

**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

B. A. CARTER.....PINE BLUFF, ARK.

TRAINMASTERS

R. L. CAMP.....CARROLLTON, TEX.
J. D. CROW.....CAMDEN, ARK.
L. R. HARRIS.....ILLMO, MO.
L. M. HINSHAW.....MEMPHIS, TENN.
J. E. HARE.....SHREVEPORT, LA.
G. E. WHITTEN.....STUTT GART, ARK.
D. A. BROWN.....TEXARKANA, TEX.
L. C. CAGLE.....TYLER, TEX.

ASSISTANT TRAINMASTERS

C. A. LITES.....DALLAS, TEX.
L. E. ELLIS.....E. ST. LOUIS, ILL.
H. DESHAZIER.....E. ST. LOUIS, ILL.
S. P. DAVENPORT.....PINE BLUFF, ARK.
E. N. FAULKNER.....PINE BLUFF, ARK.
R. G. McRAE.....PINE BLUFF, ARK.
L. C. REYNOLDS.....PINE BLUFF, ARK.
C. R. McDONALD.....SHREVEPORT, LA.
C. D. KELLEY.....TEXARKANA, TEX.
B. F. HARRIS.....TYLER, TEX.

ASSISTANT TRAINMASTERS-AGENTS

O. NAYLOR.....MEMPHIS, TENN.
F. A. CUNNINGHAM.....WACO, TEX.

TERMINAL SUPERINTENDENTS

W. L. BENKE.....DALLAS, TEX.
W. L. MANTOOTH.....E. ST. LOUIS, ILL.
D. K. MEDLEY.....PINE BLUFF, ARK.

SENIOR

ASSISTANT TERMINAL SUPERINTENDENT

B. L. HENDERSON.....PINE BLUFF, ARK.

ASSISTANT TERMINAL SUPERINTENDENTS

G. L. GINNETT.....E. ST. LOUIS, ILL.
L. A. DAVIS, JR.....E. ST. LOUIS, ILL.
W. J. SLINKARD.....PINE BLUFF, ARK.
C. BRADLEY.....PINE BLUFF, ARK.
J. E. ROBERTS.....PINE BLUFF, ARK.
R. WILLIAMS, JR.....PINE BLUFF, ARK.
N. G. BULOT.....DALLAS, TEX.

ROAD FOREMEN OF ENGINES

R. D. SHAW.....ILLMO, MO.
W. M. TAYLOR.....PINE BLUFF, ARK.
J. C. CASTLEBERRY.....PINE BLUFF, ARK.
H. C. GREEN.....TYLER, TEX.

ASSISTANT ROAD FOREMEN OF ENGINES

D. L. SMITH.....JONESBORO, ARK.
R. C. MINGUS.....PINE BLUFF, ARK.

SENIOR CHIEF TRAIN DISPATCHER

B. M. MARTIN.....PINE BLUFF, ARK.

**St. Louis
Southwestern
Railway Company**



**TIMETABLE
3**

**EFFECTIVE
MONDAY JANUARY 1, 1979
AT 12:01 A. M.
CENTRAL STANDARD TIME**

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

A. D. DeMOSS,
Vice President - Operations.

J. D. RAMSEY,
General Manager.

**C. T. BABERS,
W. J. LACY,**
Assistant General Managers.

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

J. W. BREEN,
*Manager of Operations
Planning and Control.*

W. F. REED,
Superintendent.

ILLMO SUBDIVISION

Capacity Of Tracks In		Mile Post Location	TIMETABLE No. 3 Effective January 1, 1979		Station Numbers
Feet	Cars		SOUTH	NORTH	
			STATIONS		
.....	Yd.	Yd.	TO.....EAST ST. LOUIS.BK@YTXO		84200
.....	Yd.	Yd.	TO@.....ILLMO.....BK@		84125
.....		I-3.3	1.9	ANCELL	84123
10280		I-9.6	4.4	QUARRY	84115
.....		I-10.5	0.9	ROCKVIEW JCT.	84100
.....		I-10.6	0.1	FRISCO JCT.	
.....		I-10.7	0.1	S. L. S. F. CROSSING	⊙
12762	110	I-16.1	5.4	DELTA	84080
.....		I-16.1	0.0	M. P. CROSSING	⊙
12384		I-21.4	5.3	RANDLES	84075
7315	5	I-26.4	5.0	MESLER	84066
6365		I-32.2	5.3	ARDEOLA	84058
11405	13	I-37.0	4.8	AVERT	84054
.....		I-47.1	10.1	PARONT	84044
.....		I-48.9	1.8	MO. JCT.	
.....	4	I-50.1	0.2	DEXTER JCT.	
.....		I-50.2	0.1	M. P. CROSSING	⊙
3703	55	I-50.9	0.7	DEXTER	84020
7249	70	I-59.5	8.9	BENIE	84011
.....		I-65.2	5.7	NM JCT.	
Yd.	Yd.	I-67.7	2.5	MALDEN.BK@OYX	83260
.....		57.9	1.7	SM JCT.	
.....		59.6	10.3	ST. FRANCOIS	83241
7670		69.9	5.7	PIGGOTT	83235
2232	112	75.6	3.2	GREENWAY	83231
8277	15	78.8	6.5	RECTOR	83223
2768	76	85.6	5.1	JAY	83218
6996		90.7	2.2	MARMADUKE	83215
1942	8	92.9	10.1	BLYTHEVILLE JCT.	Y
.....		103.0	0.5	PARAGOULD.....BK@O	83030
6822	Yd.	103.5	9.7	PARAGOULD JOT.	
.....		105.0	9.7	BROOKLAND	83010
7263		115.7	2.9	JONESBORO JOT.	
.....		119.7	2.2	S. L. S. F. CROSSING	⊙
.....	Yd.	124.8	2.2	TO.....JONESBORO..BK@TXO	82690

(131.3)

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS				
Name	Mile Post	Capy. & Direction of Entry into Spure	Station Numbers	
Perkins.....	(spur).....	1-23.7	4-N	84072
Heavy.....	(spur).....	1-28.6	19-N	84063
Bell City.....		1-29.7	22	84061
Locata.....	(spur).....	1-35.0	20-S	84056
Airscule.....	(spur).....	1-64.3	88-N	84005
Campbell.....		65.4	27	83246
Parville.....	(spur).....	117.8	21-N	83005

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. Yard limits established at Jonesboro—MP 123, pole 29 to MP 127, pole 17.

A-4. 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

Except:

Ardeola.....	10	10	10
St. Francis.....	20	20	20
Greenway.....	20	20	20
Paragould.....	10	10	10

Through turnouts and crossovers remotely controlled: 30 30 30

Except:

Paragould - North Siding switch.....	15	15	15
Ancell - Equilateral turnout.....	50	50	50

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

A-5. 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 crossovers, other than remotely controlled.....	10	
Spring switch Dexter Jct, MP I-50, pole 3.....	30	

A-6. HOT BOX DETECTORS AND READ OUT PANELS:

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

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

A-7. DRAGGING EQUIPMENT DETECTORS Located:

MP I-20.1	MP I-25.2	MP I-34.0	MP I-40.3
MP I-44.8	MP 61.8	MP 74.1	MP 82.4
MP 87.1	MP 110.0	MP 112.0	MP 117.66

Refer Rule 36 (5) Page 35 herein.

A-8. Southward SSW trains will secure MoPac Clearance at Valley Jct.

A-9. 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-10. Northward SSW trains departing Illmo will secure SSW and MoPac Clearance.

A-11. 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-12. 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-13. 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-14. Trains originating Jonesboro will secure clearance except:

Trains, with same conductor and engineer operating through Jonesboro on Illmo Subdivision and Jonesboro Subdivision, may be issued train orders on one subdivision which will affect their movements on other, or both subdivisions and will not require clearance at Jonesboro.

A-15. NON ELECTRICALLY LOCKED SWITCHES:

Illmo.....	Wetterau Gro. Co.....	MP I-4, Pole 16
Perkins.....		MP I-23, Pole 21
Heagy.....	Heagy spur.....	MP I-23, Pole 18
Lozeta.....	Lozeta spur.....	MP I-35, Pole 0
Bernie.....	IXL Co. spur.....	MP 1-58, Pole 27
Bernie.....	MFA.....	MP I-59, Pole 7
Bernie.....	Missouri Assn.....	MP I-59, Pole 18
Malden.....	Malden Fruit Mkt.....	MP I-65, Pole 0
Farville.....		MP 117, Pole 24
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-16. 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-17. 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-18. 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

4 NEW MADRID SUBDIVISION

Capacity of Tracks In		TIMETABLE No. 3		Station Numbers
Feet	Cars	Effective		
Sidings	Other	January 1, 1979		
		SOUTH	NORTH	
NEW MADRID BRANCH STATIONS				
		A-42.9	END OF TRACK	
		1.5		
	45	A-41.4	NEW MADRID	83730
		4.1		
		A-37.3	S. L. S. F. CROSSING	G
		0.1		
		37.2	LILBOURN JCT.	Y
		11.3		
1537	7	48.5	PARMA	83610
		0.0		
		48.5	S.S.W. CROSSING	@
		8.8		
		57.3	MALDEN JCT.	
		0.6		
Yd.	Yd.	57.9	TO MALDEN BK@OYX	83260
(26.4)				

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	(spur) 50.8	3-S	83607

WYATT SUBDIVISION

Capacity of Tracks In		TIMETABLE No. 3		Station Numbers
Feet	Cars	Effective		
Sidings	Other	January 1, 1979		
		SOUTH	NORTH	
WYATT BRANCH STATIONS				
		5.5	END OF TRACK	
		0.4		
1907	Yd.	5.9	WYATT	83845
		12.7		
3371	68	18.6	EAST PRAIRIE	83824
		12.8		
1146	93	31.4	RISTINE	83808
		5.2		
		36.6	S. L. S. F. CROSSING	G
		0.2		
1019	55	36.8	LILBOURN	83640
		0.4		
		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
Anniston	(spur) 14.2	18-N	83832

TRUMANN SUBDIVISION

Capacity of Tracks In		TIMETABLE No. 3		Station Numbers
Feet	Cars	Effective		
Sidings	Other	January 1, 1979		
		SOUTH	NORTH	
TRUMAN BRANCH STATIONS				
		57.9	TO MALDEN BK@OYX	83260
		0.6		
		W-57.3	MALDEN JCT.	
		8.1		
	57	W-65.4	GIDEON	83310
(8.7)				

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

SPECIAL INSTRUCTIONS NEW MADRID, WYATT AND TRUMANN SUBDIVISIONS

B-1. MAXIMUM SPEED BETWEEN:

Malden and Lilbourn Jct.	25 MPH
Malden Jct. and Gideon	20 MPH
Lilbourn Jct. and New Madrid	25 MPH
Lilbourn Jct. and Wyatt	20 MPH

Except Between:

MP 5, Pole 5 and MP 13, Pole 0	20 MPH
MP 22, Pole 0 and MP 27, Pole 0	20 MPH
MP 48, Pole 15 (S.S.W. Crossing)	10 MPH

B-2. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

Restricted Speed not exceeding MPH

Through sidings, yard and other tracks, wyes, turnouts and crossovers	10
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Except:

Noranda Spur	35
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Except do not exceed 20 MPH between switch at MP A-40, Pole 6 and through limits of Highway 61 crossing.

NEW MADRID SUBDIVISION

B-3. Yard Limits established from Malden, MP 56, Pole 22 to Lilbourn Jct., MP 37, Pole 6 and from Lilbourn Jct., MP A-37, Pole 6 to New Madrid, MP A-42, Pole 27.

Malden Jct.-Junction with New Madrid Subdivision to MP W-65, Pole 12.

B-4. Stop signs have been installed on siding at each side of crossing over State Highway 80, MP 18.66, East Prairie, Missouri.

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

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

B-7. 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-8. 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-9. 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

BLYTHEVILLE SUBDIVISION

Capacity of Tracks In		TIMETABLE No. 3			Station Numbers	
Feet	Cars	Mile Post Location	Effective			
Sidings	Other		January 1, 1979			
		SOUTH		NORTH		
BLYTHEVILLE BRANCH STATIONS						
		103.5	TO.....	PARAGOULD.....	BK @O	83030
Yd.	Yd.	P-103.0		BLYTHEVILLE JCT.....	Y	
		58	P-114.2	CARDWELL.....		83113
		66	P-117.2	ARBYRD.....	@	83120
2070	Yd.	P-124.4		HORNERSVILLE.....	Y	83140
			P-125.8	HORNERSVILLE JCT.....		
1512	125	P-136.2		STRINGER.....		83157
Yd.	Yd.	P-139.1		S. L. S. F. CROSSING.....	@	
			P-140.1	BLYTHEVILLE.....	Y	83170
			P-140.3	END OF TRACK.....		
(37.8)						

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS

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

CARUTHERSVILLE SUBDIVISION

Capacity of Tracks In		TIMETABLE No. 3			Station Numbers	
Feet	Cars	Mile Post Location	Effective			
Sidings	Other		January 1, 1979			
		SOUTH		NORTH		
CARUTHERSVILLE BRANCH STATIONS						
		R-99.0		END OF TRACK.....		
				S. L. S. F. CROSSING.....	G	
Yd.	Yd.	R-98.0		CARUTHERSVILLE.....		83420
				S. L. S. F. CROSSING.....	G	
Yd.	Yd.	R-85.6		DEERING.....		83401
				DEERING JCT.....		
Yd.	Yd.	W-99.0		HORNERSVILLE JCT.....		
(28.8)						

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 BLYTHEVILLE AND CARUTHERSVILLE SUBDIVISIONS

E-1. MAXIMUM SPEED BETWEEN:

Paragould and Hornersville.....	25 MPH
Hornersville and Blytheville.....	25 MPH
Hornersville Jct. and Deering Jct.....	20 MPH
Deering Jct. and MP R-99.0.....	20 MPH

E-2. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

Through sidings, yard and other tracks, wyes, turnouts and crossovers.....	10
Except: Through all turnouts Blytheville.....	5

Restricted Speed not exceeding MPH

E-3. Yard limits established at the following stations:
Blytheville Jct.—Junction with Illmo Subdivision to MP P-104, Pole 8½.

E-4. Rules S-240, S-242 and S-244 are in effect for movement on the Blytheville Subdivision between MP P-104, Pole 8½ and MP P-140.3 and on the entire Caruthersville Subdivision. Train Register governing STAFF SYSTEM - BLYTHEVILLE-CARUTHERSVILLE SUBDIVISION will be located at station Paragould. This Train Register will authorize movement on the Blytheville Subdivision and Caruthersville Subdivision.

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

E-6. 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.

E-7. 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 member of crew is in position at the crossing to afford warning to traffic.

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

E-9. 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

JONESBORO SUBDIVISION

SOUTHWARD		Capacity Of Tracks In		TIMETABLE No. 3		NORTHWARD	
SECOND CLASS		Feet	Cars	Effective		SECOND CLASS	
61 Local		Sidings	Other	January 1, 1979			62 Local
Daily Ex. Sunday			Mile Post Location	STATIONS		Station Numbers	Daily Ex. Sunday
				MEMPHIS BK@TXO		82500	
L 7.00AM		Yd.	Yd.	124.8	TO... JONESBORO... BK@T	82690	A 1.30PM
		7269	19	137.4	12.6	XO	
		2726	52	145.4	8.0	82685	
		7301	40	149.6	4.2	82677	
		7837	61	161.5	11.9	82673	
				172.7	11.2	82661	
				172.7	0.0	82640	
		8678	61	172.7	14.2	82628	
		8893	15	186.9	7.4		
		9401		198.0	0.9		
				198.9	0.0		
A 10.50AM		7678		199.0	0.0	82440	L 9.10AM
Daily Ex. Sunday					0.1		Daily Ex. Sunday
61					0.0		62
63					0.0		64
Local					0.0		Local
Daily Ex. Sunday					0.0		Daily Ex. Sunday
L 5.45AM		7678	Yd.	199.0	TO@... BRINKLEY... BK@Y	82440	A 10.10AM
		8400	161	214.0	15.0	82421	
		8832	8	220.6	6.6	82415	
		7406		232.7	12.1		
				232.7	0.0		
				233.3	0.6	82220	
		8797	14	244.8	11.5	82212	
		8556	107	256.1	11.3	82070	
				256.7	0.6		
A 10.00AM				264.2	7.5	82000	L 6.00AM
Daily Ex. Sunday					XO		Daily Ex. Sunday
63					(139.4)		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	82057	

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. 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.4. 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:			
Otwell	20	20	20
Fair Oaks	20	20	20
North Brinkley	10	10	10
North Stuttgart	10	10	10
Altheimer	10	10	10
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-5. 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..... 10

F-6. HOT BOX DETECTORS AND READ OUT PANELS:

MP	LOCATION	TYPE	DIRECTION	LOCATION OF READ OUT—MP
141.9	Otwell & Weiner	A	{ Southward	145.9
			{ Northward	137.4
167.8	Hickory Ridge & Fair Oaks	A	{ Southward	174.3
			{ Northward	161.6
191.1	Hunter & North Brinkley	A	{ Southward	194.7
			{ Northward	185.5
204.0	Brinkley & Clarendon	A	{ Southward	208.5
			{ Northward	199.3
227.5	Roe & North Stuttgart	A	{ Southward	232.5
			{ Northward	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-7. WIDE LOAD DETECTORS:

MP 212.3 and MP 217.0—Clarendon, White River Bridge No. 214.76.
MP 259.3—Rob Roy, Arkansas River Bridge No. 261.25.

Detector at MP 217.0 is equipped with letter "L" and "R" indicators. Refer Rule 36 (5), Page 35 herein.

F-8. DRAGGING EQUIPMENT DETECTORS:

MP 130.9 MP 139.8 MP 144.1 MP 165.3 MP 170.6 MP 179.9
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 35 herein.

