

## TABLE OF TRAIN SPEEDS

Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour
			1	19	45.6
			1	20	45.0
			1	21	44.4
			1	22	43.9
			1	23	43.4
0	45	80.0	1	24	42.9
0	48	75.0	1	25	42.4
0	50	72.0	1	26	41.9
0	52	69.2	1	27	41.4
0	54	66.6	1	28	40.9
0	56	64.2	1	29	40.4
0	58	62.0	1	30	40.0
1	0	60.0	1	31	39.6
1	1	59.0	1	32	39.1
1	2	58.0	1	33	38.7
1	3	57.1	1	34	38.2
1	4	56.2	1	35	37.9
1	5	55.3	1	40	36.0
1	6	54.5	1	45	34.3
1	7	53.7	1	50	32.7
1	8	52.9	1	55	31.3
1	10	51.4	2	0	30.0
1	11	50.7	2	5	28.8
1	12	50.0	2	10	27.7
1	13	49.3	2	15	26.7
1	14	48.6	2	20	25.7
1	15	48.0	2	25	24.8
1	16	47.4	3	0	20.0
1	17	46.7	4	0	15.0
1	18	46.1	6	0	10.0

**PRACTICE SAFETY**



**AND KEEP IT FIRST**

**Chicago, Rock Island & Pacific Railroad**  
WILLIAM M. GIBBONS, Trustee



# TIME TABLE

## SOUTHERN DIVISION

# No. 2

EFFECTIVE AT 12:01 A.M.  
CENTRAL STANDARD TIME

**SUNDAY, APRIL 17, 1977**

C. F. HALEY  
Superintendent

W. C. HOENIG  
Chief Operating Officer

W. J. PASTA  
Director of Operations

This Time Table for the exclusive use  
and guidance of employees

## OFFICERS

R. N. Trogdon	Assistant Division Superintendent.....	El Reno
R. W. Popejoy	Chief Dispatcher.....	El Reno
H. L. Reyburn	Chief Dispatcher.....	El Reno
C. J. Stack	Assistant Superintendent.....	Little Rock
F. G. Vestal	Terminal Superintendent.....	Fort Worth
R. M. Jolly	Trainmaster.....	Fort Worth
C. W. Ivey	Trainmaster-Road Foreman of Engines.....	El Reno
B. L. Ryan	Trainmaster.....	El Reno
J. Mayo	Trainmaster.....	Dallas
J. I. Henderson	Trainmaster-Agent.....	Memphis
C. H. Meyers	Trainmaster-Agent.....	Amarillo
D. B. Hart	Trainmaster-Agent.....	El Dorado
L. J. Blanchard	Trainmaster.....	McAlester
D. C. Hampton	Road Foreman of Engines.....	Little Rock
G. M. Winters	Road Foreman of Engines.....	El Reno
M. L. Mann	Master Mechanic.....	El Reno
G. L. Bozich	Mechanical Officer - Car.....	El Reno
J. C. Kelly	Mechanical Officer - Locomotive.....	El Reno
L. E. Benedict	Mechanical Officer - Loco-Car.....	Little Rock
W. D. Mathews	Mechanical Officer - Loco-Car.....	Fort Worth
R. G. McManus	Division Engineer.....	El Reno
J. D. Zigler	Assistant Division Engineer.....	El Reno
W. G. Campbell	General Roadmaster.....	El Reno
L. L. Folmer	General Roadmaster.....	Little Rock
W. H. Boyd	Bridge and Building Supervisor.....	El Reno
W. T. Wilson	Bridge and Building Supervisor.....	Little Rock
J. C. Darrow	Roadmaster.....	Shamrock
L. D. Gilliam	Roadmaster.....	Chickasha
C. R. Garlett	Roadmaster.....	Fort Worth
E. R. Ezell	Roadmaster.....	Enid
B. F. Sneed	Roadmaster.....	McAlester
J. A. Neeley	Roadmaster.....	Little Rock
C. G. Long	Roadmaster.....	Little Rock
J. T. Hampton	Roadmaster.....	Fordyce
T. F. Johnson	Signal Supervisor.....	El Reno
W. M. Carter	Assistant Signal Supervisor.....	Fort Worth
G. J. Frey	Communications Supervisor.....	El Reno
H. L. Harrison	Division Special Agent.....	El Reno
T. F. Edward	Assistant Division Special Agent.....	El Reno

### DISPATCHERS - EL RENO

W. R. Hedrick.....	Asst. Chief Dispatcher	J. R. Young.....	Train Dispatcher
L. E. Olson.....	Asst. Chief Dispatcher	G. P. Perez.....	Train Dispatcher
C. E. Walters.....	Asst. Chief Dispatcher	W. A. O'Donnell.....	Train Dispatcher
D. E. Muse.....	Asst. Chief Dispatcher	L. B. Sharp.....	Train Dispatcher
D. L. Kirkpatrick.....	Asst. Chief Dispatcher	C. L. Linn.....	Train Dispatcher
C. D. Shields.....	Asst. Chief Dispatcher	M. A. Galloway.....	Rel. Train Dispatcher
V. E. McCormick.....	Rel. Asst. Chief Dispr.	B. G. Adamson.....	Rel. Train Dispatcher
J. L. Steward.....	Rel. Asst. Chief Dispr.	G. E. Wilbanks.....	Rel. Train Dispatcher
J. D. Marquis.....	Rel. Asst. Chief Dispr.	A. L. Bone.....	Rel. Train Dispatcher
D. E. Cast.....	Train Dispatcher	I. L. Stockton.....	Rel. Train Dispatcher
W. E. Perryman.....	Train Dispatcher	P. D. McKee.....	Extra Train Dispatcher
D. K. Short.....	Train Dispatcher	D. R. Sabin.....	Extra Train Dispatcher
J. N. Speake.....	Train Dispatcher	S. R. Knauss.....	Extra Train Dispatcher
F. S. Joslin.....	Train Dispatcher	D. L. Hedrick.....	Extra Train Dispatcher
P. W. Clark.....	Train Dispatcher	J. J. Marquis.....	Extra Train Dispatcher
W. Nichols, Jr. ....	Train Dispatcher	R. W. Wessler.....	Extra Train Dispatcher

**SOUTHWARD**

**MAIN LINE**

**NORTHWARD**

**SUBDIVISION 251  
STATIONS  
TIME TABLE NO. 2**

				Footage Capacity of		Station Number		M.P. from St. Joseph	Signs				
			Sidings	Other Tracks									
			.....	Yard	11670	RI . . .	HERINGTON . . . . . *TO(N)	171.4	BCFR WYYd				
			6130	.....	.....	.....	— 7.1 AT&SF Crossing . . . . . A-P	.....	.....				
			.....	1220	20012	.....	LOST SPRINGS . . . . .	178.5	.....				
			.....	955	20016	.....	— 5.0 LINCOLNVILLE . . . . . P	183.5	.....				
			4660	2450	20023	.....	— 3.9 ANTELOPE . . . . . P	187.4	.....				
			.....	.....	.....	.....	— 6.9 MARION . . . . . P	194.3	W				
			.....	810	20029	.....	— 0.2 AT&SF Crossing . . . . . A-P	194.5	.....				
			6135	1965	20037	.....	— 5.9 AULNE . . . . . P	200.4	.....				
			.....	.....	.....	.....	— 7.9 PEABODY . . . . . *P	208.3	.....				
			.....	2025	20045	.....	— 0.2 AT&SF Crossing . . . . . A-P	208.5	.....				
			6320	975	20051	.....	— 7.7 ELBING . . . . . P	216.2	.....				
			.....	.....	.....	.....	— 6.6 WHITEWATER . . . . . P	222.8	.....				
			5130	695	20058	.....	— 0.1 MoPac Crossing . . . . . A-P	222.9	.....				
			.....	870	20065	.....	— 6.6 FURLEY . . . . . P	229.5	.....				
			5830	Yard	20070	KN . . .	— 5.1 KECHI . . . . . P	236.1	.....				
			.....	.....	.....	.....	— 0.4 CLINE . . . . . *TO	241.2	BCFTW				
			.....	.....	.....	.....	— 0.4 SL-SF Crossing . . . . . A	241.6	.....				
			.....	.....	.....	.....	— 0.4 MoPac Crossing . . . . . A	242.0	.....				
			.....	.....	.....	.....	— 1.7 NORTH JCT. . . . . P	243.7	.....				
			.....	.....	20073	.....	— 0.9 WICHITA . . . . .	244.6	.....				
			.....	.....	.....	.....	— 0.8 SOUTH JCT. . . . . P	245.4	.....				
			7200	.....	20078	.....	— 4.2 MIDLAND . . . . . P	249.6	.....				
			.....	1900	20082	.....	— 3.5 HAYSVILLE . . . . . P	253.1	.....				
			.....	1000	20088	.....	— 5.7 PECK . . . . . P	258.8	.....				
			.....	.....	.....	.....	— 7.5 MoPac Crossing . . . . . A-P	266.3	.....				
			6220	670	20095	.....	— 0.1 RIVERDALE . . . . . P	266.4	.....				
			3900	2700	20103	.....	— 7.4 WELLINGTON . . . . . *P	273.8	W				
			4630	2455	20112	.....	— 9.2 PERTH . . . . . P	283.0	.....				
			.....	N1895	20116	.....	— 4.0 CORBIN . . . . . P	287.0	.....				
			5780	Yard	20123	CD . . .	— 7.5 CALDWELL . . . . . *TO(N)	294.5	BCRTW				
							123.1						

Rules 400 to 406 MP172-7 to MP243-34

AUTOMATIC BLOCK SYSTEM

Rules 400 to 406 MP245-20 to MP294-30

**RULE 99(k) AUTHORIZED  
MAXIMUM SPEED: 50 MPH**

See page 2 for Speed Restrictions and Special Instructions

## SPEED RESTRICTIONS

Subdivision 251	MPH
Thru Wichita	
MP 240 Pole 8 to MP 247 Pole 0 (Except as shown below) ..... (CITY ORDINANCE)	30
MP 241 Pole 20 to MP 243 Pole 28 Cline to North Jct. ....	25
MP 243 Pole 28 to MP 245 Pole 20 North Jct. to South Jct. .... (CITY ORDINANCE)	25
MP 247 Pole 0 to MP 250 Pole 38 ..... (CITY ORDINANCE)	45

## SPECIAL INSTRUCTIONS

### Subdivision 251

Yard Limits Herington between Yard Limit sign MP 172 Pole 7 and end of Subdiv 251 at MP 171 Pole 30.

Herington-Southward trains and engines reduce speed to 12 MPH (engines only) over Walnut Street Crossing.

AT&SF Crossing Lost Springs trains finding signal at stop position must stop not more than 100 feet from signal.

Between interlocking North Junction and interlocking South Junction, the two west tracks are main tracks signalled in both directions. Trains and engines using these main tracks will be governed by interlocking and block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

Interlocking signals at North Junction and South Junction controlled by Santa Fe train dispatcher located at Newton, Kansas. ATSF signal aspect "flashing red;" indication, "proceed at Low Speed."

Trains and engines using other than main tracks must move prepared to stop short of train, engine, obstruction, or switch not properly lined, but not exceeding 10 MPH.

Trains or engines on other than main tracks between North Junction and South Junction must secure permission from Santa Fe Dispatcher before departing station.

Freight cars must not be handled on tracks adjacent to train sheds Wichita.

## SPECIAL INSTRUCTIONS—(continued)

Trains and engines must obtain clearance at Caldwell.

Train orders may be duplicated mechanically at Herington and Caldwell.

Not more than one (1) unit at a time will be used on old ATSF track MP 293 Pole 27, and six (6) axle diesel-electric locomotives prohibited on this track.

