

TIME IS IMPORTANT
Take TIME To Be SAFE

ASSISTANT SUPERINTENDENTS

H. H. LEWIS.....PINE BLUFF, ARK.
 R. R. McCLANAHAN.....PINE BLUFF, ARK.
 J. M. WALTON.....PINE BLUFF, ARK.

OPERATIONS ASSISTANT TO SUPERINTENDENT

F. L. CLIFTON.....PINE BLUFF, ARK.

TRAINMASTERS

R. L. JORDAN.....CAMDEN, ARK.
 J. McCARTY.....DALLAS, TEX.
 W. L. MANTOOTH.....JONESBORO, ARK.
 R. L. ANGEL.....MEMPHIS, TENN.
 H. W. WOOD.....PINE BLUFF, ARK.
 R. L. NOBLES.....SHREVEPORT, LA.
 L. R. HARRIS.....STUTTGART, ARK.
 B. C. WEEKS.....TEXARKANA, TEX.
 L. C. CAGLE.....TYLER, TEX.

ASSISTANT TRAINMASTERS

C. E. BYNUM.....DALLAS, TEX.
 J. D. CROW.....E. ST. LOUIS, ILL.
 C. A. LITES.....E. ST. LOUIS, ILL.
 J. E. COLLINS.....FT. WORTH, TEX.
 D. A. BROWN.....PINE BLUFF, ARK.
 L. E. ELLIS.....PINE BLUFF, ARK.
 B. L. HENDERSON.....PINE BLUFF, ARK.
 C. L. JOHNSON.....PINE BLUFF, ARK.
 R. G. McRAE.....PINE BLUFF, ARK.
 L. C. REYNOLDS.....PINE BLUFF, ARK.
 M. R. GRIMMETT.....SHREVEPORT, LA.
 C. R. McDONALD.....TEXARKANA, TEX.
 B. F. HARRIS.....TYLER, TEX.

ASSISTANT TRAINMASTERS—AGENTS

W. J. SLINKARD.....MEMPHIS, TENN.
 F. A. CUNNINGHAM.....WACO, TEX.

TERMINAL SUPERINTENDENTS

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 D. K. MEDLEY.....E. ST. LOUIS, ILL.
 B. A. CARTER.....PINE BLUFF, ARK.

ASSISTANT TERMINAL SUPERINTENDENTS

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 R. WILLIAMS, JR.....E. ST. LOUIS, ILL.
 R. E. DIPPREY, JR.....PINE BLUFF, ARK.
 T. D. ELLEN.....PINE BLUFF, ARK.
 C. W. MARLEY.....PINE BLUFF, ARK.

ROAD FOREMEN OF ENGINES

R. MILLER.....ILLMO, MO.
 H. C. GREEN.....PINE BLUFF, ARK.
 D. T. HOPKINS.....PINE BLUFF, ARK.
 H. L. WALKER.....TYLER, TEX.

ASSISTANT ROAD FOREMAN OF ENGINES

J. S. DENNIS.....PINE BLUFF, ARK.

St. Louis Southwestern Railway Company



TIMETABLE 2

EFFECTIVE
THURSDAY JANUARY 1, 1976
AT 12:01 A. M.
CENTRAL STANDARD TIME

**FOR THE GOVERNMENT AND INFORMATION
 OF EMPLOYEES ONLY**

R. L. KING,
General Manager - System.

J. D. RAMSEY,
Regional Operations Manager.

R. D. KREBS,
*Assistant Regional Operations
 Manager.*

J. J. WILLIS,
Asst. Vice President - Transportation.

D. J. BROWN,
Superintendent of Transportation.

W. F. REED,
Superintendent.

ILLMO SUBDIVISION

Capacity Of Tracks In		Mile Post Location	TIMETABLE No. 2 Effective January 1, 1976		Station Numbers	
Feet	Cars		SOUTH	NORTH		
Sidings	Other	Yd.	STATIONS		Yd.	
			TO	EAST ST. LOUIS. BK@YTXO		
			TO @	ILLMO	BK @	84125
				ANCELL		84123
10280				QUARRY		84115
				ROCKVIEW JCT.	Y	84100
				FRISCO JOT		
				S. L. S. F. CROSSING	⊙	
12762	110			DELTA		84080
				M. P. CROSSING	⊙	
12384				RANDLES		84075
7315	5			MESLER		84066
6365				ARDEOLA		84058
11405	13			AVERT		84054
				PARONT		84044
				MO JCT.		
	4			DEXTER JOT		
				M. P. CROSSING	⊙	
3703	55			DEXTER		84020
7249	70			BERNIE		84011
				NM JCT.		
Yd.	Yd.			MAIDEN. BK @ OYX		83260
				SM JCT.		
7570				ST. FRANCIS		83241
2232	112			PIGGOTT		83235
8277	15			GREENWAY		83231
2768	76			RECTOR		83223
6996				JAY		83218
1942	8			MARMADUKE		83215
				BLYTHEVILLE JOT	Y	
6822	Yd.			PARAGOULD	BK @	83030
				PARAGOULD JOT		
7263				BROOKLAND		83010
				JONESBORO JOT		
				S. L. S. F. CROSSING	⊙	
Yd.	Yd.			TO	JONESBORO.. BK@TXO	82690

(181.3)

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	84053
Bell City	1-29.7	22	84061
Lozeta	(spur) 1-35.0	20-S	84056
Arsault	(spur) 1-64.3	88-N	84005
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-2. ABS only, Between: MP 123, pole 29 and MP 127, pole 17 (Jonesboro.)

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—MP 123, pole 29 to MP 127, pole 17.

A-5. MAXIMUM SPEED BETWEEN:	Authorized		
	Freight Trains MPH	Fast Freight Trains MPH	Authorized Expedited Trains MPH
Illmo and Jonesboro	55	65	70
Controlled Sidings	30	30	30
Through turnouts and crossovers remotely controlled:	30	30	30
Except:			
Paragould - North Siding switch	15	15	15
Ancell - Equilateral turnout	55	60	60

(Where lower speed prescribed by Permanent Speed Restriction Signs and/or General Order they will govern.)

A-6. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS AND CONTROLLED SIDINGS	Restricted Speed Not Exceeding MPH	
Through Sidings, other than Controlled Sidings, yard and other tracks, wyes, and balloon tracks and turnouts and crossover, other than remotely controlled		15
Through turnouts (not remotely controlled) on other than sidings		10
Spring switch Dexter Jct., MP I-50, pole 3		30
Through slip (puzzle) switches, including tangents		10
Tracks serving Ark-Mo Power Company		10

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

MP	LOCATION	TYPE	DIRECTION	LOCATION OF READ OUT—MP
I-22.9	Randles & Mesler	A	Southward	I-27.7
			Northward	I-17.4
I-42.4	Avert & Paront	A	Southward	I-48.9
			Northward	I-36.0
61.8	SM Jct. & St. Francis	A	Southward	65.0
			Northward	57.9
84.9	Greenway & Rector	A	Southward	91.4
			Northward	78.8
109.9	Paragould Jct. & Brookland	A	Southward	115.7
			Northward	104.0

(Refer to "Hot Box Detectors", All Subdivisions.)

A-8. DRAGGING EQUIPMENT DETECTORS Located:

MP I-20.1	MP I-25.2	MP I-40.3
MP I-44.8	MP 61.8	MP 82.4
MP 87.1	MP 110.0	MP 112.0

Refer Rule 36 (5) Page 26 herein.

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. Southward MoPac trains leaving Illmo for movement south of Dexter Jct. on SSW Railway must receive SSW Railway clearance before leaving Illmo.

A-13. High water detector installed on bridge I-35.88, near MP I-35, Pole 25.

If signal on either side of Bridge I-35.88 governing movement over bridge indicates Stop, after complying with provisions of Rules 291 and 292, careful examination must be made of track and structure for which protection is provided to assure that it is safe for the passage of trains.

Train Dispatcher must be notified promptly of any irregularities observed.

A-14. Northward trains operating through or departing Jonesboro will secure authority to depart from train dispatcher before passing Gee Street. This authority may be relayed by train order operator Jonesboro.

A-15. Northward trains will secure clearance before departing Jonesboro.

A-16. NON ELECTRICALLY LOCKED SWITCHES:

Illmo.....	Wetterau Gro. Co.....	MP I-4, Pole 16
Heagy.....	Heagy spur.....	MP I-28, Pole 18
Lozeta.....	Lozeta 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.....	Aggie spur.....	MP 123, Pole 6

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-17. Trains entering SSW tracks at Rockview Jct., Frisco Jct., Dexter Jct., Paragould Jct. or Jonesboro Jct., will be governed by Rule 400 and other rules applicable. Train orders or Clearance are not required.

A-18. Mechanical Crossing Protection: When Absolute signal governing movement over MoPac crossing Delta, MP I-16, Pole 4 and MoPac crossing, Dexter Jct., MP I-50, Pole 7 displays STOP indication, trains and engines must stop and comply with requirements of 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-19. 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

CARUTHERSVILLE SUBDIVISION

SOUTHWARD SECOND CLASS	Capacity of Tracks In		Mile Post Location	TIMETABLE No. 2		Station Numbers	NORTHWARD SECOND CLASS
	Feet	Cars		Effective	Station Numbers		
291 Local				January 1, 1976			292 Local
Daily Ex. Sunday	Sidings	Other		STATIONS			Daily Ex. Sunday
			R-99.0	END OF TRACK			
			R-98.4	S. L. S. F. CROSSING	G		
L 9.20 AM	Yd.	Yd.	R-98.0	CARUTHERSVILLE	83420	A 9.05 AM	
			R-92.3	S. L. S. F. CROSSING	G		
9.55	Yd.	Yd.	R-85.6	DEERING	83401	8.30	
10.05			R-84.6	DEERING JCT		8.20	
A 11.00 AM	Yd.	Yd.	W-99.0	HORNERSVILLE JCT		L 7.25 AM	
Daily Ex. Sunday				(28.8)			Daily Ex. Sunday
291							292

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS

Name	Mile Post	Capy. & Direction of Entry into Spur	Station Numbers
Rives	W-93.4	14	83505

SPECIAL INSTRUCTIONS CARUTHERSVILLE SUBDIVISION

C-1. MAXIMUM SPEED 25 MPH

Except between:
MP R-84, Pole 2 and MP R-99, Pole 0 20 MPH

C-2. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

Through wyes, yard and other tracks	15
Through turnouts	10

C-3. Yard limits established at following stations:
Deering—MP W-85, Pole 4 to MP R-86, Pole 5.
Hornersville Jct.—Junction with Blytheville Subdivision to MP W-98, Pole 15.

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

C-5. Switches at intersections Caruthersville Subdivision and Blytheville Subdivision at Hornersville Jct. must be left lined for Blytheville Subdivision.

C-6. Crews assigned in road switcher service between Hornersville Jct. and Caruthersville arriving Rives, Deering Jct., Deering, or Caruthersville on No. 292's schedule may assume No. 291's schedule at Rives, Deering Jct., Deering, or Caruthersville, retain train orders and leave without Clearance.

C-7. SSW-SLSF crossing 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 speed restriction signs will be displayed ONE-HALF mile from point of restriction.

4 NEW MADRID SUBDIVISION

SOUTH- WARD	Capacity of Tracks In		Mile Post Location	TIMETABLE No. 2		Station Numbers	NORTH- WARD
	SECOND CLASS	Feet						Cars	SECOND CLASS
159 Local				Effective			160 Local
Daily Ex. Sunday	Sidings	Other		January 1, 1976			Daily Ex. Sunday
STATIONS							
			A-42.9	END OF TRACK			
L 9.00 AM		45	A-41.4	NEW MADRID	83730	A 7.05 AM	
			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.S.W. CROSSING	@		
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 STATION

Name	Mile Post	Capy. & Direction of Entry into Spur	Station Number
Catron	41.9	7	83635
Lorwood	30.8	3-S.	83607

WYATT SUBDIVISION

	Capacity of Tracks In		Mile Post Location	TIMETABLE No. 2		Station Numbers
	Feet	Cars				
	Sidings	Other		Effective		
				January 1, 1976		
				SOUTH	NORTH	
STATIONS						
			5.5	END OF TRACK		
1907	Yd.		5.9	WYATT	83845	
3371	68		18.6	EAST PRAIRIE	83824	
1146	93		31.4	RISTINE	83808	
			36.6	S. L. S. F. CROSSING	G	
1019	55		36.8	LILBOURN	83640	
			37.2	LILBOURN JCT.	Y	
(31.7)						

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATION WYATT SUBDIVISION

Name	Mile Post	Capy. & Direction of Entry into Spur	Station Number
Aniston	14.2	18-N.	83632

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 5, Pole 5 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 15 (S.S.W. Crossing)	10 MPH

B-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
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. The conductor, or engineer if no conductor, of train or engine operating on Wyatt Subdivision will register departure and arrival at Lilbourn Jct., entering required information in train register except in Column showing "TRAIN" show trip number using same trip number arriving as shown departing. Trips to be numbered consecutively beginning with first trip each month.

