin Jct., must secure authority from Train Dispatcher and clear time of such authority five minutes before trains are due to arrive.

K-25. NON ELECTRICALLY LOCKED SWITCHES:

Naples	MP 460, Pole 25
Mt. Pleasant	MP 481, Pole 18
Pittsburg	Cotton Oil Mill track
Pittsburg	L&A Transfer track
Gilmer	MP 511, Pole 9
Gilmer	Spur track MP 511, Pole 21
Big Sandy — House track	MP 524, Pole 27
Tyler — Western Foundry	MP 543, Pole 28

While performing switching at these locations, the main track must be occupied or main track switch must be left open. Trains or engines must not meet or pass at these locations.

K-26. Location of Overhead and Side Structures not standard clearance on Main tracks and sidings.

Name	Near Station	Location
Elm St. Viaduct	Tyler Yard	MP 418.9
Overpass	Owentown	MP 537.4
Wilke Overpass	Tyler	MP 544.5

CORSICANA SUBDIVISION

Capacity of Tracks in		Mile Post Location		STATIONS		Station Numbers
Feet	Cars	Sidings	Other	SOUTH	NORTH	
				TIMETABLE No. 1 Effective January 1, 1972		
				SOUTH		
				NORTH		
				STATIONS		
				TO	TYLER YD. BK @ OTYX	80140
					0.3	
					M. P. CROSSING @	
					2.1	
					LUFKIN JCT	80138
					9.9	
					CHANDLER	80128
					16.7	
					MURCHISON	80110
					8.2	
					S. P. CROSSING @	
					0.4	
					ATHENS @	80080
					0.7	
					SOUTH ATHENS	80067
					3.4	
					DAUPHIN	80064
					5.8	
					MALAKOFF	80058
					5.0	
					TRINIDAD	80053
					8.5	
					KERENS	80044
					12.8	
					HILL YD.	80035
					1.0	
					B. R. I. CROSSING @	
					0.3	
					S. P. CROSSING @	
					0.0	
				TO	CORSICANA BK @ Y	71330

(75.1)

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

Name	Mile Post	Copy. & Direction of Entry into Spurs	Station Numbers
Brownboro	566.8	21	80122
NiPak	601.1	60	80050

SPECIAL INSTRUCTIONS CORSICANA SUBDIVISION

M-1. CTC-ABS Between:
Tyler, MP 548, Pole 20 and Hill Yard, MP 618, Pole 29.

M-2. ABS only Between:
MP 544, Pole 16 and MP 545, Pole 6 (Tyler Yard).
MP 546, Pole 27 and MP 548, Pole 20 (Tyler Yard).
MP 618, Pole 29 and MP 620, Pole 16 (Hill Yard).

Trains moving on main track will be governed by signal indication and move at restricted speed without timetable or train order authority.

M-3. Rule 99 (k) in effect.

M-4. Yard limits established at the following stations:
Tyler—MP 544, Pole 15 to MP 548, Pole 20
Hill Yard Corsicana—MP 618, Pole 29 to MP 623, Pole 25.

M-5. MAXIMUM SPEED
Freight Trains _____ 65 MPH
Authorized Expedited Trains _____ 70 MPH

Except: Between

Mile Post	Plus Poles	Mile Post	Plus Poles	All Trains MPH
544	29	548	19	25
548	19	551	16	50
551	16	552	7	40
563	4	563	6	60
573	0	573	27	50
576	23	580	9	60
583	14	584	2	40 engine only
584	2	585	9	60
588	24	589	5	60
591	28	592	3	60
595	8	600	23	60
616	1	616	15	60
616	15	618	29	65
618	29	621	28	30

M-6. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

Through turnouts and crossovers, remotely controlled	35
Through controlled sidings (Tyler to Corsicana)	35

Restricted speed not exceeding

MPH

Through other sidings, yard and other tracks, wyes, and turnouts and crossovers, other than remotely controlled..... 15
 Except:
 Siding Hill Yard..... 10
 Through turnouts (not remotely controlled) on other than sidings..... 10

M-7. HOT BOX DETECTORS AND READ OUT PANELS LOCATED AT:

Mile Post	Plus Poles	Between	Direction of Movement	Read out panel Mile Post	Plus Poles
553	20	Lufkin Jct. and Chandler	Southward	558	17
			Northward	549	23
579	13	Murchison and Athens	Southward	583	13
			Northward	574	26
615	12	Kerens and Hill Yard	Southward	620	14
			Northward	611	2

Refer Rule 36 (4), pages 21 & 22 herein.

M-8. DRAGGING EQUIPMENT DETECTORS LOCATED AT:
 MP 556.0 MP 577.3 MP 581.6 MP 617.6
 Refer Rule 36 (5), page 22 herein.

M-9. Tyler Yard: North and South lead switches at each end Tyler train yard will be left lined in position last used.

M-10. No train order signal maintained at Tyler yard or SSW-BRI Tower Corsicana. Departing trains will secure Clearance.

M-11. When Southward trains are ready to leave Tyler yard, a member of crew will communicate with Train Dispatcher for authority to depart.

M-12. Southward Absolute Signal South switch Hill yard, MP 620, Pole 14, is controlled by Operator at SSW-BRI interlocking station and will only protect movement from South switch Hill yard to Northward Signal, MP 620, Pole 16.

When such signal displays Stop Indication, Southward trains or engines will stop and call for signal by horn signal 14 (j). If signal does not change to proceed in a reasonable time, a member of crew will communicate with Train Dispatcher.

M-13. Southward Low Signal, South switch Hill yard, governs movement out of yard tracks Nos. 1 or 2. Switches must be lined to receive proceed indication.

M-14. Corsicana: North switch to Shed track will be left lined for Shed track.

M-15. Corsicana: There are two gates on South side of Paymaster Cotton Oil Mill track and one gate over tracks serving their plant on North side equipped with gate latching devices and switch locks. Trainmen will see that these gates are properly lined and secured before shoving cars in on these tracks and also see that gates are closed and locked when work is completed. Overhead clearance at Oil Mill is 15 ft. 9 in.

Certain class engines cannot be used for switching under the shed at Paymaster Cotton Oil Company. Engines must be stopped and inspection made to see that engine clears.

M-16. Corsicana: Spring switch at connection track (Shed track) at SP siding is not equipped with facing point lock. Normal position of switch is for SP siding. Switch can be trailed through in movement from Shed track to SP siding.

M-17. NON ELECTRICALLY LOCKED SWITCHES.

Athens	Cannery Track	MP 583, Pole 20
Athens	House Track	MP 583, Pole 29
Athens	Hawn Lumber Company	MP 584, Pole 8
Dauphin	Redman Industries	MP 587, Pole 14

While performing switching at these locations, the main track must be occupied or main track switch must be left open. Trains or engines must not meet or pass at these locations.

M-18. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Sta.	No.	Location
Overhead Viaduct			MP 554.1
Overhead Viaduct	Chandler		MP 559.2
Overhead Viaduct	South Athens		MP 585.3
Trinity River Bridge	Trinidad	599.48	MP 599.5

WACO SUBDIVISION

15

SOUTHWARD SECOND CLASS	Capacity of Tracks in		Mile Post Location	STATIONS	Station Numbers	NORTHWARD SECOND CLASS
	Feet	Cars				
156 Local	Sidings	Other				156 Local
Daily						Daily
L 10.00 PM	Yd.	Yd.	621.3	TO.....CORNICANA.....BK@Y	71330	A 8.45 PM
			674.1	.....M. P. CROSSING.....@		
A 11.45 PM	Yd.	Yd.	675.0	TO.....EAST WACO. BK@OTX	71455	L 7.00 PM
Daily				(59.7)		Daily
156						156

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS			
Name	Mile Post	Copy. & Direction of Entry into Spurs	Station Numbers
Hubbard	648.2	35	71425
Trading House Creek	668.0		71453

SPECIAL INSTRUCTIONS WACO SUBDIVISION

N-1. Maximum Speed 30 MPH
 Except: Between—
 MP 637, Pole 0 and MP 639, Pole 15 20 MPH
 MP 673, Pole 15 and MP 675, Pole 0 10 MPH

N-2. Speed Restrictions for Other Than Main Track
 Restricted Speed not exceeding MPH
 Through yard, wyes and other tracks 15
 Except:
 Through turnouts and crossovers 10
 North and South leg of Wye Corsicana 10
 Tradinghouse Creek spur, MP 668 5

N-3. Rule 99 (d) in effect.
 N-4. Rule 10 (g).—Temporary restricted speed signs will be displayed ONE-HALF MILE from point of restriction.
 N-5. Yard limits established at following stations:
 Hill Yard Corsicana—MP 618, Pole 29 to MP 623, Pole 25.
 E. Waco & Waco—MP 673, Pole 15 to MP 684, Pole 5.
 N-6. Corsicana: North switch to shed track, will be left lined for shed track.
 N-7. E. Waco: South lead switch may be left lined in position last used.