F-9. Trains originating Jonesboro will secure clearance except:

Trains, with same conductor and engineer operating through Jonesboro on Illmo Subdivision and Jonesboro Subdivision, may be issued train orders on one subdivision which will affect their movements on other, or both subdivisions and will not require clearance at Jonesboro.

F-10. 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-11. Trains originating Brinkley (including trains entering Jonesboro Subdiv. from CRI&P Ry.) will secure Clearance.

F-12. Brinkley is Register Station for trains originating only.

F-13. 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-14. Normal position of switch breaking off Brinkley siding to connection with RI will be lined and locked for connection.

F-15. Dual control switch and signal protecting movement over switch at BR Jct. is in charge of Control Operator Brinkley.

F-16. 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-17. 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-18. Control Operator Brinkley must receive authority from SSW Train Dispatcher before authorizing movement from BR Jct.

F-19. Clarendon Drawbridge Interlocking: Interlocking and Block Signal protection for Clarendon Drawbridge, 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-20. 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 derauling position train or engine may proceed over crossing.

F-21. NON ELECTRICALLY LOCKED SWITCHES:

Penrose—Spur Track—MP 176.3

Rob Roy—Spur Track—MP 259.9

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.

F-22. Arkansas River Bridge No. 261.25 Interlocking: Interlocking and Block signal protection for lift span, 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-23. Southward Absolute Signal MP 263, Pole 6, governs movement over remotely controlled switch at this location and only indicates track occupancy to the clearance point.

F-24. 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-25. All departing trains will secure clearance at Pine Bluff Yd.

F-26. 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-27. 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

Capacity of Tracks In		TIMETABLE No. 3				Station Numbers
Feet	Cars	Mile Post Location	Effective January 1, 1979			
Sidings	Other		SOUTH	NORTH		
			STUTTGART BRANCH STATIONS			
Yd.	Yd.	233.3	TO	STUTTGART.BK@YXO	82220	
		M-233.6		0 3 C. R. I. & P. CROSSING...@		
1041		M-244.8		11 2 ALMYRA	82315	
1732	170	M-255.7		10 9 DEWITT	82329	
	118	M-267.8		12 1 GILLETT	82345	
(34.5)						

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS				
Name	Mile Post	Capy. & Direction of Entry into Spurs	Station Numbers	
Riinsky	M-235.3	12	82312	
Burris	M-252.4	10	82323	
Chahey (spur)	M-253.6	8-S	82325	
Indiana	M-259.3	16	82334	

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 _____ 10

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

G-4. Rules S-240, S-242 and S-244 are in effect for movement on Stuttgart Subdivision between MP M-235, Pole 25 and Gillett MP M-267, Pole 24. Train Register governing STAFF SYSTEM TERRITORY - STUTTGART SUBDIVISION will be located in Station Stuttgart.

G-5. Rule 10 (g). Temporary speed restriction signs will be displayed ONE mile from point of restriction.

LITTLE ROCK SUBDIVISION

Capacity of Tracks In		TIMETABLE No. 3				Station Numbers
Feet	Cars	Mile Post Location	Effective January 1, 1979			
Sidings	Other		SOUTH	NORTH		
			LITTE ROCK BRANCH STATIONS			
		256.7		ENGLAND JCT.		
1331	118	256.1		0 9 ALTHEIMER.....Y	82070	
1660	Yd.	N-275.0		18 9 ENGLAND.....BK@XO	82121	
	Yd.	N-297.8		22 8 NORTH LITTLE ROCK YD....	82150	
		N-299.3		1 5 END OF TRACK		
(42.6)						

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 (spur)	N-260.3	13-N	82105	
Sherrill (spur)	N-263.7	6-S	82110	
Tucker	N-267.2	40	82114	
Arkalite	N-277.3	14	82125	
Kermac (spur)	N-277.6	6-S	82123	
Keo	N-279.6	21	82128	
Scott (spur)	N-287.8	10-N	82136	
Sherry (spur)	N-292.2	19-N	82142	
Lynch (spur)	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

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

Through sidings, yard and other tracks, wyes, turnouts and crossovers _____ 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. 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-8. 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-9. 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. Manual interlocking limits between MP 267, Pole 17 and MP 267, Pole 20 governs movement over dual control switch at south end No. 1 track Pine Bluff Shops and is controlled by train dispatcher Pine Bluff. When signals display Stop indication, trains or engines must secure authority from train dispatcher under provisions of Rule 340 before proceeding. Each signal will indicate track occupancy ONLY to the opposing signal.

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 and 5 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 west of east humping lead govern movements on east lead.

I-13. Humping signals located to the west 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 north 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. 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.

Due to increased traffic over 34th Street Crossing South Pine Bluff all trains and engines sound whistle frequently approaching this crossing.

I-37. Conductors and/or engineers on northbound trains arriving Pine Bluff Yard will contact Pine Bluff Tower for yarding instructions when crossing Missouri Street.

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. 3 Effective January 1, 1979		Station Numbers	NORTH- WARD SECOND CLASS
	Feet	Cars		STATIONS			
				Sidings	Other		
67 Local Daily Ex. Sunday							68 Local Daily Ex. Sunday
				(CTC)			
			264.2		TO PINE BLUFF YD. BK@YKO	82020	
			266.7		PINE BLUFF SHOPS. @K@	82000	
			268.8		M. P. CROSSING.....@		
			269.3		SOUTH PINE BLUFF.....	81565	
			280.4		RONE.....	81552	
			289.8		RISON.....	81541	
			297.1		SALINE.....	81533	
			307.2		C. R. I. & P. CROSSING.....@		
			307.4		FORDYCE.....@	81500	
			313.0		THORNTON.....	81465	
			321.2		BEARDEN.....	81454	
			324.9		GRAVEL PIT.....Y	81451	
			327.4		EAGLE MILLS.....	81447	
			336.7		NC JCT.....		
			337.6		CAMDEN. BK @OX	81400	A 11.30 AM
			338.7		SC JCT.....		
			338.9		M. P. CROSSING.....@		
			340.4		HERBERT.....	81383	
			346.9		BUENA VISTA.....	81371	
			357.9		STEPHENS.....	81362	
			368.1		MCNEIL.....Y	81340	
			373.3		WALDO.....	81334	
			376.8		LUMBER.....	81330	
			385.2		STAMPS.....	81310	
			385.2		L. & A. CROSSING.....@		
			389.7		LEWISVILLE.....K@	81300	
			390.3		SHREVEPORT JCT.....Y		
			403.4		McKINNEY.....	81117	
			416.3		GERTRUDE.....YX	81104	
			418.7		TO TEXARKANA YD. BK @O	81060	L 7.00 AM
					(154.5)		
							Daily Ex. Sunday
67							68

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. 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 419, Pole 31.

J-4. MAXIMUM SPEED BETWEEN:	Authorized Fast Trains		
	Freight MPH	Freight MPH	Authorized Expedited MPH
Pine Bluff Yd. and Texarkana Yd.....	55	65	65
Controlled Sidings	30	30	30
Except:			
South Pine Bluff.....	20	20	20
Herbert	10	10	10
Through turnouts and crossovers remotely controlled	30	30	30
Except:			
South Pine Bluff - North Siding Switch	15	15	15
South Pine Bluff - South Siding Switch	20	20	20
Fordyce - North switch east siding	20	20	20
Lewisville-North switch siding..	10	10	10

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

J-5. 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.....	10
No. 1 track, Pine Bluff (Mo. Street to Michigan St.)....	20
Dowco Spur, Waldo.....	35

J-6. HOT BOX DETECTORS AND READ OUT PANELS:

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

(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 276.3. 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.

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS

Name	Mile Post	Copy. & Direction of Entry Into Spurs	Station Numbers
Millville.....	323.3116.....	81453
Apalco..... (spur)	382.867-S.....	81325
Spirit Lake..... (spur)	394.413-S.....	81300
Garland City..... (spur)	397.621-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.)

J-7. 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 35 herein.

J-8. DRAGGING EQUIPMENT DETECTORS LOCATED AT:

- MP 292.1 MP 295.0 MP 300.5 MP 305.1 MP 317.6 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 MP 412.2

Refer Rule 36(5), Page 35 herein.

J-9. 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-10. 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-11. 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-12. 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 it not illuminated wait five minutes and if no conflicting movement is evident then operate time release.

J-13. 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-14. NON ELECTRICALLY LOCKED SWITCHES:

- 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-15. 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-16. 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-17. Trains originating Camden will secure Clearance.

J-18. Camden is register station for RI trains and for trains originating and terminating only.

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

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

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

J-22. Texarkana: 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-23. No train order signal maintained at Texarkana Yard, all departing trains will secure Clearance.

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

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

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

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

Name	Near Station	Location
Overpass	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

TYLER SUBDIVISION

Capacity of Tracks in Feet		Mile Post Location	TIMETABLE No. 3		Station Numbers
Sidings	Other		SOUTH	NORTH	
Yd.	Yd.	418.7	Effective January 1, 1979		
		419.1	STATIONS		
		419.2	TO TEXARKANA YD. BK @ OYX		81060
		419.2	M. P. CROSSING @		
		419.2	K. C. S. CROSSING @		
8500		423.3	EYLAU		81057
	20	431.8	REDWATER Y		81049
8056	39	437.2	MAUD		81043
7927	14	452.0	DARDEN		81028
9036	20	465.9	OMAHA		81014
6927	Yd.	479.5	MT. PLEASANT BK @		81000
		479.6	DALLAS JCT. Y		
6709	14	490.0	NORTH PITTSBURG		80290
		491.0	L. & A. CROSSING @		
	76	491.2	PITTSBURG		80270
8492		501.8	SMITH		80255
2095	83	510.1	GILMER		80246
6574		512.9	SUFFOLK		80243
8745	101	525.1	M. P. BIG SANDY CROSSING @		80220
8620	214	536.8	OWENTOWN		80210
	Yd.	546.2	TO TYLER YD. BK @ OTX		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	461.5	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. 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-4. 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:
 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-5. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS AND CONTROLLED SIDINGS Restricted speed not exceeding **10 MPH**

Through Sidings, other than Controlled Sidings, yard and other tracks, wyes, balloon tracks, and turnouts and crossovers, other than remotely controlled **10**

K-6. 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-7. DRAGGING EQUIPMENT DETECTORS LOCATED AT:
 MP 427.0 MP 434.5 MP 454.3 MP 458.5 MP 487.7 MP 487.3
 MP 503.3 MP 507.6 MP 521.7 MP 553.6

Refer Rule 36 (5), page 35 herein.

K-8. No train order signal maintained at Texarkana Yard or Tyler Yard. All departing trains will secure Clearance.

K-9. When southward trains are ready to leave Texarkana Yard, a member of crew will communicate with Train Dispatcher for authority to depart.

K-10. 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-11. 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 10 MPH.

K-12. 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-13. 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. 2319.

K-14. Trains originating Mt. Pleasant must secure Clearance.

K-15. 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-16. 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-17. Big Sandy: To make movement from MP 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-18. 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-19. When Northward trains are ready to leave Tyler Yard, a member of crew will communicate with train dispatcher for authority to depart.

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

K-21. 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-22. Location of Overhead and Side Structures not standard clearance on Main tracks and sidings.

Name	Near Station	Location
Overpass	Owentown	MP 537.4
Wilke Overpass	Tyler	MP 544.5

K-23. Wide Load detectors: MP 530.3 and MP 524.6. Big Sandy, Sabine River Bridge No. 527.59 refer Rule 36 (5) page 35 herein.

K-24. Normal position of spring switch north end Tyler Yard is for main track.

LUFKIN SUBDIVISION

15

SOUTH-WARD SECOND CLASS	Capacity of Tracks in		Mile Post Location	TIMETABLE No. 3 Effective January 1, 1979 LUFKIN BRANCH STATIONS		Station Numbers	NORTH- WARD SECOND CLASS
	Feet	Cars					
451 Local	Sidings	Other					452 Local
Mon. Wed. Fri.							Tue. Thur. Sat.
L 10.30 AM	Yd.	Yd.	546.2	TO TYLER YD.....BK@OTX	80140	A 11.55 AM	
			546.5	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	24.3 POMONA.....	78634	10.50	
			E-576.6	3.7 M. P. CROSSING.....@			
1.25 PM	2696	40	E-576.6	0.0 JACKSONVILLE.....@	78550	10.40	
			E-590.1	13.5 T. S. CROSSING.....@			
2.15	453	78	E-592.1	2.0 RUSK.....	78390	9.05	
2.43		33	E-604.2	12.1 ALTO.....	78384	8.27	
3.55			E-634.2	30.0 KELTYS.....	78350	7.15	
			E-636.0	1.8 S. P. CROSSING.....G			
A 4.00 PM	Yd.	Yd.	E-636.1	0.1 TO LUFKIN.....BK@OX	78200	L 7.00 AM	
			E-637.1	1.0 END OF TRACK.....			
Mon. Wed. Fri.				(90.9)			Tue. Thur. Sat.
461							452

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS

Name	Mile Post	Copy. & Direction of Entry into Spurs	Station Numbers
Gresham.....(spur)	E-556.0	8-N	78653
Bullerd.....(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..... 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 mile from point of restriction.

L-6. Restrictions covered by first paragraph Air Brake Rule 33 applies to ruling grade as follows:

Northward			Southward		
Lufkin to Gresham			Gresham to Lufkin		
MP	MP	MPH	MP	MP	MPH
E-634.1	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. While making switching movements over these crossings member of the crew must be in position at the crossing to afford warning to traffic.

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-14, 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

SOUTH-WARD SECOND CLASS	Capacity of Tracks in		Mile Post Location	TIMETABLE No. 3 Effective January 1, 1979 WACO BRANCH STATIONS		Station Numbers	NORTH- WARD SECOND CLASS
	Feet	Cars					
155 Local	Sidings	Other					156 Local
Daily							Daily
L 1.00 PM	Yd.	Yd.	621.3	TO CORSCICANA.....BK@Y	71330	A 7.45 AM	
			674.1	52.8 M. P. CROSSING.....@			
A 2.45 PM	Yd.	Yd.	675.0	0.9 TO EAST WACO.....BK@OTX	71455	L 6.00 AM	
Daily				(53.7)			Daily
155							156

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS

Name	Mile Post	Copy. & Direction of Entry into Spurs	Station Numbers
Hubbard.....	648.2	35	71425
Trading House Creek.....(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 yards, wyes and other tracks..... 10

Except:
Trading House Creek spur, MP 668..... 5

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

N-4. Rule 10(g).—Temporary speed restriction signs will be displayed ONE 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 685, Pole 10.

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. 3 Effective January 1, 1979		Station Numbers
Feet	Cars			SOUTH	NORTH	
Sidings	Other			STATIONS		
		Yd.	Yd.	546.2	TO... TYLER YD... BK@OTX	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.	Yd.	621.3	TO... CORSICANA... BK@Y	71330

M-5. 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.....10

M-6. 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-7. DRAGGING EQUIPMENT DETECTORS LOCATED AT:
 MP 556.0 MP 563.5 MP 577.3 MP 581.6 MP 598.5 MP 612.5 MP 617.6
 Refer Rule 36 (5), page 35 herein.

M-8. No train order signal maintained at Tyler Yard or SSW-BRI Tower Corsicana. Departing trains will secure Clearance.

M-9. When Southward trains are ready to leave Tyler Yard, a member of crew will communicate with Train Dispatcher for authority to depart.

M-10. 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-11. Southward Signal, South switch Hill Yard, governs movement out of yard tracks Nos. 1 or 2. Switches must be lined to receive proceed indication.

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

M-13. 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 Hayes type derail, with derail sign, is 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-14. 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. Proceed at reduced speed, according to conditions, prepared to stop short of a train, engine, car, stop signal, derail or switch not properly lined, or other obstruction. 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 "Block System Limit"; the use of which track by trains is governed by block signal.

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STATIONS				
Name	Mile Post	Capcy. & Direction of Entry Into Spurs	Station Numbers	
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. 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-4. 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
Hill Yard	10	10	10
Through turnouts and crossovers remotely controlled	30	30	30
Except:			
Lufkin Jct.	15	15	15

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

Rule 81-A.

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 or by observance of illuminated light type block signal displaying green aspect, that there is no train or engine either within or closely approaching the block, moving toward the switch.

If unable to apply one of the above provisions, and no movement is seen or heard approaching, main track switch may be lined and employ will remain at switch. After expiration of five minutes, if no movement is seen or heard approaching, train or engine may foul main track and proceed complying with applicable block signal rules.

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-15. 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-16. NON ELECTRICALLY LOCKED SWITCHES.

Tyler	National Mattress Factory Spur	MP 549.1
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-17. 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-18. Normal position of spring switch MP 546, Pole 26 is for No. 1 track Tyler yard.

M-19. Wide Load Detectors: MP 603.4 MP 596.0 Trinidad-Trinity River bridge 599.51.

GATESVILLE SUBDIVISION

Capacity of Tracks in				Mile Post Location		STATION NUMBERS	
Feet	Cars						
Sidings	Other						
Yd.	Yd.						
		675.0	TO	EAST WACO. BK @OTX		71455	
		675.2	St. L. S. W.	NORTH JCT.			
		675.9	St. L. S. W.	SOUTH JCT.			
		676.2		M. K. T. CROSSING			
1355		684.9		RITCHIE		71715	
1227	44	685.8		ATCO		71720	
		696.1	G. C. & S.F.	CROSSING			
		696.1		McGREGOR		71730	
		704.2		LIME CITY		71752	
				(29.2)			

Except:

Blue Bonnet industrial area near MP 698	5
Over MKT compress track crossing Waco	5

O-3. Rule 10 (g).— Temporary speed restriction signs will be displayed ONE mile from point of restriction.