A train or engine departing Lilbourn Jct., on Wyatt Subdivision must check train register and will not leave if a train or engine has registered departure on a trip until such train or engine has registered arriving on return trip. Only one train or engine at a time may operate on Wyatt Subdivision.

B-6. Crew arriving New Madrid on No. 160 will retain train orders, assume schedule of No. 159 and leave without Clearance.

B-7 Rule 10 (g). Temporary speed restriction signs will be displayed ONE-HALF mile from point of restriction.

B-8. The three main track switches connecting the Wyatt Subdivision and New Madrid Subdivision main tracks at Lilbourn (both switches of straight leg and north switch of crooked leg) will be left lined in position last used.

B-9. 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-10. 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

TRUMANN SUBDIVISION

5

Capacity of Tracks In		Mile Post Location	TIMETABLE No. 2		Station Numbers
Feet	Cars		Effective January 1, 1976		
Sidings	Other		SOUTH	NORTH	
Yd.	Yd.	57.9	TO.....	MALDEN BK @ OYX	83260
		W-57.3		MALDEN JCT.	
	57	W-65.4		GIDEON	83310
				(8.7)	

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

SPECIAL INSTRUCTIONS TRUMANN SUBDIVISION

D-1. MAXIMUM SPEED20 MPH

D-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

D-3. Yard limits established at following stations:
 Malden Jct. — Junction with New Madrid Subdivision to MP W-58, Pole 4.
 Gideon —MP 63, Pole 0 to end of Track.

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

D-5. The switch at intersection between Trumann Subdivision and New Madrid Subdivision, Malden Jct., must be left lined for New Madrid Subdivision.

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

BLYTHEVILLE SUBDIVISION

SPECIAL INSTRUCTIONS BLYTHEVILLE SUBDIVISION

SOUTHWARD	Capacity of Tracks In		Mile Post Location	TIMETABLE No. 2		Station Numbers	NORTHWARD
	Feet	Cars		Effective January 1, 1976				THIRD CLASS
389 Local	Sidings	Other		STATIONS			390 Local
Daily Ex. Sunday							Daily Ex. Sunday
L 7.00 AM	Yd.	Yd.	103.5	TO.....	PARAGOULD... BK @ O	83030	A 9.25 AM
			P-103.0		BLYTHEVILLE JCT..... Y		
7.30		58	P-114.2		CARDWELL	83113	8.55
7.38		66	P-117.2		S.S.W. ARBYRD CROSSING @	83120	8.45
8.20 ³⁸⁹	2070		P-124.4		HORNERSVILLE..... Y	83140	8.20 ³⁸⁹
8.25		Yd.	P-125.8		HORNERSVILLE JCT.....		7.50
8.57	1512	125	P-136.2		STRINGER	83157	7.18
	Yd.	Yd.	P-139.1		S. L. S. F. CROSSING @		
A 9.15 AM			P-140.1		BLYTHEVILLE..... Y	83170	L 7.00 AM
			P-140.3		END OF TRACK		
Daily Ex. Sunday					(37.8)		Daily Ex. Sunday
389							390

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

E-1. MAXIMUM SPEED BETWEEN:
 Paragould and Hornersville..... 35 MPH
 Hornersville and Blytheville..... 25 MPH

E-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

E-3. Yard limits established at the following stations:
 Blytheville Jct.—Junction with Illmo Subdivision to MP P-104, Pole 8½.
 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 No. 390 at Hornersville or Blytheville may assume schedule of No. 390 and leave without Clearance.

E-6. Trains and Engines must approach Air Base Road, MP P-136.96, prepared to stop, unless crossing gates can be seen to be down. Movement will not be made over this crossing unless crossing gates are down or flag protection has been provided for vehicular traffic.

E-7. Rule 10 (g). — Temporary speed restriction 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	Location
Drainage Ditch	Bard	MP P-107.8
Drainage Ditch	Bard	MP P-109.8

ADDITIONAL STATIONS

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

JONESBORO SUBDIVISION

SOUTHWARD		Capacity Of Tracks In		Mile Post Location	STATIONS	Station Numbers	NORTHWARD	
SECOND CLASS		Feet	Cars				SECOND CLASS	
61 Local	51 Local	Sidings	Other				50 Local	62 Local
Daily Ex. Sunday	Daily				Effective January 1, 1976		Daily	Daily Ex. Sunday
L 7.00AM								
		Yd.	Yd.	124.8	TO... JONESBORO... BK@T 12.6 XO	82690		A 1.30PM
		7269	19	137.4	OTWELL 8.0	82685		
		2726	52	145.4	WEINER 4.2	82677		
		7301	40	149.6	WALDENBURG 11.9	82673		
		7837	61	161.5	HICKORY RIDGE 11.2	82661		
				172.7	M. P. CROSSING. @ 0.0			
		8678	61	172.7	FAIR OAKS... Y 14.2	82640		
		8593	15	186.9	HUNTER 7.4	82628		
				194.3	FARGO 3.7	82610		
		9401		198.0	NORTH BRINKLEY 0.9			
					SLEG 0.0			
					WYE 0.0			
			Yd.	198.9	C.R.I.&P. CROSSING. @ 0.0			
					MEMPHIS JCT. 0.1			
					C.R.I.&P. CROSSING. @ 0.0			
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 15.0	82440		A 10.10AM
		8400	161	214.0	CLARENDON 6.6	82421		
		8832	8	220.6	ROE 12.1	82415		
		7405		232.7	NORTH STUTTGART 0.0			
			Yd.	232.7	C.R.I.&P. CROSSING... 0.6			
				233.3	STUTTGART BK@XYO 11.5	82220		
		8797	14	244.8	HUMPHREY 11.3	82212		
		8556	107	256.1	ALTHEIMER... Y 0.6	82070		
				256.7	ENGLAND JCT. 7.5		A 10.25PM	
A 10.00AM	A 3.30AM	Yd.	Yd.	264.2	TO PINE BLUFF YD. BK@Y XO	82000	L 10.00PM	L 6.00AM
Daily Ex. Sunday	Daily				(139.4)		Daily	Daily Ex. Sunday
63	51						50	64

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
Penrose (spur)	176.3	8-S	82637
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 Yard, MP 263, Pole 6.

F-2. ABS only, Between:

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

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-5. MAXIMUM SPEED BETWEEN:	Authorized		
	Freight Trains MPH	Fast Freight Trains MPH	Authorized Expedited Trains MPH
Jonesboro and Pine Bluff Yd.	55	65	70
Controlled Sidings	30	30	30
Except:			
Ottwell	20	20	20
Fair Oaks	10	10	10
North Stuttgart	10	10	10
Roe	20	20	20
Altheimer	20	20	20
Through turnouts and crossovers remotely controlled	30	30	30
Except:			
North Brinkley - South siding switch	15	15	15
North Stuttgart - South siding switch	15	15	15
England Jct.	15	15	15
Pine Bluff Yd. MP 263.2	15	15	15

(Where lower speed prescribed by Permanent Speed Restriction Signs and/or General Order they will govern.)

Engineer must sound horn, as prescribed by Rule 14 (1), approaching trestles 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 AND CONTROLLED SIDINGS

Restricted Speed not exceeding MPH

Through Sidings, other than Controlled Sidings, yard and other tracks, wyes, balloon tracks, turnouts and crossovers, not remotely controlled 15

Except:

Through turnouts on other than sidings, not remotely controlled 10
Altheimer - South Leg of Wye 10
Through slip (puzzle) switches (including tangents) 10

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

MP	LOCATION	TYPE	DIRECTION	LOCATION OF READ OUT—MP
141.9	Ottwell & Weiner	A	{ Southward Northward	145.9 137.4
167.8	Hickory Ridge & Fair Oaks	A	{ Southward Northward	174.3 161.6
191.1	Hunter & Fargo	A	{ Southward Northward	194.7 185.5
204.0	Brinkley & Clarendon	A	{ Southward Northward	208.5 199.3
227.5	Roe & North Stuttgart	A	{ Southward Northward	232.5 220.6
248.5	Humphrey & Altheimer	A	Northward	243.6
252.9	Humphrey & Altheimer	D*	Both	Pine Bluff Yd.

(Refer to "Hot Box Detectors", All Subdivisions.)

* A loose wheel detector has been placed in service to work in conjunction with hot box detector at MP 252.9. In addition to complying with rules applicable to hot box detectors the following will apply at this location:

White light flashing indicates hot bearing and/or loose wheel. Trains must stop and, if communications available, member of crew will communicate with carman in charge of hot box and loose wheel recorder at the Pine Bluff Mechanical Facilities to determine location of hot bearing and/or loose wheel. If location cannot be determined, inspection must be made of all bearings and wheels both sides of train.

F-8. WIDE LOAD DETECTORS:

MP 212.3 and MP 217.0...Clarendon, White River Bridge No. 214.76.
 MP 259.3Rob 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 26 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 212.3 MP 217.0 MP 224.8 MP 229.8 MP 259.3

Refer Rule 36 (5), Page 26 herein.

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

F-11. Northward trains moving through Brinkley siding, must receive open the switch signal "S" to govern movement from Brinkley siding to main track, and this 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-12. Trains originating Brinkley (including trains entering Jonesboro Subdiv. from CRI&P Ry.) will secure Clearance.

F-13. Brinkley is Register Station for trains originating only.

F-14. 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-15. Normal position of switch breaking off Brinkley siding to connection with RI will be lined and locked for connection.

F-16. Dual control switch and signal protecting movement over switch at BR Jct. is in charge of Control Operator Brinkley.

F-17. A Calling-on Indicator Signal, 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-18. When Westward Absolute signal at BR Jct. (RI) displays Diverging 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-19. Control Operator Brinkley must receive authority from SSW Train Dispatcher before authorizing movement from BR Jct.

F-20. 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-21. 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 Rule 350.

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

F-22. NON ELECTRICALLY LOCKED SWITCHES:

Penrose.....Spur Track.....MP 176.3
 Rob Roy.....Gin Spur.....MP 260.0
 Rob Roy.....Spur Track.....MP 260.2

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-23. 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 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-24. Southwest 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-25. 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-26. All departing trains will secure clearance at Pine Bluff Yd.

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

Name	Near Station	Location
White River	Clarendon	MP 214.8
Arkansas River	Rob Roy	MP 261.3

F-28. A canopy and overhead walkway constructed over loading spout on side of Pioneer Rice Mill Building, Fair Oaks, will not clear man on side or top of car or engine.

STUTTGART SUBDIVISION

SOUTH- WARD	Capacity of Tracks In		Mile Post Location	TIMETABLE No. 2		Station Numbers	NORTH- WARD
	SECOND CLASS	Feet		Cars	Effective			THIRD CLASS
463 Local	Sidings	Other		Effective		464 Local	
Daily Ex. Sunday				January 1, 1976		Daily Ex. Sunday	
STATIONS							
L 10.15 AM	Yd.	Yd.	233.3	TO	STUTTGART.BK @YXO	82220	A 4.40 PM
			M-233.6		C. R. I. & P. CROSSING @		
10.55	1041		M-244.8		ALMYA	82315	3.59
11.50	1732	170	M-255.7		DEWITT	82329	3.05
A 12.45 PM		118	M-267.8		GILLETT	82345	L 2.05 PM
Daily Ex. Sunday							Daily Ex. Sunday
463					(34.5)		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
Chaney	M-253.6	8-S	82325
Indiana	M-259.3	16	82334

LITTLE ROCK SUBDIVISION

SOUTH- WARD	Capacity of Tracks In		Mile Post Location	TIMETABLE No. 2		Station Numbers	NORTH- WARD
	SECOND CLASS	Feet		Cars	Effective			THIRD CLASS
567 Local	Sidings	Other		Effective		568 Local	
Daily Ex. Sunday				January 1, 1976		Daily Ex. Monday	
STATIONS							
L 10.25 PM			256.7		ENGLAND JCT.		A 3.05 AM
			M-256.1		ALTHEIMER	82070	3.00
10.30	1331	118	N-275.0		ENGLAND	82121	2.15
11.25	1660	Yd.	N-297.8		NORTH LITTLE ROCK YD.	82150	L 1.00 AM
A 12.25 AM			N-299.3		END OF TRACK		
Daily Ex. Sunday					(42.6)		Daily Ex. Monday
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
Ellison	N-260.3	13-N	82105
Sherrill	N-263.7	6-S	82110
Tucker	N-267.2	40	82114
Arkalite	N-277.3	14	82125
Kermac	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	Overhead	North Little Rock Yd. MP N-298.3
MoPac	Overhead	North Little Rock Yd. MP N-298.8
Main St.	Overhead	North Little Rock Yd. MP N-298.9

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

SPECIAL INSTRUCTIONS STUTTGART SUBDIVISION

G-1. MAXIMUM SPEED _____ 40 MPH
(Where lower speed prescribed by Permanent Speed Restriction Signs and/or General Order they will govern.)

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 speed restriction signs will be displayed ONE-HALF mile from point of restriction.