GATESVILLE SUBDIVISION

SOUTHWARD SECOND CLASS	Capacity of Tracks in		Mile Post Location	STATIONS	Station Numbers	NORTHWARD THIRD CLASS
	Feet	Cars					616 Local
616 Local	Sidings	Other				616 Local
Daily Ex. Sunday						Daily Ex. Sunday
L 7.00 AM	Yd.	Yd.	675.0	TO.....EAST WACO. BK@OTX	71455	A 1.10 PM
			675.2	.....St. L. S. W. NORTH JCT.....		
			675.9	.....St. L. S. W. SOUTH JCT.....		
			676.2	.....M. K. T. CROSSING.....@		
7.35	1355		684.9	.....RITCHIE.....	71715	12.20
8.45	1227	44	685.8	.....ATCO.....	71720	12.15 PM
			696.1	.....G. C. & S.F. CROSSING.....@		
9.25	Yd.	Yd.	696.1	.....MCGREGOR.....Y	71730	11.50
9.45			704.2	.....LIME CITY.....	71752	11.29
10.10			715.6	.....NORTH FORT HOOD.....Y	71755	11.05
A 10.30 AM	Yd.	Yd.	722.8	.....GATESVILLE.....	71760	L 10.45 AM
			724.0	.....END OF TRACK.....		
Daily Ex. Sunday				(49.0)		Daily Ex. Sunday
616						616

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS			
Name	Mile Post	Copy. & Direction of Entry into Spurs	Station Numbers
Oglesby	702.3	S-N	71750

SPECIAL INSTRUCTIONS GATEVILLE SUBDIVISION

O-1. Maximum Speed Between:
 MP 675, Pole 0 and MP 679, Pole 0 10 MPH
 MP 679, Pole 0 and MP 724, Pole 0 20 MPH
 Except:
 LOW SPEED between MP 685, Pole 20 and MP 685, Pole 25, looking out for falling rock.

O-2. Speed Restrictions for Other Than Main Track
 Restricted Speed Not exceeding MPH
 Through sidings, yard and other tracks, wyes, turnouts and crossovers 10
 Except:
 Blue Bonnet industrial area near MP 698 5
 Over MKT compress track crossing Waco 5

O-3. Rule 99 (d) in effect.
 O-4. Rule 10 (g).—Temporary restricted speed signs will be displayed ONE-HALF mile from point of restriction.
 O-5. Yard limits established at the following stations:
 E. Waco & Waco—MP 673, Pole 15 to MP 684, Pole 5.
 Mc Gregor—MP 695, Pole 13 to MP 699, Pole 0.
 O-6. E. Waco: South lead switch may be left lined in position last used.
 O-7. Waco: Trains and engines making through moves will use the siding from Fourth Street to Crossover at Eighth Street, thence main track to South Switch near Twelfth Street. Switch targets and switch lights will indicate Green for this movement and switches will be lined for this route.
 O-8. SSW trains and engines will operate over MKT between St.LSW North Jct. and St.LSW South Jct., will be governed by Uniform Form Code Rule 93 and other rules applicable, and will proceed without timetable or train order authority, and without superiority of trains moving at Restricted Speed but not exceeding 20 MPH. (A MKT general order board is located in SSW yard office East Waco.)
 O-9. Waco: Due to density of vehicular traffic on 26th Street, all trains and engines will approach this crossing at LOW SPEED and be able to stop before reaching such crossing if it is apparent that by not doing so there is a likelihood of striking a highway vehicle. Switching movements over this crossing must be protected by a member of the crew on the ground at the crossing and each movement made only on his signal. This crossing is equipped with Automatic Flasher Signals.
 O-10. Trains and engines moving over Government Tracks at Cantonment will proceed at Restricted Speed and be governed by rules and regulations of the Uniform Code of Operating Rules and current Special Instructions, unless in conflict with instructions or regulations issued by Government authority.
 O-11. Crews assigned in road switcher service between East Waco and Gatesville arriving Atco, McGregor, Lime City, North Fort Hood or Gatesville on No. 615's schedule may assume schedule of Train No. 616 at Atco, McGregor, Lime City, North Fort Hood or Gatesville, retain trains orders and leave without Clearance.
 O-12. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Sta.	No.	Location
Brazos River	Waco	676.42	MP 676.4
Overhead Viaduct	Ritchie		MP 685.1
Harris Creek	South Bosque	690.04	MP 690.0
1st Leon River	Bridge	707.52	MP 707.5
2nd Leon River	Bridge	712.24	MP 712.2

COMMERCE SUBDIVISION

SOUTHWARD				Capacity Of Tracks In		Mile Post Location	STATIONS	Station Numbers	NORTHWARD				
SECOND CLASS				Feet	Cars				SECOND CLASS				
	343 Freight	17 Freight		Sidings	Other				18 Freight	318 Freight			
	Daily	Daily											
	L 11.00AM	L 5.00AM				479.5	TO	81000	A 2.25AM	A 3.25AM			
	11.01	5.01			Yd.	C-480.3	0.8 DALLAS JOT		2.24	3.24			
	11.05	5.05	5711			C-481.3	1.0 REFINERY SIDING		2.20	3.20			
	11.15	5.15	2384		8	C-488.5	7.2 WINFIELD	73960	2.10	3.10			
	11.25	5.25			44	C-495.3	6.8 MT. VERNON	73950	1.57	2.57			
	11.53	5.53	4487		147	C-517.8	22.5 TO @ SULPHUR SPRINGS	73930	1.28	2.28			
	12.06PM	6.06	4097			C-527.9	10.1 RIDGEWAY	73910	1.15	2.15			
	A 12.20PM	A 6.20AM	Yd.	Yd.		C-537.0	9.1 TO COMMERCE BK@OX	73860	L 1.00AM	L 2.00AM			
	Daily	Daily					(57.5)		Daily	Daily			
	343	17							18	318			

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

FT. WORTH SUBDIVISION

SOUTHWARD				Capacity Of Tracks In		Mile Post Location	STATIONS	Station Numbers	NORTHWARD			
THIRD CLASS		SECOND CLASS		Feet	Cars				SECOND CLASS		THIRD CLASS	
23 Local		343 Freight	17 Freight	Sidings	Other				18 Freight	318 Freight		24 Local
Daily Ex. Sunday		Daily	Daily						Daily	Daily		Daily Ex. Sunday
		L 12.25PM	L 9.00PM	Yd.	Yd.	C-537.0	TO DALLAS	72710				
		12.48	9.23	1580	Yd.	C-551.3	14.3 TO COMMERCE BK@OX	73860	A 11.32PM	A 11.47PM		
						C-551.6	0.3 GREENVILLE	73840	11.14	11.29		
						C-553.2	0.3 L & A CROSSING					
						C-559.7	1.6 M. K. T. CROSSING					
		1.04	9.39	5031		C-559.7	6.5 CLINTON	73830	11.03	11.18		
		1.30	10.05	5045	6	C-579.8	20.1 WYLIE	73810	10.38	10.53		
L 2.10PM		A 1.50PM	10.25 ¹⁹	6579	53	C-589.5	9.7 TO @ PLANO	73400	10.25 ¹⁷	L 10.40PM		A 11.15AM
						C-589.6	0.1 S. P. CROSSING					
	2.40		10.38	1142	45	C-598.3	8.7 TO @ ADDISON	73185	10.02			10.45
	3.10		10.53	1603	180	C-603.2	4.9 TO @ CARROLLTON	73150	9.47			10.28
						C-603.2	0.0 M.K.T.-S.L.S.F. CROSSING					
			11.25	1533	58	C-613.4	10.2 TO @ GRAPEVINE	73135	9.16			9.55
						C-627.7	14.3 T. & P. CROSSING					
A 4.25PM		A 12.15AM				C-630.2	2.5 TO HODGE BK@OYX	73110	L 8.25PM			L 9.00AM
						C-632.1	1.9 F. W. D. CROSSING					
						C-632.2	0.1 C. R. I. & P. CROSSING					
				Yd.	Yd.	C-632.2	0.0 TOWER					
						C-632.2	0.0 F. W. B. CROSSING					
						C-632.3	0.1 G. C. & S. P. CROSSING					
						C-634.8	2.5 5th STREET STATION	72400				
							(Fort Worth)					
Daily Ex. Sunday		Daily	Daily				(97.8)		Daily	Daily		Daily Ex. Sunday
23		343	17						18	318		24

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS

Name	Mile Post	Capy. & Direction of Entry into Spurs	Station Numbers
Fergus	C-553.0	42	73835
Nevada	C-569.0	10-S	73820
Murphy	C-584.2	8	73805
Dallas P. & L.	C-607.9	80-N	73145
Smithfield	C-622.3	13-S	73130

RULE 5: Time of No. 343 applies at South switch of siding Plano.

Trains required to operate into and out of Dallas will operate via S.P. Co. tracks between Dallas and Plano.