O-4. Yard limits established at the following stations:
E. Waco & Waco—MP 673, Pole 15 to MP 685, Pole 10.
Mc Gregor—MP 695, Pole 13 to MP 699, Pole 0.
Lime City—MP 703, Pole 24 to end of Track.

O-5. East Waco: South lead switch may be left lined in position last used.

O-6. SSW trains and engines will operate over MKT between St.LSW North Jct. and St.LSW South Jct., and will be governed by Rule 93 and other rules applicable, and will proceed without timetable or train order authority, and without superiority of trains, moving at Restricted Speed but not exceeding 20 MPH. (AN MKT general order board is located in SSW yard office East Waco.)

O-7. 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. While making switching movements over this crossing member of crew must be in position at crossing to afford warning to traffic. This crossing is equipped with Automatic Flasher Signals.

O-8. Rules S-240, S-242 and S-244 are in effect for movement on Gatesville Subdivision between Mile Post 684.2 and Mile Post 704.2. Train Register governing STAFF SYSTEM TERRITORY-GATESVILLE SUBDIVISION will be located in Yard Office, East Waco.

O-9. 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	695.0	9-N	71735
Oglesby	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
Through sidings, yard and other tracks, wyees, turnouts and crossovers 10
Restricted Speed Not exceeding MPH

COMMERCE SUBDIVISION

SOUTHWARD				Capacity Of Tracks In		Mile Post Location	STATIONS	Station Numbers	NORTHWARD				
SECOND CLASS				Feet	Cars				THIRD CLASS				
	343 Freight	17 Freight	Daily	Sidings	Other				18 Freight	318 Freight	Daily	Daily	
	L 4.00PM	L 5.00AM	Daily			479.5	TO	MT. PLEASANT	B@K	81000	A 6.55AM	A 12.25PM	
	4.01	5.01	Daily		Yd.	C-480.3	0.8	DALLAS JCT	Y		6.54	12.24	
	4.05	5.05	Daily	5711		C-481.3	1.0	REFINERY SIDING			6.50	12.20	
	4.15	5.15	Daily	2384	8	C-488.5	7.2	WINFIELD		73960	6.40	12.10PM	
	4.25	5.25	Daily		44	C-495.3	6.8	MT. VERNON		73950	6.27	11.57	
	4.53	5.53 ¹⁸	Daily	4487	147	C-517.8	22.5	SULPHUR SPRINGS		73930	5.53 ¹⁷	11.28	
	5.06	6.06	Daily	4097		C-527.9	10.1	RIDGEWAY		73910	5.45	11.15	
	A 5.20PM	A 6.20AM	Daily	Yd.	Yd.	C-537.0	9.1	TO	COMMERCE	BK@OX	L 5.30AM	L 11.00AM	
			Daily										
	343	17						(57.5)			Daily	Daily	
											18	318	

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

FT. WORTH SUBDIVISION

SOUTHWARD				Capacity Of Tracks In		Mile Post Location	STATIONS	Station Numbers	NORTHWARD				
SECOND CLASS				Feet	Cars				THIRD CLASS				
	343 Freight	17 Freight	Daily	Sidings	Other				18 Freight	318 Freight	Daily	Daily	
	L 5.25PM	L 10.30PM	Daily	Yd.	Yd.	C-537.0	TO	COMMERCE	BK@OX	73860	A 11.32PM	A 2.07AM	
	5.48	10.53	Daily	1580	Yd.	C-551.3	14.8	GREENVILLE		73840	11.14	1.49	
			Daily			C-551.6	0.3	L & A CROSSING	φ				
			Daily			C-563.2	1.6	M. K. T. CROSSING	⊙				
	6.04	11.03 ¹⁸	Daily	5031		C-559.7	6.5	CLINTON		73830	11.03 ¹⁷	1.38	
	6.30	11.35	Daily	5045	5	C-579.8	20.1	WYLLIE		73810	10.38	1.13	
	A 6.50PM	11.55	Daily	6579	53	C-589.5	9.7	TO ⊙	PLANO	K ⊙	73400	10.25	L 1.00AM
			Daily			C-589.6	0.1	S. P. CROSSING	⊙				
		12.18AM	Daily	1142	45	C-598.3	8.7	ADDISON	Y	73185	10.02		
		12.33	Daily	1603	180	C-603.2	4.9	TO ⊙	CARROLLTON	K	73150	9.47	
			Daily			C-603.2	0.0	M.K.T.-S.L.S.P. CROSSING	⊙				
		1.06	Daily	1533	58	C-613.4	10.2	GRAPEVINE		73135	9.16		
			Daily			C-627.7	14.3	M. P. CROSSING	⊙				
		A 2.01AM	Daily			C-630.2	2.5	TO	HODGE	BK@OYX	73110	L 8.25PM	
			Daily			C-632.1	1.9	F. W. D. CROSSING	⊙				
			Daily			C-632.2	0.1	C. R. I. & P. CROSSING	⊙				
			Daily	Yd.	Yd.	C-632.2	0.0	TOWER					
			Daily			C-632.2	0.0	F. W. B. CROSSING	⊙				
			Daily			C-632.3	0.1	G. C. & S. F. CROSSING	⊙				
			Daily			C-634.8	2.5	5th STREET STATION		72400			
			Daily					(97.8)			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
Simtrott	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.

Rule 83. Plano is register station for trains originating and terminating only.

Additional Stations

Name	Mile Post	Capy. & 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 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 35 herein.

P-5. Rule 10 (g). Temporary speed restriction signs will be displayed TWO-MILES from point of restriction.

P-6. YARD LIMITS established at the following stations:
Mt. Pleasant —Junction with Tyler Subdivision, MP C-480, Pole 9 to MP C-482, Pole 17.
Sulphur Springs —MP C-515, Pole 9 to MP C-519, Pole 9.
Commerce —MP C-534, Pole 30 to MP C-539, Pole 0.

P-7. 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-8. Through trains departing Mt. Pleasant on the Commerce Subdivision will register by ticket.

P-9. 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 Jet. and then be governed by signal indication.

P-10. Commerce: Southward through trains will use main track to yard their trains unless otherwise instructed.

P-11. 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 49 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 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-578, Pole 15, Between Clinton and Wylie.

Refer Rule 36 (5), page 35 herein.

Q-5. Rule 10 (g). Temporary speed restriction signs will be displayed TWO-MILES from point of restriction.

Q-6. YARD LIMITS established at the following stations:
Commerce —MP C-534, Pole 30 to MP C-539, Pole 0
Greenville —MP C-550, Pole 16 to MP C-555, Pole 10
Plano to Grapevine —MP C-587, Pole 0 to MP C-616, Pole 0
Hodge & Ft. Worth —MP C-627, Pole 5 to End of track.

Q-7. Greenville: L&A crossing MP C-511.62 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-8. 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-9. Switch leading from siding Plano to SP Connection track must be lined and locked for connection track when not in use.

Q-10. 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-11. Carrollton: Northward Approach Signal No. 6036, located MP C-603, Pole 21, will indicate Green and Lunar. This Signal will not indicate track occupancy.

Q-12. Dal-Nor: 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 take position at the crossing to afford warning to traffic and movement over crossing must be made only on his signal.

Do not exceed speed of 10 MPH over the crossing.

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

Q-14. 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	STATIONS	Station Numbers	NORTHWARD				
SECOND CLASS				Feet	Cars	Sidings				Other	SECOND CLASS			
131 Freight	143 Freight	125 Freight	155 Freight								130 Freight	144 Freight	126 Freight	154 Freight
Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	
L 6.00PM	L 10.15AM	L 4.45AM	L 2.00AM	Yd.	Yd.	K-389.7	TO	LEWISVILLE	K@	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	SHREVEPORT JCT.	Y	0.6				A 7.15AM	A 1.45PM
6.23	10.38	5.08	2.23	8870	24	K-408.5		BRADLEY		81293	6.55	1.25	7.12	11.55
6.37	10.52	5.22	2.37	1846	29	K-422.2		PLAIN DEALING		81281	6.40	1.10	6.57	11.40
6.47 ²⁶	11.02	5.32	2.47	6791	8	K-431.8		ALDEN BRIDGE		81275	6.30	1.00	6.47 ²⁶	11.30
7.05	11.20	5.50	3.05			K-448.6		BOSSIER CITY		81258	6.10	12.40	6.25	11.10
						K-449.1		L & A JCT.						
						K-449.4		I. C. G. CROSSING	@					
				Yd.	Yd.	K-449.9		L & A CROSSING	@					
						K-450.2		LOUISIANA JCT.						
A 7.15PM	A 11.30AM	A 5.59AM	A 3.15AM			K-450.7		RED JCT.			L 6.00AM	L 12.30PM	L 6.15PM	L 11.00PM
						K-451.7		SHREVEPORT YD.	.BK@TOX	78900				
Daily	Daily	Daily	Daily					(62.0)			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 _____
Through sidings, yard and other tracks, wyes, turnouts and crossovers. _____ 10

Restricted Speed not exceeding MPH

Shreveport Subdivision trains entering siding Lewisville on authority of Calling-On Indicator Signal, Shreveport Jct. will not exceed 10 MPH on Lewisville siding.

R-4. Rule 10 (g). Temporary speed restriction signs will be displayed TWO-MILES from point of restriction.

R-5. 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 City & Alden Bridge	C	Both	—

(Refer to "Hot Box Detectors", All Subdivisions.)
DRAGGING EQUIPMENT DETECTORS LOCATED AT:

MP K-394.5 MP K-414, Pole 2 MP K-445, Pole 0
Refer Rule 36(5), page 35 herein.

R-6. 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-7. 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-8. 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-9 below.

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

R-9. Shreveport Subdivision trains arriving Lewisville will proceed through siding, unless otherwise instructed.

R-10. 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-11. A Distant Signal is a fixed signal used in connection with a block or interlocking signal to govern approach thereto. Distant Signal will bear number plates with prefix "D" and are not automatic block signals. The most restrictive aspect which can be displayed by a distant signal is yellow.

Distant Signals are in service as follows:

D-4293 MP K-429.3 governs approach to Signal 4315.
D-4328 MP K-432.8 governs approach to Signal 4314.

Automatic Block Signals are in service at the North Switch Alden Bridge as follows:

Signal 4315 on main track governing Southward movement.
Signal 4314 on main track governing Northward movement.
Signal 4316 on siding governing Northward movement.

Automatic Block Signal rules will apply between Signals 4315 and Signals 4314-4316.

Push buttons and lights with time release features are installed in box near Signal 4316.

If Signal 4314 or 4316 displays stop indication and no train approaching, member of crew must push button bearing number of signal and after time release of 4 minutes 30 seconds has functioned signal should display proceed indication if block is clear.

R-12. 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-13. 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-14. Red Jct., MP K-450, Pole 21 is the end of main track Shreveport Subdivision.

R-15. 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-16. Roundhouse track leading from North end Ardis track Shreveport Yard must be left lined for Ardis track.

R-17. 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-18. 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-19. 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-20. LOCATIONS 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-21. 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-22. 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.

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

SPRING STREET JUNCTION: (Intersection of SSW yard lead with ICG main track.) Normal position of switch is for SSW yard lead.

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.



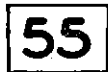
1-B. Indication. Regulate speed and be governed by Rules. Name— Railroad Crossing One Mile Sign.

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



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

Necessary for trains to stop. See Rule 98.

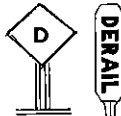


1-D. Indication. Reduce to speed shown on sign. Name— Permanent Speed restriction Sign.

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 derail is known to be set for traffic.

Hand throw derail 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.

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. Employees 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.

4. 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".

5. 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.

6. 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 side of car or engine. Employees should observe signs located at or near switch or clearance point of track, calling attention to these impaired clearances. It is the duty of each employe to familiarize himself with the location of all of these obstructions, and exercise necessary precaution to prevent personal injury to himself or to his fellow employes.

7. 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.

8. Where car capacity of tracks other than sidings is shown, it is figured on the basis of 50 feet per car.

9. 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.

10. Except in switching operations no flat car, bulkhead flat car or gondola loaded above end of car with pipe, lumber or poles may be placed immediately ahead of an occupied caboose or immediately behind engine.

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

11. 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 Jet, 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 Indiana, Ark.	263,000
Indiana, 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 38 inches or more in diameter.

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

12. 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.

13. 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.

14. 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) 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.

15. HELPER SERVICE

The following covers engine tractive effort in pounds:

Engine Model	Classification	Starting Tractive Effort
C 415	AS415	62,750
RS 11	AS418-1 to 6	65,000
RS 32	AS420	63,750
C 630	AS600-1	102,000
RSD 15	AS624-1	92,500
C 628	AS628-2	97,750
C 630	AS630-1	101,000
GP 9	EF418-1 to 9; EF418C-1-2; EF418E-1-2-3	64,200
GP 20	EF420-1-2; EF 420C-1-2	65,100
GP 30	EF423-1; EF423C-1	66,100
GP 35	EF425-1 to 4; EF425C-1-2-3	66,000
GP 40	EF430C-1	67,560
SD 9	EF618-1 to 5; EF618E-1-2	89,700
SD 39	EF623-1-2	104,150
SD 35	EF625-1	95,540
SD 40	EF630-1-2	102,750
SD 40-2	EF630-3-4	102,100
SD 45	EF636-1 to 6; EF 636C-1 to 5	103,470
SD 45-2	EF636-7 to 10-12-15; EF636C6 to 9	102,600
SD 45X	EF642-1-2	103,240
DD 35	EF850B-1	131,750
DP 40P-2	EF430-1	70,200
SDP 45	EP636-1	102,500
SW 1200	ES412	62,250
SW 1500	ES415-1 to 6	65,000
MP 15	ES415-7	65,400
SD 7	ES615-1 to 4	82,500
SD 38	ES620-1	104,000
U 25 B	GF425-1-2-3	67,800
U 28 B	GF428-1	67,890
U 28 C	GF628-1	103,120

U 30 C	GF630-1-2	104,850
U 33 C	GF633-1 to 10	104,710
U 50	GF850	139,250

NOTE: For classification of engines, see Item 17.

- A. Rule for entraining when only one helper engine:
 - (1) On trains of less than 100 cars, helper engine consisting of not more than two six-axle operating units totaling 179,400 pounds tractive effort nor more than two four-axle operating units totaling 135,600 pounds tractive effort or a combination of one four-axle and one six-axle operating unit totalling 157,600 pounds tractive effort may be placed behind caboose.
 - (2) On trains of 100 or more cars helper engine consisting of only one unit may be placed behind caboose.
 - (3) Helper engine that does not qualify under (1) or (2) must be entrained as near as practicable to shove 1/3 and pull 2/3 of tonnage handled by helper engine.
- B. Rule for entraining more than one helper engine:
 - (1) Trains having more than one helper engine must have each engine entrained as near as practicable so that it will shove 1/3 and pull 2/3 of tonnage handled.
 - (2) Trains powered with two helper engines, one of which qualifies to be placed behind caboose, must entrain the swing helper as near as practicable to shove 1/3 and pull 2/3 of tonnage handled by the swing helper.
- C. Air must be cut in on all helper engines and helper engine must not be coupled nor uncoupled while train is in motion.
- D. Road engineer and helper engineer must communicate any change affecting the operation of their train when means of communication is available. When speed is being held above 8 MPH on ascending grade, helper engineer must regulate amperage during speed reductions or speed increases to maintain the amperage indicated before speed change; if speed of train drops below 8 MPH or when coming to a stop on ascending grade, helper engineer must regulate amperage during speed reduction to maintain the amperage indicated before speed change, then close throttle just before train stops.
- E. When speed of trains powered with 12,000 or more horsepower on the head end and with helper engine drops below 16 MPH, road engineer must reduce throttle to Run 6. When train speed drops below 16 MPH, head end power being reduced to Run 6 may result in helper power working in short rating. The short time rating must not be exceeded. If it appears that short time rating will be exceeded, assistance must be requested from train dispatcher. If assistance cannot be obtained, grade must be doubled.

F. Trailing tonnage must not exceed that amount of tonnage listed under column "Maximum Tonnage to be Handled by Road Engine With Helper Entrained" for territory over which helper will be used. Should the amount of tonnage computed exceed the maximum tonnage listed, it may be necessary to isolate road units or add helper power. If practical, isolate units behind the lead unit leaving operating units next to the train. Weight of those units isolated and separated from the train by operating units need not be added to train weight in computing location of helper.
 If units have to be isolated next to the train, weight of these units must be added to the train when computing location of the helper.
 If units are moved dead in consist, they should be placed next to the train and their weight added to the tonnage of the train.

UNLESS OTHERWISE RESTRICTED MAXIMUM TONNAGE TO BE HANDLED BY ROAD ENGINES WITH HELPERS ENTRAINED:

TERRITORY

All main lines.....10,000

UNLESS OTHERWISE RESTRICTED MAXIMUM TONNAGE TO BE HANDLED BEHIND HELPER ENGINES:

TERRITORY

All main lines.....8,500

- G. In locating helper engine(s) in train, the following example of calculating tonnage for road engine and helper engine(s) will be used:
- (1) Divide the road horsepower by the proper tonnage, as indicated by the chart, to determine the HP/T factor for the road engine.
 - (2) Subtract the proper grade tonnage in (1) from the total tonnage.
 - (3) Divide the helper horsepower by the amount determined in (2) to determine helper HP/T factor.
 - (4) If the road HP/T factor is equal to or less than the helper HP/T factor, entrain the helper as follows:

EXAMPLE:

Train: 42 loads, 87 empties = 5756 tons.
 Four-unit road engine (2GF630, 1-EF623 1-EF625).
 Three-unit helper engine (2-EF623, 1-EF630).
 Total road horsepower 10800
 Total helper horsepower 7600
 Total horsepower 18400

- (1) Divide total horsepower by tonnage =
 $\frac{18400}{5756} = 3.196 \text{ HP/T}$
- (2) Divide road horsepower by HP/T factor =
 $\frac{10800}{3.196} = 3379 \text{ tons}$
 Road engine will handle 3379 tons.
- (3) Divide helper horsepower by HP/T factor =
 $\frac{7600}{3.196} = 2377 \text{ tons}$
- (4) To determine $\frac{1}{3}$ of helper tonnage divide
 $\frac{2377}{3} = 792 \text{ tons}$
 Helper engine will shove 792 tons.
- (5) To determine $\frac{2}{3}$ of helper tonnage multiply 792 x 2 = 1584 tons
 Helper engine will pull 1584 tons.