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
Altheimer - South Leg of Wye..... 10
Lynch Spur 10
Old Main Track North Little Rock Yard (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:
North Little Rock Yd. — MP N-294, 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 Speed restriction signs will be displayed ONE-MILE from point of restriction.

H-6. The switch of tail of wye at Altheimer will be left lined for South Leg of Wye.

H-7. At North Little Rock Yard, schedule will be assumed by crew assigned to or ordered for train, which may leave without Clearance.

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. Switch targets from initial switch MP N-295, Pole 29, to end of main track North Little Rock Yard, have been painted yellow and switch locks replaced with hooks. Rule 104 Modified accordingly. This exception does not apply to any derail switches located within these limits.

H-10. North Little Rock Yard: City Ordinance restricts sounding of engine horn within city limits. In observing this Ordinance the horn should be sounded to give necessary operating signals and should be sounded for all crossings, but such signals must not consume more than 5 seconds overall time unless a person or vehicle is seen on or approaching crossing or track and in the judgment of the engineer additional sounding of the horn may prevent an accident.

H-11. North Little Rock Yard: 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-1. Yard limits are established at Pine Bluff — MP 263, Pole 6 to MP 268, Pole 25.

I-2. Southward trains, except trains enroute Pine Bluff Arsenal, will secure clearance at Pine Bluff Yd.

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.

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 Shops 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, one 85 ft. TOFC or Transport Car cannot be moved from parallel adjacent tracks through two of these switches. Train and yard crews handling one or more 85 ft. Transports 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 pile 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 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. 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.

I-36. A train register book has been placed in a locked box (locked with switch lock) affixed to post located East side of main track near instrument case opposite southward absolute signal at Missouri Street, Pine Bluff Shops, MP 267, Pole 8, for registering train or engine operating on Arsenal track Pine Bluff.

The conductor, or engineer if no conductor, of train or engine who is to operate on Arsenal track Pine Bluff will register departure and arrival on train register located at MP 267, Pole 8,

entering the required information except in column showing "TRAIN" show trip number using same trip number arriving as shown departing. Trips to be numbered consecutively beginning with first trip each month.

A train or engine departing Pine Bluff on Arsenal track must check train register and will not leave if a train or engine has registered departure on a trip until such train or engine has registered arrival on return trip. Only one SSW train or engine at a time may operate on Arsenal track Pine Bluff.

The above will not apply to yard engines using Pine Bluff Arsenal track to switch old standard spur.

I-37. Pine Bluff City Ordinance: Rule 14(1) — Horn signal 14(1) should not be sounded within the city limits of the city of Pine Bluff between the hours of 10:00 PM and 6:00 AM except in case of an emergency or when a person or vehicle is seen on or approaching the crossing or track and in the judgment of the engineer the sounding of the horn may prevent an accident.

In observing this rule between the hours of 6:00 AM and 10:00 PM, the horn should be sounded for all crossings but such signal, for each crossing, should not consume more than five seconds overall time unless a person or vehicle is seen on or approaching the crossing or track and in the judgment of the engineer additional sounding of the horn may prevent an accident.

Horn Signal 14(1) will not be sounded between the hours 10:00 AM and 11:00 AM (1 hour) SUNDAYS ONLY, between Laurel Street and Poplar Street, Pine Bluff, Arkansas, except in case of emergency or when a person or vehicle is seen on or approaching the crossing or track and in the judgment of the engineer the sounding of the horn may prevent an accident.

I-38. Stop sign has been installed on Finkbinner Spur at south side of Cherry Street, MP 268.4.

Trains and engines moving on Finkbinner Spur must stop within twenty-five (25) feet of this crossing and comply with Rule 103.

Let's Make SAFETY TICK

T hrough rules knowledge

I njury free conditions

C ontrol unsafe practices

K eep alert

PINE BLUFF SUBDIVISION

SOUTH-WARD SECOND CLASS	Capacity of Tracks in		Mile Post Location	TIMETABLE No. 2 Effective January 1, 1976		Station Numbers	NORTH-WARD SECOND CLASS
	Feet	Cars						68 Local
67 Local	Sidings	Other					68 Local
Daily Ex. Sunday							Daily Ex. Sunday
			264.2	TO PINE BLUFF YD. BK @ YXO	82020		
	Yd.	Yd.	266.7	PINE BLUFF SHOPS. K @	82000		
			268.8	M. P. CROSSING. (A)			
11003			269.3	SOUTH PINE BLUFF	81565		
7631			280.4	RONE	81552		
2887 E 8963 W 6763	31		289.8	RISON	81541		
	20		297.1	SALINE	81533		
			307.2	C. R. I. & P. CROSSING. (A)			
7623 E 2376 W 8392	Yd.		307.4	FORDYCE. (R)	81500		
	17		313.0	THORNTON	81465		
8350	57		321.2	BEARDEN	81454		
2811	166		324.9	GRAVEL PIT. (Y)	81451		
6354	56		327.4	EAGLE MILLS	81447		
			336.7	NC JCT.			
L 7.00 AM	Yd.	Yd.	337.6	CAMDEN. BK @ OX	81400	A 11.30 AM	
			338.7	SC JCT.			
			338.9	M. P. CROSSING. (A)			
4716	158		340.4	HERBERT	81383		
7328			348.9	BUENA VISTA	81371		
10159	96		357.9	STEPHENS	81362		
11197	106		368.1	MCNEIL. (Y)	81340		
2805	23		373.3	WALDO	81334		
9084			376.8	LUMBER	81330		
8669	121		385.2	STAMPS	81310		
			385.2	L. & A. CROSSING. (A)			
5659			389.7	LEWISVILLE. (K @)	81300		
	Yd.		390.3	SHREVEPORT JCT. (Y)			
8977			403.4	McKINNEY	81117		
			416.3	GERTRUDE	81104		
A 11.30 AM	Yd.	Yd.	418.7	TO TEXARKANA YD. BK @ YX	81060	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
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	Fast Trains MPH	Authorized Expedited Trains MPH
Pine Bluff Yd. and Texarkana Yd.....	55	65	65
Controlled Sidings	30	30	30
Except:			
South Pine Bluff	10	10	10
Stephens	15	15	15
Lewisville	10	10	10
Through turnouts and crossovers remotely controlled			
	30	30	30
Except:			
South Pine Bluff - North Siding Switch	15	15	15
Fordyce - North switch east siding	20	20	20
Stephens - both siding switches	15	15	15

(Where lower speed prescribed by Permanent Speed Restriction Signs and/or General Order they will govern.)

J-6. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS AND CONTROLLED SIDINGS

	Restricted Speed not exceeding MPH
Through Sidings, other than Controlled 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
Texarkana Yd. - Gertrude Lead.....	10

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

MP	LOCATION	TYPE	DIRECTION	LOCATION OF READ OUT—MP
276.3	S. Pine Bluff & Rone	D	Northward	Pine Bluff Yd.
292.9	Rison & Saline	A	{ Southward	298.2
			{ Northward	287.8
315.2	Thornton & Bearden	C	Both	—
332.1	Eagle Mills & NC Jct.	A	{ Southward	337.9
			{ Northward	327.2
344.3	Buena Vista & Herbert	C	Both	—
362.9	Stephens & McNeil	A	{ Southward	369.0
			{ Northward	356.9
381.1	Lumber & Stamps	A	{ Southward	386.3
			{ Northward	376.1
408.8	McKinney & Gertrude	{ D	Southward	Texarkana Yd.
		{ A	Northward	403.6

(Refer to "Hot Box Detectors", All Subdivisions.)

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 26 herein.

J-9. DRAGGING EQUIPMENT DETECTORS 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 26 herein.

J-10. Camden: Wide Load 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. 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 is 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-12. Trains or Engines entering SSW tracks, Fordyce, will not require train orders or clearance except when Form "U" train order is in effect between remote controlled switches of East Siding, Fordyce.

Rock Island Trains and Engines entering SSW tracks, Fordyce, enroute Camden must secure a clearance at Fordyce before fouling main track.

J-13. In addition to complying with Rule 344 at automatic interlocking CRI&P Crossing, Fordyce, Arkansas MP 307.2 the following will govern:

- (a) If indicator light is illuminated operate time release.
- (b) If indicator light is not illuminated wait five minutes and if no conflicting movement is evident then operate time release.

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. Bearden: City Ordinance restricts sounding of the engine horn within city limits. In observing this ordinance the horn should be sounded to give necessary operating signals and should be sounded for all crossings, but crossing signal must not exceed two short blasts unless a person or vehicle is seen on or approaching crossing or track and in the judgment of the engineer additional sounding of the horn may prevent an accident.

J-17. Camden: City Ordinance restricts sounding of the engine horn within city limits. In observing this ordinance the horn should be sounded to give necessary operating signals. Horn should not be sounded for street crossings, or at other locations, except when a person or vehicle is seen on or approaching crossing or track and in the judgment of the engineer additional sounding of the horn may prevent an accident.

J-18. Trains originating Camden will secure Clearance.

J-19. Camden is register station for RI trains and for trains originating and terminating only.

J-20. Camden: SSW Engines are authorized to operate over the Texas Railway Equipment Company's tracks formerly referred to as Naval Ordnance Plant. 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 Mills, MP 327, at Restricted Speed looking out for pulpwood trucks.

J-21. L&NW trains entering siding at McNeil will be governed by Rule 400 and other rules applicable.

J-22. A train register book has been placed in locked box (locked with switch lock) affixed on post located East side of siding near Dowco Spur switch, Waldo, for registering train or engine operating on Dowco Spur.

The conductor, or engineer if no conductor, of train or engine operating on Dowco Spur will register departure and arrival Waldo, entering required information in train register except in column showing "TRAIN" show trip number using same trip number arriving as shown departing. Trips to be numbered consecutively beginning with first trip each month.

A train or engine departing Waldo on Dowco Spur must check train register and will not leave if a train or engine has registered departure on a trip until such train or engine has registered arrival on return trip. Only one train or engine at a time may operate on Dowco Spur, Waldo.

J-23. Northward trains from Shreveport Subdivision will not require Clearance at Lewisville.

J-24. 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-25. Texarkana: City Ordinances of both Texarkana, Texas, and Texarkana, Arkansas, restricts sounding of the engine horn within city limits. In observing these ordinances the horn should be sounded to give necessary operating signals and should be sounded in short blasts for the crossings of Lake Shore Drive, Lelia Street (cemetery crossing), and Robinson Road. Horn should not be sounded for other street crossings, or at other locations, except when a person or vehicle is seen approaching the crossing or track and in the judgment of the engineer sounding of the horn may prevent an accident.

J-26. No train order signal maintained at Texarkana Yard, all departing trains will secure Clearance.

J-27. When northward trains are ready to leave Texarkana Yard, a member of crew will communicate with Train Dispatcher for authority to depart.

J-28. Northward trains leaving Texarkana Yard, must proceed on main track unless authorized by Yardmaster to proceed through "A" lead.

J-29. 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-30 LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Station	Location
Overpass	Saline	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. 2		Station Numbers
Sidings	Other		SOUTH	NORTH	
Effective January 1, 1976					
STATIONS					
Yd.	Yd.	418.7	ABS TO TEXARKANA YD. BK @ OYX		81060
		419.1	0.4 T. & P. CROSSING @		
		419.2	0.1 K. C. S. CROSSING @		
8500		423.3	4.1 EYLAU		81057
	20	431.8	8.5 REDWATER Y		81049
8056	39	437.2	5.4 MAUD		81043
7927	14	452.0	14.8 DARDEN		81028
9036	20	465.9	13.9 OMAHA		81014
6927	Yd.	479.5	13.6 MT. PLEASANT BK @ Y		81000
		479.6	0.1 DALLAS JCT.		
		490.0	10.4 NORTH PITTSBURG		80290
		491.0	1.0 L. & A. CROSSING @		
	76	491.2	0.2 PITTSBURG		80270
		501.8	10.6 SMITH		80255
		510.1	8.3 GILMER		80246
		512.9	2.8 SUFFOLK		80243
	101	525.1	12.2 T. & P. BIG SANDY CROSSING @		80220
	214	536.8	11.7 OWENTOWN		80210
Yd.	Yd.	546.2	9.4 TO TYLER YD. BK @ OTYX		80140
(127.5)					

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	451.5	31	81019
Winona (spur)	533.2	20-N	80215

SPECIAL INSTRUCTIONS — TYLER SUBDIVISION

K-1. CTC-ABS Between:
Texarkana Yard, MP 419, Pole 31 and Tyler Yard, 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 Yard — MP 544, Pole 15 to MP 548, Pole 20.

K-5. MAXIMUM SPEED BETWEEN:	Authorized		
	Freight Trains MPH	Fast Freight Trains MPH	Authorized Expedited Trains MPH
Texarkana Yd. and Tyler Yd.....	55	65	65
Controlled Sidings	30	30	30
Except:			
Maud	20	20	20
Darden	10	10	10
Mt. Pleasant	10	10	10
Through turnouts and crossovers remotely controlled	30	30	30

Except:

Big Sandy - North siding switch	15	15	15
Mt. Pleasant - South siding switch	15	15	15

(Where lower speed prescribed by Permanent Speed Restriction Signs and/or General Order they will govern.)