P-1. MAXIMUM SPEED 49 MPH
 Except Between:
 MP C-495, Pole 7 and MP C-495, Pole 23..... 20 MPH
 MP C-497, Pole 0 and MP C-533, Pole 0 40 MPH
 MP C-536, Pole 33 and MP C-537, Pole 5 15 MPH

P-2. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS MPH
 Through sidings, yard and other tracks, wyes, turnouts and crossovers 15
 Except: Through turnouts on other than sidings..... 10

P-3. HOT BOX DETECTOR WITH MONITOR DISPLAY BOARD LOCATED:
 MP C-504, Pole 25, Between Mt. Vernon and Sulphur Springs. Refer Rule 36 (4), page 22 herein.

P-4. DRAGGING EQUIPMENT DETECTOR LOCATED:
 MP C-504, Pole 25, Between Mt. Vernon and Sulphur Springs. Refer Rule 36 (5), page 22 herein.

P-5. YARD LIMITS established at the following stations:
 Mt. Pleasant — Junction with Tyler Subdivision, MP C-480, Pole 9 to MP C-482, Pole 0.
 Commerce —MP C-534, Pole 30 to MP C-537, Pole 24.

P-6. Mt. Pleasant is register station for trains originating and terminating, and for trains of the Commerce Subdivision.

P-7. Through trains departing Mt. Pleasant on the Commerce Subdivision will register by ticket.

P-8. Inside crossover switch, MP C-481, must be left lined for Refinery siding.
 Normal position of north and south switch, coal track No. 2 is for Refinery siding.
 North switch to Refinery siding is located at MP C-480, Pole 13.

P-9. Commerce: Southward through trains will use main track to yard their trains unless otherwise instructed.

P-10. SSW-L&A Crossing, Compress spur, Sulphur Springs, not gated, Rule 98 and other rules applicable will govern.

SPECIAL INSTRUCTIONS—FT. WORTH SUBDIVISION

SPECIAL INSTRUCTIONS FT. WORTH SUBDIVISION

Q-1. MAXIMUM SPEED BETWEEN:
 Commerce and Addison, MP 598, Pole 28..... 49 MPH
 Addison, MP 598, Pole 28 and Hodge..... 20 MPH
 Except: Between—
 MP C-536, Pole 33 and MP C-537, Pole 5..... 15 MPH
 MP C-543, Pole 20 and MP C-549, Pole 15..... 30 MPH
 MP C-551, Pole 22 L & A Crossing
 Engine Only 10 MPH
 MP C-566, Pole 0 and MP C-571, Pole 0..... 30 MPH
 MP C-575, Pole 18 and MP C-575, Pole 28..... 40 MPH
 MP C-598, Pole 16 and MP C-598, Pole 28..... 15 MPH

Q-2. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK MPH
 Through sidings, yard and other tracks, wyes, turnouts and crossovers..... 15
 Except: Through turnouts on other than sidings..... 10

Q-3. HOT BOX DETECTORS WITH MONITOR DISPLAY BOARD LOCATED:
 MP C-544, Pole 31, Between Commerce and Greenville.
 MP C-572, Pole 24, Between Clinton and Wylie.
 Refer Rule 36 (4), page 22 herein.

Q-4. DRAGGING EQUIPMENT DETECTORS LOCATED:
 MP C-544, Pole 31, Between Commerce and Greenville.
 MP C-572, Pole 24, Between Clinton and Wylie.
 Refer Rule 36 (5), page 22 herein.

Q-5. YARD LIMITS established at the following stations:
 Commerce —MP C-534, Pole 30 to MP C-537, Pole 24
 Greenville —MP C-550, Pole 19 to MP C-552, Pole 9
 Plano —MP C-588, Pole 0 to MP C-590, Pole 10
 Addison & Carrollton —MP C-597, Pole 22 to MP C-604, Pole 0
 Hodge & Ft. Worth —MP C-627, Pole 5 to End of track.

Q-6. Greenville: L&A crossing MP C-551.62 is a gated crossing and gate may be left in position last used. Trains and engines must approach this crossing at Restricted Speed, and if gate is lined against conflicting route, and way is clear, may proceed over crossing without stopping, not exceeding 10 MPH (engine only).

Q-7. Fergus: When switching over SSW-MKT crossing Fergus and Southward Absolute Signal governing movement over MKT crossing displays Stop Indication, a member of crew will operate push button, located on North side underneath instrument case and hold depressed for 2 seconds.

Q-8. Switch leading from siding Plano to SP Connection track must be lined and locked for connection track when not in use.

Q-9. Plano: A push button is located on Southward Absolute Signal mast at Interlocking Plano. When Southward and Northward trains meet at Plano and the Southward approach circuit is occupied before the train met has cleared this circuit, it will be necessary to operate this push button and hold depressed for 2 seconds.
 If signal fails to clear after pushing button at the above locations, Rule 344 and other rules applicable will govern.

Q-10. 10(g). Between Addison and Hodge Temporary Restricted Speed signs will be displayed ONE-HALF mile from point of restriction.

Q-11. Carrollton: Northward Approach Signal No. 6036, located MP C-603, Pole 21, will indicate Green and Lunar. This Signal will not indicate track occupancy.

Q-12. Dal-Nor: Two industry tracks within the metropolitan industrial area. Inwood road crosses both of these tracks at grade. From sunset to sunrise and during inclement weather, when making movements over Inwood Road, stop must be made short of crossing and a member of crew must protect the crossing from a point on the ground at the crossing and movement over crossing must be made only on his signal.
 Do not exceed speed of 10 MPH over the crossing.

Q-13. North Ft. Worth: Hobbs Manufacturing Company located on Houston Street, North Ft. Worth, has installed removable I-beams over track which are to be removed except when crane is in operation. All yardmen and enginemen should watch for this overhead obstruction when switching this track as I-beam might be left in place.

Q-14. Movements over Southward FWD main track between Rio, MP C-632.76, and Fifth Street Station, MP C-634.84, and over Northward FWD main track between Fifth Street Station and Rio, are governed by Automatic Block Signals and Rules in FWD timetable.
 When an engine leaves Fifth Street Station for Northward movement through crossovers and onto Northward FWD main track, engine must stop in clear of signal governing movement from SSW connection and remain in clear until all switches have been lined for movement to Northward main track.
 Should no Southward train or engine be approaching Fifth Street Freight House connection switch, then employe will line South switch of crossover between Southward main track and middle track, complying with Uniform Code Rule 104 (15), and remain in charge of switches until five minutes after South crossover switch has been lined for contemplated movement.
 Should a Southward train or engine approach block signal just South of Belknap Street overpass, during this five minute interval, SSW yardman will protect these switches until approaching Southward train or engine stops at block signal, and if necessary to avert accident, the two switches will be restored promptly to normal position.
 After the five minute interval has elapsed, following opening of South switch of crossover as described, then SSW employe will proceed to North switch of crossover between middle track and Northward main track, and line such switch for proposed movement of SSW engine, after which hand or lamp signal will be given to such engine for contemplated movement.
 After movement of train or engine has been completed through the crossovers, all switches will be restored to normal position.

Q-15. North Ft. Worth: Yard engines moving South approaching Deen Road Crossing will not exceed speed of fifteen (15) MPH until engine has occupied crossing.

Q-16. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Sta.	No.	Location
MKT Overpass	Greenville		MP C-522.2
Rowlett Creek	Murphy	C-585.62	MP C-585.6
White Rock Creek	Addison	C-597.23	MP C-597.2
Elm Fork	Carrollton	C-605.05	MP C-605.1

SHREVEPORT SUBDIVISION

SOUTHWARD					Capacity Of Tracks In		Mile Post Location	STATIONS	Station Numbers	NORTHWARD					
THIRD CLASS	SECOND CLASS			Feet	Cars	Sidings				Other	130 Freight	SECOND CLASS		THIRD CLASS	
255 Local	131 Freight	125 Freight	143 Freight									144 Freight	126 Freight		254 Local
Daily Ex. Sunday	Daily	Daily	Daily							Daily	Daily	Daily	Daily Ex. Sunday		
L 4.25PM	L 8.15PM	L 2.00PM	L 10.15AM	Yd.	Yd.		K-389.7	TO.....LEWISVILLE.....Ⓢ	81300	A 7.20AM	A 1.50PM	A 8.05PM	A 10.10AM		
L 4.30PM	L 8.20PM	L 2.05PM	L 10.20AM				K-390.3	.....SHREVEPORT JCT.....Y		A 7.15AM	A 1.45PM	A 8.00PM	A 10.05AM	
5.05	8.38	2.23	10.38	8870	24		K-408.5	.....BRADLEY.....	81293	6.55	1.25	7.40	9.30	
5.35	8.52	2.37	10.52	1846	29		K-422.2	TO-Ⓢ.....PLAIN DEALING.....	81281	6.40	1.10	7.25	9.00		
5.55	9.02	2.47	11.02	6791	8		K-431.8	.....ALDEN BRIDGE.....	81275	6.30	1.00	7.15	8.40	
6.30	9.20	3.05	11.20				K-448.6	.....BOSSIER.....	81258	6.10	12.40	6.55	8.10	
							K-449.1	.....L. & A. JCT.....						
							K-449.4	.....I. C. CROSSING.....Ⓢ						
							K-449.9	.....L. & A. CROSSING.....Ⓢ						
				Yd.	Yd.		K-450.2	.....LOUISIANA JCT.....						
A 6.40PM	A 9.30PM	A 3.15PM	A 11.30AM				K-450.7	.....RED JCT.....		L 6.00AM	L 12.30PM	L 6.45PM	L 8.00AM	
							K-451.7	TO.....SHREVEPORT YD.....BKⓈTOX	78900						
Daily Ex. Sunday	Daily	Daily	Daily					(62.0)		Daily	Daily	Daily	Daily Ex. Sunday		
255	131	125	143							130	144	126	254		

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS

Name	Mile Post	Copy. & Direction of Entry into Spurs	Station Numbers
Canfield.....(spur).....	K-402.5	18-S	81298
Bolinger.....(spur).....	K-419.3	4-S	81284
Benton.....(spur).....	K-437.0	14-S	81269
Barso.....	K-433.8	73	81272
Cart.....(spur).....	K-446.1	6-S	81264

SPECIAL INSTRUCTIONS SHREVEPORT SUBDIVISION

R-1. ABS—MP K-448, Pole 29 (L&A Jct.) and MP K-450, Pole 21 (Shreveport Yard).