- (6) Under no circumstances should the tonnage that will trail the helper engine exceed that amount indicated in the chart.
- (7) Should tonnage trailing road or helper engine, as computed above, exceed the amount indicated in the chart it will be necessary to:
 - (a) Reduce tonnage or
 - (b) Relocate helper in compliance with instructions. (Item D under General) or,
 - (c) Add additional helper(s) of sufficient horsepower to handle tonnage in excess of amounts indicated in chart. Additional helper(s) may be placed behind caboose if they meet requirements of item A 1., if not they are to be entrained as follows:

EXAMPLE:

Trains: 170 loads, 2 empties = 13,980 tons
 Three-unit road (1-EF630, 1-EF636, 1-GF633)
 Four-unit swing helper (1-EF630, 2-EF636, 1-GF633)
 Two-unit rear helper (1-EF618, 1-EF630)
 Total road horsepower 9900
 Total swing helper horsepower 13500
 Total rear helper horsepower 4800
 Total horsepower 28200

- (1) Divide total horsepower by tonnage =
 $\frac{28200}{13980} = 2.017 \text{ HP/T}$
- (2) Divide road horsepower by HP/T factor =
 $\frac{9900}{2.017} = 4908 \text{ tons}$
 Road engine will handle 4908 tons
- (3) Divide swing helper horsepower by HP/T factor =
 $\frac{13500}{2.017} = 6693 \text{ tons}$
 Swing helper will handle 6693 tons (total)
- (4) To determine $\frac{1}{3}$ of swing helper tonnage =
 $\frac{6693}{3} = 2231 \text{ tons}$
 Swing helper will shove 2231 tons
- (5) To determine $\frac{2}{3}$ of swing helper tonnage =
 2231 x 2 = 4462 tons
 Swing helper will pull 4462 tons
- (6) Divide rear helper horsepower by HP/T factor =
 $\frac{4800}{2.017} = 2380 \text{ tons}$
 Rear helper will handle 2380 tons (total)
- (7) To determine $\frac{1}{3}$ of rear helper tonnage =
 $\frac{2380}{3} = 793 \text{ tons}$
 Rear helper will shove 793 tons
- (8) To determine $\frac{2}{3}$ of rear helper tonnage =
 793 x 2 = 1586 tons
 Rear helper will pull 1586 tons.

GENERAL

- A. At locations designated by the Superintendent, road power must not exceed 24 axles of operative power.
- B. Helper engine must not be placed on head end of train without authority being obtained from train dispatcher.
- C. AS415, AS420, ES412 and ES415 class, except ES415 class numbers 2680-2759 units must not be cut into train in helper service. ES415 class numbers 2400-2679 may be cut into train and used in helper service providing coupler stops are applied and locked on both ends of the engine. No more than two of these units may be placed behind the caboose.
- D. Should it become necessary to relocate the helper at other than the shove 1/3, pull 2/3 location in order to separate helper from restrictive cars or in compliance with maximum tonnage trailing helper limitations, the helper may be relocated, but under no circumstances in relocations may helper shove less than 30% nor more than 45% of the total tonnage to be handled by the helper.

16. PLACEMENT OF RESTRICTED CARS IN TRAIN WITH OR WITHOUT HELPER

- (a) Following series of USAX or DODX cars are restricted to movement on rear of train and behind any helper engines:

38016 thru 38666 and
39095 thru 39199

Restricted cars will be indicated on conductor's train list at terminals. When cars listed in above series are picked up at locations other than terminal, they must be entrained on rear of train and behind any helper engine, unless it is determined that cars are not restricted.

- (b) Except between Pine Bluff and East St. Louis, cars measuring less than 35 feet over coupler pulling faces must not be handled in train coupled to cars longer than 60 feet over coupler pulling faces.
In addition empty tank cars under 35 feet outside length will be entrained within 20 rear cars of train. Either the Train Mass Profile (graph), conductors train list and/or switch list furnished crew members will identify a car measuring less than 35 feet over coupler pulling faces with letter "S", Tank cars with the letters "TS". Cars measuring over 60 feet between coupler pulling faces will be identified by the letter "L".

17. CLASSIFICATIONS ARE DESCRIPTIVE OF ENGINES AS FOLLOWS:

E F 4 15 A C 01

Denotes Order of Purchases for Units of same Classification.

Denotes Ownership if other than SPT Co.:
C = SSW Ownership.

E = SP Equipment Co. owned, leased to SPT Co.
S = SP Equipment Co. owned, leased to SSW Ry.

Denotes Car Body Type with Control Cab;
B = Booster; No Letter = Road Switcher Type.

Denotes Horsepower in Hundreds: 00 = Not Powered;
18 = 1750-1800 HP, etc.

Denotes Number of Axles.

Denotes Service Assignment: F = Freight; M = Misc.;
P = Passenger; S = Switcher.

Denotes Builder: A = Alco; E = EMD; G = GE; S = SPT.

- 18. SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restriction applicable to certain territories as shown in Speed Restrictions for Trains:

MAXIMUM SPEED AND LENGTH OF ENGINES
(Between Pulling Faces of Couplers)

Classification	Engine Numbers	Maximum Speed Except #	Length (Feet)
AS 600	1000-1002	70	70
ES 406	1004	45	44
ES 408	1100-1128	65	44
ES 408B	1150-1153	65	44
ES 409	1190-1199	65	44
AS 409	1201-1280	60	45
ES 410	1300-1337	65	44
ES 615	1400-1442	70	61
ES 412	2250-2316	65	44
AS 415	2402-2409	65	54
ES 415	2450-2689	65	45
ES 415	2690-2759	65	48
AS 418	2900-2936	70	57
AS 618	2954; 2958; 2960	70	58
ES 620	2971-2976	50	69
EP 418	3001-3002; 3004-3006	70	56
AS 624	3100-3102	25*	67
AS 628	3110-3136	25*	69
AS 630	3140-3153	25*	69
EP 418	3186-3196	70	56
EP 430	3197-3199	70	63
EP 636	3200-3209	70	71
EF 418	3300-3874	70	56
EF 618	3875	70	61
EF 418	3877-3883	70	56
EF 618	3884; 3902-3909; 3914-3964	70	61
AS 420	4000-4009	70	57
EF 420	4035-4087; 4100-4153	70	56
EF 618	4300-4451	70	61
EF 620	4700-4724	70	61
EF 423	5000-5037	70	56
EF 623	5300-5325	70	66
EF 425	6300-6321	70	56
EF 425	6500 6681	70	56
GF 425	6700-6767; 6800-6801	70	60
EF 625	6901-6953	70	61
GF 428	7025-7028	70	60
SF 428	7030-7033	70	60
GF 628	7150-7159	70	67
①EF 435	7200-7201	70	60
②EF 435	7230-7231	70	60
EF 430	7600-7621	70	59
GF 430	7800-7823	70	62
GF 630	7900-7936	70	67
①EF 630	8300-8326	70	71
②EF 630	8350-8376	70	71
EF 630	8400-8488	70	66
EF 630	8489-8498	70	71
GF 633	8585-8796	70	67
EF 636	8800-9156	70	66
EF 636	9157-9404	70	71
EF 642	9500-9505	70	71
EF 850B	9900-9902	70	88
GF 850	9950-9952	70	84
BN ENGINES:			
EF 418	1700-1980	70	56
EF 418	1990-1998	70	56
EF 420	2001-2071	70	56
EF 420	2072-2109	70	59
EF 423	2200-2251	70	56
EF 425	2500-2545	70	56
EF 430	3000-3039	70	59
AF 424	4240-4246	70	59
AF 425	4252-4264	70	59
AF 636	4360-4369	70	70
GF 620	5200-5208	70	67
GF 630	5300-5394	70	67
GF 425	5400-5429	70	56
GF 428	5450-5465	70	60
GF 430	5470-5484	70	60
GF 625	5600-5641	70	65
GF 628	5650-5677	70	67
GF 633	5700-5765	70	67

SPECIAL INSTRUCTIONS — ALL SUBDIVISIONS

Classifi- cation	Engine Numbers	Maximum Speed Except #	Length (Feet)
GF 630	5800-5839	70	67
GF 630	5900-5944	70	67
EF 618	6100-6206	70	61
EF 624	6240-6255	70	61
EF 630	6300-6334	70	66
EF 630	6376-6385	50	71
EP 630	6394-6399	70	66
EF 636	6400-6567	70	66
EF 636	6592-6599	70	71
EF 630	6700-6752	50	71
EF 630	6800-6807	50	71
EF 630	6808-6836	50	71
EF 630	6900-6928	50	71
<u>B&O/C&O ENGINES:</u>			
EF 430	GM-50	70	59
EF 618	1830-1840	70	61
EF 430	1977	70	59
EF 423	3000-3046	70	56
GF 630	3300-3312	70	67
EF 425	3500-3584	70	56
EF 430	3684-3799	70	59
EF 420	3800-3899	70	59
EF 423	3900-3919	70	59
EF 430	4000-4261	70	59
EF 420	4800-4829	70	59
EF 418	5901-6260	70	56
EF 418	6425-6683	70	56
EF 423	6900-6976	70	56
EF 618	7300-7318	70	61
EF 625	7400-7440	70	61
EF 630	7445-7496	70	66
EF 630	7500-7536	70	66
EF 630	7550-7594	70	66
EF 630	7597-7599	70	66
EF 630	7600-7619	50	71
GF 425	8100-8137	70	60
GF 430	8200-8234	70	60
<u>CR ENGINES:</u>			
EF 420	2100-2112	70	56
EF 423	2168-2249	70	56
EF 425	2250-2399	70	56
GF 425	2500-2685	70	60
GF 423	2700-2788	70	60
GF 428	2822-2823	70	60
GF 430	2830-2889	70	60
GF 433	2890-2970	70	60
EF 430	3000-3312	70	59
EF 425	3620-3692	70	56
EF 625	6000-6051	70	61
EF 636	6066-6239	70	66
EF 630	6240-6440	70	66
GF 625	6500-6519	70	65
GF 628	6520-6534	70	67
GF 630	6535-6539	70	67
GF 633	6540-6578	70	67
GF 630	6579-6583	70	67
GF 636	6587-6599	70	60
GF 630	6600-6609	70	67
EF 636	6654-6666	50	71
GF 623	6700-6718	70	67
EF 618	6900-6924	70	61
EF 620	6925-6959	70	66
EF 418	7000-7483	70	56
EF 418	7496-7559	70	56
EF 420	7656-8162	70	59
<u>C&S ENGINES:</u>			
EF 636	868-874	70	66
EF 630	875-887	70	66
GF 630	890-893	70	67
EF 630	900-925	50	71
EF 630	950-959	50	71

Classifi- cation	Engine Numbers	Maximum Speed Except #	Length (Feet)
<u>GM&O ENGINES:</u>			
EF 423	502-530	65	56
EF 425	601-647	65	56
EF 402	702-750	65	59
EF 630	902-920	65	66
<u>IC/ICG ENGINES;</u>			
EF 423	2250-2279	70	56
EF 425	2500-2550	70	56
EF 430	3000-3056; 3058-3059	65	59
EF 430	3057; 3060-3077	70	59
GF 430	5000-5005	70	60
GF 633	5050-5059	70	67
EF 630	6000-6005	65	66
EF 630	6006-6024; 6050-6071	70	71
EF 630	6030-6033	50	69
EF 636	7000	65	66
EF 416	7700-7999	65	56
EF 419	8400-8447	65	56
EF 415	8967	65	56
EF 418	9006-9389; 9400-9441	65	56
EF 618	9450-9451	65	61
EF 420	9500-9552	70	59
EF 420	9560-9639	65	59
<u>L&N ENGINES:</u>			
EF 418	501-545	70	56
EF 418	900-904	70	56
AF 418	910-914	70	60
AF 418	950-959	70	57
EF 423	1000-1060	70	56
EF 425	1100-1128	70	56
EF 625	1200-1220	70	61
EF 630	1225-1258	70	66
EF 630	1259-1278	50	71
GF 630	1470-1499	70	67
GF 625	1500-1525	70	60
GF 628	1527-1533	70	65
GF 630	1534-1582	70	67
GF 425	1600-1626	70	60
GF 428	2500-2504	70	60
GF 430	2505-2509	70	60
GF 423	2700-2747; 2753-2772	70	60
GF 428	2748, 2749; 2752	70	60
GF 423	2701-2772	70	60
GF 423	2800-2824	70	60
EF 430	3000-3029	70	59
EF 630	3554-3583	50	71
EF 420	4000-4099	70	59
<u>NW ENGINES:</u>			
EF 425	200-239	70	56
EF 428	500-521	70	56
EF 423	522-565	70	56
EF 418	620-962	70	56
EF 425	1300-1328	70	56
EF 430	1329-1388	70	59
EF 625	1500-1579	70	61
EF 630	1580-1624	70	66
EF 630	1625-1652	50	71
EF 636	1700-1814	70	66
GF 428	1900-1929	70	60
GF 430	1930-1964	70	60
EF 418	2448-2534	70	56
EF 418	2700-2709	70	56
EF 418	2800-2814	70	56
EF 423	2900-2909	70	56
EF 425	2910-2918	70	56
EF 418	3484-3495	70	56
EF 420	4100-4159	70	59
EF 630	6073-6138	50	71
GF 630	8000-8002	70	67
GF 430	8465-8539	70	60

Classification	Engine Numbers	Maximum Speed Except #	Length (Feet)
RI ENGINES:			
GF 433	190-199	70	60
GF 425	200-238	70	60
GF 428	240-281	70	60
GF 433	285-299	70	60
EF 425	300-333	70	56
EF 430	340-396	70	59
EF 418	1312-1353	70	56
EF 420	4300-4355	70	56
EF 418	4550-4559	70	56
GF 630	4582-4589	70	67
EF 430	4700-4719	70	59
EF 630	4790-4799	50	71
SCL ENGINES:			
GF 418	250-392	70	55
EF 420	500-555	70	59
EF 415	700-1002	70	56
EF 418	1003-1055	70	56
EF 418	1063-1065	70	56
AF 418	1202-1211	70	57
AF 420	1212-1239	70	60
AF 430	1275-1277	70	63
EF 423	1300-1343	70	56
EF 425	1400-1415	70	56
EF 430	1500-1635	70	59
EF 430	1640-1656	70	59
GF 430	1700-1718	70	60
GF 436	1720-1855	70	60
EF 625	1900-1970	70	61
EF 636	2000-2044	70	66
EF 636	2045-2059	50	71
GF 630	2121-2124	70	67
AF 630	2200-2213	70	70
SOU ENGINES:			
EF 425	210-214	70	56
EF 625	215-224	70	61
EF 423	2525-2644	70	56
EF 425	2645-2715	70	56
EF 420	2716-2822	70	59
EF 420	2823-2886	70	59
EF 625	3000-3099	70	61
EF 636	3100-3169	70	66
EF 630	3170-3200	70	66
EF 630	3201-3254	50	71
GF 630	3800-3804	70	67
GF 633	3805-3814	70	67
EF 420	5000-5171	70	59

Engines handled dead must not exceed speed shown in table.

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.

* May be handled isolated in multiple, dead in multiple, or dead in train at maximum speed of 70 MPH.

EMD-6 axle locomotives equipped with HT-C trucks with heavy-duty hydraulic shock absorbers on the center axle of each truck are in service on the following engines:

- | | |
|--------------|--------------|
| SP 8300-8306 | SP 9500-9505 |
| SP 8350-8356 | BN 6800-6807 |
| SP 9157-9404 | |

Enginemen must specifically look for the following defective conditions on these shock absorbers when complying with third paragraph of Rule 111 and Air Brake Rule 2, Item A:

1. Broken or cracked top bracket.
2. Loose connection of bolt or huck fastener to top support bracket.

3. Any signs of obvious physical damage to shock absorber body.
4. Any signs of oil leakage coming from upper cylinder of shock absorber.
5. Broken or cracked bottom bracket.
6. Loose connection of bolt or huck fastener to bottom support bracket.

If any defect is noted, train speed must immediately be reduced to not over 50 MPH and train dispatcher must be notified of the defective condition.

Foreign line engines listed in Timetable, with the same classification as SP units, will be governed by rating of engines and other restrictions of similar SP engines.

Foreign line engines not listed in Timetable, with the same classification as SP units, will be governed by rating of engines and other restrictions of similar SP engines.

19. MOVEMENT OF LOCOMOTIVES

RULES GOVERNING MOVEMENT OF ENGINES NOT EQUIPPED WITH ALIGNMENT CONTROL COUPLERS

1. AS415, AS420, ES415, and following ES412 (2266, 2271, 2272, 2275, 2276, 2279, 2282, 2283, 2284, 2285, 2286, 2287, 2288) class engines must if practicable, be MU'd in accordance with rules. These engines are equipped with dynamic brake wire.