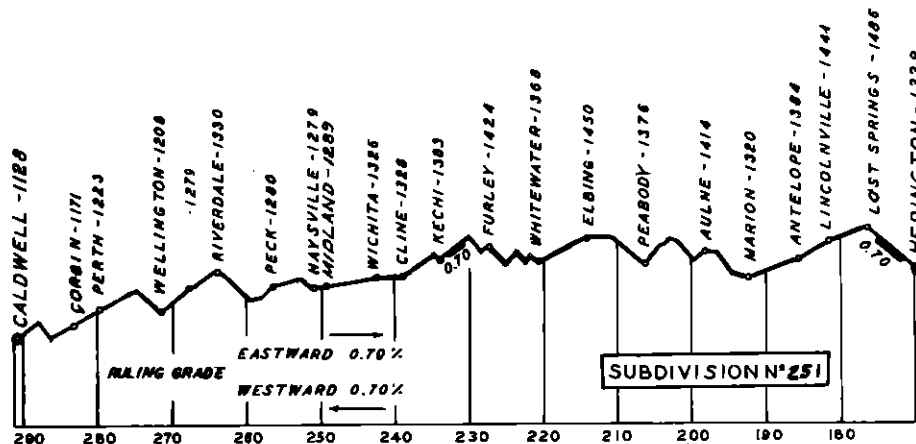
### Instructions for operation of automatic interlocking at AT&SF crossing — MP 208.5 — Peabody.

When a train or engine is stopped by a stop indication at ATSF Crossing, Peabody, and no conflicting movement is evident, a member of the crew must immediately contact the Control Operator, and be governed by his instructions. If Control Operator advises that a conflicting movement is indicated on his control panel, wait five (5) minutes then if no conflicting movement is evident crew member will operate time release, in accordance with Rule 344 and instructions in release box. If Control Operator advises there are no conflicting movements indicated on control panel, member of crew may operate time release in accordance with Rule 344 and instructions in release box.

If unable to communicate with Control Operator, wait five (5) minutes, then if no conflicting movement is evident crew member may operate time release in accordance with Rule 344 and instructions in release box.

Industrial or spur tracks between stations are located at:

Location	Name	Footage Capacity
MP 270 Pole 33	Wellington Coop	952
MP 293 Pole 27	Old ATSF Track	2542



**SOUTHWARD**

**MAIN LINE**

**NORTHWARD**

				Footage Capacity of		Station Number	SUBDIVISION 25 STATIONS TIME TABLE NO. 2		M. P. from St. Joseph	Signs				
			Sidings	Other Tracks										
			5780	Yard	20123	CD ..		CALDWELL, KAN. . . *TO(N)	294.5	BCRTW				
			4589	1640	20131	.....		— 8.1						
			.....	.....	.....	.....		RENFROW, OKLA. .... P	302.6	.....				
			.....	2820	20140	.....		— 9.0						
			6228	2080	20148	.....		AT&SF Crossing ..... A-P	311.6	.....				
			.....	3865	20151	.....		— 0.2						
			4640	2210	20159	.....		MEDFORD ..... P	311.8	.....				
			6044	Yard	20167	HN ..		— 6.7						
			.....	.....	.....	.....		JEFFERSON ..... P	318.5	.....				
			8095	Yard	20171	.....		— 3.7						
			.....	2570	20178	.....		POND CREEK ..... P	322.2	.....				
			6245	1145	20184	.....		— 8.5						
			.....	7035	20190	.....		KREMLIN ..... P	330.7	.....				
			4592	.....	20195	.....		— 8.8						
			.....	3940	20199	.....		NORTH ENID ..... *TO	339.5	BCFRW				
			6798	8890	20207	.....		— 1.0		Yd				
			5178	1070	20217	.....		SL-SF Crossing ..... A	340.5	.....				
			7302	90	20225	.....		— 1.3						
			.....	.....	.....	.....		ENID. .... P	341.8	YYd				
			.....	Yard	21232	FO ..		— 7.7						
			.....	.....	.....	.....		WAUKOMIS ..... P	349.5	.....				
			.....	.....	.....	.....		— 5.9						
			.....	.....	.....	.....		BISON ..... P	355.4	.....				
			.....	.....	.....	.....		— 6.0						
			.....	.....	.....	.....		HENNESSEY ..... P	361.4	.....				
			.....	.....	.....	.....		— 5.1						
			.....	.....	.....	.....		JACKS ..... P	366.5	.....				
			.....	.....	.....	.....		— 3.9						
			.....	.....	.....	.....		DOVER ..... P	370.4	.....				
			.....	.....	.....	.....		— 8.2						
			.....	.....	.....	.....		KINGFISHER ..... *P	378.6	.....				
			.....	.....	.....	.....		— 9.8						
			.....	.....	.....	.....		OKARCHE ..... P	388.4	.....				
			.....	.....	.....	.....		— 7.7						
			.....	.....	.....	.....		CONCHO ..... P	396.1	.....				
			.....	.....	.....	.....		— 4.7						
			.....	.....	.....	.....		EL RENO JCT. .... P	400.8	.....				
			.....	.....	.....	.....		— 0.9						
			.....	.....	.....	.....		EL RENO YARD . . . *TO(N)	401.7	BCFRT				
			.....	.....	.....	.....		— 0.1		W				
			.....	.....	.....	.....		CRI&P Crossing ..... P	400.9	.....				
			.....	.....	.....	.....		— 0.1						
			.....	.....	.....	.....		ROCK ISLAND JCT. .... P	401.0	.....				
			.....	.....	.....	.....		— 1.6						
			.....	.....	.....	.....		EL RENO ..... P	402.6	FW				
			.....	.....	.....	.....		108.1		C				

Rules 400 to 406 MP294-30 to MP333-13  
Rules 400 to 406 MP343-13 to MP402-17

AUTOMATIC BLOCK SYSTEM

**RULE 99(K) AUTHORIZED**

**MAXIMUM SPEED: 50 MPH**

See page 4 for Speed Restrictions and Special Instructions

## SPEED RESTRICTIONS

Subdivision 25	MPH
MP 322 Pole 0 to MP 323 Pole 0	
Pond Creek (engines only) .....	(CITY ORDINANCE) 45
MP 338 Pole 24 to MP 343 Pole 32 .....	(CITY ORDINANCE) 30
MP 360 Pole 37 to MP 362 Pole 0	
Hennessey (engines only) .....	(CITY ORDINANCE) 35
MP 378 Pole 0 to MP 379 Pole 11	
Kingfisher (engines only) .....	(CITY ORDINANCE) 40

## SPECIAL INSTRUCTIONS

### Subdivision 25

Not more than one (1) unit at a time will be used on old ATSF track MP 293 Pole 27, and six (6) axle diesel-electric locomotives prohibited on this track.

Yard Limits North Enid and Enid between opposing yard limit signs MP 338 Pole 12 for southward trains and MP 343 Pole 12 for northward trains.

## SPECIAL INSTRUCTIONS (continued)

Trains moved into siding at North siding switch North Enid or South siding switch Enid by Train Dispatcher must not foul or re-enter main track except on authority of the Train Dispatcher.

Trains and Engines must obtain clearance at Caldwell and El Reno Yard.

Engineers will not be required to check train register at El Reno Yard. Register check will be furnished.

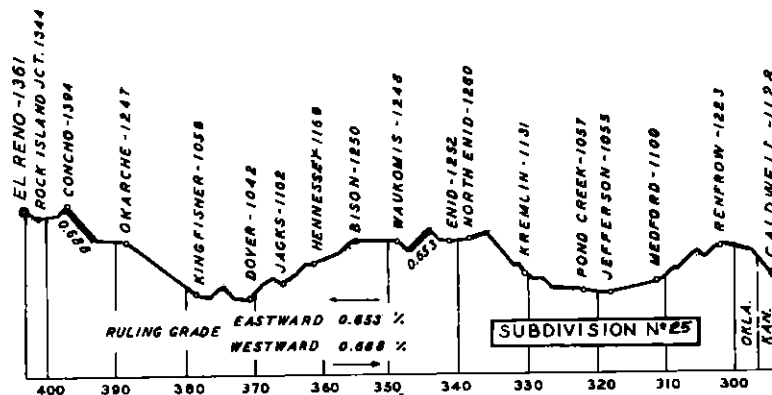
North Enid is register station for trains originating and terminating.

Industrial or spur tracks between stations are located at:

Location	Name	Footage Capacity
MP 314 Pole 24	Orin	600
MP 322 Pole 27	American Cyanamid	325
MP 333 Pole 15	Great Lakes	1541
MP 363 Pole 4	Continental Oil	500
MP 364 Pole 8	Humble Oil	1650
MP 380 Pole 18	Armour Chemical	550

Rule 343(a) authorized CRI&P crossing MP 400.9.

Train orders may be duplicated mechanically at Caldwell and El Reno Yard.



WESTWARD				PONCA CITY BRANCH					EASTWARD				
SECOND CLASS				Footage Capacity of		Station Number	SUBDIVISION 25-A STATIONS TIME TABLE NO. 2	M.P. from North Enid	Signs	SECOND CLASS			
717			Sidings	Other Tracks	Freight					712	Freight	Mon. Wed. Fri.	A.M.
Tue. Thur. Sat.													
				.....	720	20055	..... PONCA CITY .....	54.8	Yd				
				.....	.....	.....	..... AT&SF Crossing .....	53.3	.....				
				.....	Yard	.....	AY..... PONCA CITY YARD ..*TO(N)	52.5	BCFR WYYd				
				.....	2610	20041	..... TONKAWA .....	41.1	.....				
				.....	1455	20033	..... ALCORN .....	32.8	.....				
				.....	2255	20026	BI..... BILLINGS .....	26.1	.....				
				.....	2785	20015	GB..... GARBER .....	15.7	.....				
				.....	1215	20010	..... CROPPER .....	9.7	.....				
				.....	.....	.....	..... SL-SF Crossing .....	7.5	.....				
				.....	Yard	20167	HN..... NORTH ENID .....	0.0	BCFR WYd				

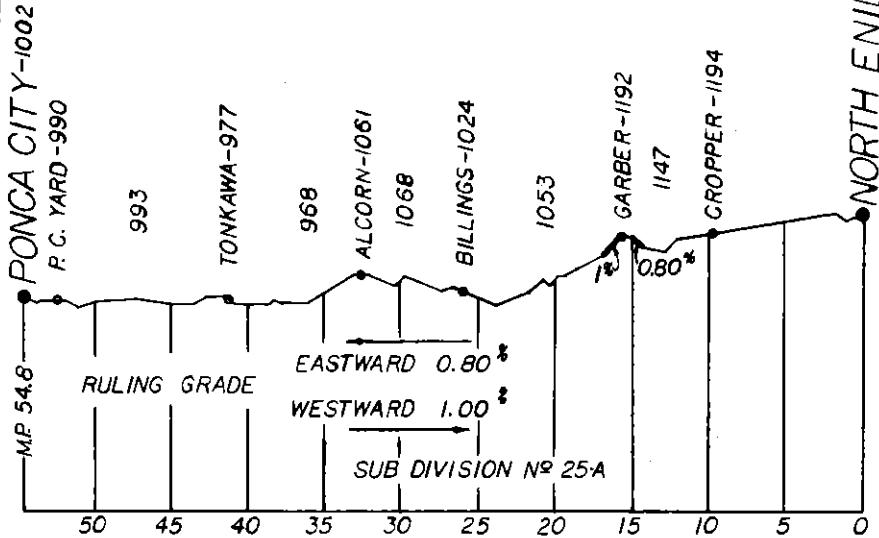
TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
 RULE 99(d) AUTHORIZED.  
 MAXIMUM SPEED: 30 MPH

<b>SPEED RESTRICTIONS</b>	<b>MPH</b>
MP 7 Pole 15 SLSF Crossing .....	10
MP 16 Pole 10 to MP 54 Pole 24 .....	20

**SPECIAL INSTRUCTIONS—continued**  
 All railroad crossings at grade are protected by interlocking except SL-SF crossing MP 7.5 operated by trainmen normal position gates against SL-SF; light arrangement for Stop—Red; Proceed—Yellow.  
 Industrial or spur tracks between stations are located at:

**SPECIAL INSTRUCTIONS**  
 No. 717 may leave Ponca City Yard without clearance when operator not on duty.  
 Trains moved into siding at North siding switch North Enid or South siding switch Enid by Train Dispatcher must not foul or re-enter main track except on authority of the Train Dispatcher.  
 Six (6) axle diesel electric locomotives prohibited.  
 At Ponca City movement over South Ave. crossing will be protected by member of crew at crossing.