K-6. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS AND CONTROLLED SIDINGS

Through Sidings, other than Controlled 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
North and South leg wye Redwater.....	10
Texarkana Yd. - Gertrude Lead.....	10
Redwater - Arsenal Track.....	10

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

MP	LOCATION	TYPE	DIRECTION	LOCATION OF READ OUT—MP
431.8	Redwater & Maud	{	A Southward	437.6
			D Northward	Texarkana Yd.
456.4	Darden & Omaha	A	{ Southward	461.7
			{ Northward	451.2
485.3	Mt. Pleasant & N. Pittsburg	A	{ Southward	489.8
			{ Northward	479.8
505.2	Smith & Gilmer	A	{ Southward	509.5
			{ Northward	500.7
533.6	Big Sandy & Owentown	A	{ Southward	537.2
			{ Northward	529.0

(Refer to "Hot Box Detectors", All Subdivisions.)

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 MP 553.6

Refer Rule 36 (5), page 26 herein.

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

K-10. When southward trains are ready to leave Texarkana Yard, a member of crew will communicate with Train Dispatcher for authority to depart.

K-11. Texarkana: City Ordinances of both Texarkana, Texas, and Texarkana, Arkansas, restricts sounding of the engine horn within city limits. In observing these ordinances the horn should be sounded to give necessary operating signals and should be sounded in short blasts for the crossings of Lake Shore Drive, Lelia Street (cemetery crossing), and Robinson Road. Horn should not be sounded for other street crossings, or at other locations, except when a person or vehicle is seen approaching the crossing or track and in the judgment of the engineer sounding of the horn may prevent an accident.

K-12. A train register book has been placed in locked box (locked with switch lock) affixed to post located East side of main track near Arsenal track switch, Redwater, Texas, MP 431, Pole 0, for registering train or engine operating on Asenal track Redwater.

The conductor, or engineer if no conductor, of SSW train or engine operating over Arsenal track between Redwater and Defense, Texas, will register departure and arrival Redwater, entering the required information in train register except in column showing "TRAIN" show trip number using same trip number arriving as shown departing. Trips to be numbered consecutively beginning with first trip each month.

A train or engine departing Redwater on Arsenal track must check train register and will not leave if a train or engine has registered departure on a trip until such train or engine has registered arrival on return trip. Only one SSW train or engine at a time may operate on Arsenal track Redwater.

K-13. 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-14. 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. 838-2911, from Texarkana.

K-15. 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-16. Stop sign has been installed on spur track at north side of crossing over Highway 338, MP 461, Pole 25, Naples, Texas.

Trains and engines moving on spur track in either direction must stop within 25 feet of this crossing and comply with Rule 103.

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

K-18. 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-19. In addition to complying with Rule 344 at automatic interlocking L&A crossing, Pittsburg, Texas MP 491, Pole 3, the following will govern:

1. If indicator light is illuminated, operate time release.
2. If indicator light is not illuminated, wait 5 minutes and if no conflicting movement is evident, then operate time release.

K-20. 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-21. 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-22. When Northward trains are ready to leave Tyler Yard, a member of crew will communicate with train dispatcher for authority to depart.

K-23. 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-24. NON ELECTRICALLY LOCKED SWITCHES:

Naples.....		MP 460.8
Mt. Pleasant.....	Gus Presley Spur.....	MP 479.9
Mt. Pleasant.....		MP 481.6
Pittsburg.....	Cotton Oil Mill Spur.....	MP 491.6
Pittsburg.....	L&A Transfer.....	MP 491.2
Gilmer.....		MP 511.3
Gilmer.....	Spur Track.....	MP 511.7
Big Sandy.....	House Track.....	MP 524.9
Tyler Yd.....	Western Foundry.....	MP 543.9

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-25. Location of Overhead and Side Structures not standard clearance on Main tracks and sidings.

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

LUFKIN SUBDIVISION

15

SOUTHWARD SECOND CLASS	Capacity of Tracks in		Mile Post Location	TIMETABLE No. 2 Effective January 1, 1976		Station Numbers	NORTHWARD SECOND CLASS
	Feet	Cars					
451 Local	Sidings	Other		STATIONS			452 Local
Mon. Wed. Fri.							Tue. Thur. Sat.
L 10.30 AM	Yd.	Yd.	546.2	TO	TYLER YD... BK@OTYX	80140	A 11.55 AM
			546.5	ABS	0.3 M. P. CROSSING.....@		
L 10.38 AM			E-548.6		LUFKIN JCT.....	80138	A 11.48 AM
11.38	2710		E-572.9		POMONA.....	78634	10.50
			E-576.6		M. P. CROSSING.....@		
1.25 PM	2596	40	E-576.6		JACKSONVILLE.....@	78550	10.40
			E-590.1		T. S. CROSSING.....@		
2.15	453	78	E-592.1		RUSK.....	78390	9.05
2.43		33	E-604.2		ALTO.....	78384	8.27
3.55			E-634.2		KELTYS.....	78350	7.15
			E-636.0		S. P. CROSSING.....G		
A 4.00 PM	Yd.	Yd.	E-636.1	TO	LUFKIN... BK@OX	78200	L 7.00 AM
			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
Bullard.....(spur)	E-563.4	6-N	78643
Tinimax.....(spur)	E-566.3	16-S	78638
Dialville.....	E-584.7	26	78397
Wells.....(spur)	E-619.3	10-N	78375

SPECIAL INSTRUCTIONS LUFKIN SUBDIVISION

- L-1. MAXIMUM SPEED 25 MPH
- L-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
- Except through Lufkin Jct. switch 15
- Jacksonville - Siding 5
- 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 speed restriction 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 Lufkin to Gresham			Southward Gresham to Lufkin		
MP	MP	MPH	MP	MP	MPH
E-636.1	E-556.0	20	E-556.0	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.

*See page 16, Item M-15, for definition of WITH CAUTION.

- L-9. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDING: SP Overhead Bridge, near Jacksonville, MP E-578.3.

WACO SUBDIVISION

SOUTHWARD SECOND CLASS	Capacity of Tracks in		Mile Post Location	TIMETABLE No. 2 Effective January 1, 1976		Station Numbers	NORTHWARD SECOND CLASS
	Feet	Cars						155 Local
155 Local	Sidings	Other		STATIONS			Daily
Daily							Daily
L 10.00 PM	Yd.	Yd.	621.3	TO	CORSICANA... 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					(53.7)		Daily
155							155

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS

Name	Mile Post	Capy. & Direction of Entry into Spurs	Station Numbers
Hubbard.....	648.2	35	71425
Trading House Creek.....(spur)	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
- Trading House Creek spur, MP 688 5

- N-3. Rule 99 (d) in effect.
- N-4. Rule 10(g).—Temporary speed restriction 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.

CORSICANA SUBDIVISION

Capacity of Tracks in		Mile Post Location	TIMETABLE No. 2		Station Numbers
Feet	Cars		Effective January 1, 1976		
Sidings	Other		SOUTH	NORTH	
Yd.	Yd.		STATIONS		
		546.2	TO	TYLER YD. BK @ OTYX	80140
		546.5		M. P. CROSSING	
		548.6		LUFKIN JCT.	80138
6699	4	558.5		CHANDLER	80128
9800	6	575.2		MURCHISON	80110
		583.4		S. P. CROSSING	
1170	47	583.8		ATHENS	80080
2887		584.5		SOUTH ATHENS	80067
6998		587.9		DAUPHIN	80064
	33	593.7		MALAKOFF	80058
2410	110	598.7		TRINIDAD	80053
8483	32	607.2		KERENS	80044
8063	Yd.	620.0		HILL YD.	80035
		621.0		B. R. I. CROSSING	
		621.3		S. P. CROSSING	
	Yd.	621.3	TO	CORSICANA BK @ Y	71330

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

Name	ADDITIONAL STATIONS		Copy. & Direction of Entry into Spurs	Station Numbers
	Mile Post			
Brownsboro	(spur)	566.8	15-N	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 BETWEEN:	Authorized		
	Freight Trains MPH	Fast Freight Trains MPH	Authorized Expedited Trains MPH
Tyler Yd. and Corsicana	55	65	65
Controlled Sidings	30	30	30
Except:			
Chandler	20	20	20
Through turnouts and crossovers remotely controlled	30	30	30
Except:			
Lufkin Jct.	15	15	15

(Where lower speed prescribed by Permanent Speed Retriktion Signs and/or General Order they will govern.)

M-6. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS AND CONTROLLED SIDINGS Restricted Speed not exceeding MPH

Through Sidings, other than Controlled 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:

MP	LOCATION	TYPE	DIRECTION	LOCATION OF READ OUT—MP
553.7	Lufkin Jct. & Chandler	A	{ Southward Northward	558.6 549.8
579.4	Murchison & Athens	A	{ Southward Northward	583.4 574.9
598.5	Trinidad & Malakoff	C	Both	—
615.4	Kerens & Hill Yard	A	{ Southward Northward	620.5 611.1

(Refer to "Hot Box Detectors", All Subdivisions.)

M-8. DRAGGING EQUIPMENT DETECTORS LOCATED AT:

MP 556.0 MP 577.3 MP 581.6 MP 598.5 MP 617.6
Refer Rule 36 (5), page 26 herein.

M-9. No train order signal maintained at Tyler Yard or SSW-BRI Tower Corsicana. Departing trains will secure Clearance.

M-10. When Southward trains are ready to leave Tyler Yard, a member of crew will communicate with Train Dispatcher for authority to depart.

M-11. 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-12. 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-13. Corsicana: North switch to Shed track will be left lined for Shed track.

M-14. Normal position of switch connecting industry lead to storage track NiPak, MP 601.12 is for storage track. Switch must be left lined and locked in this position.

A flap type derail, with derail sign, installed about 50 feet inside of gate on Cardox track at NiPak. Derail will be locked on track with industry's personal lock and a blue flag displayed at this location when a tank car is being loaded.

M-15. Movement on Southern Pacific Transportation Company main track between Shed track switch and East switch of siding Corsicana will be governed by the Uniform Code of Operating Rules except the following Southern Pacific Transportation Company Rules and Special Instructions will apply:

Definitions:

With Caution. Run at reduced speed, according to conditions, prepared to stop short of a train, engine, car, misplaced switch, derail, or other obstruction, or before reaching a stop signal. Where circumstances require, train must be preceded by a flagman.

Block. A length of track between consecutive home signals governing in one direction; or from a home signal to sign reading "End of Block" or "Block System Limit"; the use of which by trains is governed by block signal.

Rule 513.

Between east switch to siding and interlocking signal governing westward movements Corsicana, before a train or engine fouls the main track and before main track switch is thrown, it must be known by view of track for entire length of block and approach to block to be occupied that there is no train or engine either within or closely approaching the block, moving toward the switch; otherwise protection by flagman must be provided in direction or directions necessary to safeguard the movement.

Timetable Special Instruction

Rule S-71: There is no superiority of Trains on main track between following points and trains and engines moving between these points must move with caution:

East switch to siding and interlocking signal governing westward movements . . . Corsicana.

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.

Tyler	.....	Ford Milling Co. Spur	.....	MP 549.8
Tyler	.....	Certain-Feed Prod. Spur	.....	MP 550.2
Athens	.....	Cannery Track	.....	MP 583.7
Athens	.....	House Track	.....	MP 583.9
Athens	.....	Hawn Lumber Company	.....	MP 584.3
Dauphin	.....	Redman Industries	.....	MP 587.5
Trinidad	.....	TP&L Spur	.....	MP 599.1
Kerens	.....	Massey Feed Co. Spur	.....	MP 607.7

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.	Location
Overhead Viaduct	Chandler	MP 554.1
Overhead Viaduct	Chandler	MP 559.2
Overhead Viaduct	South Athens	MP 585.3
Trinity River Bridge	Trinidad	MP 599.5

M-19. Normal position of spring switch MP 546, pole 26 is for No. 1 track Tyler yard.

GATESVILLE SUBDIVISION

SOUTHWARD		Capacity of Tracks in		Mile Post Location	STATIONS	Station Numbers	NORTHWARD	
SECOND CLASS	First	Cars	Other				THIRD CLASS	Local
615 Local					TIMETABLE No. 2		616 Local	
Daily Ex. Sunday	Sidings		Other		Effective January 1, 1976		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	71730	11.50	
A 9.45 AM				704.2	..... LIME CITY	71752	L 11.29 AM	
Daily Ex. Sunday					(29.2)		Daily Ex. Sunday	
615							616	

O-3. Rule 99 (d) in effect.

O-4 Rule 10 (g).—Temporary speed restriction 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.
 Lime City—MP 703, Pole 24 to end of Track.

O-6 East Waco: South lead switch may be left lined in position last used.

O-7. Waco: Trains and engines making through movements 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., and will be governed by Rule 98 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. (AN 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. Crews assigned in road switcher service between East Waco and Lime City arriving at Atco, McGregor, or Lime City on No. 615's schedule may assume schedule of No. 616 at Atco, McGregor, or Lime City, retain train orders and leave without Clearance.