2. When necessary to entrain the following class engines

ES406	ES409	ES410	ES412	AS420
AS407	AS409	ES412	ES412E	
ES408	ES410E	FS412	ES415	
ES408B	AS410	GS407	AS415	

Placement in train will be as follows:

- (a) Foreign line engines not equipped with alignment control couplers are to be considered in above listings.
- (b) Engines moved dead in train must be prepared for such movement.
- (c) These engines may be moved on the head end of train, provided train does not exceed 800 tons.
- (d) On trains of more than 800 tons, these engines must be moved not less than 5 cars nor more than 10 cars ahead of rear of train and behind any helper engine.
- (e) Not more than two of these engines may be moved in a train and when two are moved they must be separated by a car no longer than 50 feet.

3. When only AS415, AS420, ES412 and ES415 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 on line units must be located adjacent to the train.

4. One AS415, AS420, ES412 and ES415 unit may be MU'd on the head end of one road unit.

5. When a train being handled by a single unit road engine where no dynamic braking is required or reverse movements will be made, a single AS415, AS420, ES412 and ES415 may be placed next to the train.

6. When operating with mixed engine consist, where dynamic braking is required, not more than two AS415, AS420, ES415 and following ES412 units will be used:

2266	2279	2286
2271	2282	2287
2272	2283	2288
2275	2284	
2276	2285	

- (a) If one unit is used it will be placed as second unit in engine consist.
- (b) If two units are used, they will be placed as second unit and third units in engine consist.
- (c) A road unit must be coupled against the train.
- (d) If necessary to make a reverse move with cars or train, lead unit must be isolated.

7. If necessary to operate with more than two AS415, AS420, ES412 and ES415 class units in consist (including pick up of units from outlying points) these units must be placed in the lead. If reverse move is made with cars or train, all units ahead of the two rear units in these classes will be isolated.
8. Extreme caution must be used during dynamic braking or when making reverse moves to prevent jackknifing and track damage.
9. Engines equipped with multiple unit controls (MU) weighing 150,000 pounds or more, may be handled on head end of train; if weighing less than 150,000 pounds, must be placed near rear of train in accordance with Item 2.

INSTRUCTIONS FOR USE OF HINGED COUPLER STOPS

For use in switching service the coupler stops must be opened (swung back) against end of engine and locking pin secured in bracket provided.

For use in road service, MU service, or dead in train, the coupler stops must be closed (swung in) into coupler opening against coupler pocket side with locking pin secured behind coupler carrier on both ends of engine.

Locking pin must be in place (whether coupler stop is swung back or swung in) to insure securement of the coupler stop.

Class ES415, Nos. 2450-2679 are equipped with hinged coupler stops.

PREPARATION OF AIR EQUIPMENT FOR MOVEMENT DEAD IN TRAIN

ALL UNITS: Reduce main reservoir pressure to 25 lbs. above zero.

Cut in dead engine feature.

Remove automatic brake valve handle in running position or with 26-L equipment, remove in handle off position.

If brake valve handles cannot be removed, they must be blocked in running position.

IN ADDITION:

24 RL equipment:

Close brake pipe cut out cock and place the dual ported cut out in cut-in position.

Open the end cocks on actuating pipe and independent application and release pipe.

6 SL or 14 EL Equipment:

Close the brake pipe cut out cock, or place the rotair valve or 3 position brake pipe cut out cock in dead position.

26 L Equipment:

Place the brake pipe cut off valve in cut-out position.

Place the dual ported cut out cock in open or cut in position, or place the MU 2a valve in lead or dead position.

Open the end cocks on actuating pipe and brake cylinder equalizing pipe.

20. Dead or disabled engine, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the Chief Train Dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

21. Engines operated with engineer in other than lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossing at grade, subject to further restrictions imposed by local conditions.

22. When unit or units in locomotive consist emit excessive smoke through exhaust stacks other than from cold start, prompt report must be made to train dispatcher who will arrange to notify roundhouse foreman or locomotive maintenance forces on duty at first maintenance facility where train is scheduled to stop. Unit number, time and location where excessive smoking of unit was first observed must be reported.

When a yard engine is observed emitting excessive smoke, report must be made to roundhouse foreman or locomotive maintenance forces on duty.

In addition, engineer must make appropriate entry on work report, Form CS 2326.

23. Not more than ten diesel units in operation may be used on head end of any freight train.

24. Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3¼ inches in length must not exceed 10 MPH. When flat spots are not in excess of 3¼ inches long such cars may be operated at maximum authorized speeds.

25. Gross weight of SPMW 6400-6439 100-ton air dump cars cannot exceed the gross weight shown in Timetable Special instructions or Line Clearance Circular for each branch line. Also, cars must not be dumped on curves of 25 degrees or more, or operated through curves of 35 degrees or more.

26. Except when handling cabooses on or near the head end in local or road switcher service when handling only a few cars, cabooses are not to be moved other than at rear of train, unless specifically authorized.

27. When setting out bad order cars enroute, when necessary, head portion of train, together with bad order car, must be taken to the nearest set out point in direction of movement, bad order car set out, engine detached and head portion of train left at set out point, when practicable. Rear portion of train is then to be brought to set out point and head and rear portions of train coupled together.

28. Units SSW 9052 through 9068 and 9090 through 9110 will have overspeed cut-out cocks blocked open and no attempt should be made to close them. In event overspeed device (or speedometer) malfunctions enroute, unit should be rearranged in the locomotive consist as a train-line unit to clear the condition.

29. MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or multiple loads.....	55	25
Scale test cars.....	40**	30
except SPMW 2024, 2025, WO-3.....	65	49
Relief outfits with steam derrick.....	35*	25*
Locomotive Crane/Pile Drivers		
SPMW 6603, 6604 & 8000		
SPMW 8002, 8003 & 8004		
With boom in place, either end forward①....	25*	15*
With boom disconnected,		
heavy end forward.....	40	25
boom end forward.....	20*	15*
With boom disconnected and removable counterweight properly positioned, either end forward.....	40	25
SPMW 4028, 4029, SSW 96405:		
With boom in place, either end forward①....	25*	15*
With boom disconnected,		
heavy end forward.....	40	25
boom end forward.....	20*	15*
With boom disconnected and removable counterweight properly positioned, either end forward.....	40	25
SPMW 4027 SPMW 5870		
4088 5874		
4091 5899		
5437 6601		
5479 6602		
5595 SSW 96404		
5852 NWPMW 31		
With boom in place, either end forward①..	25*	15*
With boom disconnected,		
heavy end forward.....	45	25
boom end forward.....	20*	15*
Steam pile driver SPMW 4053.....	35	25*
Jordan Spreaders:		
Running backward.....	25	20
Moving forward (prepared for travel).....	35	35

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

**Scale Test Car NBS-1 to be handled on trains not more than 20 cars ahead of caboose and speed of train handling NBS-1 not to exceed 55 MPH.

①When moving in train with boom in place, operator must be on board.

SPMW 5479, 5499 and 5497 are restricted to 45 MPH.

Unless specifically authorized, all relief outfit cranes and the following locomotive cranes and pile drivers, SPMW 4027, 4028, 4029, 4088, 5479, 5595, 5852, 5870, 5874, 5899, 6601, 6602, 6603, 6604, SSW 96404 and SSW 96405 must not operate over lines having maximum load limits of less than 263,000 lbs. and must observe all restrictions applying to cars weighing over 210,000 lbs.

Relief outfits, with boom forward are restricted to 20 MPH. Locomotive Crane Pile Drivers SPMW 4088, 5479, 5852, 5899, SSW 96404 and SSW 96405 are to be handled in trains as locomotive cranes except they must always move with boom disconnected.

Trains handling empties other than working cabooses or dead-head cabooses are restricted to 55 MPH.

The maximum speed (MPH), with no variations, is authorized for train handling Relief Cranes SPMW 5850, SSW 96005, and SSW 96006 on territories listed below:

Between	TERRITORY	MPH
Illmo and Corsicana.....		45
Corsicana and Waco.....		25
Waco and Lime City.....		20

Mt. Pleasant and Addison.....	35
Addison and Hodge.....	20
Lewisville and Shreveport.....	40
Malden and Wyatt.....	25
Lilbourn and New Madrid.....	20
Malden and Gideon.....	20
Hornersville Jct. and Caruthersville.....	20
Paragould and MP P-123.....	25
MP P-123 and MP P-132.....	20
MP P-132 and Blytheville.....	25
Stuttgart and Gillett.....	20
Alzheimer and MP N-295.....	30
MP N-295 and North Little Rock Yard.....	10
Tyler and Lufkin.....	25
Over Bridges 15.64, 17.32, 26.43, 38.13 and 43.43.....	10
Over Bridge E-623.51.....	20
Over Bridge 690.14.....	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.

30. OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead-passenger equipment with caboose.....	65	
Passenger trains with caboose.....	65	
PC 598500-PC 598999 (Gondolas).....		55
Trains handling empty bulkhead flat cars equipped with roller bearings, except series SP 590000-590111; SP 591100-591124; SSW 88050-88099.....		55
Trains handling pipe loaded on 89 ft. flat cars.....		55

31. REPEATER AIR CARS (RAC) SP 260 THRU 266

The repeater air car is utilized to increase efficiency of train air brakes on long trains and during cold weather. The purpose of repeater relay equipment is to accept pneumatic signals from brake pipe of forward portion of a train, and by relay action, produce a corresponding response in the brake pipe of the rear section of the train.

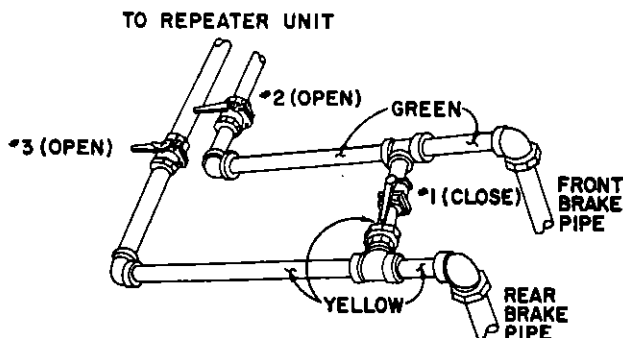
The repeater relay car has the ability to produce faster train charging time, reduce or eliminate brake pipe pressure gradient, more uniform braking forces, and faster brake application and release times.

A. PROCEDURE FOR ADDING REPEATER AIR CAR TO A TRAIN TO USE REPEATER CAR AIR EQUIPMENT.

- Place as near to center of train as makeup will permit.
- The RAC car is operational in either direction. The front brake pipe must be coupled to the portion of the train to which the road engine is attached. The rear brake pipe must be coupled to the other end of the train.

The angle cock on the unused brake pipe on each end of the car must be closed.

- Where repeater car is positioned in train and front and rear brake pipes have been properly connected and opened, then close the brake pipe bypass cock No. 1 and open the two repeater relay cutout cocks Nos. 2 and 3, all located inside of car.

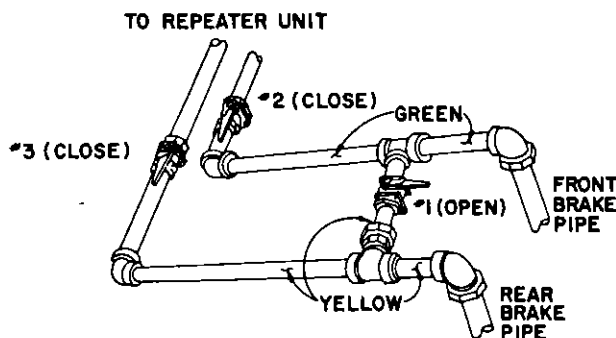


Note: If for any reason it becomes necessary to transfer control of air brakes to the helper engine located in the portion of the train behind the RAC car with RAC air equipment in operation, the brake pipe hose connections must be changed. The forward brake pipe must be coupled to the portion of the train having the brake valve which is controlling the train. The rear brake pipe must be coupled to the other end of the train.

- The repeater relay valve No. 5 is a variable valve and is employed to reestablish a satisfactory brake pipe pressure on the rear portion of train. A regulator and gage to indicate pounds of differential is provided. Trainline pressure on rear portion of train must not be increased above 90 PSI at RAC car. Preferred adjustment is to have the rear brake pipe 1.5 to 2 lbs. above the front brake pipe.

B. PROCEDURE FOR CUTTING THE RAC CAR OUT OF TRAIN.

- Close the repeater relay cutout cocks Nos. 2 and 3.
- Open the brake pipe bypass cock No. 1 — All located inside of car.
- The car diesel engine and compressor are to remain running except during layover time.



C. PROCEDURE FOR ADDING REPEATER AIR CAR TO A TRAIN WHEN REPEATER CAR AIR EQUIPMENT IS NOT TO BE USED.

- Close the repeater relay cutout cocks Nos. 2 and 3.
- Open the brake pipe bypass cock No. 1 — All located inside the car.

- Forward brake pipe must be coupled to portion of the train to which the road engine is attached. Rear brake pipe must be coupled to the other end of the train. The angle cock on the unused brake pipe on each end of the car must be closed.

D. TRAIN OPERATION OF REPEATER AIR CARS.

- With the repeater air car in operation, proceed with terminal air test as prescribed in the air brake rules and regulations.
- All rules outlined in the air brake rules and regulations governing train handling shall be adhered to while repeater air car is part of any train.
- If required, the repeater air car may be cut out by closing the repeater relay cutout cocks Nos. 2 and 3 and opening the brake pipe bypass cock No. 1 — All located inside car. This provides for normal train operation without the repeater relay equipment operating.
- If yard air is used to charge the train, it must be cut in ahead of the repeater air car.
- The RAC car must not be kicked, dropped, or humped and must be handled next to switch engine when being cut into or out of train and when being moved to caboose track.
- During a pickup or setout, or at any time the engine is separated from the train and the air car is in operation in the train, it is absolutely essential that the trainline angle cock be left open on the train.

E. LOSS OF MAIN RESERVOIR AIR ON RAC CAR.

- The depletion of main reservoir air to below 100 lbs. will initiate a service brake pipe reduction in the forward and rear portions of the train. The rotating red light on top of car will operate.
- In addition to the red rotating light, a radio signal will be initiated and will transmit a series of short beeps for a period of approximately ten seconds and then cease. It will reset itself automatically upon an increase of main reservoir pressure above 110 pounds.
- If in power, throttle must be reduced to idle and automatic brake valve placed in full service zone until train stops.
- If in dynamic braking, automatic brake valve must be placed in full service zone and dynamic braking lever handled as prescribed by rules.
- Train must be immediately secured before determining reason for main reservoir air depletion.

F. SETTING RAC CAR OUT OF TRAIN.

- If it becomes necessary to set RAC car out of train, shut down compressor engine in car and secure car per rules.

Instructions for starting and shutting down compressor engine posted inside of car.

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

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

Rule J. Employees must wear shoes that afford maximum support and protection to their feet when performing repair work between, upon, in or under engines, freight or passenger cars; while performing repair work on or about track or structures; and while on duty in train, engine or yard service.

Open-toed shoes, canvas shoes and lounging shoes are unsuitable for these types of work and are prohibited. High-tops give added support to the ankles; low heels afford firmer footing and make standing and walking safer.

Employees must not dress in a manner that constitutes a hazard. Shorts, cut offs or sleeveless shirts are unsuitable and prohibited. Employees in train, yard or engine service will wear some type of hat or cap.

Employees working around moving machinery, equipment, locomotives, cars or where fire hazard exists must keep hair and beards cut short or well covered.

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 Q IS CANCELLED, and the following will apply:

Employees must report for duty at the prescribed time and place, remain at their post of duty, and devote themselves exclusively to their duties during their tour of duty. They must not absent themselves from their employment, nor exchange duties with, or substitute others in their place, without proper authority. They must not engage in other business which interferes with their performance of service with the Company unless advance written permission is obtained from the proper officer.

Continued failure by employees to protect their employment shall be sufficient cause for dismissal.

An employee subject to call for duty must not leave his usual calling place without notice to those required to call him.

Employees must not sleep while on duty. Lying down or assuming a reclining position, with eyes closed or eyes covered or concealed, will be considered sleeping.

Employees, while on duty must not read magazines, newspapers or other literature not concerned with their duties, or use radios or televisions other than those provided by the Company.

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 6098 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.

The following added to Uniform Code of Operating Rules, Page 18, Rule 7:

When train or engine movements are to be made in response to radio communication, such as in switching operations, picking up or setting out cars, specific instructions must be given for each movement. When backing or shoving train, engine or cars, the distance of the movement must be specified and movement must be stopped within one-half that distance unless additional instructions are received. Thereafter, if frequent voice transmission is not maintained, movement must be stopped. All movements must be made **AT RESTRICTED SPEED**.

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 at restricted speed 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. Except on subdivisions specified by Special Instructions of that subdivision red flag or red light may be displayed one mile beyond torpedoes and yellow flag.

Rule 17(a) is revised to read as follows:

17(a). Oscillating white light on engines, when leading end is so equipped, must be operated both day and night when moving, except it may be extinguished when meeting trains, passing trains, or during switching operations provided movement does not involve crossing at grade. The same requirements apply when leading end of engine or top of lead unit is equipped with an amber or white light which flashes or rotates.

Uniform Code of Operating Rules, **Rule 19**, is revised to read as follows:

"A marker must be continuously illuminated while train is authorized and be extinguished when train arrives at destination. When light engine is being operated as a train or when helper engine is entrained behind caboose of train, headlights must be displayed on dim to the rear to serve as marker.

Conductor (engineer if no conductor), upon taking charge of train, must know that inspection is made to determine that market light is in proper operating condition.

In event of market light failure, a red flag by day and a white light by night to indicate rear of train. Conductor must notify the train dispatcher as soon as possible of marker light failure."

Rule 26 is revised to read as follows:

RULE 26.