Trains and engines will be governed by signal indication and move at restricted speed without timetable or train order authority and without superiority of trains.

R-2. MAXIMUM SPEED49 MPH

Except Between:
 MP K-396, Pole 0 and MP K-418, Pole 14.....40 MPH
 MP K-423, Pole and MP K-426, Pole 5.....35 MPH

R-3. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK
 Restricted Speed not exceeding MPH

Through sidings, yard and other tracks, wyes turnouts and crossovers.....15

Except:
 Through siding, Alden Bridge.....10
 Through turnouts outs on other than sidings.....10

R-4. Yard limits are established at the following stations:
 Shreveport Jct., Junction with Pine Bluff Subdivision to MP K-391, Pole 12.
 Shreveport Yard—MP K-446, Pole 8 to K-450, Pole 21.

R-5. When fulfilling Train Orders at Shreveport Jct., Southward trains must not pass crossover at South end of Lewisville siding until Train Orders have been fulfilled, superseded or annulled.

R-6. A CALLING-ON INDICATOR SIGNAL, shown under Uniform Code 231, controlled by train dispatcher, in service just South of North switch of Wye at Shreveport Jct., and will be used for the following purpose:

If yellow light is displayed, trains will proceed, complying with Rule R-7 below.

If no light is displayed, trains must stop and communicate with Train Dispatcher for instructions.

R-7. Shreveport Subdivision trains arriving Lewisville will proceed through siding, unless otherwise instructed.

R-8. L&A Jct.: When either Southward Absolute Signal displays Stop Indication, approaching train or engine must stop. If signal does not change to proceed indication and no train or engine is seen or heard approaching, train or yard man must examine spring switch and protect ahead to Southward Absolute Signal, North of IC crossing, after which train or engine will proceed as per signal indications.

Trains and engines must not exceed 15 MPH through switch at L&A Jct.

R-9. Louisiana Jct: Should Southward Absolute Signal on L&A main track display Stop Indication, train or engine must stop. If signal does not change to Proceed Indication and no train or engine is seen or heard approaching, train or yard man must examine spring switch and protect ahead to north end of Red River Bridge, after which train or engine may proceed through Louisiana Jct., not exceeding 15 MPH through spring switch.

R-10. Red Jct., MP K-450, Pole 21 is the end of main track Shreveport Subdivision.

R-11. Red Jct: Should Northward absolute signal display Stop Indication train or engine must stop. If signal does not change to Proceed Indication and no train or engine is seen or heard approaching, train or yard man must examine spring switches and then be governed by Uniform Code Rule 350 (3).

R-12. Mechanical Crossing Protection: When Absolute Signal governing movement over L&A crossing at Bossier, MP K-449.93, displays Stop Indication, trains and engines must stop and comply with requirements of Uniform Code Rule 350.

Trainman will go to the crossing, and should no train or engine be occupying the crossing, trainman will first protect properly against train or engine, when conditions require, and then give proceed hand or lamp signal from a position on the crossing. By night, and when conditions require by day, a burning red fusee will be displayed on both sides of crossing on the track of conflicting route before trainman gives proceed signal to his train.

R-13. Roundhouse track breaking out North end Ardis track Shreveport yard must be left lined for Ardis track.

R-14. Automatic crossing signals work in conjunction with traffic lights for vehicular traffic at Jordan and McNeil Streets, and Louisiana Avenue, Shreveport.

Indicator lights will display green signal when traffic lights for vehicular traffic are displayed red. If green indicator is not displayed, all movements over these crossings must be made under flag protection.

It must be known that traffic lights and crossing signals are operating and the crossing clear of vehicular traffic before reverse movement is made. Signals may be re-activated by occupying restart circuit 30 feet each side of crossing.

R-15. HOT BOX DETECTORS AND REAL OUT PANELS LOCATED AT:

Mile Post	Plus Poles	Between	Direction of Movement	Read Out Panel of Mile Post	Plus Pole
K-414	2	Bradley and Plain Dealing	Southward	K-418	2
			Northward	K-408	22
K-445	0	Bossier and Alden Bridge	Southward	(See Note)	

Refer Rule 36 (4), pages 21 & 22 herein.

Note: White light flashing indicates hot bearing. Train must stop and, if communications available, crew will communicate with carman in charge of hot box recorder at Shreveport mechanical facility to determine location of hot bearing. If location cannot be determined, inspection must be made of all bearings, both sides of train.

R-16. Northward Absolute Signal, located at clearance point North end No. 21 track, Shreveport yard, will govern movement out of track No. 21. To actuate Signal member of crew will operate push button located on West side of signal.

R-17. Northward L&A trains and/or engines using L&A inbound track for movement onto SSW main track will actuate signal by member of crew operating push button, located on West side of the Low Signal governing movement from this track.

R-18. Bossier City: Trains and engines do not exceed 15 MPH over street and highway crossings Bossier City except do not exceed 5 MPH over Minden Highway crossing Old Main Track, Shed Road crossing Old Main Track and Barksdale Boulevard crossing Grease Plant Spur.

R-19. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Sta.	No.	Location
Red River	Shreveport	K-450.34	MP K-450.3
Spring St. Viaduct	Shreveport		
Market St. Viaduct—Span A	Shreveport		
Market St. Viaduct—Span B	Shreveport		

R-20. Between SP yard limit sign, MP 225.84 and SP Jct., West Shreveport, trains and engines will be governed by SP current Timetable, Special Instructions, and Rules and Regulations of the Transportation Department.

rent Timetable, Special Instructions, and Rules and Regulations of the Transportation Department.

R-21. Between SP Jct., West Shreveport and Spring Street Jct., SP and SSW trains and engines operate over IC main tracks and will be governed by IC Timetable, Special Instructions and Operating Rules.

Trains and engines approaching IC main track from SSW at Spring Street Junction must stop and will not foul IC main track until a member of the crew, after observing that the way is clear, gives proceed signal from the switch.

Trains encountering Red Signal protecting facing point spring switches must stop and examine switch before proceeding.

Attention is called to stop signs at East end of double track and Spring Street Junction in Market Street yards, Shreveport. Trains and engines must come to a stop before passing these signs. Being preceded by a flagman will not be considered as complying with these stop signs and stop must be made in every case.

IC spring switches in service at the following locations at Shreveport:

SPRING STREET JUNCTION: (Intersection of SSW yard lead with IC main track.) Normal position of switch for straight-way movement of IC main track.

EAST END OF DOUBLE TRACK: Normal position of switch for Westward main track.


SWITCH IN THE EASTWARD MAIN TRACK OF CROSS-OVER BETWEEN WESTWARD AND EASTWARD MAIN TRACKS NEAR JORDAN STREET:

Normal position of this switch is straight-way movement on Eastward main track.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS


1. FIXED SIGNALS

The following signals will appear where conditions require their use. Signals will appear when —




1-A. Indication. Regulate speed and be prepared to comply with Rules. Name — Yard Limit Sign.

Beginning of limit of yard. See "Yard Limits" herein, also Uniform Code Rules 93, 93(a) and D-93.



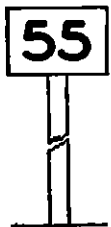
1-B. Indication. Regulate speed and be governed by Rules. Name — Railroad Crossing One Mile Sign.

Point one mile from non - interlocked railroad crossing at grade designated on time-table. See Uniform Code Rule 98.




1-C. Indication. Stop when required by Rules. Name — Stop Sign.

Necessary for trains to stop. See Rule 98. In the Uniform Code of Operating Rules.




1-D. Indication. Reduce to speed shown on sign. Name — Permanent Speed Restriction Sign.