Location	Name	Footage Capacity
MP 50 Pole 0	Farmers Coop. Grain	2295



Yard Limits Ponca City and Ponca City Yard between end of track MP 54 Pole 20 and yard limit sign for eastward trains MP 51 Pole 17.  
 Yard Limits North Enid between Junction switch and yard limit sign for westward trains MP 0 Pole 25

**LEAVE NOTHING TO CHANCE  
 AND SAFETY WILL ADVANCE**

**SOUTHWARD**

**WARREN BRANCH**

**NORTHWARD**

Footage Capacity of			Station Number	SUBDIVISION 25-B STATIONS TIME TABLE NO. 2	Mile Post Locations	Signs
Sidings	Other Tracks					
			20167	HN . . . . . NORTH ENID . . . . . *TO	0.0	BCFR WYd
6044	Yard			4.5		
.....	.....			..... RYAN JCT. ....	4.5	.....
	1645	20312		9.4		
.....				..... LAHOMA . . . . .	12.1	.....
	1145	20317		5.0		
.....				..... MENO . . . . .	17.1	.....
	1105	20321		3.7		
.....				..... RINGWOOD . . . . .	20.8	.....
	904	20324		3.3		
.....				..... WARREN . . . . .	24.1	Yd
				25.9		

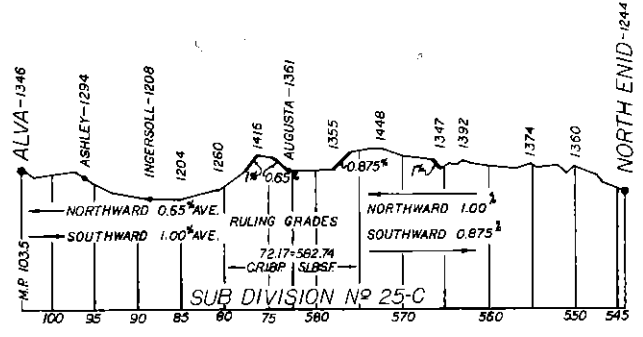
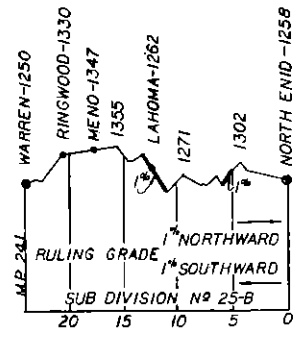
**TRAINS AND ENGINES WILL OPERATE PER RULE 93.  
 RULE 10 (I) (2) AUTHORIZED  
 MAXIMUM SPEED: 10 MPH**

**SPECIAL INSTRUCTIONS:**  
 Six (6) axle diesel electric units prohibited.

Trains to or from Subdivision 25-B will use main track Subdivision 25 between North Enid and SLSF connection MP 340.5; and must receive permission from operator, North Enid or train dispatcher El Reno to occupy main track Subdivision 25.

Between SLSF connection MP 340.5 Subdiv. 25 and Ryan Jct. Subdiv. 25-B; trains and engines will operate over SLSF tracks governed by SLSF Timetable, Enid Subdivision — Western Division. Movements will be made prepared to stop short of train, engine or cars unless main track is seen or known to be clear. Uniform Code of Operating Rules apply except as modified below.

Trains arriving SLSF connection at Ryan Jct. must receive permission from SLSF train dispatcher or SLSF operator at Enid to occupy SLSF main track.



**WHEN IN DOUBT, DON'T RULE SAFETY OUT**



SOUTHWARD				ALVA BRANCH				NORTHWARD					
				Footage Capacity of		Station Number	SUBDIVISION 25-C STATIONS TIME TABLE NO. 2	Mile Post Locations	Signs				
				Sidings	Other Tracks								
				.....	Yard	20439	AO ..... ALVA ..... TO	103.5	FRW YYd				
				.....	1595	20431	..... ASHLEY .....	96.4	.....				
				.....	2150	20423	..... INGERSOLL .....	88.5	.....				
				.....	.....	20406	..... AUGUSTA .....	72.8	.....				
				6044	Yard	20167	HN ..... NORTH ENID ..... *TO	0.0	BCFR WYd				

TRAINS AND ENGINES WILL OPERATE PER RULE 93 AND RULE 10 (I) (2) AUTHORIZED BETWEEN AUGUSTA AND ALVA.  
**MAXIMUM SPEED: 10 MPH**

### SPECIAL INSTRUCTIONS

Trains to or from Subdivision 25-C will use main track Subdivision 25 between North Enid and SLSF connection MP 340.5; and must receive permission from operator, North Enid or train dispatcher El Reno to occupy main track Subdivision 25.

Between SLSF connection MP 340.5 Subdiv. 25 and Augusta, Subdiv. 25-C; trains and engines will operate over SLSF tracks governed by SLSF Timetable, Avarad Subdiv.-Western Division. Uniform Code of Operating Rules apply except as modified below:

- Rules 11, 11(a), 105 and 221(a) — The words "Proceed at Restricted Speed" are changed to read: "Proceed at Low Speed."
- SLSF GENERAL ORDERS will expire with current timetable and will be reissued January 1 and July 1 of each year. Circulars will contain other information and instructions and expire only when cancelled.
- Classification signals must be displayed on the identifying unit as well as the leading unit.
- Addition to Rule 104. A speed of fifteen (15) miles per hour must not be exceeded through turnouts and crossovers.
- Train order Form G, Example 3, if F is a train order station, train must secure clearance before leaving F unless otherwise provided.
- TRACK PROTECTION BY TRAIN ORDER.** "STOP ORDER IN EFFECT \_\_\_\_\_ (DATE OR DATES\*) \_\_\_\_\_ M UNTIL \_\_\_\_\_ M BETWEEN MP \_\_\_\_\_ AND MP \_\_\_\_\_." \* Dates will be indicated: Example — one day, use day of month, as May 10; two days, May 10 and 11; more than two days, May 10 through May 15, inclusive.

Metal flags painted red on side approaching restriction and black on opposite side will be placed not less than three hundred (300) feet from each side of location indicated in order. Yellow flags and green flags will be placed according to the rules.

Trains receiving this order will be authorized to proceed through limits of such order by one of the following methods:

- \*\* (a) Stop at red flag and be governed by instructions of foremen in charge.
- \*\* (b) Stop at red flag and then may proceed through limits of order upon receiving proceed signal given with a yellow flag or yellow light by foreman in charge of work, proceeding through limits of order not to exceed 10 MPH unless otherwise prescribed.

(c) If red flag has been removed, train may proceed through limits of order without stopping upon receiving proceed signal given with a yellow flag or yellow light by foreman in charge of work, proceeding through limits of order not to exceed 10 MPH unless otherwise prescribed.

\*\* (d) Train may proceed through limits of order without stopping on oral authority and acknowledgment between foreman in charge of work and engineer of train in the following manner:

Foreman's authorization:

"This is Frisco foreman in charge of work covered by Train Order No. \_\_\_\_\_ between MP \_\_\_\_\_ plus \_\_\_\_\_ poles and MP \_\_\_\_\_ plus \_\_\_\_\_ poles. Train \_\_\_\_\_ may proceed past red flag and through limits of order at \_\_\_\_\_ MPH.

Engineer's response:

"This is engineer RI Train \_\_\_\_\_. I may proceed past red flag and through limits of Train Order No. \_\_\_\_\_ between MP \_\_\_\_\_ plus \_\_\_\_\_ poles and MP \_\_\_\_\_ plus \_\_\_\_\_ poles at \_\_\_\_\_ MPH, repeat \_\_\_\_\_ MPH."

Foreman's acknowledgement:

"RI Train \_\_\_\_\_ OK on Order No. \_\_\_\_\_."

\*\* Red flag does not have to be removed before train may proceed. If train unable to proceed as authorized by (a), (b), (c), or (d) train must then:

- If red flag is displayed, stop at red flag, wait until time in order is up and then proceed according to Rule 10(k) (Unattended red flag.)
- If red flag not displayed, stop at entrance to restriction wait until time in order is up and then proceed. NOTE: Unless otherwise prescribed, speed over track within time and mile post limits stated in order will not exceed 10 MPH.

7. **Rule 285**, indication: Proceed, immediately reducing to 30 MPH, or slower if necessary, prepared to stop before reaching next signal.

8. **Addition to Rule 326:**

If a block signal fails to display its most restrictive indication when a block is occupied or when a switch connected with block signal system is changed from its normal position, it must be regarded as displaying a STOP INDICATION. A member of the crew must be left at signal and he must stop all trains moving in the direction governed by that signal and inform them of false-proceed indication. Flagman must remain there until relieved by

# SPECIAL INSTRUCTIONS—(continued)

## Subdivision 25-C

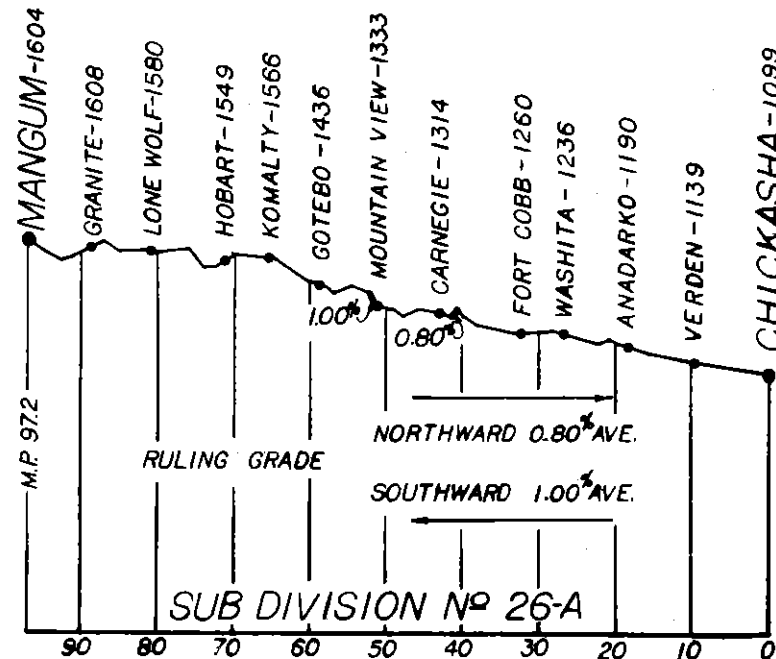
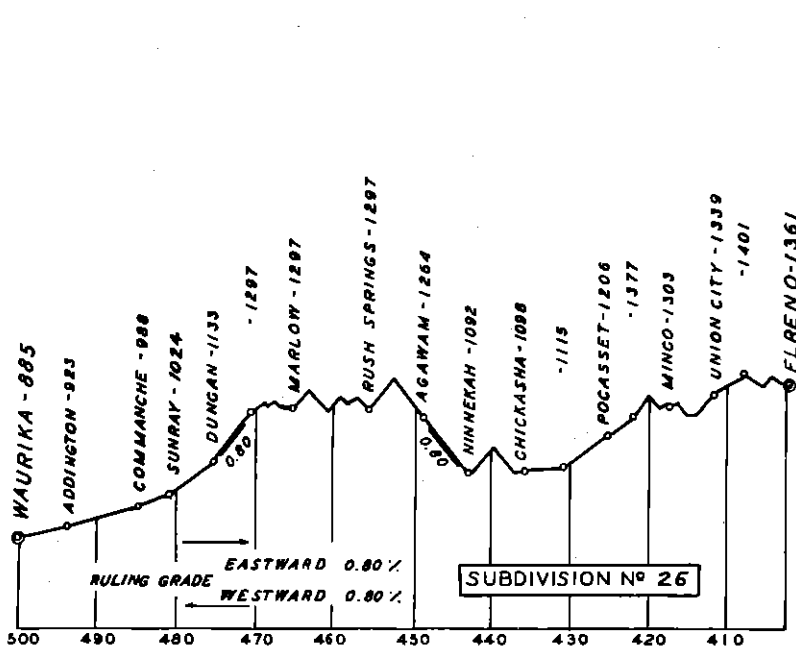
an employee of signal department or by instructions from Chief Dispatcher.