O-11. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Sta.	Location
Brazos River	Waco	MP 676.4
Overhead Viaduct	Ritchie	MP 685.1
Harris Creek	South Bosque	MP 690.0

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS			
Name	Mile Post	Capy. & Direction of Entry Into Spurs	Station Numbers
Smead..... (spur)	695.0	9-N	71735
Oglesby..... (spur)	702.3	5-N	71750

SPECIAL INSTRUCTIONS GATESVILLE SUBDIVISION

O-1. Maximum Speed Between:
 MP 675, Pole 0 and MP 679, Pole 0..... 10 MPH
 MP 679, Pole 0 and MP 688, Pole 0..... 30 MPH
 MP 688, Pole 0 and MP 705, Pole 19..... 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

COMMERCE SUBDIVISION

SOUTHWARD				Capacity Of Tracks In		Mile Post Location	STATIONS	Station Numbers	NORTHWARD	
SECOND CLASS				Feet	Cars				THIRD CLASS	
	343 Freight	17 Freight		Sidings	Other				18 Freight	318 Freight
	Daily	Daily								
	L 4.00PM	L 5.00AM				479.5	TO	81000	A 6.55AM	A 12.25PM
	4.01	5.01			Yd.	C-480.3	MT. PLEASANT		6.54	12.24
	4.05	5.05		5711		C-481.3	DALLAS JCT.		6.50	12.20
	4.15	5.15		2384	8	C-488.5	REFINERY SIDING	73960	6.40	12.10PM
	4.25	5.25			44	C-495.3	WINFIELD	73950	6.27	11.57
	4.53	5.53 ¹⁸		4487	147	C-517.8	MT. VERNON	73930	5.53 ¹⁷	11.28
	5.06	6.06		4097		C-527.9	SULPHUR SPRINGS	73910	5.45	11.15
	A 5.20PM	A 6.20AM		Yd.	Yd.	C-537.0	RIDGEWAY	73860	L 5.30AM	L 11.00AM
	Daily	Daily					TO		Daily	Daily
	343	17					COMMERCE		18	318
							(57.5)			

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	
SECOND CLASS				Feet	Cars				THIRD CLASS	
	343 Freight	17 Freight		Sidings	Other				18 Freight	318 Freight
	Daily	Daily								
	L 5.25PM	L 10.30PM		Yd.	Yd.	C-537.0	TO	72710		
	5.48	10.53		1580	Yd.	C-551.3	COMMERCE	73860	A 11.32PM	A 2.07AM
						C-551.6	GREENVILLE	73840	11.14	1.49
						C-553.2	L. & A. CROSSING			
	6.04	11.03 ¹⁸		5031		C-559.7	M. K. T. CROSSING			
	6.30	11.35		5045	5	C-579.8	CLINTON	73830	11.03 ¹⁷	1.38
	A 6.50PM	11.55		6579	53	C-589.5	WYLLIE	73810	10.38	1.13
						C-589.6	TO	73400	10.25	L 1.00AM
						C-598.3	PLANO			
				1142	45	C-598.3	S. P. CROSSING	73185	10.02	
				12.33	1603	C-603.2	ADDISON	73150	9.47	
						C-603.2	CARROLLTON			
				1.06	1533	C-613.4	M.K.T.-S.L.S.P. CROSSING	73135	9.16	
						C-627.7	GRAPEVINE			
						C-630.2	T. & P. CROSSING			
		A 2.01AM				C-632.1	TO	73110	L 8.25PM	
						C-632.2	HODGE			
				Yd.	Yd.	C-632.2	F. W. D. CROSSING			
						C-632.2	C. R. I. & P. CROSSING			
						C-632.2	TOWER			
						C-632.2	F. W. B. CROSSING			
						C-632.3	G. C. & S. F. CROSSING			
						C-634.8	5th STREET STATION	72400		
							(Fort Worth)			
							(97.8)			
	Daily	Daily							Daily	Daily
	343	17							18	318

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	30	73835
Simtrot	C-554.2	40	73833
Nevada (spur)	C-569.0	10-S	73820
Murphy	C-584.2	8	73805
Dallas P. & L. (spur)	C-607.9	80-N	73145
Smithfield (spur)	C-622.3	13-S	73130

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

Rule S-71. There is no superiority of trains on main track between following points and trains and engines moving between these points must move at Restricted Speed.

Plano..... North siding switch and train order signal.

SPECIAL INSTRUCTIONS—COMMERCE SUBDIVISION

19

Name	Additional Stations Mile Post	Copy. & Direction of Entry into Spurs	Station Numbers
Cams. (spur)	485.3	11-S	73965

P-1. MAXIMUM SPEED 49 MPH
(Where lower speed prescribed by Permanent Speed Restriction Signs and/or General Order they will govern.)

P-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
Sulphur Springs - Siding.....	10
Ridgeway - Siding.....	10

Maximum speed for Northward trains from Commerce Subdivision between the absolute signals at Dallas Junction, MP C-480, Pole 9, is 20 MPH (Engine only).

P-3. HOT BOX DETECTORS AND READ OUT PANELS:

MP LOCATION	TYPE DIRECTION	LOCATION OF READ OUT—MP
C-504.7 | Mt. Vernon & Sulphur Springs	C | Both	—

(Refer to "Hot Box Detectors", All Subdivisions.)

P-4. DRAGGING EQUIPMENT DETECTOR LOCATED:
MP C-504, Pole 25, Between Mt. Vernon and Sulphur Springs.
Refer Rule 36 (5), page 26 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-539, Pole 0.

P-6. Southward trains enroute Commerce Subdivision receiving clearance or clearance and train orders at Texarkana Yard authorizing movement from Mt. Pleasant on Commerce Subdivision will not require clearance at Mt. Pleasant. This will fulfill requirement of last paragraph of Rule 83(a).

Rule 219, Paragraph 3, (wire failure clearance) will not apply at Mt. Pleasant for Commerce Subdivision trains.

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

P-8. Rule 221(a) "Calling-on" Indication. — When Form "N" train order is held by Operator Mt. Pleasant, Northward train restricted at Refinery siding for an opposing train upon verbal authority from Operator at Mt. Pleasant may proceed on main track to Dallas Jct. and then be governed by signal indication.

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 40 MPH
(Where lower speed prescribed by Permanent Speed Restriction Signs and/or General Order they will govern.)

Q-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
Clinton - Siding.....	10
Wylie - Siding.....	10
Plano - Siding.....	10

Q-3. HOT BOX DETECTORS AND READ OUT PANELS:

MP LOCATION	TYPE DIRECTION	LOCATION OF READ OUT—MP
C-544.9 | Commerce & Greenville	C | Both	—
C-572.7 | Clinton & Wylie	C | Both	—

(Refer to "Hot Box Detectors", All Subdivisions.)

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 26 herein.

Q-5. YARD LIMITS established at the following stations:
Commerce — MP C-534, Pole 30 to MP C-539, Pole 0
Greenville — MP C-555, Pole 10 to MP C-552, Pole 9
Plano — MP C-587, 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. 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-11. Dal-Nor: Industry track off Tom Thumb run-around crosses Inwood Road 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.

SPECIAL INSTRUCTIONS—FT. WORTH SUBDIVISION (Cont.)

Four stop signs have been installed on old Dallas main track and Dal-Nor Spur at Spring Valley-Inwood Road Crossing vicinity MP L-598.8.

Trains and engines moving on old Dallas main track and Dal-Nor Spur must stop within twenty-five (25) feet of this crossing and comply with Rule 103.

Q-12. Stop signs have been installed on north storage track at north and south sides of Kelley Springfield Drive, MP C-601, Pole 3, Carrollton, Texas.

Trains and engines moving on north storage track must stop within twenty-five (25) feet of this crossing and comply with Rule 103.

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. Yard engine movements between connection FWD main track at MP C-632.13 and 5th Street Station will be made over

FWD tracks under provision FWD Timetable and rules. Rule 93, Consolidated Code of Operating Rules will be the authority for movement within these limits. Within these limits authority for movement not authorized by block signal indication will be issued by the yardmaster. Permission must be obtained from FWD Yardmaster before entering FWD main track. This may be done by telephone or by radio through yard office forces at Hodge Yard Office, who will obtain necessary permission from yardmaster and relay to engine foreman.

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.	Location
Rowlett Creek	Murphy	MP C-585.6
White Rock Creek	Addison	MP C-597.2
Elm Fork	Carrollton	MP C-605.1

SHREVEPORT SUBDIVISION

SOUTHWARD					Capacity Of Tracks In		Mile Post Location	TIMETABLE No 2					Station Numbers	NORTHWARD				
SECOND CLASS					Feet	Cars		Effective January 1, 1976						SECOND CLASS				
131	143	125	155		Sidings	Other		STATIONS						130	144	126	154	
Freight	Freight	Freight	Freight				TO.....					Freight	Freight	Freight	Freight			
Daily	Daily	Daily	Daily				LEWISVILLE..... K@					Daily	Daily	Daily	Daily			
L 6.00PM	L 10.15AM	L 4.45AM	L 2.00AM		Yd.	Yd.	K-389.7	TO.....	0.6	81300	A 7.20AM	A 1.50PM	A 7.37PM	A 12.20AM				
L 6.05PM	L 10.20AM	L 4.50AM	L 2.05AM				K-390.3	.....	18.2		A 7.15AM	A 1.45PM	A 7.32PM	A 12.15AM			
6.23	10.38	5.08	2.23	8870	24		K-408.5	.....	13.7	81293	6.55	1.25	7.12	11.55			
6.37	10.52	5.22	2.37	1846	29		K-422.2	.....	9.6	81281	6.40	1.10	6.57	11.40			
6.47 ¹²⁶	11.02	5.32	2.47	6791	8		K-431.8	.....	16.8	81275	6.30	1.00	6.47 ¹³¹	11.30			
7.05	11.20	5.50	3.05				K-448.6	.....	0.5	81258	6.10	12.40	6.25	11.10			
							K-449.1	.....	0.3								
							K-449.4	.....	0.5								
					Yd.	Yd.	K-449.9	.....	0.5								
							K-450.2	.....	0.3								
A 7.15PM	A 11.30AM	A 5.59AM	A 3.15AM				K-450.7	.....	0.5		L 6.00AM	L 12.30PM	L 6.15PM	L 11.00PM			
							K-451.7	.....	1.0	78900							
								TO.....	(62.0)									
Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily				
131	143	125	155								130	144	126	154				

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS

Name	Mile Post	Capy. & Direction of Entry into Spurs	Station Numbers
Bolinger..... (spur)	K-419.3	4-S	81284
Benton..... (spur)	K-437.0	14-S	81269
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 SPEED 49 MPH

(Where lower speed prescribed by Permanent Speed Restriction Signs and/or General Order they will govern.)

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
Bradley - Siding.....	10
Through turnouts on other than sidings.....	10

Shreveport Subdivision trains entering siding Lewisville on authority of Calling-On Indicator Signal, Shreveport Jct. will not exceed Restricted Speed on Lewisville siding.

R-4. HOT BOX DETECTORS AND READ OUT PANELS:

MP	LOCATION	TYPE	DIRECTION	LOCATION OF READ OUT—MP
K-414.1	Bradley & Plain Dealing	A	{ Southward Northward	K-418.1 K-408.7
K-445.0	Bossier & Alden Bridge	D	Southward	Shreveport Yd.

(Refer to "Hot Box Detectors", All Subdivisions.)

DRAGGING EQUIPMENT DETECTORS LOCATED AT:

MP K-414, Pole 2 MP K-445, Pole 0
Refer Rule 36(5), page 26 herein.

R-5. 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-6. 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-7. A CALLING-ON INDICATOR SIGNAL, shown under Rule 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-8 below.

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

R-8. Shreveport Subdivision trains arriving Lewisville will proceed through siding, unless otherwise instructed.

R-9. Southward trains enroute Shreveport Subdivision receiving clearance or clearance and train orders at Camden authorizing movement from Lewisville on Shreveport Subdivision will not require clearance at Lewisville. This will fulfill requirement of last paragraph of Rule 83(a).

Rule 219, Paragraph 3, (wire failure clearance) will not apply at Lewisville for Shreveport Subdivision trains.

R-10. 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 ICG 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-11. 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-12. Red Jct., MP K-450, Pole 21 is the end of main track Shreveport Subdivision.

R-13. 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 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-14. Roundhouse track leading from North end Ardis track Shreveport Yard must be left lined for Ardis track.

R-15 Automatic crossing signals work in conjunction with traffic lights for vehicular traffic at Jordan and McNeil Streets, and Louisiana Avenue, Shreveport.

Actuating circuits are as follows:
Jordan Street:

WEST MAIN

Approximately 800 feet East of crossing for Westward movement.
Approximately 200 feet West of crossing for Eastward movement.

EAST MAIN

Approximately 240 feet West of crossing for Eastward movement.
Approximately 800 feet East of crossing for Westward movement.