Speed signs that prescribe reduction in speed will be located two miles from initial point of restriction. Where used to authorize increase in speed will be located at point where higher speed commences. Speed may be increased as soon as rear of train has passed speed sign. Speed shown on sign is maximum speed for all trains except where higher speed authorized expedited trains are authorized 70 MPH they may operate at 70 MPH where speed signs indicate 65 MPH.




1-E. Indication. Stop unless derail is known to be set for traffic.

Hand throw derail not equipped with switch stand or target indications is located in track. See Uniform Code Rule 104 (8).



1-F. Indication. Sound whistle and ring bell for highway crossing at grade. Name — Road Crossing Sign.

Point one-fourth mile from highway crossing. See Uniform Code Rules 14, 14(a) and 80. When sign is used to protect more than one crossing, numeral will be attached to stand designating number of crossings protected, whistle signal 14 (L) applies at each crossing.



1-G. Indication. Whistle for Station. Name — Station Whistling Sign.

Point one mile before outside switch of station is reached.

2. FOREIGN LINE EMPLOYEES OPERATING OVER SSW TRACKS WILL BE GOVERNED BY RULES AND INSTRUCTIONS OF THIS COMPANY. SSW EMPLOYEES OPERATING OVER FOREIGN LINES WILL BE GOVERNED BY THE RULES AND INSTRUCTIONS OF THAT LINE.
3. Movement by Block Signals does not affect the initial and terminal stations of schedule.
4. Transportation employes will comply with instructions of Road Foremen of Engines in connection with train and engine movements.
5. Employes receiving advice by General Order or by notice on general order board or on Clearances, as to the "Rule for Today," must read and familiarize themselves with such rule each day, either when starting to work or immediately thereafter.
6. Between Illmo and Corsicana "BSM-X" and "CB-X", when so designated by Clearance will observe Maximum Speed for Authorized Expedited Trains.
7. The use of rear view mirrors on diesel engines to observe hand signals, indication of fixed signals or to maintain a look-out ahead when operating control compartment is on trailing end of a diesel engine, is prohibited.
8. At many stations and within yards, there are various buildings, structures, pipes, gates and other facilities, located adjacent to industrial and other tracks, which will not clear man on top of or side of car or engine. Employes should observe signs located at or near switch or clearance point of track, calling attention to these impaired clearances. It is the duty of each employe to familiarize himself with the location of all of these obstructions, and exercise necessary precaution to prevent personal injury to himself or to his fellow employes.
9. Track Scales: Engines must not be permitted to go on live rails, and cars will not be shoved or pulled over live rails at speed exceeding 4 miles per hour.
10. Where car capacity of tracks other than sidings is shown, it is figured on the basis of 50 feet per car.
11. Make up of Freight Trains: Outfit cars will be handled in train as directed by Chief Dispatcher. Messenger diesel engines with motors running and mechanically cooled refrigerator cars with motors running should be trained other than immediately ahead of caboose when practical to do so.

12. Employees whose duties are in any way connected with the transportation of Explosives or Other Dangerous Articles must provide themselves with and observe ALL Regulations of the Interstate Commerce Commission covered by I.C.C. B.E. Pamphlets 20-F or 20-G.

13. Cars with gross weight in excess of that shown below must not be handled between stations listed unless authorized by Superintendent.

BETWEEN	MAXIMUM LOAD LIMIT
North Jct., and Ilmo, Mo. (SI&MB)	315,000
Ilmo, Mo. and Corsicana, Tex.	315,000
Corsicana, Tex. and Waco, Tex.	263,000
Waco, Tex. and Atco, Tex.	263,000
Atco, Tex. and Gatesville, Tex.	242,000
Briark, Ark. and Brinkley, Ark.	263,000
Lewisville, Ark. and Shreveport, La.	315,000
Tyler, Tex. and Lufkin, Tex.	263,000
Malden, Mo. and New Madrid, Mo.	315,000
Lilbourn, Mo. and Wyatt, Mo.	242,000
Malden, Mo. and Trumann, Ark.	242,000
Deering, Mo. and Caruthersville, Mo.	242,000
Paragould, Ark. and Blytheville, Ark.	242,000
Stuttgart, Ark. and Gillett, Ark.	242,000
Pine Bluff, Ark. and North Little Rock, Ark.	263,000
Mt. Pleasant, Tex. and Fort Worth, Tex.	263,000
Commerce, Tex. and Paris, Tex.	261,000
N. Ft. Hood, Tex. and Ft. Hood, Tex.	242,000

Gross weight of 315,000 pounds applies to uniformly loaded four axle cars with minimum axle spacing of 6 feet 0 inches and minimum distance 37 feet 0 inches center to center of trucks; also, wheels 38 inches or more in diameter.

Gross weight of 263,000 pounds or less applies to uniformly loaded four axle cars having trucks spaced 23 feet 0 inches or more center to center.

14. MAXIMUM SPEED (MPH):	Authorized	
	Expedited Trains	Freight Trains
Over railroad crossings at grade, not protected by interlocking, after stopping at non-gated crossings, or receiving hand proceed signal at gated crossings	20	20
Between Absolute Signals protecting railroad crossings at grade, protected by interlocking, with inoperative Approach Signals*	20	20

*An inoperative Approach Signal is not connected with track circuit, nor with the Absolute Signal, and displays continuously "proceed, immediately reducing to 40 MPH, or slower if necessary, prepared to stop before leading wheels pass the next signal."

Other maximum speeds appear on schedule page of timetable.

15. Maximum speeds appearing on schedule page of timetable are subject to further restrictions applicable to engines in train as shown in ENGINE RESTRICTIONS as shown in item 16 below, SPEED RESTRICTIONS FOR ENGINES as shown in item 17 below and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT as shown in item 19 below. Speed must be further reduced as prescribed by speed signs except, where AUTHORIZED EXPEDITED TRAINS are authorized 70 MPH, THEY MAY OPERATE 70 MPH where speed signs indicate 65 MPH (see item 1-D Page 19 herein.)

16. ENGINE RESTRICTIONS:

Engines 5300 to 5325, 6900 to 6928, 7100 to 7128, 7800 to 7814, 7900 to 7965, 9900 to 9902, 9950 to 9952, cannot be operated between:

Wyatt and Lilbourn	Malden and Trumann
Deering and Caruthersville	Paragould and Blytheville
Stuttgart and Gillett	Alzheimer and North Little Rock
Sulphur Springs and Hodge	Lufkin Jct. and Lufkin
Corsicana and Waco	Waco and Gatesville

(b). Light engines may be operated at Freight Train Speed not exceeding 65 MPH, except that single or multiple F or car-body type Diesel engines, constructed for forward movement in one direction only, when running light backing up must not exceed 20 MPH by day and 15 MPH by night. Uniform Code Rule 103 must be observed in such cases.

(c). Rules and instructions governing operation of Diesel engines through water, parking Diesels in freezing weather, and parking Diesels unattended or near wooden structures, as published in Mechanical Department General Orders and Circulars and Diesel Operating Manuals must be complied with.

(d). These instructions are not applicable to Diesel engines in tow, moving on revenue billing; speed restrictions, if any, prescribed on waybill covering such engines will govern.

17. SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in SPEED RESTRICTIONS on schedule pages of timetable.

Nominal classifications are descriptive of the engines as follows:

1st letter..... Builder: A—Alco; B—BLH; E—EMD; F—Fairbanks-Morse; G—G.E.; K—Krauss-Maffei.

2nd letter..... Type of service: F—Freight, P—Passenger, S—Switcher.

1st number..... Number of axles.

2nd and 3rd numbers..... Horsepower (100).

Last letter..... Style of unit: A—Car body type with control cab. B—No control cab. No letter indicates road switcher type.

MAXIMUM SPEED FOR ENGINES

Nominal Class	Maximum Speed Except (#)	Nominal Class	Maximum Speed Except (#)	Nominal Class	Maximum Speed Except (#)
AF420	70	EF425C	70	FP624	70
AF624	70	EF430C	70	AS407	60
AF624C	75	EF618	70	AS409	60
AF628	70	EF618E	70	AS410	60
AF630	70	EF623	70	AS415	65
AF640	70	EF625	70	AS418	70
EF415A	70	EF630	70	AS618	70
EF415B	70	EF636	70	BS410	60
EF415C	70	EF636C	70	BS412	60
EF415AC	70	EF642	70	ES406	45
EF415BC	70	EF850B	70	ES408	65
EF418	70	GF425	70	ES408B	65
EF418A	70	GF428	70	ES409	65
EF418B	70	GF628	70	ES410	60
EF418C	70	GF630	70	ES412	65
EF418E	70	GF633	70	ES415	65
EF420	70	GF850	70	ES415C	65
EF420C	75	EP415A	79	ES615	55
EF420C	70	EP415B	79	ES615	70
EF423	70	EP415AC	70	FS412	60
EF423C	70	EP418	70	GS407	55
EF425	70	EP636	70	RDC	70
Any Locomotive Not Listed					35

*When operated in multiple unit control, on head end of train or running light and engineer is in other than the leading control cab in direction of movement, speed must not exceed 30 MPH.