9. **Rule 14(q)**—00— Answer to yellow signal.

**Rule 14(r)** 00— Warning to a passing train on another track of danger, or that it is following another train too closely. To be given by enginemen on siding or on two or more tracks.

10. **Rule 98(a) Paragraph 4** "At crossing where normal position of gate is against intersecting track, train may, if crossings and signals are clear, proceed without stopping and, unless otherwise provided, will not exceed 20 MPH until engine is over crossing.

Movement over State Highway 281, Alva, and Highway 64, Ingersoll, will be protected by member of crew at crossing.  
Six (6) axle diesel electric units prohibited.



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

SOUTHWARD				MAIN LINE				NORTHWARD				
SECOND CLASS				Footage Capacity of		Station Number	SUBDIVISION 26 STATIONS		M.P. from St. Joseph	Signs		
		21		Sidings	Other Tracks		TIME TABLE NO. 2					
		Freight										
		Daily										
		A.M. 6.01	.....	Yard	21232	FO ..	EL RENO YARD... *TO(N)	401.7	BCFR TW			
		6.05	.....	.....	.....	.....	—1.9 PACIFIC JCT. .... P	403.6	Yd			
			.....	1390	21241	.....	—8.6 UNION CITY ..... P	412.2	.....			
		6.25	8010	2645	21246	CQ ..	—5.8 MINCO ..... P	418.0	.....			
		6.35	4172	1175	21253	.....	—7.9 POCASSET ..... P	425.9				
			.....	.....	.....	.....	—9.8 SL-SF Crossing ..... A-P	435.7	.....			
		6.48	.....	Yard	21265	C. ....	—0.6 CHICKASHA ..... *TO	436.3	BCFR WYd			
			.....	N 1075	21272	.....	—7.1 NINNEKAH ..... P	443.4	.....			
		7.10	6316	1130	21282	RS. ....	—12.6 RUSH SPRINGS ..... *TO	456.0	.....			
			.....	5215	21294	.....	—9.5 MARLOW ..... P	465.5	.....			
		7.37	2589	Yard	21304	NA ..	—10.0 DUNCAN ..... *TO	475.5	W			
		7.51	6682	Yard	21310	SR. ....	5.7 SUNRAY ..... TO	481.2	.....			
			.....	1605	21314	QM ..	—4.0 COMMANCHE ..... P	485.2	.....			
			.....	1060	21322	.....	—8.5 ADDINGTON ..... P	493.7	.....			
		8.20 A.M.	.....	Yard	21329	WA ..	—6.4 WAURIKA ..... *TO(N)	500.1	BC R YWYd			
							99.6					

AUTOMATIC BLOCK SYSTEM

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. RULE 99(k) AUTHORIZED. MAXIMUM SPEED: 50MPH**

**SPEED RESTRICTIONS**

	MPH
El Reno, Oklahoma Freight Belt .....	10
Through Pacific Jct. switch; main track movement.....	35
El Reno: Over all public crossings protected by automatic warning devices (Except as shown below)(City Ordinance).....	35
Over all public crossings not protected by automatic warning devices (Except as shown below)(City Ordinance).....	25
Rogers-Woodson-Watts-Elm Streets.....(City Ordinance).....	10
MP 404 Pole 10 (27th St. Eng. only)....(City Ordinance).....	35
MP 435 Pole 21 to MP 437 Pole 0 Over street crossings (engines only).....(City Ordinance).....	20
MP 464 Pole 10 to MP 466 Pole 7 All street crossings (engines only).....(City Ordinance).....	45
MP 471 Pole 9 to MP 478 Pole 24 (Engines only).....(City Ordinance).....	25

**SPECIAL INSTRUCTIONS**

**Rule 83:** Chickasha for trains originating and terminating. Engineers will not be required to check train register at El Reno Yard: register check will be furnished.  
 El Reno: Evergreen Mill private industry scales not equipped with dead rail, engines not permitted to stand on or move over this scale.  
 Private industry scales located at Chickasha: Osborn Elevator not equipped with dead rail; engines not permitted to stand or move over these scales.  
 Not more than one locomotive unit at a time will be used in movements on team tracks Waurika.

Industrial or spur tracks between stations are located at:

Location	Name	Footage Capacity
MP 404 Pole 4	Wagon Sales, Inc.	460
MP 405 Pole 15	Jensen Spur	485
MP 409 Pole 22	Oklahoma Brick	1525
MP 439 Pole 22	Public Service	1630

Train Dispatchers phones between stations located at:  
 MP 408.1 MP 448.9  
 MP 443.2 MP 470.7

Train orders may be duplicated mechanically at El Reno Yard and Waurika.

Exception to "Note to Rule 104(5) Automatic switches: Belt Jct., El Reno, may be trailed through when lined for or against the movement.

Yard Limits El Reno between MP 402 Pole 17 (Old Passenger Main) and Yard Limit Sign for northward trains MP 406 Pole 0.

Yard Limits Chickasha between opposing Yard Limit Signs MP 434 Pole 11 for southward trains and MP 438 Pole 22 for northward trains.

Yard Limits Waurika between opposing Yard Limit Signs MP 498 Pole 24 Subdivision 26 for southward trains and MP 502 Pole 20 Subdivision 27 for northward trains.

**SOUTHWARD**

**MANGUM BRANCH**

**NORTHWARD**

SECOND CLASS				Footage Capacity of		Station Number	SUBDIVISION 26-A STATIONS TIME TABLE NO. 2	M.P. from Junction Subdivision 26	Signs	SECOND CLASS						
		821	Freight	Sidings	Other Tracks					C	0.6	BCFR WYYd	820			
		Sun. Tues. Thurs.											Mon. Wed. Fri.			
		A.M. 11.01		.....	Yard	21265	..... CHICKASHA ..... *TO	.....		A.M. 11.30						
				.....	.....	.....	..... SL-SF Crossing ..... A	0.6	.....							
		11.30		.....	2100	21810	..... VERDEN ..... 8.7	9.3	.....	10.50						
		11.59		.....	Yard	21723	DO ..... ANADARKO ..... TO(N)	18.0	BRWY Yd	10.30						
		A.M.		.....	2750	21825	..... WASHITA ..... 5.7	26.7	.....	A.M.						
				2593	1410	21832	FC ..... FORT COBB ..... TO(N)	32.4	.....							
				1408	2850	21843	CG ..... CARNEGIE ..... TO(N)	42.7	W							
				1640	3400	21851	..... MOUNTAIN VIEW ..... 7.9	50.8	.....							
				.....	2940	21859	..... GOTEBO ..... 6.9	58.7	.....							
				.....	1725	21866	..... KOMALTY ..... 5.6	65.6	.....							
				.....	.....	.....	..... SL-SF Crossing ..... UX	71.2	.....							
				1388	7624	21872	KO ..... HOBART ..... TO	71.5	W							
				.....	.....	.....	..... AT&SF Crossing ..... UX	79.1	.....							
				.....	3120	21881	..... LONE WOLF ..... 0.8	80.9	.....							
				1415	1199	21889	..... GRANITE ..... 7.6	88.5	.....							
				.....	Yard	21898	MG ..... MANGUM ..... TO(N)	97.2	CRWY							
				.....	.....	.....	..... 97.2									

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD**

**MAXIMUM SPEED: 30 MPH**

**SPEED RESTRICTIONS**

MP 0 to MP 0 Pole 4 and North leg of Wye at Chickasha .....	10
Main Street Crossing Verden (engines only) .....	12
Anadarko to Mangum .....	20
Bridges 495, 518, and 854 .....	10

**SPECIAL INSTRUCTIONS**

Private industry scales located at Chickasha; Osborn Elevator, not equipped with dead rails. Engines are not permitted to stand or move over these scales. Time in timetable or train order applies at junction switch Subdivision 26-B at Anadarko.

Trains may leave Anadarko without clearance.

A train assuming No. 820 schedule at Anadarko must originate at Lawton on Subdivision 26-B as No. 820.

Movements over US Highway 183 crossing MP 69 Pole 15 near Hobart will be protected by member of crew on ground at crossing.

Yard Limits Chickasha between West Wye Switch Subdivision 26-A and MP 1 Pole 10 for northward trains.

Yard Limits Anadarko between opposing Yard Limit Signs MP 15 Pole 15 for southward trains and MP 18 Pole 28 for northward trains.

**SPECIAL INSTRUCTIONS—continued**

Mangum: movement over Louis Tittle Street will be protected by member of crew at crossing.

All railroad crossings at grade are protected by interlocking except:

Location	Crossing	Remarks
MP 70.6	SL-SF	Stop Sign
MP 79.5	AT&SF	Stop Sign

Industrial or spur tracks between stations are located at:

Location	Name	Car Capacity
MP 70 Pole 7	Highland Supply Corp.	405

Six (6) axle diesel electric locomotives prohibited

**A SAFE WORK DAY IS NO ACCIDENT**

**SOUTHWARD**

**LAWTON BRANCH**

**NORTHWARD**

SECOND CLASS				Footage Capacity of		Station Number	SUBDIVISION 26-B STATIONS TIME TABLE NO. 2	M.P. from St. Joseph	Signs	SECOND CLASS			
		821	Freight	Sidings	Other Tracks					820	Freight	Mon. Wed. Fri.	
			Sun. Tues. Thurs.				DO . . . . . ANADARKO . . . . . TO(N)	460.5	BRWY Yd	A.M. 10.20			
		P.M. 12.01		.....	Yard	21723	..... 15.5						
		12.40		.....	2593	21738	..... APACHE . . . . .	476.0	.....	9.45			
		1.10		2286	Yard	21748	..... 9.3						
		1.30		2766	2216	21755	..... RICHARDS SPUR . . . TO(N)	485.3	YYd	9.15			
							..... 7.2						
							..... FORT SILL . . . . .	492.5	YYd	8.15			
							..... 3.7						
		2.00 P.M.		1259	Yard	21759	WN . . . . . LAWTON . . . . . TO	496.2	BCRW YYd	8.01 A.M.			
				.....	.....	.....	..... 0.3						
				.....	.....	.....	..... SL-SF Crossing . . . . . UX	496.5	.....				
				.....	1405	21767	..... 8.2						
				.....	3275	21777	..... GERONIMO . . . . .	504.7	.....				
				.....	1535	21784	..... 10.0						
				.....	.....	.....	WR . . . . . WALTERS . . . . . TO(N)	514.7	.....				
				.....	.....	.....	..... 7.1						
				.....	.....	.....	..... TEMPLE . . . . .	521.8	.....				
				.....	.....	.....	..... 15.8						
				.....	Yard	21329	WA . . . . . WAURIKA . . . . . *TO(N)	537.6	BCRW YYd				
				.....	.....	.....	..... 77.1						