A blue sign reading, "Men at Work" (white lettering on blue background) displayed by workmen assigned to inspect, test, repair or service cars and engines indicates that workmen are on, under or between such equipment, and these blue signs may be removed only by the workmen who placed them or by an authorized workman.

Trainmen must not permit equipment to enter a track at a switch where a blue sign is displayed, and must not couple to or move an engine, train, car or cars that are protected by blue signs.

Other cars or engines must not be placed on a track protected by blue signs **except**:

- (a) On designated engine service tracks.
- (b) When displayed at a derail when derail is used to divide a track into separate work areas.

Workmen may work on, under or between cars and engines on any track **after**:

- (a) Each hand-operated switch including any crossover switch is lined against movement to that track, secured by a Mechanical Department lock, and a blue sign is placed at or near each switch.
- (b) The employe in charge of workmen has notified the operator controlling power-operated switches of the work to be performed and has been informed by the operator that protection has been provided. Before the operator informs the employe in charge of the work that protection has been provided, power-operated switches must be lined against movement to track where the work is to be done and secured with control blocks.

The operator may not remove control blocks until notified by the employe in charge of the workmen that it is safe to do so.

The operator must keep written record showing:

- (a) Date and time notification of work to be performed is received.
- (b) Name and occupation of the employe in charge who requested power-operated switch protection.
- (c) The number or other designation of the track involved.

- (d) Date and time operator notified the employe in charge that protection has been provided.
- (e) Date and time operator was informed that the work had been completed, and the name and occupation of the employe in charge who provided this information.

The operator must maintain these records for 30 days.

A derail may be used instead of a hand-operated switch when located at least 150 feet from the end of the rolling equipment, locked with a Mechanical Department lock in derailing position, and a blue sign displayed at each derail. On a designated engine service track where maximum speed permitted does not exceed 5 MPH, derail may be located 50 feet instead of 150 feet from the end of the rolling equipment.

Whenever one switch of a crossover is located beneath cars and engines which are under blue sign protection, the next switch of the crossover must be lined and locked with Mechanical Department lock against movement to the crossover. A blue sign need not be displayed at either crossover switch.

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

At night, a blue light must be attached to each blue sign prescribed herein.

When more than one class of workmen is engaged in the work, a disk with the name of each employe must be attached to the blue sign. A disk may only be removed by the workman attaching it or by an authorized workman. Blue signs and Mechanical Department locks may only be removed by the workman that placed them or by an authorized workman but not until all disks, if any applied, have been removed from the blue sign.

Where light type signals are used in conjunction with fixed blue signs, a blue light displayed indicates movement of cars or engines into protected track is prohibited. Yellow light displayed indicates movement of cars or engines is permitted on track. Absence of light must be regarded as if blue light were displayed.

An engine may be moved into designated engine service track after blue sign has been removed from the entrance switch. The entering engine must stop before coupling to another engine.

An engine may be moved from a designated engine service track after blue signs have been removed from the controlling unit and from the departure switch.

An engine may be repositioned on designated engine service track after:

- All workmen on the track have been notified of the movement.
- Blue sign has been removed from controlling unit of engine to be moved.
- Movement has been authorized by the employe in charge of workmen.

If emergency repair work is to be done by workmen on, under or between an engine or cars coupled to an engine and blue sign is not available, employe in charge of work must notify the engineer, who must protect workmen making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until workmen are clear and the engineer so advised by the same employe.

On car shop or repair tracks protected by blue signs, rolling equipment may be repositioned with a car mover under the direction of the employe in charge of the workmen, after the workmen have been advised of the movement.

RULE 26-A. Is added:

When crew members are required to perform repair work, upon, in, or under engine, train, car or cars, where movement of such equipment may cause an accident, engineer must be orally notified by the crew member in immediate charge of the work. A complete understanding must be had to prevent movement while work is being performed. The same employe is required to notify engineer orally when the work has been completed.

RULE 26-B. Is added:

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.

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.

When an overheated journal is found, the following procedures must be followed before moving the car for set out:

- Cut out brakes on car with overheated journal, if practicable, to prevent journal seizure and subsequent failure. Brakes are to be cut back in after car is set out and before train crew departs.
- Use Texaco hot box coolant sticks in plain bearing journal boxes, if need, to prevent further overheating when moving to set out point (see instructions on coolant wrapper).

Where hot box detectors, high and/or wide load, dragging and/or derailed equipment detectors display flashing white light and/or revolving red beacon light prior to the lead wheel of engine passing these locations, train may proceed without stopping for train inspection provided there is radio communication between crew member on the head-end and rear-end of train. Report must be made to train dispatcher promptly.

DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS

Where dragging and/or derailed equipment detectors are installed as listed under subdivisions, revolving red beacon will be mounted on Hot Box Detector House, on post or relay case adjacent to detector and will be normally dark. When dragging/or derailed equipment detector is activated, the revolving red light will be displayed.

Unless otherwise provided revolving red beacon will apply to trains in both directions, and when activated enginemen or trainmen must stop train promptly in accordance with Air Brake Rule 5 Section D and make inspection of train and track, advising train dispatcher of conditions found.

LOOSE WHEEL DETECTORS

If indication is for loose wheel, all wheels and journals must be inspected on car indicated as well as on the car ahead and the car behind.

ROLLER BEARINGS LOOSE OR MISSING CAP SCREWS

During inspection by trainmen, if any roller bearing is found with one cap screw loose or missing and hotbox detector has not been activated and check with tempilstick reveals no overheated condition, train may proceed to the next terminal 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.

HOT BOX DETECTORS

Four basic types of Hot Box Detectors are utilized. Crew members are to be familiar with the types and locations of these 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 be alert for the light and, when flashing, conductor and engineer must immediately orally compare observation when means of communication is available.

Absence of white light must be promptly reported to train dispatcher and does not require train inspection.

TYPE A: LETTER "H" INDICATOR WITH DIGITAL READ OUT

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 locator 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.

Unless entire train has been previously inspected after stopping for detector, all journals of train must be inspected when "H" is illuminated provided any of the following conditions exist:

1. No count shown on readout locator.
2. Red light below readout marked "Locator Out of Service" is illuminated.
3. Digital readout locator displays erroneous indication such as a duplication of numbers.
4. Numbers displayed exceed the number of axles in train.

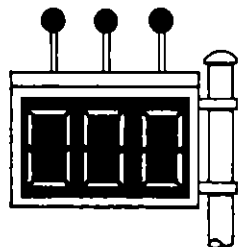
After inspection has been completed train dispatcher must be notified of condition found. When it is safe to proceed, member of crew must push button below indicator panel to cancel numbers on the indicator. Case door must be closed and secured with switch lock.

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.

TYPE C: MONITOR DISPLAY BOARD WITH INDICATOR LIGHTS

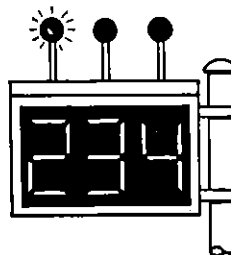
A Monitor Display Board and hot box indicator lights, as shown in diagram, are mounted on a signal mast at side of track. The display board is illuminated as train passes and will display zeros in the absence of a hot bearing. Two seconds after the train passes the detector, the display board will display numerals indicating the accumulated axle count from the hot bearing to the rear of the train.

Absence of any numerical display after passage of a train must be promptly reported to train dispatcher.

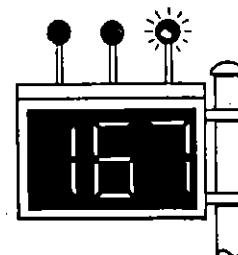


REAR OF TRAIN PASSES DETECTOR SITE. "000" DISPLAYED INDICATING NO HOT BOXES DETECTED.

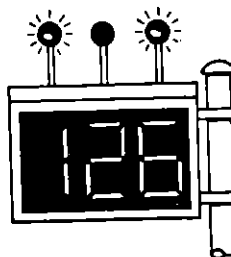
The indicator lights are normally dark, but when hot bearing is detected, will display flashing white aspects as illustrated below:



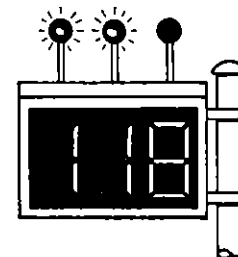
ONE HOT BOX ON RIGHT SIDE OF TRAIN IN DIRECTION OF MOVEMENT. AXLE COUNT (234) FROM REAR OF TRAIN. INSPECT ALL BEARINGS OF CAR INDICATED AS WELL AS EACH ADJOINING CAR.



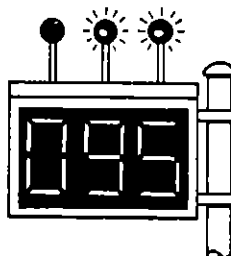
ONE HOT BOX ON LEFT SIDE OF TRAIN IN DIRECTION OF MOVEMENT. AXLE COUNT (167) FROM REAR OF TRAIN. INSPECT ALL BEARINGS OF CAR INDICATED AS WELL AS EACH ADJOINING CAR.



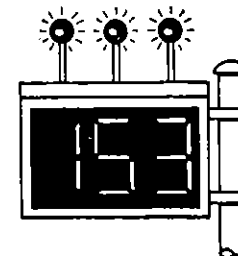
ONE HOT BOX EACH SIDE OF SAME AXLE COUNT (126) FROM REAR OF TRAIN. INSPECT ALL BEARINGS OF CAR INDICATED AS WELL AS EACH ADJOINING CAR.



TWO OR MORE HOT BOXES ON RIGHT SIDE OF TRAIN IN DIRECTION OF MOVEMENT. AXLE COUNT (118) FROM REAR OF TRAIN. INSPECT ALL JOURNALS, REAR OF TRAIN TO AND INCLUDING CAR AHEAD OF AXLE COUNT ON DISPLAY.



TWO OR MORE HOT BOXES ON LEFT SIDE OF TRAIN IN DIRECTION OF MOVEMENT. AXLE COUNT (095) FROM REAR OF TRAIN. INSPECT ALL JOURNALS, REAR OF TRAIN TO AND INCLUDING CAR AHEAD OF AXLE COUNT ON DISPLAY.



ONE OR MORE HOT BOXES ON EACH SIDE OF TRAIN. AXLE COUNT (153) FROM REAR OF TRAIN. INSPECT ALL JOURNALS ON BOTH SIDES, REAR OF TRAIN TO AND INCLUDING CAR AHEAD OF AXLE COUNT ON DISPLAY.

LEGEND

UNILLUMINATED FLASHING

INDICATOR LAMP



As the 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.

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.

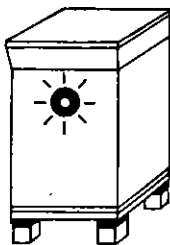
When any indicator light displays flashing white aspect, train must be stopped promptly and inspection made to locate car with hot bearing.

Lights and illuminated numerals will automatically cancel out 90 seconds after entire train passes detector.

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 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. REMOTE READOUT BY RECORDER AT TERMINAL



INSTRUMENT HOUSE

Readout is by recorder located at nearby terminal as shown on each subdivision.

When white light is flashing on instrument house, train must be stopped promptly, and when means of communication is available crew member must contact personnel at location of recorder to determine location of hot bearing. If location of hot bearing cannot be determined by personnel at recorder, inspection must be made of all bearings.

Terminal personnel at recorder will advise train crew of location of overheated journal. Location will be given as number of cars from caboose and location of journal from trailing end of car right or left: 1, 2, 3, 4 such as "R-3".

If lead truck of lead locomotive does not appear on tape, train crew is to be advised to carefully hand feel this truck.

If location of journal is furnished by personnel at recorder, but defect cannot be found, inspect all bearings of indicated car as well as all bearings of five cars on either side.

CHECKING FOR JOURNALS SUSPECTED OF OVERHEATING

Whenever an overheated journal is suspected due to hot box detector activation, rolling inspection or visual symptoms, a walking inspection must be made to find the exact car and journal and to observe for other physical defects on the train.

For roller bearing cars special attention must be given to proper use of tempilstiks, loose or missing cap screws, temperature sensitive cap screw and loose or leaking seals.

For plain bearing cars, look for low oil; brass, pad or wedge defective or out of place, or water in journal box.

REPORTING OF HOT BOXES

When hot box detectors are actuated the following information is to be reported at next terminal in telegraph message form identified by symbol H.B. addressed jointly to Superintendent, Division Engineer, Signal Supervisor, and Chief Train Dispatcher.

1. Date and time stopped and M.P. location.
2. Train identification.
3. Car number and location in train (whether or not defect found).
4. Box location (1, 2, 3 or 4 from hand brake end of car, right or left side facing hand brake).
5. Disposition of car: If set out, state where. If inspection shows that it was not necessary to set out even though bearing was warm enough to activate the detector, advise what corrective action was taken to permit movement of car. If roller bearing equipped, so state.

NOTE: Report all cases where train passes over the detector without an indication having been displayed, but develops a hot bearing between detector and a point 20 miles beyond detector.

Whenever a roller bearing car experiences two successive hot box detector actuations and overheated journal or other cause of actuation cannot be found after required inspections were made and five cars checked either side, car may be continued in train with provision that conductor must report same at next terminal and inspection is made by qualified maintenance personnel.

Train dispatcher to notify terminal of mandatory inspection when brought to his attention.

If a roller bearing car experiences three successive hot box detector activations, it must be set out.

Train dispatcher must:

1. Notify Car Department of cars set out.
2. Notify Car Department of cars which are known to have had two successive hot box detector actuations.
3. Submit CS-7159A "Preliminary Report of Overheated Journals" whenever hot box is experienced except if on actuation of type "D" yard approach hot box detector.

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.

CONTINUOUS WELDED RAIL (CWR) TRAINS

Continuous welded rail trains consist of a tiedown car and a number of roller-back cars and may contain other cars, such as threader cars and elevator cars to accompany movement. A steel-end box car, refrigerator, or high-side gondola car must be positioned on each end of train as a buffer car during all movement except preparatory to and during unloading.

In addition to other requirements of this rule, when a train is stopped for any reason, inspection must immediately be made of as much of train as practicable and the following items checked if train is carrying a full or partial load:

- a. Check for undesired movement of rail. The tops of rails are painted adjacent to the tiedown rack on the tiedown car which is located near center of train. Paint marks on each tier of rail must be in line; otherwise, this is an indication of an undesired movement of rail.
- b. Check each rail end to make certain it overhangs the last supporting roller by at least 12 feet and is no closer than 12 feet from the next empty roller. Rails are marked 12 feet from each end.
- c. When a load contains continuous lengths of rail made up of more than one piece, check to see that rail joints are secured with at least four bolts, properly tightened and that rails ends have not pulled apart.
- d. Check coupler operating levers to make certain they are in position to prevent uncoupling and that coupler operating lever locking devices are in position and locked.

When any of these conditions are not as required, train must not be moved until train dispatcher has been contacted and further instructions are received.

Rule 36. Following is added as Itm (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.

Rules 93, 93(a) and D-93 are cancelled, and the following new rules are added:

Rule 93. YARD LIMIT RULE— Within yard limits, the main track may be used, clearing first class trains at the time shown at the next station in direction of their approach, but not less than five (5) minutes.

If not clear by the time required, train or engine must be protected at that time, as prescribed by Rule 99.

Within yard limits, the main track may be used without protecting against second and inferior class trains, extra trains and engines.

Within yard limits, second and inferior class trains, extra trains and engines must move prepared to stop within one-half the range of vision, short of train, engine, obstruction or switch not properly lined, not exceeding 20 MPH unless the main track is known to be clear by block signal indication, per Rule 281.

Rule D-93. Within yard limits, movements against the current of traffic must not be made unless authorized by train order, train dispatcher, yardmaster, or designated supervisor.

Within yard limits, when moving against the current of traffic, all trains and engines must move prepared to stop within one-half the range of vision, short of train, engine, obstruction or switch not properly line, not exceeding 20 MPH.

Note to Rule 93. Provisions of this rule do not relieve a train from clearing an opposing superior train as required by Rule S-89.

Rules 99, 99(a), 99(b), 99(c), 99(i), 99(j) and 99(k) are cancelled, and the following new rules are added:

Rule 99. When a train is moving on a main track at less than one-half the maximum speed for that territory, flag protection against following trains on the same track must be provided by a crew member dropping off single lighted fuses at intervals that do not exceed the burning time of the fusee.

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

When a train stops on a main track, flag protection against following trains on the same track must be provided. A crew member with flagmen's signals must immediately go back at least the distance prescribed by Timetable or other instructions for that territory, place two (2) torpedoes on the rail not less than 150 feet apart and display one (1) lighted fusee. He may then return one-half the distance to his train where he must remain until he has stopped the following train or is recalled or relieved.

When recalled and safety to train will permit, he may return to his train. He must leave torpedoes and one (1) lighted fusee, and while returning he must also place single lighted fusees at intervals that do not exceed the burning time of the fusee. When train departs, a crew member must leave one (1) lighted fusee and until the train resumes the speed not less than one-half (½) the maximum speed for that territory, he must drop off single lighted fusees at intervals that do not exceed the burning time of the fusee.

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

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

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

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

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

- (a) In ABS territory, when rear of train is protected by at least two block signals, except will not apply:
 1. To single unit light engine
 2. To work extras
 3. To any unit of equipment which will not actuate the block
 4. Making back-up movement
- (b) When rear of train is protected by an absolute block (absolute block means a block in which no train is permitted to enter while it is occupied by another train).
- (c) When rear of train is within interlocking limits.
- (d) When a train order or Special Instructions provide that flag protection is not required.

Rule 99(a). When safety to the train will permit, the engineer will recall the flagman.

Rule 99(b). When head end protection is required, the engineer will require such protection ahead immediately.