"A" type units (indicated by letter "A" following classification numerals) operating in reverse as lead unit in direction of movement must not exceed 30 MPH.

Foreign line's engine operating over SSW trackage will not exceed maximum speed prescribed in above table for engines of the same type.

18. DIESEL ENGINES RUNNING LIGHT, BACKING UP, IN TOW, ETC. IN ROAD MOVEMENT:

(a) When necessary to handle Diesel engines dead or in tow Chief Dispatcher will be furnished written instructions by proper mechanical representative, who will also advise appropriate transportation representative of conditions, speed and other restrictions governing such movement.

19. FOLLOWING INSTRUCTIONS WILL GOVERN IN HANDLING WORK EQUIPMENT, RELIEF CRANES, DERRICKS, PILE-DRIVERS, ETC.

(a) Trains handling work equipment, relief cranes, derricks, pile-drivers, etc., on their own wheels, must not exceed 24 MPH except as follows:

(b). MAXIMUM SPEED FOR LOCOMOTIVE CHANES SP MW 5852, SP MW 5899, SSW 96403 and SSW 96404:

BETWEEN	MPH	MPH	MPH
	With Boom Disconnected Light End Forward	With Boom Disconnected Heavy End Forward	In Place Either End Forward
Ilmo and Corsicana	20*	45*	25*
Lewisville and Shreveport	20*	45*	25*
Mt. Pleasant and Plano	20*	25*	25*
Other Main Tracks	20*	20*	20*

*On curves where authorized speed is more than 15 MPH, speed must be reduced to 5 MPH less than shown on speed signs.

Locomotive Crane Pile Drivers SP MW 5852, SP MW 5899, SSW 96403 and SSW 96404 are to be handled in trains as locomotive cranes except they must always move with boom disconnected.

Unless specifically authorized by Superintendent, SP MW 5852, SP MW 5899 and SSW 96404 must not operate over lines having maximum load limit of less than 263,000 lbs., and must observe all restrictions applying to cars weighing more than 210,000 lbs.

(c). The Maximum speed (MPH), with no variations, is authorized for trains handling Relief Cranes 96005 and 96006 on territories listed below.

TERRITORY

Between	Crane 96005	Crane 96006 MPH
Illmo and Corsicana.....	40	45
Corsicana and Waco.....	25	25
Waco and Gatesville.....	20	20
Mt. Pleasant and Addison.....	35	35
Addison and Hodge.....	20	20
Lewisville and Shreveport.....	40	45
Malden and Wyatt.....	25	25
Lilbourn and New Madrid.....	20	20
Malden and Hornersville.....	20	20
Hornersville and Trumann.....	25	25
Deering and Caruthersville.....	20	20
Paragould and MP P-123.....	25	25
MP P-123 and MP P-132.....	20	20
MP 132 and Blytheville.....	25	25
Stuttgart and Gillett.....	20	20
Alzheimer and MP N-295.....	30	30
MP N-295 and North Little Rock Yard.....	10	10
Tyler and Lufkin.....	25	25
Over Bridges 15.64, 17.32, 26.43, 38.13 and 43.43.....	10	10
Over Bridge W-74.99.....	10	10
Over Bridges W-129.56 and W-130.23 with empty ahead and an empty behind crane.....	10	10
Over Bridge E-623.51.....	20	20
Over Bridge 690.14 and Hood Govt. Bridge MP 716-Leon River.....	10	10

Boom of Relief Cranes 96005 and 96006 must be in a trailing position from terminal and/or intermediate point unless specifically authorized by Chief Dispatcher to move with boom in forward position.

Trains handling Relief Cranes 96005 and 96006 with boom in forward position must not exceed speed of 20 MPH.

Where speeds on any subdivision or part thereof are lower than the above, the lower speed will govern.

(d) Scale Test Car must be handled next to Caboose, must not exceed 30 MPH.

(Note: Where speed of freight trains is restricted to 25 MPH or less, the speed will be restricted to 5 MPH less than such maximum speed.)

20. UNIFORM CODE OF OPERATING RULES — ADDITIONS, MODIFICATIONS AND REVISIONS.

GENERAL RULE S. In case of grade crossing accident it is permissible for crew members, on request of law enforcement officers, to furnish their names, occupations and addresses; identification of the train, direction and approximate speed of the train; confirmation that the whistle, bell and headlight or headlights were operating; and direction of the vehicle. Signed statements are not to be given. Should police officers desire any additional information they should be courteously referred to Claims Department representatives.

RULE 2, Fourth Paragraph—Standard Time Circular No. 5, dated Pine Bluff, Arkansas, January 1, 1967, will govern.

RULE 10 (g). On subdivisions authorized by Special Instructions yellow signals will be displayed one-half mile from point of restrictions and when a torpedo is exploded in the vicinity of a yellow signal train will proceed expecting to find an unattended red flag or red light displayed one-half mile beyond torpedo and yellow signal. Resume speed sign will be located at the end of the restriction. (See schedule pages of Timetable.)

Rule 10 (h). Permanent speed restriction signs. Speed signs that prescribe reduction in speed will be located two miles from initial point of restriction.

Where resume speed signs are not used to authorize an increase in speed, limit or restriction will be shown in special instructions or General Order, and the prescribed speed must be maintained until entire train has passed limits of restriction.

RULE 11. The following is added to first paragraph Rule 11: **WITHIN ABS TERRITORY** a train or engine finding a fusee burning on or near its track may proceed without stopping, but must not exceed Low Speed for one-half mile from point where fusee is displayed.

RULE 11 (a). Torpedo Signals.—Following is added as fourth paragraph rule 11(a):

When torpedoes are exploded in the vicinity of a yellow signal displayed in accordance with Rule 10 (g), train or engine must proceed expecting to find an unattended red flag or red light displayed two miles beyond torpedoes and yellow flag. Resume speed sign will be displayed at the end of the restriction.

RULE 26. East St. Louis and Pine Bluff Gravity Yard: Blue signs reading, "Men at Work" permanently installed on base of indicator lights at each end of car repair facility Tracks 1, 2, and 3. When indicator lights display blue aspect, protection will be afforded as required by Rule 26. When indicator lights display yellow aspect, blue sign reading "Men at Work" will not apply to these tracks.

Absence of blue and yellow aspect in these indicators must be regarded as the most restrictive indications that can be given by that indicator and blue sign respected in accordance with Rule 26.

RULE 26. The following is added to Rule 26:

When more than one class of employe is engaged in the work, a disk with the name of each employe or each class must be attached to the blue sign. A disk may be removed only by the employe attaching it or by an authorized employe. Signs or lights must not be removed by any person other than employe who placed it, or by an authorized employe, and not until all disks, if any applied, have been removed.

RULE 26-A. Added to Uniform Code of Operating Rules.

Only on certain tracks designated by Special Notice, a sign reading "EMPLOYEES WORKING" (white lettering on red background) must be placed on car, track, or between rails of track, in approach to cars which are being loaded, or unloaded, and when sign is displayed cars must not be coupled to, nor other cars placed so as to obstruct view of the sign. White light must be attached to sign by night.

Signs will be placed and removed only by authorized employes. Sign must be displayed to protect employes loading, unloading or working in or about cars, and must not be removed until it is known that employes and others are clear, and that aprons have been removed, and trucks and other vehicles are clear.

When a sign reading "STOP—TANK CAR CONNECTED" (white lettering on blue background) is displayed on a track or car, the car or cars must not be coupled to, nor moved, until it is known that connections have been detached.

When a sign reading "SERVICE CONNECTIONS" (black lettering on white background) is displayed on a car or engine, the car or engine must not be coupled to, nor moved, until it is known that connections have been detached.

Any cars not to be removed must be returned to location at which found.

Rule 34 and 34 (a). Revised as follows:

In addition to observing other requirements of Rules 34 and 34 (a), the following instructions must be observed:

On freight trains powered by Diesel engines brakeman must not be absent from the control cab when the train is proceeding on main track between stations.

Rule 36 (4) HOT BOX DETECTORS. — When hot box detector is actuated, following information must be reported at next open telegraph office, in message form addressed jointly to Superintendent, Chief Dispatcher and Signal Supervisor, Pine Bluff:

1. Date and time actuated, and MP location.
2. Train identification.
3. Car number and location in train.
4. Journal location (1, 2, 3 or 4 from trailing end of car in direction of movement, type bearing and which side of train.)
5. Disposition of car. (If set out, state where, if inspection shows that it was not necessary to set out even though journal was warm enough to activate the detector, advise what corrective action was taken to permit movement of car.)
6. Report all cases where train passes detector without an indication having been displayed but developing a hot box between detector and a point 20 miles beyond detector.

When hot box detector is activated, member of crew must make a physical count of axles from rear of train to axle indicated by digital readout and when hot bearing is not located then all journals of car indicated by detector as well as five cars on either side of the car involved must be inspected.