McNeil Street and Louisiana Avenue:
Approximately 800 feet on both sides of crossings both EAST and WEST main.

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.

For a reverse movement over crossings, after signals stop operating, engine or cars must re-enter insulated area, which is indicated by yellow marks on rail approximately 30 feet each side of crossing, and remain ten seconds to reactivate signals. It must be known that traffic lights and crossing signals are operating and the crossing clear of vehicular traffic before reverse movement is made.

R-16. Bossier City: Rules 14(1) and 30 are modified as pertains to ringing bell and sounding engine horn in the town of Bossier City. In order to comply with an ordinance of that town, prescribed highway crossing whistle must be started at a distance not to exceed 200 feet before reaching highway crossing, and bell will be rung, starting at a point 300 yards before reaching the crossing.

R-17. 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-18. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Sta.	Location
Red River	Shreveport	MP K-450.3
Spring St. Viaduct	Shreveport	
Market St. Viaduct—Span A	Shreveport	
Market St. Viaduct—Span B	Shreveport	

R-19. 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.

R-20. Between SP Jct., West Shreveport and Spring Street Jct., SP and SSW trains and engines operate over ICG main tracks and will be governed by ICG Timetable, Special Instructions and Operating Rules.

Trains and engines approaching ICG main track from SSW at Spring Street Junction must stop and will not foul ICG 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.

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

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

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

SWITCH ON 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.

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 Rule 93, 93(a) and D-93.



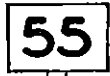
1-B. Indication. Regulate speed and be governed by Rules. Name — Railroad Crossing One Mile Sign.

Point one mile from non - interlocked railroad crossing at grade designated on time table. See Rule 93.



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

Necessary for trains to stop. See Rule 98.

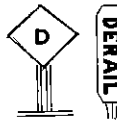


1-D. Indication. Reduce to speed shown on sign. Name — Permanent Speed restriction Sign.

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 authorized expedited trains are authorized 70 MPH they may operate at 70 MPH where speed signs indicate 65 MPH.



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

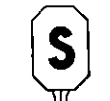
Hand throw derailed not equipped with switch stand or target indications is located in track. See Rule 104 (8).



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 Rules 14, 14(a) and 30.

When sign is used to protect more than one crossing, numeral will be attached to stand designating number of crossings protected, whistle signal 14 (1) applies at each crossing.



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

Point one mile before initial switch of station is reached.

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 mechanical refrigerator cars with motors running, should be entrained other than immediately ahead of caboose when practical to do so.

12. Employes 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 Illmo, Mo. (SI&MB)	315,000
Illmo, Mo. and Corsicana, Tex.	315,000
Corsicana, Tex. and Waco, Tex.	263,000
Waco, Tex. and Atco, Tex.	263,000
Atco, Tex. and Lime City, Tex.	263,000
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 Gideon, Ark.	242,000
Hornersville Jct. Mo. and Caruthersville, Mo.	242,000
Paragould, Ark. and Blytheville, Ark.	242,000
Stuttgart, Ark. and Gillett, Ark.	242,000
England Jct., Ark. and North Little Rock, Ark.	263,000
Mt. Pleasant, Tex. and Fort Worth, Tex.	263,000

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 33 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): All 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

Between Absolute Signals protecting railroad crossings at grade, protected by interlocking, with inoperative approach Signals*..... 20

*An inoperative Approach Signal is not connected with track circuit, nor with the Absolute Signal, and continuously displays yellow aspect (Rule 285).

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 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.

2. FOREIGN LINE EMPLOYES OPERATING OVER SSW TRACKS WILL BE GOVERNED BY RULES AND INSTRUCTIONS OF THIS COMPANY.

SSW EMPLOYES 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. Freight Trains will include Light Engines and Engine and Caboose only. Authorized Fast Freight Trains will be designated by Clearance as "MSE-Z" or "ABSM-Z". Authorized Expedited Trains will be designated by Clearance as "BSM-X" or "CB-X".

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

16. ENGINE RESTRICTIONS:

(a) Engines 5300 to 5325, 6900 to 6928, 7900 to 7936, 9900 to 9902, 9950 to 9952, cannot be operated between:

Wyatt and Lilbourn	Malden and Gideon
Hornersville Jct. and Caruthersville	Paragould and Blytheville
Stuttgart and Gillett	Alzheimer and North Little Rock Yd.
Sulphur Springs and Hodge*	Lufkin Jct. and Lufkin
Corsicana and Waco	Waco and Lime City

*This restriction will not apply to engines 7900 to 7936 between Sulphur Springs and Hodge.

(b). Light engines may be operated at Freight Train Speed not exceeding 55 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. 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.

(e). Do not exceed 60 MPH when engine assembly includes a Southern Railway Diesel unit.

The overspeed on Southern Diesel units is set for 65 MPH. Seals on overspeed must not be broken.

(f) The following will apply when diesel units classes AS 415, AF 420, ES 412 and ES 415 (except will not apply to ES-415 units which are equipped with coupler stops when coupler stops are in proper position to restrict swing of coupler) are used in engine consist.

- (1) When only AS 415, AF 420, ES 412 and ES 415 class units are used in engine consist, not more than two units may be on the line when making a reverse movement with cars or train and must be located adjacent to the train.
- (2) When operating with mixed engine consist, where dynamic brake is required, not more than two AS 415, AF 420 and ES 415 units will be used.
 - A. If one unit is used, it will be placed as the second unit.
 - B. If two units are used, units must be placed as the second and third units in consist.
 - C. A road unit must be coupled against the train.
 - D. If necessary to make a reverse movement with cars or train, lead unit must be isolated.
- (3) ES 412 class unit will not be used in mixed consist per Item 2 account not equipped with #24 MU wire.
- (4) If necessary to operate with more than two AS 415, AF 420, ES 412 and ES 415 class units in consist (including pick up of units from outlying points), these units must be placed in the lead. Under these conditions, if reverse movement is made with cars or train, all units ahead of the two rear units in these classes will be isolated.
- (5) AS 415, AF 420, ES 412 and ES 415 class units must not be used in swing or cut-in helper service. No more than two of these units can be used as helper on rear end of train behind or immediately ahead of caboose.
- (6) Extreme caution must be used during dynamic braking or when making reverse movement to prevent jack knifing and track damage.

(g) The following instructions will apply any time units are coupled behind a caboose for the purpose of assisting a train over a hill:

When helper engine is placed behind caboose, not more than two six-axle operating units totaling not more 179,400 pounds tractive effort or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort will be used.

To insure proper compliance with the above rule when helper engine is placed behind caboose, the following list covers engine tractive effort in pounds:

Engine Model	Class Designation	Tractive Effort Pounds
GP9	EF418-1 to 9; EF 418C-1,2; EF418E-1,2,3	64,200
GP20	EF420-1,2; EF420C-1,2	65,100
GP35	EF425-1,2,3,4; EF425C-1,2,3	66,000
GP30	EF423-1; EF423C-1	66,100
GP40	EF430C-1	67,560
U25B	GF425-1,2,3	67,800
U28B	GF428-1	67,890
SD9	EF618-1 to 5; EF618E-1,2	89,700
SD35	EF625-1	95,540
628	AF628-1,2	97,710
630	AF630-1	101,110
SD45-2	EF636-7,8,9; EF636C-6,7,8	102,600
SD40	EF630-1,2	102,750
U28C	GF628-1	103,120
SD45X	EF642-1,2	103,240
SD45	EF636-1 to 6; EF636C-1 to 5	103,470
SD39	EF623-1,2	104,160
U33C	GF633-1 to 5	104,710
U30C	GF630-1,2	104,850
643	AF640-1	132,300

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.

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. When necessary to handle Diesel engines dead 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:

Maximum speed for Locomotive Cranes 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	With Boom In Place Either End Forward
Illmo 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.

Maximum speed for Locomotive Crane SSW 96405:

	Illmo to Corsicana Shreveport to Lewisville	Other Main tracks
With boom disconnected, light end forward	20*	20*
With boom disconnected, heavy end forward	45*	20*
With boom disconnected, either end forward and removable counterweight properly positioned	40*	20*

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

Maximum speed for Locomotive Cranes SP MW 6603 and SP MW 6604:

	Illmo to Corsicana Shreveport to Lewisville	Other Main tracks
With boom in place, either end forward	25	25
With boom disconnected, light end forward	20	20
With boom disconnected, heavy end forward	45	20
With boom disconnected, either end forward and removable counterweight properly positioned	55	25

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.

Maximum speed for trains handling Jordan Spreaders (with exception of SP MW 8001):

	MPH Main track other than branches	MPH Main track on branches
Running backward	25	20
Moving forward (prepared for travel)	35	35

The maximum speed (MPH), with no variations, is authorized for trains handling Relief Cranes SP MW 5850 and SSW 96006 on territories listed below:

Between	TERRITORY	
	Crane SP MW 5850 MPH	Crane SSW 96006 MPH
Illmo and Corsicana	45	45
Corsicana and Waco	25	25
Waco and Lime City	20	20
Mt. Pleasant and Addison	35	35
Addison and Hodge	20	20
Lewisville and Shreveport	40	40
Malden and Wyatt	25	25
Lilbourn and New Madrid	20	20
Malden and Gideon	20	20
Hornersville Jct. and Caruthersville	20	20
Paragould and MP P-123	25	25
MP P-123 and MP P-132	20	20
MP P-132 and Blytheville	25	25
Stuttgart and Gillett	20	20
Altheimer 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 E-623.51	20	20
Over Bridge 690.14	10	10

Boom of Relief Cranes SP MW 5850 and SSW 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 SP MW 5850 and SSW 96006 with boom in forward position must not exceed speed of 20 MPH.

Trains handling Relief Crane SP MW 5850 on curves where speed is 45 MPH or less, speed must be reduced to 5 MPH less than shown on speed signs.

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

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

Where speed of freight trains is restricted to 25 MPH or less, the speed must be reduced to 5 MPH less than such maximum speed.

(c) When average weight of cars in trains, including through trains picking up on line other than locals, switchers or LAEST, is more than sixty tons per car, do not handle any cars which weigh less than fifty tons within five cars of engine.

(d) Following series of cars must not be handled on head end of train, but must be handled on or near rear of trains:

USAX 38016 - 38665
USAX 39095 - 39199
DODX 38016 - 38665
DODX 39095 - 39199

(e) Trains handling loaded or empty gondolas in series PC 598500 to PC 598999, inclusive, must not exceed 55 MPH.

(f) Trains handling empty bulkhead flats (FB), equipped with roller bearings are restricted to maximum speed of 55 MPH, EXCEPT, equipment in the following series:

SP 590000 - 590111
 SP 591100 - 591124
 SSW 88050 - 88099

(g) Trains handling one or more empty cars, other than caboose, are restricted to maximum speed of 55 MPH.

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

Rule N.—The following is added:

“Employees are, unless authorized by an officer of the Company, forbidden to have in their possession while on the property firearms, concealed or otherwise, or any weapon considered dangerous.”

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 1. Standard Time may be obtained from Houston telephone extension 411 by employee charged with the duty of maintaining standard clock with correct time.

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

Train order operators will not be required to have, while on duty, a reliable railroad grade watch and watch certificate, at locations where standard clocks are provided.

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

Rules 10-G, 10-I, 10-J and 10-K. When unattended red flags or red lights, yellow flags, red CONDITIONAL STOP signs and yellow PROCEED PREPARED to STOP signs are displayed between siding switches, they must be duplicated on each track.

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 of 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 flag 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.

Rule 34 and 34 (a):

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

Forward trainman in freight service will ride the lead unit unless otherwise instructed by Conductor, Engineer, or Operating Officer.

RULE 36(4) AND 110. HOT BOX DETECTORS

Hot box detector scanner sites have a white light continuously displayed on track side of instrument house, except when a hot bearing is detected, at which time light will start flashing. Crew members must keep a vigilant lookout for light and, when flashing, conductor and engineer must immediately orally compare observation when means of communication is available. Absence of white light indicates system is inoperative and must be promptly reported to Train Dispatcher.

Actuation of hot box detector requires train to be immediately stopped for inspection. To accomplish this without causing journal to seize from the brake application, dynamic brake must be used when practicable. When working power and hot box detector has been actuated, brakes should be applied with an initial reduction, reducing power and applying dynamic brake as soon as possible consistent with good train handling, adding to the reduction as may be necessary to complete the stop.

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 is received on any hot box detector system and car is not set out.

Instructions follow for operation of hot box detectors when stopped by illuminated letter or flashing white light actuated by hot bearing. Location and type detector listed in instructions under Subdivision.

Type A. RULE 36(4). LETTER "H" INDICATOR WITH DIGITAL READOUT.