Rule 99(c). When flagged, the engineer must answer stop signals promptly. Flagman must continue to give stop signals until such signals are answered and acted upon. When a train is

flagged, the engineer must not receive information from the flagman until the train is stopped, unless the flagman gets on the engine. Engineer must obtain a thorough explanation before proceeding.

(On all subdivisions when flag protection is required by Rule 99, flagman must go at least two [2] miles from train.)

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 103. On tracks other than main tracks where crossing is equipped with automatic gates or other automatic crossing warning devices and "STOP" signs are located approximately twenty-five feet each side of crossing, movements must stop at "STOP" sign and allow gates to lower or other automatic warning devices to operate twenty seconds before entering crossing.

Following is added to Uniform Code of Operating Rule 103(a), Paragraph (1):

WHEN FREIGHT CARS NOT CHARGED WITH AIR ARE LEFT UNATTENDED, a sufficient number of hand brakes must be set to hold cars. Hand brakes must be set on descending end where grade is involved. Where there are two or more cars, not less than two hand brakes must be set. PASSENGER CARS WITH OPERATIVE AIR BRAKES MUST NOT BE SET OUT WITHOUT AIR BRAKES BEING APPLIED.

WHEN FREIGHT OR PASSENGER CARS CHARGED WITH AIR ARE LEFT UNATTENDED, brakes must be applied with FULL SERVICE brake pipe reduction. A sufficient number of hand brakes must be set to hold cars. Hand brakes must be set on descending end where grade is involved. Where there are two or more cars, not less than two hand brakes must be set. If engine is to be detached, angle cock must not be closed until engineer signals that full service brake pipe reduction is completed and brake pipe pressure has had time to equalize. Brake pipe pressure must then be completely depleted by leaving angle cock in open position on cars being cut away from.

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 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."

"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. The following is added:

Enginemen must make inspection of engines in their charge at each stop where time will permit. They must watch for indication of hot bearings and other defects while engine is in motion and give necessary attention to prevent failures.

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 209, Paragraph 3 and Paragraph 5 ARE CANCELLED, and the following will govern:

"Photo-copying machine will be used, if available, when necessary to make additional copies of a train order. Copies must be made from original, be legible, and all information must be re-produced. Operator must sign his name on all duplicated copies below name of operator appearing on original. A duplicated copy must be placed in file of day's business, showing thereon date and time made.

"When photo-copying machine is not available, and it is necessary to make additional copies of a train order, operator, after repeating new copy to train dispatcher, must sign his own name on new copies. Operator must file copy from which he made copies, together with one of the new copies, showing thereon date and time made. Train dispatchers must record time and date, and name of office repeating each recopied train order."

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."

The following Rules are added:

MOVEMENT OF TRAINS BY STAFF SYSTEM

Rule S-240. An extra train may operate in certain territories designated by timetable without train-order authority and without providing flag protection in either direction providing:

- (a) It has been ascertained from train register at designated station that the last departing train via the route to be used has completed its trip or trips and registered as prescribed in Subparagraphs (b) and (c). **EXCEPTION:** Refer to Rule S-242.
- (b) Conductor, or engineer if there is no conductor, of an extra train must register destination of trip (turning point) and date of departure in column captioned "Signals Displayed" in addition to usual information required on train register.
- (c) Upon completing their trip or trips, conductor, or engineer if there is no conductor, must register arrival on same line as departure time recorded on opposite page, indicating date of arrival at designated station in column captioned "Signals Displayed", in addition to usual information required on train register.

Rule S-242. When a train has been registered into Staff System Territory and subsequently becomes disabled, chief train dispatcher may authorize a second movement into territory without registering. To authorize this second movement he must be assured by conductors of both movements, (engineer if no conductor), that

they are fully acquainted with the intended move and they have had a personal understanding as to the fixed location of first train **WHICH MUST NOT BE CHANGED.** Second movement must be made at **RESTRICTED SPEED.** Upon return of **BOTH** movements to designated station, conductor(s) will see that train is registered out of territory.

Rule S-244. Separate train register must be used at each designated station for a Staff System Territory, clearly labeled on front cover, as an example: "STAFF SYSTEM TERRITORY — EDEN SUBDIVISION" or "STAFF SYSTEM TERRITORY — EDEN TO HOPE". Register must only be used by trains operating in this territory.

Rule 330 is revised to read as follows:

330. DELAY AFTER PASSING A PROCEED INDICATION.

Except as provided in Rule 329, a train or engine having entered a block or route on a proceed indication and is stopped, or delayed to a point where speed is reduced below 10 MPH, must move at Low Speed until it can be seen that the track is clear to the next signal and that the next signal displays a proceed indication.

Exception to Rule 330:

Where CTC Rules are in effect, a train may proceed not exceeding 40 MPH prepared to stop at next signal until it can be seen that track is clear to the next signal and that the next signal displays a proceed indication.

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 350. Exception Revised to read:

Communication with train dispatcher is not required:

- (1) When excepted in Rule 345 and Rule 402.
- (2) In making switch movements within yard limits under the provisions of Rule 93 outside CTC territory exception to Rule 351 will apply.

Rule 351. The following exception is added:

On single track within yard limits, train or engine after stopping, may proceed at low speed under one of the following conditions:

- (a) When a train moving in the same direction is seen in the block to be occupied and intervening track is seen to be clear.
- (b) When no movement is seen or heard approaching, train or engine must move 100 feet past signal and wait five (5) minutes before proceeding.

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 is revised to read as follows and the following new Rules 511, 512, 513, 513-A, 513-B, 513-C 514 and 515 are added:

Rule 510. Employees must expect the movement of trains, engines or cars at any time, on any track, in either direction.

Employees must know that it is safe before fouling, walking between or crossing tracks by looking in both directions. When crossing tracks in front of standing engine or cars, they must provide at least 20 feet clearance and be prepared for unexpected movement of equipment. If in a group, walk in single file. Do not step on rail, switch or frog.

When necessary to climb through standing cars, employees may, when practicable, cross only through those 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 or end-of-car cushioning device. **CROSSING THROUGH MOVING EQUIPMENT IS PROHIBITED.**

Rule 511. Employees must not get on equipment except when required in performance of their duty.

Crew members must forbid unauthorized employees from getting on or off moving equipment.

Employees must stand in clear of an approaching engine or car when taking position to board it. Where possible, they must not stand foul of any track or equipment.

Employees must exercise care to avoid injury while getting on or off either standing or moving equipment. They must observe existing conditions and under the most favorable circumstances must not attempt to get on or off equipment moving in excess of 10 MPH.

Employees must use side ladder to ascend or descend car, when car is so equipped.

When getting on moving engine or car, employees must board leading end, obtain secure hand hold, and place trailing foot in stirrup of car or vestibule step of engine or caboose. When car or engine is last in cut it is permissible to board either end.

When descending ladders or steps on engines and cars, either standing or moving, employees must face equipment.

When getting off moving equipment, employees must look in direction of movement to be sure there are no obstructions. They must put trailing foot down first and not release hand hold until it is safe to do so.

When getting off standing equipment, employees must know it is safe to do so before releasing hand hold.

Rule 512. Employees are prohibited from getting on roof of cars except when necessary to make repairs, seal, inspect, or service them.

Crew members must not be on open top cars which are in the process of being loaded or unloaded, or ride on open top cars which are known to be partially loaded or unloaded.

Employees are forbidden to take position, either seated or standing on handrails of engine; and are forbidden to go between moving cars or engines. When movement is being made they must not go between engine and car or ride on footboard of engine.

Employees must not place any part of their body between lading and end or side of car.

There are numerous structures with impaired clearances and employees must be familiar with their location. Employee must not ride on side of cars while passing points where there are impaired clearances, equipment or material fouling track.

When riding on side of car employees must look in the direction of movement for impaired clearances, equipment or material fouling track.

Structures with impaired clearances on main track and/or siding are shown in time table. Employees must be alert for and familiar with these locations and for any other locations where impairment may not be posted.

When equipment is moving over street crossing or in a street, employees must not ride on sill steps, lower rungs of ladders, leading end of engines, caboose steps or vestibule steps of cars.

Rule 513. Employees must face in direction of movement while uncoupling cars and operate uncoupling lever with hand next to the movement.

If uncoupling lever on one side fails to work, lever on other side must be used. When necessary to raise lock pins or change alignment of couplers on cars or engines, **THEY MUST BE SEPARATED NOT LESS THAN 50 FEET AND STOPPED.** Under no circumstances may feet be used to make adjustment.

If necessary to make change or repairs to couplers, all employees who might move cars or cause cars to be moved must be advised of work to be done. **CARS MUST BE SEPARATED NOT LESS THAN 50 FEET** to reduce possibility of injury. Employees should avoid standing directly in line with couplers while adjusting or making repairs when possible to do so.

Before opening or closing knuckle employees must know knuckle pin is in place.

Rule 513-A. When operating hand brakes employees must have feet solidly placed and maintain firm hand grip.

When applying or releasing hand brakes always keep hands and fingers on outside rim of wheel.

Rule 513-B. Before opening angle cock, employees must take firm grip on air hose if glad hands are not coupled to prevent hose from moving uncontrolled should there be air in the train line.

When coupling air hoses employees must place one foot outside and one foot inside the rail and be prepared to step out should cars move.

Rule 513-C. When operating high-stand switches feet must be solidly placed. Body must be kept clear of arc or line of travel of lever.

When operating ground-throw switches back must be kept as straight as possible. Knees must be bent and lifting must be done with leg muscles. Body and feet must be kept clear of arc or line of travel of lever.

Rule 514. Freight conductors are responsible for the security of freight and accompanying documents while in their charge. Doors of loaded cars must be closed and sealed when required, unless left open for ventilation.

Doors of refrigerator cars and cars equipped with plug doors must be closed or otherwise secured before moving cars.

Rule 515. Employees must be prepared for sudden start or stop and remain braced at all times when in or on standing or moving equipment.

Employees must maintain a secure position to avoid personal injury from possible slack action when movement is starting, stopping, or moving slowly.

Unless other duties interfere therewith, employees in moving cabooses must remain seated, keep well braced and fasten seat belt, if caboose is so equipped.

Employees must not remain in bay window of caboose on side next to track on which a train, engine or car is passing, or being passed.

Trainmen shall not be inside caboose when it is being moved in switching movement.

Rule 606. The following is added:

Every personal injury suffered by an employee, and any injury to another employee or person, of which an employee has personal knowledge, must be reported without delay and prior to completion of tour of duty to his immediate superior. Injuries occurring to employees on trains between terminals must be reported to train dispatcher by first available means of communication.

When defective equipment or other conditions cause or contribute to a personal injury, arrangements must immediately be made with the employee's superior to make a prompt inspection of defects or conditions at the scene of the accident or at the first opportunity.

Employee and his immediate superior must thereafter, without delay, and prior to completion of tour of duty complete required reports on prescribed forms and furnish other required statements to proper authority.

RAILROAD RADIO RULES

The following new rules are added:

GENERAL

RULE 950. Following rules and requirements cover use of railroad radio systems and govern employes using such systems.

RULE 950-A. A railroad radio communication system is one employing radio for the transmission of intelligence between moving equipment and a fixed point, or between fixed points.

RULE 950-B. Radio communications system are under the jurisdiction of the Federal Communications Commission. The Railroad Company and its employes are governed by the Commission's operating rules including those incorporated herein. Violation is a Federal offense for which severe penalties are provided.

RULE 950-C. The locations of radio base and wayside stations, times such stations are attended, and assigned channels will be designated by timetable or other instructions.

RULE 950-D. When radios are manned, they must be turned on to the appropriate channel with volume adjusted to receive communications. When radios are not manned or when employes are not in position to receive radio calls, battery-operated radios must be turned off.

OPERATING RULES

RULE 951. Only employees specifically authorized to do so by the FCC are permitted to make any internal adjustments to a railroad radio. Authorized employees must carry their FCC operator license or verification card when on duty. If it appears that a radio transmitter is not operating properly its use shall be discontinued and the designated official notified. In addition, when lead unit of a train has inoperative radio the engineer or conductor must notify the train dispatcher as soon as possible.

The designated railroad official will be named in notice posted in cab of engine, in caboose or in the base station.

RULE 952. No employe shall knowingly transmit any false emergency communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio.

RULE 953. No employe shall divulge or publish the existence, contents, purport, effect or meaning of any communication (emergency communications excluded) except to the person for whom the communication is intended or to another employe of the railroad whose duties may require knowledge of the communication. The above applies either to communications received directly or to any that may be intercepted.

RULE 954. Before transmitting, any employe operating a radio transmitting set shall listen a sufficient interval to be sure that the circuit is not already in use, particularly for emergency traffic.

When a train order is being transmitted to a train by radio, employes not addressed shall not use the radio, except in case of emergency, until the train order has been completed.

RULE 955. An emergency call must be preceded by the word "Emergency" repeated three times. Such calls must be used only to cover initial reports of derailments, collisions, storms, washouts, fires, obstructions to track, or other matters which would cause serious delay to traffic, damage to property, injury to employes or the traveling public, and contain as complete information thereon as possible. All employes must give absolute priority to emergency calls from another station and, except in answering or aiding a station during an emergency, must refrain from sending any communication until there is assurance that no interference will result to the station initiating emergency calls.

RULE 956. The railroad company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within ten days from receipt of notice and any employe receiving inquiry concerning any violation shall answer such inquiry within 48 hours after receipt of notice.

RULE 957. Employes must permit inspection of the radio equipment in their charge and all FCC documents pertaining thereto, by a duly accredited representative of the Federal Communications Commission at any reasonable time.

RULE 958. An employe transmitting or acknowledging a radio communication must begin with positive identification which must include the following in the order listed:

(a) Base or wayside stations.

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

(b) Mobile units.

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

EXAMPLE: "CB Caboose Train Second 343 calling CB Engine Second 343 over" and to answer a call, announce, for example: "This is CB Engine, Train Second 343 over."

In all yard operations, after initial positive identification is established, short identification may be used.

Station identification must be repeated at the end of any transmission exceeding three minutes in length. If an exchange of communication continues without substantial interruption, positive identification must be repeated each 15 minutes.

In radio transmission, if necessary for clarity when using letters, words or numerals, to be governed by Rule 206(a) for spelling or pronunciation.

RULE 959. In certain cases at crossings, junctions or paralleling tracks some interference may develop with another railroad. In such cases special care in making identification shall be used and the employes concerned shall co-operate in handling their business by alternating calls and being as brief as possible.

RULE 960. If any communication from a station other than another railroad radio station interferes with railroad radio service, the railroad employe will endeavor to ascertain the identity of such station. Employe will report the occurrence as soon as possible through authorized channels to the designated railroad official, giving the exact time, nature of communication and identity of the station, if possible.

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

RULE 961. The radio must be used only in connection with railroad business and in compliance with the operating rules.

Except for emergency situations, radio transmitter must not be used within 500 feet of a Hot Box Detector scanner site.

RULE 963. RADIO COMMUNICATION, IF DISTINCT, MAY BE USED THE SAME AS ANY OTHER MEANS OF COMMUNICATION, including usage as follows:

- (a) Operator communicating direct with member of crew, after assured train is stopped, may authorize train to pass an interlocking signal displaying stop indication, as prescribed by Rule 340 .
- (b) Operator communicating direct with member of crew may authorize train to make reverse or forward movement within interlocking limits as prescribed by Rule 342 when no interlocking signal is provided to authorize movement.
- (c) Operator communicating direct with engineer may authorize train to proceed under provisions of Rule 221(a).
- (d) Train dispatcher communicating direct with member of crew after assured train is stopped, may authorize train to pass an absolute signal displaying stop indication within CTC limits as prescribed by Rule 350.
- (e) Train dispatcher communicating direct with member of crew may designate work limits and track and time limit as prescribed by Rule 402.

RULE 964. Radio communications, if direct, may be used to transmit and receive track and time limit for M of W & S employees under provisions of Rule 402 or line-up of trains for track car operators.

RULE 965. Radio communication, when distinct, may also be used as herein provided:

- (a) Train dispatcher may transmit train order to train-order operator as prescribed by Rule 206(a).
- (b) Train-order operator may relay train order as prescribed by Rule 206(c).
- (c) After assured train is stopped, train order may be transmitted to conductor or engineer or designated employe promoted to conductor or engineer as prescribed by Rule 208(b).

The information contained in train orders shall not be acted upon by other than those to whom the train orders are addressed.

Except as provided in paragraph (c) and in Rule 221(a), train dispatcher and train-order operator must not use radio to inform enginemen or trainmen as to the contents of any train order. Operator may advise approaching train when he holds restricting order addressed to that train.

RULE 967. Enginemen or trainmen, must not request train-order operator to advise indication of train-order signal. Train-order operator must not furnish this information.

RULE 968. An employe receiving a radio call must not delay acknowledgment unless it would interfere with duties relating to safety.

RULE 969. An employe who receives a transmission must repeat it to the transmitting party except when the communication:

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

RULE 970. To indicate that a transmission is ended and that a response is expected, the transmitting employe must say "over." To indicate that a transmission is ended and that no response is expected, the transmitting employe must state his identification and say "out."

RULE 971. Radios used in train operation outside yards must be tested at the point where the train is originally made up.

During each tour of duty, engineers and conductors must check to see that engine and caboose radios are working.

Radio check must consist of an exchange of voice communication with another radio, determining quality and readability of transmission.

A malfunctioning radio must not be used and each crew member and the train dispatcher or other designated employe must be so notified as soon as practicable.

RULE 972. Except between members of the same crew, no information may be given by radio to a train or engine crew about the aspect of a fixed signal.

Unless specifically authorized by operating rules, radio must not be used to convey instructions which would override the indication of a fixed signal.

RULE 973. The use of citizen band radios for railroad operating purposes is prohibited.