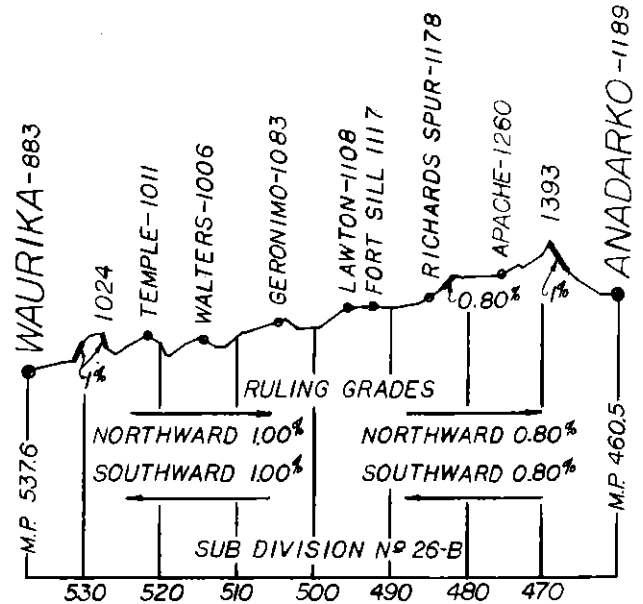
**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.**  
**MAXIMUM SPEED: 30 MPH**

**SPEED RESTRICTIONS**

	<b>MPH</b>
MP 460 Pole 15 to MP 460 Pole 21 .....	20
MP 496 Pole 8 to MP 537 Pole 20 .....	25

**SPECIAL INSTRUCTIONS**

- Time in timetable or train order applies at junction switch Subdiv. 26-A at Anadarko.
- Trains may leave Anadarko without clearance.
- A train assuming No. 821's schedule at Anadarko must originate at Chickasha on Subdivision 26-A as No. 821.
- Richards Spur: gate installed 50 feet west of derail on Dolese main track with switch lock. Gate is closed and locked except to permit switching.
- Movement over all street crossings in Ft. Sill will be protected by member of crew at crossing.
- All trains and engines of CRI&P and SL-SF must move at restricted speed on SL-SF tracks between CRI&P crossing and Fourth St. Lawton expecting to find trains or engines of either line on wye or making deliveries.
- Temple Milling Co. track north of road crossing must not be used by engines.
- SL-SF crossing MP 496.5 gated operated by trainmen normal position of gates against CRI&P. Light arrangement for Stop, Red; Proceed, Yellow.
- Six (6) axle diesel electric units prohibited.
- Train orders may be duplicated mechanically at Waurika.
- Yard Limits Anadarko between Junction Switch with Subdivision 26-A and Yard Limit Sign for northward trains at MP 463 Pole 20 Subdivision 26-B.
- Yard Limits Richards Spur between opposing Yard Limit Signs MP 484 Pole 10 for southward trains and MP 487 Pole 8 for northward trains.
- Yard Limits Fort Sill between opposing Yard Limit Signs MP 494 Pole 1 for southward trains and MP 491 Pole 2 for northward trains.
- Yard Limits Lawton between opposing Yard Limit Signs MP 495 Pole 5 for southward trains and MP 497 Pole 17 for northward trains.
- Yard Limits Waurika between Yard Limit Sign MP 536 Pole 18 for southward trains and Junction Switch with Subdivision 26.



**SOUTHWARD**

**MAIN LINE**

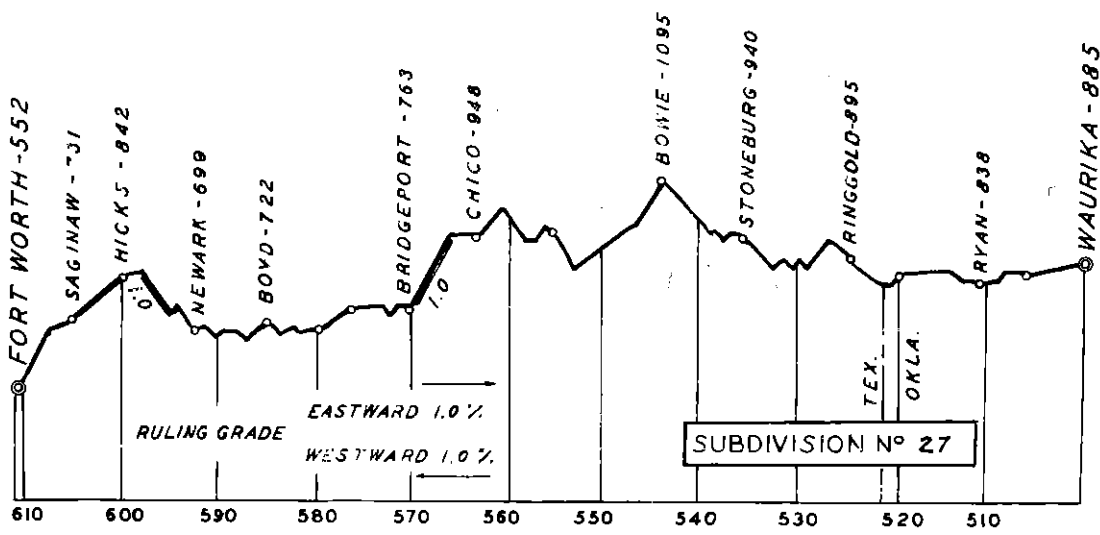
**NORTHWARD**

SECOND CLASS				Footage Capacity of		Station Number	SUBDIVISION 27 STATIONS TIME TABLE NO. 2	M.P. from St. Joseph	Signs
	21	Freight	Daily	Sidings	Other Tracks				
	A.M. 8.25	.....	Yard	21329	WA ..	WAURIKA .....	*TO(N)	500.1	BCRW Yd
	8.36	6297	1575	21339	RN ..	RYAN, OKLA.....	TO	510.7	.....
	8.50		1422	21353	.....	RINGGOLD, TEX.....	P	524.3	.....
	9.02	4878	840	21364	.....	STONEBURG .....	P	535.5	.....
	9.14	4585	3330	21372	.....	FW&D Crossing .....	A-P	543.4	.....
	9.36	4608	1085	22392	CN ..	BOWIE .....	P	543.8	.....
	9.45	4585	Yard	22398	BR ..	CHICO .....	TO	563.0	.....
	10.06	4597	1330	22413	.....	BRIDGEPORT .....	*TO	569.6	BCR WYYd
			1387	22420	.....	BOYD .....	P	584.5	.....
	10.21	5301	.....	22428	.....	NEWARK .....	P	591.7	.....
	10.27	4900	1215	22433	GN ..	HICKS .....	P	599.2	.....
			.....	.....	.....	SAGINAW .....	TO	604.7	Yd
			.....	.....	.....	GC&SF Crossing .....	M	.....	.....
			.....	.....	.....	St.LSW Crossing .....	M	609.6	.....
			.....	.....	.....	Ft. Worth Belt Crossing ..	M	609.6	.....
			.....	.....	.....	FW&D Crossing .....	M	609.6	.....
			.....	.....	.....	SLSF JCT.....		610.0	.....
	11.00 A.M.	.....	Yard	22441	F ...	PEACH .....	*TO(N)	611.4	BCFR WYYd

AUTOMATIC BLOCK SYSTEM

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. RULE 99(k) AUTHORIZED. MAXIMUM SPEED: 50MPH**

See page 13 for Speed Restrictions and Special Instructions.



## SPEED RESTRICTIONS

Subdivision 27	MPH
MP 568 Pole 18 to MP 571 Pole 0 .....(CITY ORDINANCE).....	20
MP 604 Pole 20 to GCSF Crossing .....	20
MP 605 Pole 10 to MP 610.2 (Trinity River).....(CITY ORDINANCE).....	20

## SPECIAL INSTRUCTIONS

### Subdivision 27

**Rule 83:** Bridgeport for trains originating and terminating.  
Fort Worth FW&D Yard Office for trains originating and terminating.

Peach for CRI&P trains only.

General Order Boards and Books are located off line at: Ft. Worth FWD Yard Office and SLSF Yard Office and Enginehouse, West Yard.

Standard Clocks are located off line at: Fort Worth — FWD Telegraph Office.

Waurika: Not more than one locomotive unit at a time will be used on team tracks.

Ryan: Unloading spout on elevator track will not clear man on east side of car.

Chico: Engines must not go beyond clearance point west end Lone Star main track between load track and cleaning track.

Engines not permitted on scales Texas Industries, Inc., located approximately 20 car lengths from east switch on south track Arc Spur MP 565 Pole 14.

Bridgeport: Wye track must not be used for meeting or passing of trains except when orally authorized or message issued by train dispatcher permitting use of this track only for doubling over purposes. Entire train not allowed on this track.

Not more than one locomotive unit at a time will be used in movements beyond 4,000 feet from main track switch on Texas Electric Spur, MP 597 Pole 22.

Yard Limits Waurika between opposing Yard Limit Signs MP 498 Pole 24 Subdivision 26 for southward trains and MP 502 Pole 20 Subdivision 27 for northward trains.

Yard limits Bridgeport between opposing Yard Limit Signs MP 567 Pole 25 for southward trains and MP 571 Pole 0 for northward trains.

Yard Limits Saginaw and Peach between Yard Limit Sign MP 603 Pole 10 for southward trains and Trinity River MP 610.2.

## SPECIAL INSTRUCTIONS—(continued)

### Subdivision 27—continued

All tracks between MP 610.2 (Trinity River) and MP 612.6 (17th St. Ft. Worth) are yard tracks. See Rule 105, Revised.

Scales Purina Elevator 1 and 3 Ft. Worth have total capacity of 200,000 pounds; do not cross these scales while switching with a load of more than 180,000 pounds gross weight.

Movements over 1st Street crossing between Peach and Purina Jct. must be protected by member of crew on ground at crossing.

Interlocking Rules 325 to 332 inclusive are in effect at Purina Jct. and 6th Street Jct., Ft. Worth.

Train orders may be duplicated mechanically at: Waurika, Peach, FWD North Ft. Worth and SLSF West Yard Ft. Worth.

Industrial or spur tracks between stations are located at:

Location	Name	Footage Capacity
MP 561 Pole 10	Cities Service	2401
MP 564 Pole 0	Lone Star	6165
MP 565 Pole 4	Vulcan Materials	900
MP 565 Pole 5	Perch Hill	11033
MP 565 Pole 14	ARC Spur	7615
MP 584 Pole 12	Lone Star	284
MP 597 Pole 22	Texas Electric	34523

**IN ALL THE WORLD  
NEITHER THOUGHT NOR SAID,  
THE SADDEST WORDS  
ARE I WISH I HAD**

# SPECIAL INSTRUCTIONS

## Subdivision 28

**Rule 83:** Ft. Worth-FWD Yard Office for trains terminating. Peach-CRI&P trains only.

Dallas GC&SF Yard is the initial station for SLSF trains leaving Dallas.

South Tower is the initial station for CRI&P and FWD trains leaving Dallas.

Train orders may be duplicated mechanically at: Peach, FW&D North Ft. Worth, SLSF West Yard Ft. Worth and SLSF Irving.

General Order Boards and Books off line are located at:  
Ft. Worth-FW&D North Yard Office

-SLSF Yard Office and Enginehouse, West Yard.

Teague-Yard Office and Enginehouse.

Standard Clocks off line are located at:

Ft. Worth-FW&D Telegraph Office.