Trains will be governed by letter type indicators as follows:

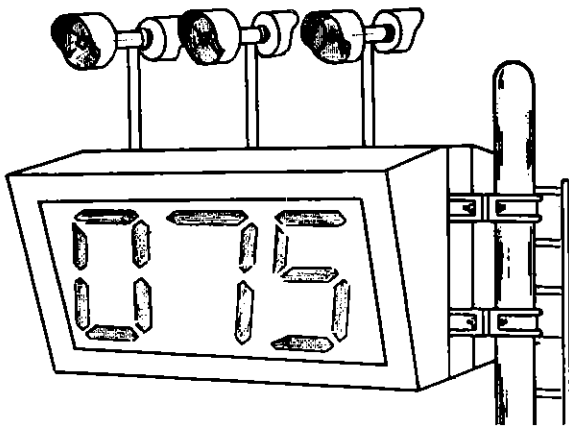
When letter "H" is illuminated or it is known hot bearing has been detected by crew member observing the flashing white light at scanner site, train must be brought to immediate stop and inspection made to determine that it is safe to proceed. Where possible, inspection must be made before passing over switches or structures. After inspection, train must not exceed 15 MPH from point of inspection until stop is made at location of readout indicator and be governed by instructions posted inside case.

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 letter "W" is displayed, it is an indication that preceding train has stopped due to a hot bearing indication, but has not cancelled out system. Following trains 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 over detector provided restrictions permit. Dispatcher phone located near "W" indicator.

When "H" indicator indicates a hot journal on train and there is no count shown on hot bearing detector and/or red light below readout marked "Locator Out of Service" is illuminated or when digital readout indicator displays a false indication such as a duplication of numbers or the numbers displayed exceed the number of axles in train, then all journals of train must be inspected.

Type C. RULE 110. MONITOR DISPLAY BOARD WITH INDICATOR LIGHTS.



A Monitor Display Board and hot box indicator lights, applying to trains in both directions, as shown in the above diagram are mounted on a signal mast at side of track. 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 the train passes the detector, the display board will display numerals indicating the accumulated axle count from the hot bearing to the rear of the train.

A flashing indicator light in the center indicates that another hot bearing (or bearings) was detected subsequent to the hot bearing which is numerically indicated on the display board. Flashing lights, both left and right but not in the center, indicate two hot bearings, same axle, numerals 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 bearings detected were all on the same side of the train. All three

indicator lights flashing signify the indicated hot bearing may be on either side and that one of the subsequent bearings was on the opposite side.

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

When any indicator light displays flashing white aspect, train will be stopped and inspected. 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 displays flashing white aspect, all journals from count indicated to rear of train shall be inspected on side or sides as indicated by left or right flashing white light. Lights and illuminated numerals will automatically cancel out ninety (90) seconds after entire train passes 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 display board 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 it is known hot bearing has been detected by crew member observing the flashing white light displayed on track side of instrument house, and a numerical readout is not displayed on the display board, then train must be stopped promptly and all bearings of train must be inspected.

Type D. RULE 110. REMOTE READOUT BY RECORDER AT TERMINAL.

Readout is by recorder located at nearby terminal as shown under each subdivision of Special Instructions.

Hot box detector scanner sites have a white light continuously displayed on track side of instrument house, except when a hot bearing is detected, at which time light will start flashing.

Crew members must keep a vigilant lookout for light and, when flashing, conductor and engineer must immediately orally compare observation when means of communication is available. Train must be stopped promptly and when means of communication is available, crew member must contact employe at location of recorder to determine location of hot bearing. If location of hot bearing cannot be determined, inspection must be made of all bearings.

REPORTING OF HOT BOXES

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 through 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.

Rule 36. Following is added as Item (5).

Wide load, or Dragging Equipment Indicators—
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.

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 light 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 100 and Air Brake Rule 12. — Setting out cars equipped with AB or ABD air brake equipment:

When cars are set out and sufficient numbers of hand brakes are applied, brake pipe pressure must be depleted by opening angle cock. This method of securing cars is applicable to cars equipped with AB air brake equipment or cars equipped with the latest type of air brake equipment, the ABD valve.

Any time an angle cock is closed in the train where the brake pipe pressure is lower than it is elsewhere, the resultant equalization will raise the brake pipe pressure at that point sufficient to release the AB or ABD valve. Equalizing the air in the brake pipe will cause release of brakes throughout the cars, therefore, it is imperative that when cars are set out, regardless of the air brake equipment, a sufficient number of hand brakes must be applied, brake pipe pressure completely depleted by opening angle cock and leaving the angle cock in open position.

Rule 101(a), Paragraph 2, IS CANCELLED, and the following is added to Rule 101 (a):

Trains or engines with cut of cars must be protected against any known condition which interferes with their safe passage at normal speed.

When member of train or engine crew has reason to believe that movement on main track or siding has passed over defect in track or structure which may interfere with safe train movement at authorized speed, mile post location of defect, as exact as possible, must be immediately noted, train must be stopped as soon as practicable consistent with good train handling techniques and following precautions taken:

- (a) Train dispatcher and other known trains and engines which are subject to pass over affected track must be notified immediately, utilizing radio and/or the nearest means of communication available furnishing information as to the location, as exact as possible, of probable defect in track or structure.
- (b) Unless relieved of responsibility by train dispatcher, reporting crew must provide protection for other trains or engines, make inspection of defect, notifying train dispatcher of findings.
- (c) In all cases, inspection of train, or engine with cut of cars, must be made before proceeding to determine that all wheels are on rail and it is safe to proceed.

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(7) and 104(8). Conductors must make a wire report to Superintendent of any derail or main track switch not having a lock.

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 105, first paragraph, is revised to read as follows:

"Trains and engines using a siding (except controlled sidings) or any track other than main track must proceed at restricted speed."

Rule 111 is modified as follows:

"Speed of freight trains must not exceed eight miles per hour when starting from initial stations and intermediate stops, for the length of trains, or until proceed signal is received from trainman.

"When starting from initial station and intermediate stops, rolling inspection must be made by crew members of as much of train as practicable and train must be stopped if any unsafe conditions are noted.

"When train is stopped for any reason after departing initial station and prior to arrival on receiving track at terminating station inspection must be made immediately of as much of train as practicable.

"Trainmen and enginemen must frequently observe both sides of their train while running, looking out for signals and indications of defects in track and train, especially while rounding curves and while approaching and leaving stations. Additional observations must be made, of both sides of train sufficiently in advance of first switch at each station, but not less than two miles, so that if defect is detected, train can be stopped consistent with good train handling techniques prior to reaching switch. Rear trainman must also make observation behind train looking at track and structures, particularly at track car setoffs and grade crossings, for evidence of distressed or derailed car(s). Results of these observations must be communicated by radio, if practicable, between crew members on head end and rear end of train and with each other. If indication of defect is observed, train must be promptly stopped for closer inspection and and correction of defect.

"When making inspection, crew members must observe train closely for hot bearings, sticking brakes, sliding wheels, dragging equipment, insecure lading, signs of smoke or fire, or any other dangerous condition. If defects are discovered while train is moving, stop signal must be given immediately and train must be stopped consistent with good train handling techniques. Defects should be corrected if possible, and cars unsafe for movement must be set out and chief dispatcher notified. Special attention must be given to hot bearings.

"Cars placarded Explosives, Poison Gas, Flammable Poison Gas, Dangerous, or Dangerous Radio Active Material must be given careful inspection at all points where train inspection is made."

"During inspection by trainmen, any roller bearing found with one cap screw loose or missing and hot box detector has not been activated and check with tempilstik reveals no overheated condition train may proceed to the next treminal where car must be set out.

"Under the same circumstances, when two or more roller bearing cap screws are found loose or missing, train may proceed at Restricted Speed to the first available track where car must be set out.

"If means of communication is available, engineer must inform conductor and helper engineer, if any, when approaching hot box detector, dragging equipment detector, excess dimension load detector or person making rolling inspection of his train. Crew on helper engine and on rear end of train must acknowledge and advise engineer of indication displayed in addition to taking appropriate action in accordance with applicable rules and Special Instructions."

The method of transmitting information between head end and rear end of train required by Rule 111, will be, for example:

APPROACHING

Hot box detector on right (or left)
 Engineer CB 9091 Wide load detector on right (or left)
 Dragging equipment detector on right (or left)
 Person inspecting train on right (or left)
 Conductor Thank you CB 9091

AFTER PASSING

Conductor Highball the _____ CB 9091*
 Engineer CB 9091, Thank you.

* Stop or other appropriate response if detector or person inspecting train so indicates.

Rule 111(c) added:

Any time a train, or engine with cut of cars, in motion on main track or siding has an emergency application of air brakes, or is derailed, mile post locations traversed by the train or engine while moving in emergency, as exact as possible, must be immediately noted. Train dispatcher must be notified without delay.

Track and structures under train at the time of emergency application or derailment, as well as any track or structure over which any part of train passed after emergency application or derailment occurred, must be inspected to determine that it is safe for passage of trains at authorized speed.

An inspection of train, or engine and cut of cars, must be made before proceeding to determine all wheels are on rail.

If derailment or emergency application caused damage to track or structure that would interfere with safe movement of trains at authorized speed, crew must provide necessary protection for other trains, and immediate report must be made as required by Rule 101(a).

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

Rule 221(a). When train order operators advance a train at a station by verbal instructions under Rule 221(a), the following wording must be used:

"This is CB Operator (Station). I have a Form 'N' train order to advance (train) on main track until (time)."

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 350. The following is added:

Where CTC Rules are in effect, trains or engines having proceeded under flag protection under provisions of Rule 345 or Rule 350 due to lack of communication, must not exceed low speed regardless of more favorable signal indication until communication has been re-established with control operator.

Rule 508 (5). When an engine is left unattended, it must, when practicable, be placed on track affording protection against entry to main track; hand brakes must be fully applied, wheel secured with blocking chain or if not available other suitable blocking material and cab doors locked.

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.

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.

Rule 510 (2) modified as follows:

"Employees are prohibited from getting on roof of cars except when necessary to make repair."

Rule 510 (12) Added:

"When necessary to climb through cars, employees may, when practicable, cross only through those standing cars equipped with end platforms or over the body of an empty flat car. They must not place any part of their body between coupler horn and end sill regardless of whether car is equipped with standard draft gear arrangement, sliding sill arrangement of end-of-car cushioning device. Crossing through moving equipment is prohibited."

AIR BRAKE RULES — ADDITIONS — REVISIONS

Air Brake Rule 2. Enginemen will not change to control unit on opposite end of diesel assembly after arriving Terminals Pine Bluff Yard 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.

Air Brake 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-axles, 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.

Air Brake Rule 13. Second paragraph Rule 13 is revised to read:

"In case the trouble cannot be corrected or complete air failure occurs from any cause, train must not be moved. Train dispatcher must be promptly notified."

Sixth paragraph, Rule 13, is revised to read:

"Should the compressor or main reservoir on the lead engine fail, the train must be stopped, automatic brakes left applied, dead-engine feature cut in and control of the brakes transferred to the second engine. The train must not be moved beyond the next point where an engine with suitable air equipment can be placed in the lead."

Seventh paragraph, Rule 13, is cancelled in its entirety.

Air Brake Rule 22. The following is added to Air Brake Rule 22:

"When two or more trains or engines are working at locations where Mechanical Department forces are not on duty, employees must not couple air hoses or go on, under or between cars for the purpose of making repairs until a member of the crew has notified employees on other trains or engines in the immediate vicinity and yardmaster, where assigned, that work is about to be performed and complete understanding had to prevent movement on the affected track."

Air Brake Rule 22. First paragraph, revised as follows:

"All trains, except for run-through and unit run-through trains covered in Rule 22-B, must be given inspection and test as specified

in this rule at points: (1) Where a train is originally made up (Initial Terminal); (2) Where train consist is changed other than by adding or removing a solid block of cars and train brake system remains charged; and (3) Where train is received in interchange."

The following is added as Air Brake Rule 22-B:

"Air Brake Rule 22-B. — Air Brake Tests on run-through and unit run-through trains.

"Each run-through train must be given inspection and test as prescribed by Rule 22 at points: (1) Where train is originally made up (Initial Terminal); (2) Where train consist is changed other than by adding or removing a solid block of cars and train brake system remains charged.

"Each unit run-through train must be given inspection and test as prescribed by Rule 22 at points: (1) Where train is originally made up and where it is reassembled after being broken up; (2) and once during each round-trip cycle at designated points.

"At these designated points inspection and tests must be made to determine the piston travel of a body-mounted 10-inch brake cylinder does not exceed 10 inches; and piston travel on all other brakes must not exceed the nominal travel specified by more than 2 inches or exceed the maximum travel specified by the badge plate or stencil on the car.

"At a point where a block of one or more cars is added to a run-through train or a unit run-through train after the train is originally made up, cars must be inspected and tested as prescribed by Rule 22. At a point other than a terminal where a block is added, inspection and tests must be made as prescribed by Rule 24-C.

"Inspection and tests made under Rule 22 must be recorded at the time they are performed by completing FRA Form F-6180-48 in duplicate. This form must be signed by employe responsible for the inspection and tests. One copy of the form shall be kept in the cab of the engine until the train arrives at its final terminal. In the event of change of head end power between terminals, engineer must insure that this form accompanies train.