RULE 974. When radios is used to transmit train orders, rules for movement by train order and the following instructions apply:

- (a) When a train order is to be transmitted directly to a train by radio, the train dispatcher will call the train and state this fact. The crew members who are to copy the order must state their names, positive identification and exact location and that they understand a train order is to be transmitted and that they are prepared to receive it.
- (b) Train orders transmitted shall be copied in the prescribed form by the employe receiving order. After the conductor and engineer have both made or received written copy of the train order and, unless copied in manifold, have repeated it to each other, employe who received order from train dispatcher or operator shall then repeat order to dispatcher or operator.
- (c) "Complete" must not be given to a radio-transmitted train order until it has been repeated and dispatcher has verified the accuracy of the repetition. Dispatcher will then state "Complete," the time, and the initials of the Chief Train Dispatcher. Crew members copying the order must then acknowledge by repeating "Complete" and the time.
- (d) "Complete" and time must not be given to a radio-transmitted train order for an inferior train until response "Complete" and time have been acknowledged by the superior train.
- (e) Train orders transmitted by radio directly to two or more trains must be transmitted simultaneously to as many of them as practicable.
- (f) Radio communication must not be used to inform a train of the contents of a train order not yet transmitted to or received by that train.

AIR BRAKE RULES

Definitions, Page 7, Full Service Application, following is added.

Initial Brake
Pipe Pressure

Service Equalization
Pressure and brake
Cylinder Pressure

Brake Pipe
Reduction to
Obtain
Equalization

80 psi

57 psi

23 psi

RULE 2-F. 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.

Trains originating at E. St. Louis, Memphis and Pine Bluff, and operating between E. St. Louis, Memphis and Pine Bluff, will be governed by the following modifications:

RULE 3. 24-B and 24-C.

Standard Brake Pipe Pressure for freight trains is 80 pounds.

That part of Rules 24-B and 24-C reading "after train brake system is charged to 75 pounds as indicated at rear of train"

is modified to read

"after train brake system is charged to 65 pounds as indicated at rear of train"

RULE 9. The following series of cars are equipped with ABEL brake system which has automatic change-over feature to provide proper brake function when car is loaded and when empty:

SSW 75700 - 75799	Gondolas
SSW 78500 - 78599	Hopper (Open Top)
SP 333500 - 334399	Gondolas
SP 337500 - 337599	Gondolas
SP 345000 - 345699	Gondolas
SP 354000 - 354749	Gondolas
SP 463500 - 464899	Hoppers (Open Top)
SP 467500 - 467549	Hoppers (Open Top)
SP 480000 - 480193	Hoppers (Open Top)
SP 491000 - 491059	Hoppers (Covered)
SP 492000 - 492039	Hopper (Covered)
SP 500604	Flat Car
SP 590000 - 590099	Flat Cars

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

SP 337600 - 337699	Gondolas
SP 354750 - 355299	Gondolas
SP 463337 - 463486	Hoppers (Open Top)
SP 464000 - 465699	Hoppers (Open Top)
SP 590100 - 590131	Flat Cars (Anode)
SP 595500 - 595624	Cradle Flats

RULE 23 is revised as follows:

RULE 23. Make up of Trains.

Before leaving a terminal or at points where cars are added to a train, trainmen must report to engineer, advising number of loads, empties, tonnage and tons per operative brake. They must also advise the number and location of passenger cars and dead engines.

Except when handling cabooses on or near the head end in local or road switcher service when handling only a few cars, cabooses are not to be moved other than at rear of train, unless specifically authorized.

Conductor and Engineer of "K" identified trains must not leave initial station without each receiving copy of Train Mass Profile (graph) except when printout equipment is unavailable or inoperable. When conductor or engineer, or both, are relieved before completion of a trip, Train Mass Profile (graph) must be left in engine and caboose to be available for the relieving conductor and engineer.

When passenger cars and/or dead engines are handled in freight trains, it must be known that brakes are released on such cars or engines before proceed signal is given after each stop.

Rule 24-E will apply at the following terminals:

- E. St. Louis
- Pine Bluff Yard

and Air Brake Rule 24-G will apply at the following terminals:

- Illmo
- Texarkana Yard
- Tyler Yard

Rule 33. The following is added:

When speed is to be restricted to 45 MPH by AB Rule 33 account tonnage exceeding 80 tons per operative brake, the following trains: BSMFF, APLAA, LAEST and APLAB when consisting of not more than 50% multi-level equipment may be authorized, by train order, to operate at maximum speed otherwise allowed but not exceeding speed shown in the following table:

TONS PER OPERATIVE BRAKE

	between 80 & 85	between 85 & 90
1 - 50	70	65
Number of Cars	51 - 60 61 - 65 65 - 70 71 - 80	65 65 60 50

In all other cases not covered in the above table AB Rule 33 will apply. On descending grades of greater than 1.8% the maximum authorized speed prescribed by Superintendent will apply.

RULE 33. The following is added:

Train WCESP containing not less than 90 percent mechanical refrigerator cars or any restricted cars not exceeding 120 cars and/or 90 tons per operative brake may be authorized by clearance to operate at Authorized Fast Freight Train speeds not exceeding 65 MPH unless otherwise restricted.

MISCELLANEOUS

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. Employees 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):

At crew change locations specified in timetable, trains handling cars containing Class "A" explosives, radioactive material, or tank cars containing acrylonitrile, anhydrous ammonia, chlorine, hydrofluoric acid, poison gas, or flammable compressed gas (FCG) must be given a rolling inspection by outbound train crew unless otherwise instructed.

When picking up cars containing the above-listed hazardous materials at plants, interchange points or other locations, unless otherwise provided, trainmen will make inspection to determine cars have no obvious leaks and that hand brakes, air brakes and trucks are in safe condition for movement. Cars not in safe condition for movement will not be handled. Immediate report must be made to the train dispatcher or yardmaster, where applicable, by first available means of communication, when such cars containing these commodities have been set out or are not safe to pick up. Report should include car number, location, commodity, and reason car cannot be moved.

At locations specified in timetable, trains handling the above-listed hazardous materials will stop and entire train must be inspected from both sides to check for obvious leakage or other unsafe condition of equipment before proceeding.

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 FCG. During switching operations, cars must not be coupled with more force than necessary to complete the coupling.

Trains, except local and road switchers, handling cars containing Class A Explosives, Radioactive material, or tank car containing Acrylonitrile, Anhydrous Ammonia, Chlorine, Hydrofluoric Acid, Poison Gas, FCG, or loaded DOT Class 112A or 114A tank cars, will be identified on consists and train lists by "K" as the last letter in train identification.

When necessary to set out cars containing Class A explosives, radioactive material, or tank cars containing anhydrous ammonia, acrylonitrile, chlorine, hydrofluoric acid, poison gas, or FCG, hand brakes must be applied and one car must be chained to the rail, except when cars are secured by brakes set on descending end of other cars or when cars are protected by derail, or rail skid.

When handling cars containing Class A explosives, radioactive material or tank cars containing acrylonitrile, anhydrous ammonia, chlorine, hydrofluoric acid, poison gas, or FCG, in local or switching moves, work should be arranged to minimize handling of these cars. To the extent practicable, when gathering or distributing these cars, they should be separated and isolated on separate track, properly secured until switching has been completed.

Trains handling cars containing Class A Explosives, radioactive materials, or tank cars containing Acrylonitrile, Anhydrous Ammonia, Chlorine, Hydrofluoric Acid, Poison Gas or Flammable Compressed Gas (FCG), or loaded DOT Class 112A or 114A tank cars, in territory where maximum authorized speed is 45 MPH or above, may make maximum authorized speed, not exceeding 50 MPH. Where maximum authorized speed is between 30 MPH and 40 MPH train must not exceed 30 MPH and must 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 9 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

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.

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 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

Unless specifically authorized by superintendent, trains or cuts of cars containing Class A explosives, radioactive material or tank cars containing acrylonitrile, anhydrous ammonia, chlorine, hydrofluoric acid, poison gas, or flammable compressed gas (FCG) must not exceed 8,000 feet.

Following are shipping names of Flammable Compressed Gas:

Standard Transportation Classification Code	Shipping Name
4905705	Butadiene, inhibited (Butadiene from Alcohol)
4905704	Butadiene, inhibited (Butadiene from Petroleum)
4905703	Butadiene, inhibited (Butadiene, impure for further refining)
4905706	Butane
4905706	Liquefied Petroleum Gas (Butane)
4905702	Butane (Butane, impure for further refining)
4905702	Liquefied Petroleum Gas (Butane, impure, for further refining)
4905727	Compressed Gases, N.O.S. (Dispersant gases nec. flammable)
4905748	Compressed Gases, N.O.S. (Isobutene)
4905775	Compressed Gases, N.O.S. (Refrigerants, Nec. liquid, flammable)
4905713	Cyclopropane
4905716	Difluoroethane
4905719	Difluoromonochloroethane
4905510	Dimethylamine, Anhydrous
4905725	Dimethyl Ether
4905734	Ethylene
4905749	Hydrocarbon Gas, liquefied
4905749	Liquefied, Hydrocarbon Gas
4905746	Hydrogen
4905745	Hydrogen, Liquefied
4905410	Hydrogen Sulfide
4905747	Isobutane
4905747	Liquefied Petroleum Gas (Isobutane)
4905750	Isobutane (Isobutane for further refinery processing)
4905750	Liquefied Petroleum Gas (Isobutane for further refinery processing)
4905752	Liquefied Petroleum Gas
4905707	Liquefied Petroleum Gas (Butane Gas Liquefied)
4905711	Liquefied Petroleum Gas (Butylene, impure for further refining)
4905780	Liquefied Petroleum Gas (Pitnsch Gas)
4905758	Methylacetylene - Propadiene, Stabilized
4905761	Methyl Chloride
4905764	Methyl Chloride - Methylene Chloride Mixture
4905520	Methyl Mercaptan
4905530	Monomethylamine, Anhydrous
4905781	Propane
4905781	Liquefied Petroleum Gas (Propane)
4905785	Trifluorochlorethylene
4905540	Trimethylamine, Anhydrous
4905792	Vinyl Chloride
4905795	Vinyl Methyl Ether, inhibited

Following are shipping names of radioactive materials:

Standard Transportation Classification Code	Shipping Name
4926450	Radioactive material, special form
4927220	Radioactive material
4928746	Radioactive material
4929415	Radioactive material, N.O.S. fissile class

Following are shipping names of poison gas:

Standard Transportation Classification Code	Shipping Name
4920125	Hydrocyanic Acid, liquefied
4920130	Hydrocyanic Acid, solution (5% or/ more Hydrocyanic Acid)
4920340	Nitrogen Dioxide, liquid
4920350	Nitrogen Peroxide, liquid
4920360	Nitrogen Tetroxide, liquid
4920362	Nitrogen Tetroxide-Nitric Oxide Mixture, (containing up to 33.2% by weight nitric oxide)

Following are shipping names of Class A Explosives:

Standard Transportation Classification Code	Shipping Name
4901	Class A Explosives
49011	Class A Explosives, Ammunition
4901105	Ammunition for Cannon with Explosive Projectiles
4901110	Ammunition for Cannon with Gas Projectiles
4901115	Ammunition for Cannon with Illuminating Projectiles
4901120	Ammunition for Cannon with Incendiary Projectiles
4901125	Ammunition for Cannon with Smoke Projectiles
4901130	Ammunition for Small Arms with Explosive Projectiles
4901135	Ammunition for Small Arms with Incendiary Projectiles
4901140	Rocket Ammunition with Explosive Projectiles
4901145	Rocket Ammunition with Gas Projectiles
4901150	Rocket Ammunition with Illuminating Projectiles
4901155	Rocket Ammunition with Incendiary Projectiles
4901160	Rocket Ammunition with Smoke Projectiles
4901165	Ammunition, Chemical Explosive, with poison A material (Ammunition, Fixed, nec., for Cannon)
4901166	Ammunition, Chemical, Explosive, with poison B material (Ammunition, Fixed, nec., for Cannon)
4901167	Ammunition, Chemical, Explosive, with irritant (Ammunition, fixed, nec., for Cannon)
49012	Class A Explosives, Military Devices other than Ammunition
4901205	Fuze, Detonating
4901210	Fuze, Detonating, Radionactive
4901215	Boosters (Explosive) (Military)
4901220	Burster (Explosive)
4901225	Supplementary Charges (Explosive)
4901230	Explosive Bomb
4901235	Explosive Mine
4901240	Explosive Projectile
4901245	Explosive Torpedo
4901250	Hand Grenades
4901255	Rifle Grenades
4901260	Detonating Primers
49013	Class A Explosives, Commercial Devices
4901310	Boosters (Explosives) (Commercial)

Standard Transportation Classification Code	Shipping Name
4901320	Blasting Caps - (More than 1,000)
4901322	Blasting Caps with Metal Clad mild Detonating Fuse - (More than 1,000)
4901324	Blasting Caps with Safety Fuse - (More than 1,000)
4901326	Blasting Caps - Electric (More than 1,000)
4901340	Jet Thrust Unit (JATO) (Class A Explosive)
4901350	Rocket Motor (Class A Explosive)
4901360	Igniter, Jet Thrust (JATO) (Class A Explosive)
4901362	Igniter, Rocket Motor (Class A Explosive)
49014	Class A Explosives, Initiating Explosives
4901420	Initiating Explosive (Fulminate of Mercury, wet)
4901430	Initiating Explosive (Diazodinitrophenol)
4901435	Initiating Explosive (Guanyl Nitrosamino Guanylidene Hydrazine)
4901440	Initiating Explosive (Lead Azide, Dextrinated Type Only)
4901445	Initiating Explosive (Lead Monoitroresorsinate)
4901450	Initiating Explosive Lead Styphnate) (Lead Trinitroresorcinate)
4901455	Initiating Explosive (Nitro Mannite)
4901460	Initiating Explosive (Nitrosoguanidine)
4901465	Initiating Explosive (Pentaerythrite Tetranitrate)
4901470	Initiating Explosive (Tetrazen) (Guanyl Nitrosamino Guanyl Tetrazene)
49015	Class A Explosives, High Explosives
4901502	High Explosives
4901504	High Explosives, Liquid
4901510	High Explosives (Picric Acid, Dry)
4901520	High Explosives (Nitrocellulose, Dry)
4901530	High Explosives (Nitrostarch, Dry)
4901540	High Explosives (Trinitrotoluol, Dry)
49016	Class A Explosives, Propellant Explosives
4901602	Propellant Explosive
4901610	Propellant Explosive (Gun Powder)
49017	Class A Explosives, Low Explosives
4901705	Low Explosives
4901710	Black Powder

Following are shipping names of acrylonitrile, anhydrous ammonia, chlorine and hydrofluoric acid:

Standard Transportation Classification Code	Shipping Name
4904210	Anhydrous Ammonia
4904120	Chlorine
4906810	Acrylonitrile
4930024	Hydrofluoric Acid

When necessary to provide helper engine for trains handling cars containing Class A Explosives, radioactive material, or tank cars containing acrylonitrile, anhydrous ammonia, hydrofluoric acid, poison gas or flammable compressed gas, helper engine must be placed in accordance with helper service instructions and there must be a proper separation of the helper engine from cars containing these hazardous materials.

When the term (FG) Flammable Gas is used it will apply the same as (FCG) Flammable Compressed Gas.

LOCAL TIME INSPECTORS

- | | | |
|--|--|---|
| St. Louis, Mo.
F. U. Hugunin, Inc.
Gen. Time Inspector
1409 Washington Ave.
St. Louis, Mo. 63103
Wiggins, Jewelry Co
123 N. 18th St. | Blytheville, Ark.
Guard Jewelry Co.

Memphis, Tenn.
Brewer R.R. Sree.
550 S. Main St. | Shreveport, La.
Givens Jewelers
411 Texas St.

Texarkana, Ark-Tex.
Grays Jewelry
302 State Line Ave. |
| E. St. Louis, Ill.
Zerwick Jewelry Co.
210 Collinsville Ave.
Brinker's Jewelry
3306 Camp Jackson Rd. | Brinkley, Ark.
Theo's Watch Shop
202 West Cedar

Stuttgart, Ark.
Treadway Jewelry
106 E. Third St. | Mt. Pleasant, Tex.
H. C. Shoemaker

Commerce, Tex.
Kecner's Jewelry
1124 1/2 Main St |
| Illmo, Mo.
Hilleman Jewelry
H. A. Margraf
409 Broadway
Cape Girardeau, Mo. | N. Little Rock, Ark.
Wirt Jewelers
Pike Plaza Shopping Center

Pine Bluff, Ark.
Banks & Winkler
325 Main St. | Ft. Worth, Tex.
Jolly Jewelers
411 Houston St.

Tyler, Tex.
Murphy Jewelry
219 N. Spring St. |
| Malden, Mo.
Bickerstaff Jewelry
115 S. Madison St. | Camden, Ark.
Mrs. J. M. Stinson & Sons
Banks Jewelry Co.
108 Washington | Coriicans, Tex.
S. Dalches Jewelry Co.
216 N. Beaton St.

Waco, Tex.
Chenualt's Jewelry
6308 Sanger St. |
| Paragould, Ark.
M. R. Arnold
229 S. Pruett St. | | |

TRAIN DISPATCHERS

- | | |
|----------------|-------------------------|
| B. M. Martin | Chief Dispatcher |
| J. O. Dafft | 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 | K. E. Taylor | G. W. Miller | J. H. Stone |
| J. T. Blann | D. R. Hutcheson | R. A. Minyard | B. E. Sutliff |
| J. L. Calloway | C. J. McClain | J. M. Feaster, Jr. | S. C. Wardlaw |
| A. M. Crawford | C. F. Miller | H. G. Roberts | E. R. York |

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 DI-
 RECTION, FOREMAN'S ORAL AUTHORIZATION MUST IN-
 DICATE 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