Dallas-GC&SF Yard

All tracks between MP 610.2 (Trinity River) Subdivision 27 and MP 611.9 (Purina Jct.) are yard tracks. See Rule 105, Rev.

Movement over 1st Street crossing between Peach and Purina Jct. must be protected by member of crew on ground at crossing.

Scales Purina Elevator 1 and 3 Ft. Worth have total capacity of 200,000 pounds, do not cross these scales in switching with a load of more than 180,000 pounds gross weight.

Interlocking Rules 325 and 332 inclusive are in effect at Purina Jct. and 6th St. Jct., Ft. Worth.

Southward SLSF trains will not occupy CRI&P tracks between 17th St. T&P Interlocking and 6th St. Jct. without authority from CRI&P Yardmaster, Peach Yard.

Dorothy to Station 95 (Great Southwest) six (6) axle diesel-electric units prohibited.

City of Irving Ordinance No. 2518 provides: "A Train cannot block a crossing in Irving unless a brakeman or other employee of the railroad is at the crossing or is immediately available to uncouple the engines, and even if such employees are available, the train cannot block the crossing for more than six minutes.

Railroad cannot for any reason block certain crossings between the hours of 730 AM and 830 AM and between 500 PM and 600 PM, Monday through Friday, except for national holidays. These crossings are Belt Line Road, Story Road, South Brittain Road, Nursery Road, Grauwlyer Road, Northgate Drive, Pioneer Lane, and Carl Road.

Neither of the above provisions apply to any trains passing over the crossing in constant forward or backward motion or to any train stopped because of an emergency, natural disaster, or an obstruction of the tracks that is beyond the control of the railroad."

The Ordinance further provides that the person actually in control of the cars violating this Ordinance, the person having direction over the movement of the engine or cars, and the general division officer of the railroad who has the authority to give orders in relation to disposition of the cars shall be guilty of a misdemeanor in cases of violation of the Ordinance.

Finally, the Ordinance provides that if a police officer orders the railroad employee who is in control of the train to move the train and the individual fails to do so, then he is guilty of a misdemeanor.

## Subdivision 28—continued

Between North Jct. and Endot, the following Speed Restrictions and Special Instructions will apply:

All tracks Dallas Union Terminal..... 10 MPH

Trains have no superiority on tracks of the Union Terminal Company. Interlocking Rules are in effect and movements of trains and engines will be governed by signal indication.

Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

The following employees while on duty must use an approved railroad grade watch. Engine Foreman, Yard Helpers, Enginemen, Trainmen, Train Order Operators and Towermen, Pilots, Hostlers, Signal Supervisors, Signal Maintainers, and Section Foremen.

Special Instructions and General Orders of the Union Terminal Company will be posted in north and south tower. Standard clock is located at north tower. User lines will not leave cars on tracks of the Union Terminal Company without permission of towermen.

Hand throw switch and connecting track installed south end coach yard running track and Rock Island Railroad Cadiz St. Yard. This track is designated as Kelly Lead and may be used to enter and leave Rock Island Cadiz St. Yard after permission has been obtained from towermen.

### Restriction in Use

Account impaired overhead clearance Houston St. viaduct, Dallas; engines and cars are restricted as follows:

Track	Maximum Height
41	17 ft. 3 in.
9-10-11	17 ft. 6 in.
Kelly Lead	18 ft. 10 in.
Northward Main Track	21 ft. 1 in.
Southward Main Track	22 ft. 3 in.

See Uniform Code of Operating Rules, Rule 105 Revised.

Industrial or spur tracks between stations are located at:

Location	Name	Footage Capacity
MP 618 Pole 5	Richland Ind Park	3465
MP 620 Pole 1	Gifford Hill	1260
MP 620 Pole 9	Hart Spur	1463
MP 620 Pole 21	Hurst Warehouse	720
MP 620 Pole 27	Anchor Metal-Boyle Galvanizing	1350
MP 622 Pole 8	Bell Aircraft	1935
MP 626 Pole 12	Phillips Pipe Line	1620
MP 628 Pole 18	Great Southwest	13518
MP 629 Pole 25	Texas Gypsum Co.	2250
MP 630 Pole 10	Liggett Tex P&L	360
MP 633 Pole 24	Ratteree	225
MP 636 Pole 1	Texas Power & Lite	135
MP 636 Pole 6	Wildwood	7212
MP 640 Pole 22	Perkins	4250
MP 644 Pole 33	Cadiz St.	Yard



**SOUTHWARD**

**MAIN LINE**

**NORTHWARD**

				Footage Capacity of		Station Number	SUBDIVISION 28 STATIONS		M.P. from St. Joseph	Signs
				Sidings	Other Tracks		TIME TABLE NO. 2			
				.....	Yard	22441	F..	PEACH..... *TO(N)	611.4	BCFR WYYd
				.....	.....	.....	...	0.5 PURINA JCT.....	611.9	.....
				.....	.....	.....	...	0.3 DALWOR JCT..... P	612.2	.....
				4728	Yard	22197	...	1.3 SYLVANIA..... P	613.5	.....
				4983	2244	22194	...	8.1 HURST..... P	621.6	.....
				10000	903	22192	...	5.6 TARRANT..... P	627.2	.....
				.....	1206	22191	...	1.2 DOROTHY..... P	628.4	.....
				.....	.....	.....	...	6.2 N.C. JCT..... P	634.6	.....
				4645	7103	23189	GV	0.1 IRVING..... TO(N)	634.7	WY
				.....	.....	.....	...	0.2 S.C. JCT..... P	634.9	.....
				7429	Yard	23187	...	4.1 DALLAS (Freight Station)..... *P	639.0	BC
				.....	.....	.....	...	4.8 NORTH JCT..... P	643.8	.....
				.....	.....	.....	...	0.5 DALLAS.....	644.3	BCY
							CJ	0.3 SOUTH TOWER..... TO(N)	644.6	CR
				.....	Yard	.....	.....	CADIZ ST. JCT.....	644.9	.....
				.....	.....	.....	...	1.5 ENDOT.....	646.4	.....
								35.0		

AUTOMATIC BLOCK SYSTEM  
Rules 400 to 406 MP611.9 to MP643.8

Two Main Tracks

**RULE 99(k) AUTHORIZED  
MAXIMUM SPEED: 50 MPH**

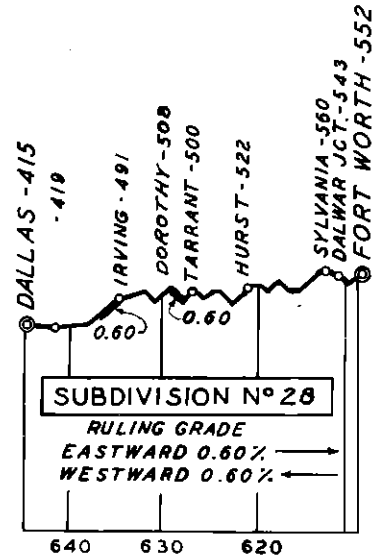
**SPEED RESTRICTIONS**

**Subdivision 28**

- Between Purina Jct. and Dalwor Jct..... 10
- MP 612 Pole 7 to MP 617 Pole 0 ..... (CITY ORDINANCE) 30
- Dorothy to Station 95 (Great Southwest)..... 10
- MP 621 Pole 22 to MP 627 Pole 27 ..... (CITY ORDINANCE) 20
- MP 629 Pole 19 to MP 637 Pole 0 ..... (CITY ORDINANCE) 30
- MP 637 Pole 0 to MP 643 Pole 28  
(North Jct.)..... (CITY ORDINANCE) 20
- North Jct. to Endot ..... 10

**SPECIAL INSTRUCTIONS**

See Page 14



# WESTWARD

# MAIN LINE

SECOND CLASS					Footage Capacity of	Station Numbers	SUBDIVISION 29 STATIONS		M.P. from Memphis	Signs
39	727	725	723	31			TIME TABLE NO. 2			
Freight	Cotton Belt Freight			Freight	Sidings	Other Tracks	FO	K.	M.	R
Daily	Daily	Daily	Daily	Daily						
P.M. 8.30				A.M. 9.30	.....	Yard	30000	FO	.....	BCFR WY
8.35	P.M. 7.00	P.M. 5.30	A.M. 11.00	9.35	.....	.....	.....	K.	.....	R
					.....	.....	30004	.....	.....	.....
					.....	.....	30005	.....	.....	.....
9.03	7.25	5.55	11.25	10.03	4130	Yard	30009	YD	.....	WYd
9.10	7.32	6.02	11.32	10.10	5319	.....	30013	.....	.....	.....
9.19	7.41	6.11	11.41	10.19	4631	E110	30020	.....	.....	.....
9.30	7.52	6.22	<b>11.52</b> 38	10.30	8391	.....	30027	.....	.....	.....
9.48	8.10	6.40	12.10 P.M.	10.48	4017	720	30038	.....	.....	.....
					.....	5335	30041	.....	.....	.....
9.58	8.20	6.50	12.20	10.58	3713	Yard	30045	FC	.....	.....
					.....	E2770	30050	.....	.....	.....
10.09	8.31	7.01	12.31	<b>11.09</b> 38	8391	1200	30052	.....	.....	.....
					.....	730	30059	.....	.....	.....
10.29	8.51	7.21	12.51	11.29	4392	4915	30064	WY	.....	.....
	8.57	7.27	12.57		.....	.....	.....	.....	.....	.....
	9.00 P.M.	7.30 P.M.	1.00 P.M.		.....	.....	.....	.....	.....	.....
10.40				11.40	W4585 E4322	..... 4210	..... 30069	B	.....	BCRW Yd
					.....	W545	30080	.....	.....	.....
11.09				12.09 P.M.	.....	<b>6439</b>	30088	.....	.....	.....
11.17				12.17	4091	2155	30093	HA	.....	.....
11.25				12.25	4612	585	30098	.....	.....	.....
11.32				12.32	4112	4720	30103	.....	.....	.....
					.....	W600	30109	.....	.....	.....
11.46				12.46	4586	3190	30111	KO	.....	.....
12.06 A.M.				1.06	4594	E920	30124	.....	.....	.....
					.....	.....	.....	.....	.....	.....
12.18				1.18	2862	Yard	31132	.....	.....	.....
					.....	.....	.....	.....	.....	.....
					.....	Yard	31133	.....	.....	.....
12.40 A.M.				1.40 P.M.	.....	Yard	31136	RK	.....	.....