"At locations where the crew of one carrier takes over control and operation of a run-through train or unit run-through train from the crew of another carrier, the receiving carrier shall inspect and test the train to determine that:

- (1) The cab of the engine contains a complete FRA Form F-6180-48.
- (2) Brake pipe leakage does not exceed 5 pounds per minute; and
- (3) Brakes apply and release on the rear car from a 20-pound service brake pipe pressure reduction.

"If the cab of the engine does not contain a completed Form F-6180-48, the train must be inspected and tested as prescribed by Rule 22 before it proceeds."

For the purpose of this rule:

Run-through train means a train which passes from one carrier to another carrier with no change in consist (including engine) other than the addition or removal of a block of one or more cars; and

Unit run-through train means a run-through train operated by more than one carrier on a continuous round-trip cycle and consisting of assigned equipment.

Air Brake Rule 23. The following series of cars are equipped with ABDEL brake system which has automatic change-over feature to provide proper brake function when a car is loaded or when empty. This feature is fully automatic on these series and requires no action on part of engineer.

SP 337600 - 337699 Gondolas
 SP 354400 - 355099 Gondolas
 SP 464000 - 464899 Hoppers
 SP 595500 - 595624 Cradle Flats

Air Brake Rule 26. When temperature is 32 degrees above zero or less, air brake system on engine must be blown out before coupling to train, as follows:

Place automatic brake valve handle in running position, then open angle cock at rear of locomotive, move brake valve handle suddenly to release position causing heavy flow of air throughout

the brake pipe, which should blow out any condensation that may have accumulated in the brake system.

Before road test is made on any freight train after locomotive has been coupled thereto, blow out air brake pipe hoses on head end of train as follows:

After making brake pipe reduction, close angle cocks between second and third cars, uncouple air hose; close angle cocks between first car and locomotive, uncouple air hose; then recouple hoses and reopen all angle cocks. During this test engineer must drain condensation from drain cocks on air compressor intercooler and after-cooler, main reservoir, control reservoir, dirt collectors, air filters, and strainers on lead unit.

Air Brake Rule 33. The note set off by asterisk in Air Brake Rule 33 is revised to read as follows:

"Loaded cars with empty-load brakes (ABEL or ABDEL) are to be considered the equivalent of one and one-half (1½) cars in determining tons per operative brake."

Air Brake Rule 33. The following is added:

Freight trains containing operative radio controlled remote locomotives handling cars with single capacity brakes, with tonnage exceeding 80 tons per operative brake, with a maximum of 85 tons per operative brake, must not exceed 50 MPH; except maximum speed must not exceed 25 MPH on descending grades of 1.4 percent or over.

RADIO RULES — REVISIONS

Radio Rule 8. Revised as follows:

"Employee shall identify the radio station from which they are calling by prefacing their call with the railroad name, for example: 'CB Caboose 2026 calling CB engine 6462, over' and to answer a call, announce, for example: 'This is CB engine 6462, over', and shall further identify themselves to each other by giving their names and occupation.

"Radio station must be identified at the end of each transmission which exceeds three minutes, except, that in event of continued exchange of communications, identification shall be made at the end of each 15 minute period if the exchange continues without substantial interruption."

Radio Rule 12(d) revised as follows:

"Train dispatcher communicating direct with engineer or conductor, after assured train is stopped, may authorize train to pass an absolute signal displaying stop indication within CTC limits as prescribed by Rule 350."

MISCELLANEOUS

When trains are stopped by Hot Box Detectors, Dragging and/or Derailed equipment detectors at locations where bridges, trestles, etc., are not provided with walkways, train may be moved slowly ahead a sufficient distance to permit inspection.

Train dispatcher's telephones, at electric locked switches, on CTC instrument houses at each end of controlled sidings and at other installations, are installed in a box equipped with lock. Employes after using telephone must close door and lock. If unable to lock telephone lock-box, immediate wire report must be made to Superintendent.

FLAMMABLE COMPRESSED GAS (FCG):

Tank cars containing flammable compressed gas (FCG) shall not be cut off when in motion. No car moving under its own momentum shall be allowed to couple to a car containing flammable compressed gas (FCG). During switching operations, cars must not be coupled with more force than necessary to complete the coupling.

Trains handling flammable compressed gas (FCG) will be identified by alpha "K" as the last letter in train identification.

At crew change points, locations specified in instructions under Subdivisions, trains handling flammable compressed gas (FCG) must be given a rolling inspection by outbound train crew unless otherwise instructed.

When necessary to set out a car of flammable compressed gas (FCG), hand brake must be applied. Where track is not protected by derail, rail skate or rail skid, car must be chained to the rail.

When handling cars containing flammable compressed gas (FCG) in local or switching moves, work should be arranged to minimize handling of those cars. To the extent practicable, when gathering or distributing cars containing flammable compressed gas (FCG), cars should be separated and isolated on separate track, properly secured until switching has been completed.

When picking up cars containing flammable compressed gas (FCG) at plants, interchange points or other locations, unless otherwise provided, trainmen or switchmen will make inspection to determine cars have no obvious leaks and that hand brakes, air brakes and trucks are in safe condition for movement. Pick up lists or pull instructions must indicate cars have been inspected by carman and are okay to move. Cars that are not in safe condition or have not been okayed on pick up lists or pull instructions for movement will not be handled. Immediate report must be made to the train dispatcher or yardmaster, where applicable, from first available means of communication, when car containing flammable compressed gas (FCG) has been set out or has not been picked up. Report should include car number, location, commodity, and reason car cannot be moved.

Trains handling cars containing flammable compressed gas (FCG) between BR Jct. and Briark on Rock Island trackage must not exceed 30 MPH. Eastward trains handling flammable compressed gas (FCG) will stop at Heth or Mounds, Arkansas and entire train must be inspected from both sides to determine that there is no obvious leakage of flammable compressed gas (FCG) and that there is no other unsafe condition of equipment before proceeding.

Trains handling cars containing flammable compressed gas (FCG) must not exceed 55 miles per hour. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

Trains handling cars containing flammable compressed gas (FCG) will not exceed 30 MPH between the following mile post locations:

ILLMO SUBDIVISION

MP I-3, Pole 3 to MP I-5, Pole 6

PINE BLUFF SUBDIVISION

MP 306, Pole 27 to MP 307, Pole 21
MP 336, Pole 21 to MP 338, Pole 24

TYLER SUBDIVISION

MP 479, Pole 0 to MP 480, Pole 3
MP 491, Pole 0 to MP 491, Pole 21
MP 509, Pole 9 to MP 510, Pole 21

CORSICANA SUBDIVISION

MP 583, Pole 15 to MP 584, Pole 6

COMMERCE SUBDIVISION

MP C-517, Pole 15 to MP C-518, Pole 15

FT. WORTH SUBDIVISION

MP C-588, Pole 0 to MP C-591, Pole 0
MP C-608, Pole 0 to MP C-629, Pole 5

When necessary to provide helper engine for trains handling cars containing flammable compressed gas (FCG), helper engine must be placed in accordance with Item (g), page 23.

Trains handling flammable compressed gas (FCG) must not exceed 150 cars.

Tank cars containing flammable compressed gas (FCG) as shown below will not be moved over the following subdivisions until it is known that track over which car or cars will move has been inspected and member of crew has inspected the car or cars for defect in accordance with Rules 110 and 111:

New Madrid Subdivision	Stuttgart Subdivision
Wyatt Subdivision	Little Rock Subdivision
Caruthersville Subdivision	Lufkin Subdivision
Trumann Subdivision	Waco Subdivision
Blytheville Subdivision	Gatesville Subdivision

Following are shipping names of flammable compressed gas (FCG):

Standard Transportation Classification Code	Shipping Name
2813210	Acetylene Gas
	Acetylene
2813425	Argon-Hydrogen Gas Mixture
2813430	Argon-Methan Gas Mixture
	Methane
2818960	Butadiene from Alcohol
2911985	Butadiene from Petroleum
	Butadiene, Inhibited
2911931	Butane, Impure, for further refining
2912110	Butane Gas, Liquefied
	Butane
2912122	Butane (Butylene) Gas, Liquefied
2813990	Compressed Gases, NEC, OT Poison
	Compressed Gases, NOS
	Fluorine
	Tetrafluoroethylene, Inhibited
2912130	Coal Gas
2813929	Carbon Dioxide - Propylene Oxide Mixture
2813932	Carbon Monoxide
2899887	Compounds of Fluids, Intembseng Starting
	Engine Starting Fluids
2818224	Dimethyl Ether (Methyl or Wood Ethers)
2813980	Dispersant Gases, NEC, Flammable
2813934	Dimethylamine, Anhydrous
	Monomethylamine, Anhydrous
	Trimethylamine, Anhydrous
2813944	Ethylene Oxide - Dichlorodifluoromethane
	Ethylene
2912120	Ethylene, Liquid (Bicarbutted Hydrogen)
	Ethene
2813984	Fluoroethane Gases, Flammable
	Difluoroethane
	Difluoromonochloroethane
2813460	Hydrogen Gas
	Hydrogen
	Hydrogen, Liquefied
2813946	Hydrogen, Sulfide
2813940	Helium - Butane Gas Mixture
2813942	Helium - Isobutane Gas Mixture
2813992	Hydrocarbon Gas, NEC
	Hydrocarbon Gas, Liquefied and Nonliquefied
	Liquefied Hydrocarbon Gas
	Methylacetylene - Propadiene, Stabilized
2814175	Isobutane F Further Refinery Processing
	Isobutylene
2912112	Isobutane Gas, Liquefied
2912190	Liquefied Petroleum Gas, NEC, Compressed
	Liquefied Petroleum Gas
2818947	Methyl Chloride
	Methyl Chloride - Methylene Chloride Mixture
2813950	Methyl Mercaptan Gas
	Methyl Mercaptan
2813954	Nitrogen - Hydrogen Gas Mixture
2912111	Propane Gas, Liquefied
	Propane
	Cyclopropane
2912131	Pintsch Gas
2813978	Refrigerants, NEC, Liquid, Flammable
2813964	Trifluorochloroethylene Gas
	Trifluorochloroethylene
2813966	Vinyl Chloride (Chloroethene)
	Vinyl Chloride
	Vinyl Fluoride Inhibited
2818280	Vinyl Methyl Ether (Methyl Vinyl Ether)
	Vinyl Methyl Ether Inhibited

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.
Givens Jewelers
411 Texas St. |
| E. St. Louis, Ill.
Zerwick Jewelry Co.
210 Collinsville Ave.
Brinker's Jewelry
3306 Camp Jackson Rd. | Memphis, Tenn.
Brewer H.R. Snee.
550 S. Main St. | Texarkana, Ark-Tex.
Grays Jewelry
302 State Line Ave. |
| Illmo, Mo
Hilleman Jewelry
H. A. Margraf
409 Broadway
Cape Girardeau, Mo. | Brinkley, Ark.
Theo's Watch Shop
202 West Cedar | Mt. Pleasant, Tex.
E. C. Shoemaker |
| Malden, Mo.
E. Ferguson
115 S. Madison St. | Stuttgart, Ark.
Treadway Jewelry
108 E. Third St. | Commerce, Tex.
Keener's Jewelry
1124 1/2 Main St |
| Paragould, Ark
M. E. Arnold
229 S. Pruet St. | N. Little Rock, Ark.
Wirt Jewelers
Pike Plaza Shopping Center | Ft. Worth, Tex.
Jolly Jewelers
411 Houston St. |
| Blytheville, Ark.
Guard Jewelry Co. | Pine Bluff, Ark.
Banks & Winkler
325 Main St. | Tyler, Tex.
Murphy Jewelry
219 N. Spring St. |
| | Camden, Ark.
Mrs. J. M. Stinson & Sons | Corleanna, Tex.
S. Dalches Jewelry Co.
216 N. Beaton St. |
| | | Bellmead, Tex.
Chenault's Jewelry
3107 A. Beale St. |

TRAIN DISPATCHERS

- | | |
|----------------|-------------------------|
| W. R. Howard | Chief Dispatcher |
| B. M. Martin | Day Chief Dispatcher |
| A. Hutcheson | Night Chief Dispatcher |
| H. A. Spears | Night Chief Dispatcher |
| G. E. Atkinson | Relief Chief Dispatcher |
| J. D. Bradshaw | Relief Chief Dispatcher |
| J. A. Adams | Asst. Chief Dispatcher |
| J. M. Bowler | Asst. Chief Dispatcher |
| R. W. Bradsher | Asst. Chief Dispatcher |
-
- | | | | |
|----------------|-----------------|---------------|---------------|
| F. L. Arnold | E. N. Faulkner | G. W. Miller | J. H. Stone |
| J. L. Calloway | D. R. Hutcheson | R. A. Minyard | B. E. Sutliff |
| A. M. Crawford | C. J. McClain | C. F. Pope | E. R. York |
| J. O. Daff | C. F. Miller | H. G. Roberts | |

CHARACTERS

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

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 CB Foreman _____ at MP _____
 Calling CB (Train or Engine No.) _____. After engineer answers giving proper identification, Foreman continues:

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

ENGINEER'S RESPONSE

This is engineer of CB 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:
 CB 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.

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