When indication of hot bearing is shown at more than one hot box detector system indicating the same car or cars, and hot bearing is not located, car or cars will be set out after receiving second indication.

Connecting crews, if any, must be notified by incoming crew of failure to locate hot bearing if indication received on any hot box detector and car is not set out.

A white light displayed on track side of detector instrument house indicates system is operative.

When white light is not displayed, it indicates system is not operating properly, in which case Train Dispatcher must be notified from first point of communication.

Where bridges, trestles, etc., are not provided with walkways, train may be moved slowly ahead a sufficient distance to permit inspection of hot bearing.

Rule 36 (4). LETTER TYPE INDICATORS:

Letter indicators "H" and "W" are used in connection with Hot Box Detectors, trains will be governed as follows:

When letter "H" is illuminated, it is an indication of hot bearing. Train must immediately reduce speed to not exceeding 15 MPH and stop at Read Out Panel and be governed by instructions posted inside case.

When a flashing white light is displayed on detector instrument house, it indicates train has hot bearing and instructions applying to letter "H" must be complied with.

If letter "H" is illuminated, or a flashing white light is displayed and a false indication or no number indication is shown on Read Out Panel, all journals on train must be inspected.

When letter "W" is illuminated, train must stop and not proceed until light is extinguished or permission is obtained from Train Dispatcher. After stopping speed of 10 MPH or more should be obtained, if possible, before passing detector, provided restrictions permit.

HOT BOX DETECTOR WITH MONITOR DISPLAY BOARD.—

The Monitor Display Board and Hot Box Indicator lights are mounted on a mast at the Hot Box Detector location.

The indicator lights are normally dark and illuminate, displaying flashing white aspect on top of monitor display board only when hot box is detected. The display board is illuminated as train passes and will display zeroes in the absence of a hot box.

As a train passes the detector, the right or left hot box indicator light on top of the board starts to flash immediately upon detection of a hot journal, indicating the side of the train having the overheated journal. Two seconds after train passes the detector, the display board will display numerals indicating the accumulated axle count from the hot box to the rear of the train.

A flashing indicator light in the center indicates that another hot box (or hot boxes) was detected following the hot box which is numerically indicated on the display board. Flashing lights, both left and right but not in the center, indicate two hot boxes, same axle, numbers displayed indicating axle count from that axle to the rear of the train. Flashing center light, together with either the left or right light only, indicates the hot boxes detected were all on the same side of the train. All three indicator lights flashing signify the numerically indicated hot box may be on either side and that one of the following hot boxes was on opposite side.

When any indicator light displays flashing white aspect, train will be stopped and inspection made as follows:

If only one flashing aspect is indicated, the axle number from rear of train shall be inspected plus all journals of car indicated by detector as well as each adjoining car.

If center light, in addition to left or right light, displays flashing white aspect, all journals from count indicated to rear of train will be inspected on side as indicated by left or right flashing white light.

When all three indicator lights are flashing, entire train on both sides from axle count, indicated in Monitor Display Board, to rear of train must be inspected.

Lights and illuminated numerals will automatically cancel out ninety seconds after entire train passes detector.

Rule 36. Following is added as Item (5).
Wide load, or Dragging Equipment Indicators—
ASPECT INDICATION

ASPECT	INDICATION
Rotating Red light	Load with excessive width or equipment dragging

When signal displays Rotating Red Aspect, stop train and before proceeding, unless otherwise provided, inspect entire train for dragging equipment, or for cars with loads of excessive width. After train has been inspected, member of crew will communicate with Train Dispatcher or Operator at first point of communication, or may communicate by radio, reporting cause of delay.

When trains are stopped by dragging or derailed equipment detectors at locations where bridges, trestles, etc., are not provided with walkways, train may be moved slowly ahead sufficient distance to permit inspection.

Letter indicators "L" and "R" are in service and are used in connection with wide load detectors at designated locations shown on schedule page of Timetable. At these locations, when signal displays rotating red light only, it indicates load with excessive width. Train may proceed to where letter indicators are located, stop train at this location and a member of crew will take position on ground to inspect train. If letter "L" is illuminated he will take position on left side of train. If letter "R" is illuminated he will take position on right side of train. If Both letters "L" and "R" are illuminated a member of crew must be positioned on both sides of train. After member of crew is properly positioned train may pull by for inspection. Rule 36 (5) modified accordingly.

If a defect is found, member of crew will stop train by operating switch, located on flood light pole, to "ON" position. This will illuminate a rotating red light on indicators at which time train must stop and not proceed until corrections have been made.

After corrections are made, member of crew will position switch to "OFF" position which will extinguish the rotating red light on indicators.

At locations where letter indicators "L" and "R" are in service, when signal displays a flashing white only, it indicates dragging equipment. Train must stop and before proceeding entire train must be inspected for dragging equipment.

When signal displays both a flashing white light and a rotating red light it indicates dragging equipment and/or load with excessive width. Train must stop and before proceeding, entire train must be inspected for dragging equipment and loads for excessive width.

After train has been inspected, member of crew will notify Train Dispatcher cause of delay.

Rule 104 (5). — Automatic "V" type switches must not be run through while snow is on the ground at such depth that might prevent switch from properly functioning unless switch is lined for intended move, Trains or engines making a trailing point move through such "V" type switch must stop and switch lined by hand.

Rule 104 (d). Electrically-locked hand operated switches. — When mechanical release seal is broken or found broken or missing, report must be made to Train Dispatcher promptly, who must notify Signal Supervisor by wire to replace seal.

Rule 206. Fourth paragraph does not apply to SP engines.

Rule 284. Modified as follows:

After passing signal displaying flashing yellow and next signal can be seen to be displaying proceed indication, per Rule 281, may proceed at maximum speed.

Rule 285. Modified as follows:

After speed has been reduced to 40 MPH and the next signal can be seen to be displaying proceed indication, per Rule 281, maximum speed may be resumed.

Rule 346. — At interlockings, individual cars, short cuts of cars, or engines must not be cut off or left standing within interlocking limits in such a way as to foul any part of the crossing frogs.

Cars less than 30 feet in length must not be left standing on main track in ABS territory nor on controlled siding unless coupled to another car to prevent the possibility of short wheel base cars occupying dead section of the track.

Rule 510 (1). Revised as follows:

Employees are prohibited from getting on top of any house or other box cars not equipped with a roof running board except when necessary to make repairs.

Employees may ride on roof of cars equipped with roof running board only when necessary during switching operations but must not cross from the roof of one car to another while in motion.

Rule 508 (5). — Engines must not be left on grades unless protected in descending directions by derail or spur track switch lined for diverging track. Air Brake must be applied and hand brake on each unit of consist must be applied.

Rule 508 (5). — If an engine, not equipped with hand brakes or with inoperative hand brakes, is left unattended, that part of Rule 508 (5) pertaining to hand brakes will not apply, but other provisions of Rule 508 (5) must be complied with and in addition engine must be left coupled to other equipment on which hand brakes are fully applied.

AIR BRAKE RULES — ADDITIONS — REVISIONS

Rule 2. Enginemen will not change to control unit on opposite end of diesel assembly after arriving Terminals Pine Bluff and E. St. Louis. After units have been detached from inbound train, enginemen will continue to operate engine assembly to designated tie-up track from control unit used in handling train into these terminals. A trainman will protect the return movement to the tie-up track from a location on the rear unit in accordance with existing rules.

Rule 2-B. Dynamic brake on head end of freight trains must not exceed three 8-axle units, four, 6-axle units, six 4-axle units, or any combination thereof which totals 24-axes, except dynamic brake on EF 415A, EP 415A, EF 415B, and EP 415B classes is limited to five units.

If the maximum 24-axle limit cannot be adhered to due to units in the consist not having dynamic brake cutout switches, then such units must be isolated prior to using dynamic brake.

When dynamic brake and automatic air brake are used together, the independent brake valve handle must be depressed and held in release position a sufficient time to insure engine brakes are released.

Air Brake Rule 2-B. — First sentence of second paragraph Rule 2-B revised to read:

"When going from power to dynamic braking proceed as follows:

- (1) Assure that throttle is in idle position.
- (2) Move Selector lever to "Off" position.
- (3) Pause 10 seconds.
- (4) Move selector lever to "B" on braking position.
- (5) Use throttle to control strength of dynamic braking as needed.