Rules 400 to 406  
 Two Main Tracks  
 AUTOMATIC BLOCK SYSTEM  
 MPI32-29 to Briark

MEMPHIS, TENN. ....	*TO(N)	.....	BCFR WY
1.2			
KENTUCKY ST., TENN. ....	*TO(N)	1.2	R
2.2			
SL-SF Crossing	M	3.4	.....
BRIDGE JCT., ARK		3.4	.....
0.7			
BRIARK		4.1	.....
5.3			
WEST MEMPHIS	TO	9.4	WYd
4.3			
MOUNDS	P	13.7	.....
6.0			
PROCTOR	P	19.7	.....
7.2			
HETH	P	26.9	.....
11.6			
WIDENER	P	38.5	.....
2.2			
MADISON	P	40.7	.....
4.1			
FORREST CITY	*TO	44.8	W
MoPac Crossing	A	.....	.....
5.1			
LONGINO	P	49.9	.....
1.9			
PALESTINE	P	51.8	.....
7.2			
GOODWIN	P	59.0	.....
5.5			
WHEATLEY	TO	64.5	.....
4.0			
COTTON BELT JCT.	P	68.5	Yd
0.6			
BR JCT.		69.1	Yd
0.1			
StLSW Crossing	M	.....	BCRW Yd
BRINKLEY	*TO(N)	69.2	.....
11.3			
BRASFIELD		80.5	.....
7.8			
MESA	P	88.3	Y
5.0			
HAZEN	TO	93.3	W
5.0			
SCREETON	P	98.3	.....
4.4			
CARLISLE	P	102.8	W
6.1			
SISEMORE	P	108.9	.....
2.6			
LONOKE	TO	111.5	W
13.1			
GALLOWAY	P	124.6	.....
6.0			
StLSW Crossing	AP	130.5	.....
1.4			
NORTH LITTLE ROCK	P	131.9	Yd
0.9			
MoPac Crossing	A	132.8	.....
0.1			
LITTLE ROCK	P	132.9	Yd
2.3			
BIDDLE	*TO(N)	135.2	BCFR TWYd
135.2			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. RULE 99(K) AUTHORIZED BRIARK TO BIDDLE. MAXIMUM SPEED: 50 MPH

See Pages 18 and 19 for Speed Restrictions and Special Instructions

**MAIN LINE**

**EASTWARD**

Footage Capacity of		Station Number	SUBDIVISION 29 STATIONS			SECOND CLASS					
Sidings	Other Tracks		TIME TABLE NO. 2	M.P. from Memphis	Signs	722	38	724	728		
						StLSW Freight	Freight	Cotton Belt Freight			
					Daily	Daily	Daily	Daily			
.....	Yard	30000	FO .....	MEMPHIS, TENN. .... *TO(N)	.....	BCFR WY					
.....	.....	.....	K. ....	1.2 KENTUCKY ST., TENN. .... *TO(N)	1.2	R	A.M. 5.00	P.M. 12.45	P.M. 3.15 6.00		
.....	.....	30004	.....	2.2 SL-SF Crossing	M	.....					
.....	.....	.....	.....	0.7 BRIDGE JCT., ARK. ....	3.4	.....					
.....	.....	30005	.....	0.7 BRIARK .....	4.1	.....					
4130	Yard	30009	YD ..	5.3 WEST MEMPHIS .....	TO	9.4	WYd	4.35	12.19 2.50 5.35		
5319	.....	30013	.....	4.3 MOUNDS .....	P	13.7	.....	4.28	12.12 2.43 5.28		
4631	E110	30020	.....	6.0 PROCTOR .....	P	19.7	.....	4.19	12.03 2.34 5.19		
8391	.....	30027	.....	7.2 HETH .....	P	26.9	.....	4.08	7.23 11.52 2.23 5.08		
4017	720	30038	.....	11.6 WIDENER .....	P	38.5	.....	3.50	11.30 2.05 4.50		
.....	5335	30041	.....	2.2 MADISON .....	P	40.7	.....				
3713	Yard	30045	FC ..	4.1 FORREST CITY .....	*TO	44.8	W	3.40	11.20 1.55 4.40		
.....	.....	.....	.....	Mo Pac Crossing	A	.....	.....				
.....	E2770	30050	.....	5.1 LONGINO .....	P	49.9	.....				
8391	1200	30052	.....	1.9 PALESTINE .....	P	51.8	.....	3.29	31 11.09 1.44 4.29		
.....	W730	30059	.....	7.2 GOODWIN .....	P	59.0	.....				
4392	4915	30064	WY ..	5.5 WHEATLEY .....	TO	64.5	.....	3.09	10.48 1.24 4.09		
.....	.....	.....	.....	4.0 COTTON BELT JCT. ....	P	68.5	Yd	3.03			
.....	.....	.....	.....	0.6 BR JCT. ....		69.1	Yd	3.00			
W4585	.....	.....	.....	0.1 StLSW Crossing	M	.....	BCRW				
E4322	4210	30069	B ..	11.3 BRINKLEY .....	*TO(N)	69.2	Yd				
.....	W545	30080	.....	BRASFIELD .....		80.5	.....				
.....	6439	30088	.....	7.8 MESA .....	P	88.3	Y		10.08		
4091	2155	30093	HA ..	5.0 HAZEN .....	TO	93.3	W		10.00		
4612	585	30098	.....	5.0 SCREETON .....	P	98.3	.....		9.52		
4112	4720	30103	.....	4.4 CARLISLE .....	P	102.8	W		9.45		
.....	W600	30109	.....	6.1 SISEMORE .....	P	108.9	.....				
4586	3190	30111	KO ..	2.6 LONOKE .....	TO	111.5	W		9.31		
4594	E920	30124	.....	13.1 GALLOWAY .....	P	124.6	.....		9.11		
.....	.....	.....	.....	6.0 StLSW Crossing	AP	130.5	.....				
2862	Yard	31132	.....	1.4 NORTH LITTLE ROCK .....	P	131.9	Yd		8.56		
.....	.....	.....	.....	0.9 MoPac Crossing	A	132.8	.....				
.....	Yard	31133	.....	0.1 LITTLE ROCK .....	P	132.9	Yd				
.....	Yard	31136	RK ..	2.3 BIDDLE .....	*TO(N)	135.2	BCFR TWYd		8.35 A.M.		

Rules 400 to 406  
Two Main Tracks

AUTOMATIC BLOCK SYSTEM  
MP132-29 to Briark

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. RULE 99(k) AUTHORIZED BRIARK TO BIDDLE. MAXIMUM SPEED 50MPH

See Pages 18 and 19 for Speed Restrictions and Special Instructions

## SPEED RESTRICTIONS

Subdivision 29	MPH
Memphis-Entering 4th St. Yard .....	5
Memphis-IC Wye-Texas and Broadway .....	5
Memphis-Through Union Station.....	10
Kentucky St. to Briark .....	25
MP 43 Pole 20 to MP 45 Pole 1.....	45
MP 44 Pole 28 (Engine only).....	35
MP 68 Pole 12 to MP 69 Pole 35..... (CITY ORDINANCE)	25
MP 84 Pole 27 to MP 87 Pole 9.....(Except as shown below).....	45
Bridge 853 MP 85 Pole 12 .....	25
MP 102 Pole 0 to MP 103 Pole 20..... (CITY ORDINANCE)	35
MP 111 Pole 0 to MP 112 Pole 15..... (CITY ORDINANCE)	30
MP 130 Pole 17 StLSW Crossing—	
Engine Only .....	35
MP 132 Pole 2 to MP 135 Pole 7	
(Except as shown below)..... (CITY ORDINANCE)	30
MP 132 Pole 28 East MoPac Crossing .....	20

## SPECIAL INSTRUCTIONS

### Subdivision 29

Memphis is the initial station for Westward Trains originating there.

Kentucky Street is initial station for Westward Cotton Belt trains and terminal station for Eastward Cotton Belt trains.

Trains originating at Memphis must obtain clearance at Kentucky Street and will not require clearance at Memphis.

All trains will obtain clearance at Brinkley.

All trains will register at Brinkley by form 1339.

Trains will register at Kentucky Street, Memphis by form 1339.

All trains and engines stop at all Non-interlocked railroad crossings in Memphis Terminal, except crossings between Kansas Avenue and Florida St.

Memphis, track between Kentucky Street and KC JCT operated by L&N Railroad is classified as yard track, and L&N operating Rule 105 and Yard Speed will apply. L&N Rule 105 reads as follows:

Unless otherwise provided, trains using any tracks other than main tracks must proceed at Yard speed.

Yard speed is defined as a speed that will permit stopping within one-half the range of vision.

Between Memphis and Kentucky Street Memphis all trains and engines move at restricted speed.

Arkansas & Memphis Railway Bridge & Terminal Co. operates two main tracks designated as "North Track" and "South Track" extending for 2.89 miles between Kentucky St., Memphis, Tenn., and Briark, Ark., via Harahan Bridge across Mississippi River.

1. Two main tracks, ABS-CTC rules in effect. CTC controlled by Operator, Kentucky Street.

2. Maximum Speed: Main Tracks — 20 MPH; thru crossovers — 15 MPH; on auxiliary tracks — 10 MPH.

3. Eastward trains and engines must not leave Kansas Ave. and westward trains and engines must not leave Florida Street until verbal permission or a proceed signal given by hand with a yellow flag or a yellow light is received from Operator at Kentucky Street.

4. All movements must be made prepared to stop short of train, engine, or switch not properly lined.

5. Except as modified hereby, all trains and engines using Arkansas & Memphis Railway Bridge and Terminal Company tracks will be governed by the rules and instructions issued by their own Company.

West Memphis HMT (Hold main track) color light dwarf signal MP 9 Pole 29 for eastward trains. This signal displays yellow indication only and when so displayed authorizes movement on main track to absolute signal at MP 8 Pole 16. This hold main track signal is not an automatic block signal.

StLSW Trains will enter and leave CRI&P main track at Briark, BR Jct. or Cotton Belt Jct.

Stop Signs installed per Rule 98 of the Uniform Code of Operating Rules at ICG Railroad Crossing, Texas St., Memphis. No switch tender or signal other than stop signs govern this crossing. Trains and engines must stop at junctions and railroad crossings as follows while operating over ICG trackage at Memphis, Tennessee:

Broadway.....MP, Frisco, CRI&P, L&N, ICG  
 West Jct..... Y&MV, High Line and Low Line  
 "A" Yard Jct..... Southward trains and engines  
 SE Wye.....All trains and engines  
 SW Wye.....All trains and engines  
 NW Wye.....All trains and engines  
 NE Wye.....All trains and engines

Stop signs are located south of the southeast wye on the north main track and north of Broadway on the south main track. Trains or engines moving north or south on northward or southward main tracks must stop at these locations. If there is no train or engine on the conflicting routes, trains or engines may proceed at YARD SPEED. If a train or engine is standing or approaching on a conflicting route, trains or engines must not proceed until an understanding is reached with the crew of the train or engine on the conflicting route.

Trains or engines moving southward, after stopping at the stop sign located north of Broadway, need not make second stop at the southeast wye crossing if way is seen to be clear. Trains or engines moving northward, after stopping at the sign located south of the southeast wye need not stop for Broadway connection crossing if way is seen to be clear. Southward or northward trains and engines moving over northwest wye railroad crossing, south of Carolina Avenue, must be preceded by member of crew and movement over crossing must be protected as prescribed by Rule 99. Southward or northward trains and engines moving over the southeast wye must stop before crossing the southwest wye track, southward and northward main tracks and know that the way is clear before proceeding.

Trains and engines moving northward or southward on long west lead track and long No. 12 track over rail crossing at Broadway, will stop and know that way is clear before proceeding over crossing at YARD SPEED, not exceeding 10 MPH. Trains and engines moving into or out of Iowa Yard, Memphis, via the southwest wye, will stop before crossing long west lead track and long No. 12 track and know that the way is clear before proceeding. Trains and engines moving northward or southward on long west lead track and long No. 12 track north end of Iowa Yard, will stop and know the way is clear before proceeding over southwest wye crossing. Trains and engines using Frisco Railroad tracks through the southeast and southwest wyes must obtain permission from the operator at Kentucky Street before fouling the main track. Trains and engines using Rock Island and L&N tracks through the northeast and northwest wyes must obtain permission from the Yardmaster at South Yard before fouling the main tracks. Movement of freight trains or freight cuts through Central Station is restricted to tracks Nos. 9 and 10 only.

# SPECIAL INSTRUCTIONS—Continued

Yard Limits West Memphis between MP 8 Pole 16 (End of CTC) and Yard Limit Sign for eastward trains MP 10 Pole 20.

Yard Limits Brinkley between opposing Yard Limit Signs MP 67 Pole 0 for westward trains and MP 70 Pole 31 for eastward trains.

Yard Limits Little Rock between opposing Yard Limit Signs MP 129 Pole 0 Subdivision 29 for westward trains and MP 142 Pole 5 Subdivision 30 for eastward trains.

Private industry scales at Forrest City not equipped with dead rails; engines must not stand or move over them.