LOCAL TIME INSPECTORS

St. Louis, Mo. F. U. Hugonin, Inc. Gen. Time Inspector Wiggins, Jewelry Co 123 N. 18th St.	Jonesboro, Ark. H. T. Purvis 412 S. Main St. Clements Jewelry 326 S. Main St.	Shreveport, La. Martin Jewelers 627 1/2 Milan St. Texarkana, Ark-Tex. Parks Jewelry 213 W. Broad St.
E. St. Louis, Illno Zerwick Jewelry Co. 210 Collinsville Ave. Brinker's Jewelry 3306 Camp Jackson Rd.	Memphis, Tenn. Brewer R.R. Svce. 550 S. Main St. Brinkley, Ark. Walter Whiteside	Mt. Pleasant, Tex. H. C. Shoemaker Commerce, Tex. Keener's Jewelry 1124 1/2 Main St.
Illmo, Mo H. A. Margraf 409 Broadway Cape Girardeau, Mo.	Stuttgart, Ark. Treadway Jewelry 106 E. Third St.	Ft. Worth, Tex. J. B. Riddle Jwly. 108 W. 5th St.
Maldon, Mo. R. Ferguson 115 S. Madison St.	N. Little Rock, Ark. Wirt Jewelers Pike Plaza Shopping Center	Tyler, Tex. Murphy Jewelry 219 N. Spring St.
Paragould, Ark M. R. Arnold 229 S. Pruett St.	Pine Bluff, Ark. Banks & Winkley 325 Main St.	Corsicana, Tex. S. Dalches Jewelry Co. 216 N. Beaton St.
Blytheville, Ark. Guard Jewelry Co.	Camden, Ark. Mrs. J. M. Stinson & Sons	Bellmeade, Tex. Chenault's Jewelry 3107 A. Beale St.

PHYSICAL EXAMINATION AND TREATMENT OF ON-DUTY INJURIES

With the termination of the St. Louis Southwestern Railway Lines Hospital Trust on September 8, 1967, arrangements were made with its successors, the Cotton Belt Employees Hospital Association and the Four States Memorial Hospital, for their Chief Surgeon, District Surgeons and the Local Surgeons to continue to perform all physical examinations required by the Railway Company and to treat on-duty injuries.

TRAIN DISPATCHERS

W. R. Howard	Chief Train Dispatcher		
G. E. Atkinson	Night Chief Dispatcher		
C. W. McClain	Night Chief Dispatcher		
B. M. Martin	Relief Chief Dispatcher		
W. L. Jones	Asst. Chief Dispatcher		
E. B. Morgan	J. D. Bradshaw	C. J. McClain	J. O. Dafft
B. W. Powell, Jr.	J. W. Bradshaw	G. W. Miller	C. F. Miller
R. W. Bradsher	F. L. Arnold	R. W. Duncan	J. A. Adams
J. L. Calloway	A. B. Dawson	J. H. Stone, Jr.	

Oral authorization and acknowledgments, between foreman and engineers, for trains to pass "Red Conditional Stop" signs, must be worded in the following forms:

FOREMAN'S FORM U TRAIN ORDER CLEARANCE

This is SSW Foreman _____ at MP _____
Calling SSW (Train or Engine No.) _____ after engineer answers giving proper identification, Foreman continues:

This is SSW FOREMAN _____ in charge of work between MP _____ and MP _____ SSW Train Order No. _____
We are in the clear and you may proceed past the red conditional stop sign and through the limits of order at _____ MPH,
Repeat _____ MPH*.

ENGINEER'S RESPONSE

This is engineer of SSW Train No. _____. I may proceed past the red conditional stop sign and through the limits of Order No. _____ between MP _____ and MP _____, at _____ MPH*, Repeat _____ MPH*.

Foreman must acknowledge Engineer's response as follows:
SSW Train Order No. _____, between MP _____ and MP _____, _____ MPH* OK.

*Where no speed restriction is required, foreman will tell engineer "At Maximum Speed".

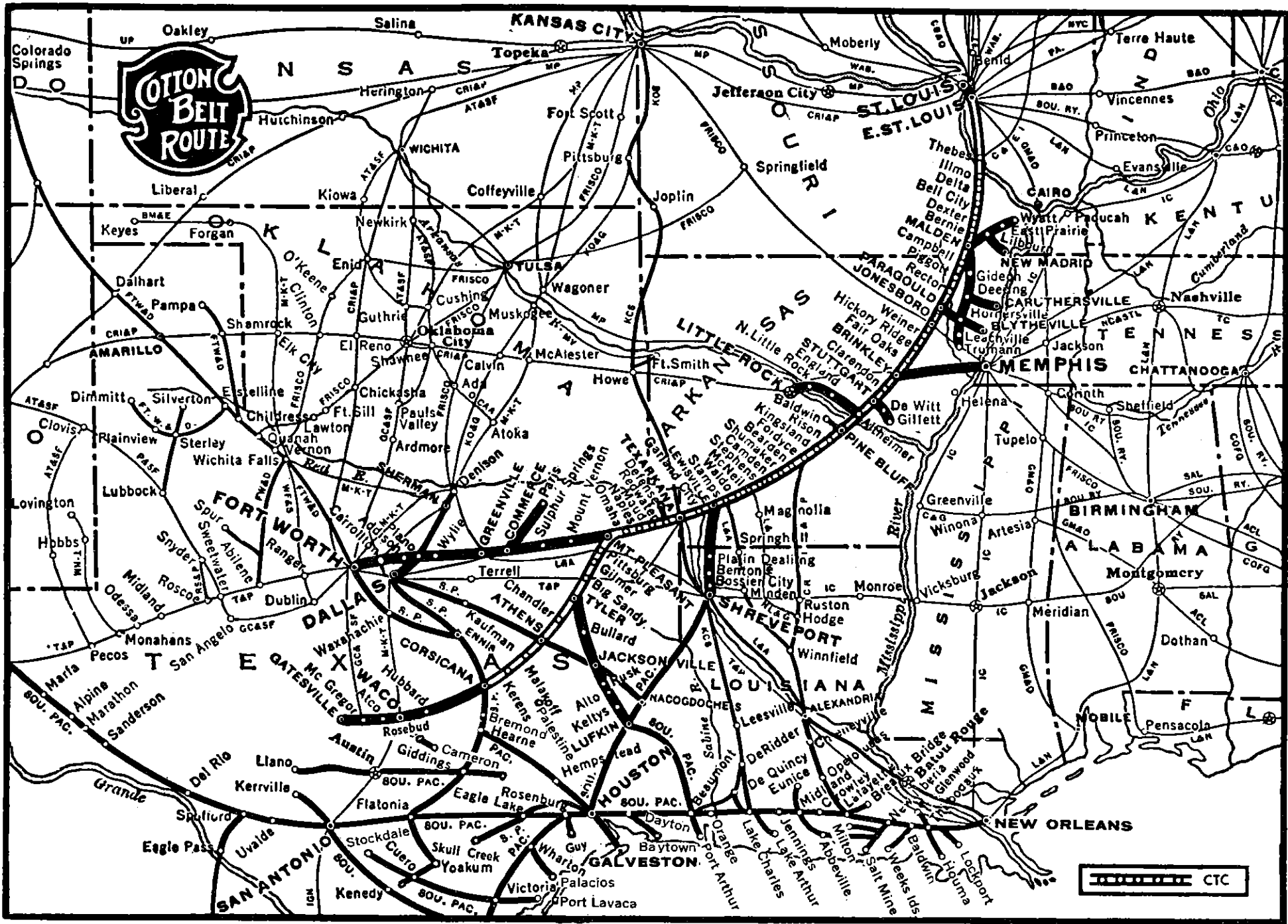
WHEN FORM U TRAIN ORDER IS USED ON TWO MAIN TRACKS WHERE TRAINS MAY OPERATE IN EITHER DIRECTION, FOREMAN'S ORAL AUTHORIZATION MUST INDICATE THE MAIN TRACK ON WHICH MOVEMENT IS AUTHORIZED.

CHARACTERS

To — Train Order Office	@ — Non Gated Crossing
Ⓢ — Train Order Signal	Ⓐ — Automatic Interlocking
B — General Order Boards	Ⓜ — Manual Controlled Interlocking
K — Standard Clock	X — Track Scales
Ⓢ — Gate, Normal Position	T — Turntable
Against Conflicting Route	Y — Wye
G — Gate, Normal Position	O — Diesel Oil
Against SSW.	Ⓡ — Radio Base Station
φ — Gate, Left in Position	
Last Used	

SPEED TABLE

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
41"	87.8	1'01"	59	1'25"	42.4
42"	86.7	1'02"	58.1	1'30"	40
43"	85.7	1'03"	57.1	1'35"	37.9
44"	81.8	1'04"	56.2	1'40"	36
45"	80	1'05"	55.4	1'45"	34.3
46"	78.3	1'06"	54.5	1'50"	32.7
47"	76.6	1'07"	53.7	1'55"	31.3
48"	75	1'08"	52.9	2'00"	30
49"	73.5	1'09"	52.2	2'15"	26.7
50"	72	1'10"	51.4	2'30"	24
51"	70.6	1'11"	50.7	2'45"	21.8
52"	69.2	1'12"	50	3'00"	20
53"	67.9	1'13"	49.3	3'30"	17.1
54"	66.7	1'14"	48.6	4'00"	15
55"	65.5	1'15"	48	5'00"	12
56"	64.3	1'16"	47.4	6'00"	10
57"	63.2	1'17"	46.8	7'00"	8.6
58"	62.1	1'18"	46.2	7'30"	8
59"	61	1'19"	45.6	8'00"	7.5
1'00"	60	1'20"	45	10'00"	6



 CTC