Brinkley, Rule 221A is changed to read: To advance a train beyond Brinkley, Arkansas, where it is restricted for a train, train dispatcher will first issue necessary order to advance train, and then issue an order Form N, to operator to advance the train on main track. Operator will then advise the train the contents of the Form N order. Train may then proceed on the main track to the station at Restricted Speed and pass the station if orders are delivered, proceeding upon train order authority.

If train is delayed after being advised of the contents of Form N order and cannot reach the station before the expiration of the time shown in order, train must be protected in both directions as prescribed by Rule 99.

Trains clear of main track must not accept advice to proceed until full understanding is reached with operator or train dispatcher.

Brinkley time applies Brinkley per Rule 5 as follows:

Eastbound trains—East switch—West siding MP 69 Pole 22.

Westbound trains—West switch—East siding MP 68 Pole 8.

Mesa, through trains will not enter Stuttgart or Des Arc Branches to meet other trains, unless specifically authorized by train dispatcher.

StLSW Crossing MP 130.5, when a train or engine is stopped by a stop indication of interlocking signal and no immediate conflicting movement is evident, a member of crew must check derails on conflicting route (StLSW).

If derails are set to derail on conflicting route (StLSW), train or engine may proceed on hand signal from a member of crew located at the crossing.

Bridge 1325 over Arkansas River protected by manual interlocking. All tracks between MP 134 Pole 32 Subdivision 29 and MP 136 Pole 16 Subdivision 30 are yard tracks. See Rule 105, Revised.

Bulletin Board and General Order Books are located off line at:

- Memphis—I.C. Iowa Yard
- I.C. Roundhouse
- Central Station

Pine Bluff—Gravity Yard

Standard Clocks are located off line at:

- Memphis—Central Station
- I.C. Iowa Yard and Roundhouse

Industrial or spur tracks between stations are located at:

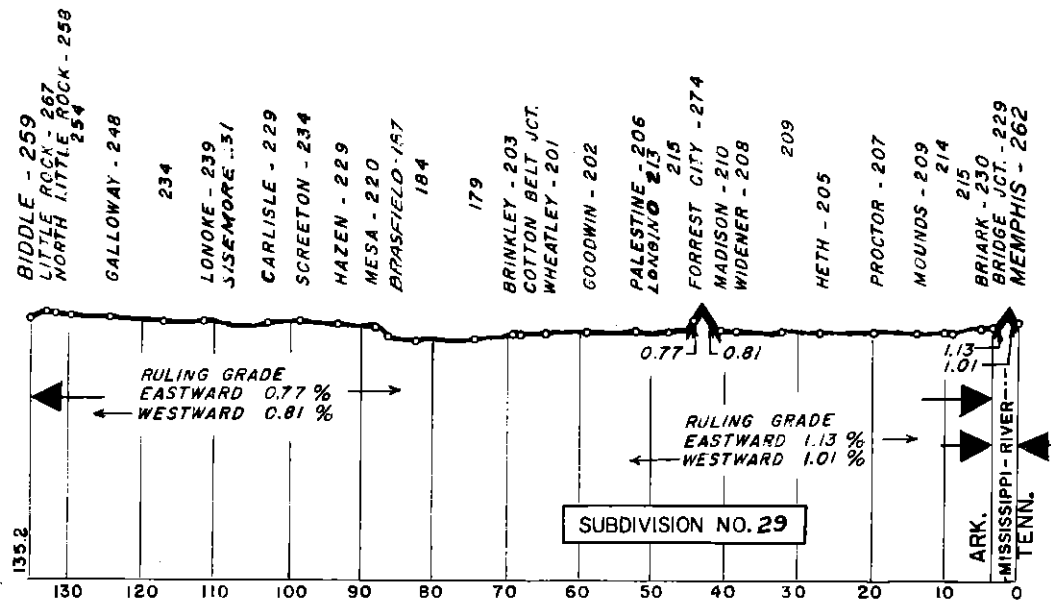
Location	Name	Footage Capacity
MP 15 Pole 4	Tri-State Aggregate	450
MP 91 Pole 7	Bogard	405
MP 117 Pole 0	Remington Arms	2025

Train Dispatchers' phones located between stations as follows:

- MP 32 Pole 10
- MP 80 Pole 12
- MP 86 Pole 6
- MP 117 Pole 0
- MP 130 Pole 20

MP 134 Pole 34 to MP 135 (Sweet Home Crossing) be governed by interlocking rules 340-346.

Train orders may be duplicated mechanically at Brinkley and Biddle.



SOUTHWARD				DES ARC BRANCH				NORTHWARD					
				Footage Capacity of		Station Number	SUBDIVISION 29-A STATIONS TIME TABLE NO. 2	M.P. from Mesa	Signs				
Sidings		Other Tracks											
.....		2112		30314	DR . . . . DES ARC . . . . . TO(N)	13.5	WYd						
.....		6439		30088	. . . . . MESA . . . . . P	0.0	RY						
					13.5								
					13.5								

**RULE 10(i)(2) AUTHORIZED.**  
**TRAINS AND ENGINES WILL OPERATE PER RULE 93.**  
**TRAINS ORIGINATING AT DES ARC EN ROUTE SUBDIVISION 29 WILL OBTAIN CLEARANCE AT DES ARC.**  
**SIX (6) AXLE DIESEL-ELECTRIC LOCOMOTIVES PROHIBITED**  
**MAXIMUM SPEED: 10 MPH**  
**(SEE PAGE 21 FOR GRADE CHART)**

SOUTHWARD				STUTTGART BRANCH				NORTHWARD					
				Footage Capacity of		Station Number	SUBDIVISION 29-B STATIONS TIME TABLE NO. 2	M.P. from Mesa	Signs				
Sidings		Other Tracks											
.....		6439		30088	. . . . . MESA . . . . . P	0.0	RY						
.....		2250		30214	. . . . . KAY . . . . .	14.0	.....						
.....		.....		.....	. . . . . StLSW Crossing . . . . . UX	19.9	.....						
.....		.....		.....	. . . . . StLSW Crossing . . . . . UX	20.6	.....						
.....		Yard		30221	G . . . . . STUTTGART . . . . . TO(N)	20.8	BWYYd						
					20.8								

**TRAINS AND ENGINES WILL OPERATE PER RULE 93.**  
**RULE 10(i)(2) AUTHORIZED.**  
**MAXIMUM SPEED: 10 MPH**

**SPECIAL INSTRUCTIONS**

Trains originating at Stuttgart enroute Subdivision 29 must obtain clearance at Stuttgart.

Cotton Oil Mill and Arkansas Grain Mill "J" at Stuttgart private industry scales not equipped with dead rails. Engines must not stand on or move over these scales.

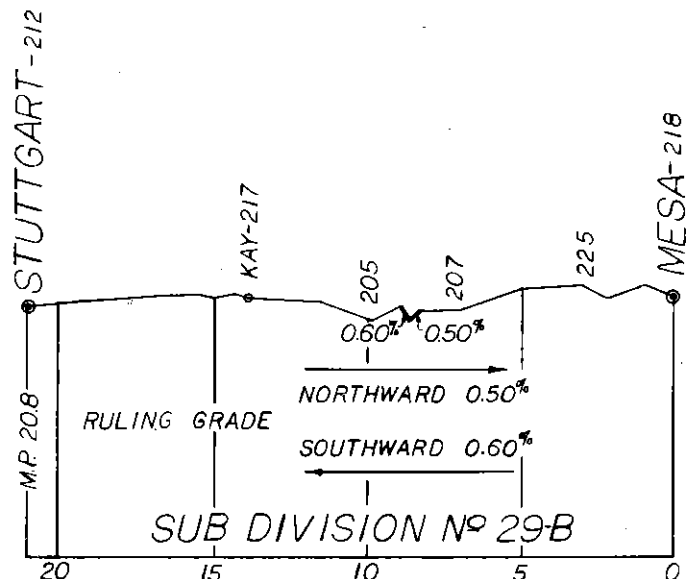
Stuttgart-SSW Railroad Crossing MP 19.9—Trainman must contact SSW Train Dispatcher for authority to operate derails. SSW Train Dispatcher's phone located at crossing.

Railroad crossings at grade are protected by interlocking except:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement for	
					Stop	Proceed
19.9	StLSW	Derails	Trainmen	CRI&P		
20.6	StLSW	Gate	Trainmen	StLSW		

Industrial track known as "storage" located at:  
MP 18 Pole 15 to MP 19 Pole 0; capacity 2114 ft.

**SIX (6) AXLE DIESEL-ELECTRIC LOCOMOTIVES PROHIBITED**





## SPEED RESTRICTIONS

Subdivision 30	MPH
MP 136 Pole 18 to MP 179 Pole 32 (except as shown below).....	30
MP 139 Pole 32 MoPac Crossing.....	25
MP 142 Pole 10 to MP 144 Pole 0.....	Restricted Speed
MP 145 Pole 24 to MP 148 Pole 15.....	Restricted Speed
MP 232 Pole 19 to MP 233 Pole 9.....	45
MP 251 Pole 16 to MP 253 Pole 1..... (CITY ORDINANCE)	25

## SPECIAL INSTRUCTIONS

### Subdivision 30

All tracks between MP 134 Pole 32 Subdivision 29 and MP 136 Pole 16 Subdivision 30 are yard tracks. See Rule 105, Rev.

MP 136 Pole 16 to MP 136 Pole 18 (Hot Springs Junction) be governed by interlocking rules 340-346.

Trains may leave Hot Springs Jct. without clearance.

Do not exceed 10 MPH on Arkansas Kraft Paper Mill Track from North switch of South Run-around track to Paper Mill.

Perry, loading dock on Arkansas Kraft Spur located at MP 180 Pole 0 halfway between south runaround and north runaround on east side will not clear man on side of car.

## SPECIAL INSTRUCTIONS—Continued

Ola, engines must not go within 3 car lengths of chip loading apparatus on Mill Spur.

Booneville, cars in excess of 16 feet high will not clear door of Wolverine Toy Company.

Track No. 1 Booneville is designated as siding.

Engines tied up at Booneville must be left west of ice plant crossing.

Dispatcher's phones other than at stations are located at:

MP 155 Pole 28	MP 213 Pole 25
MP 161 Pole 28	MP 147 Pole 0
MP 168 Pole 33	MP 180 Pole 9
MP 178 Pole 30	MP 190 Pole 0
MP 203 Pole 18	MP 245 Pole 4

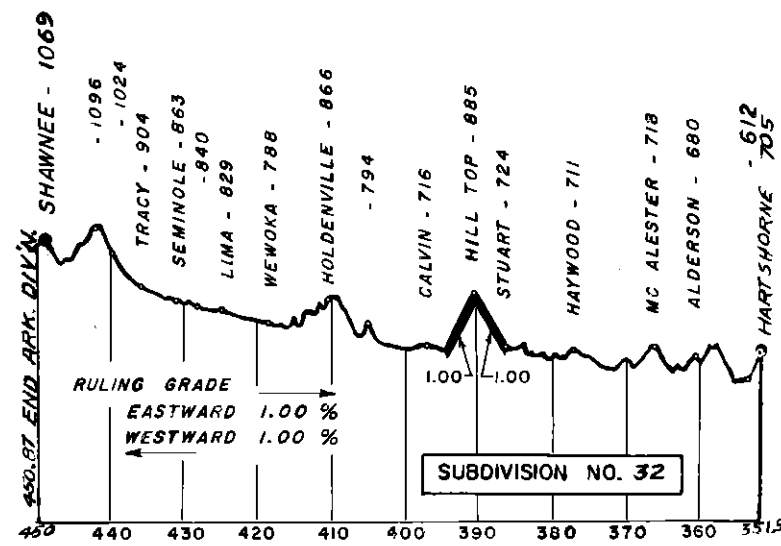
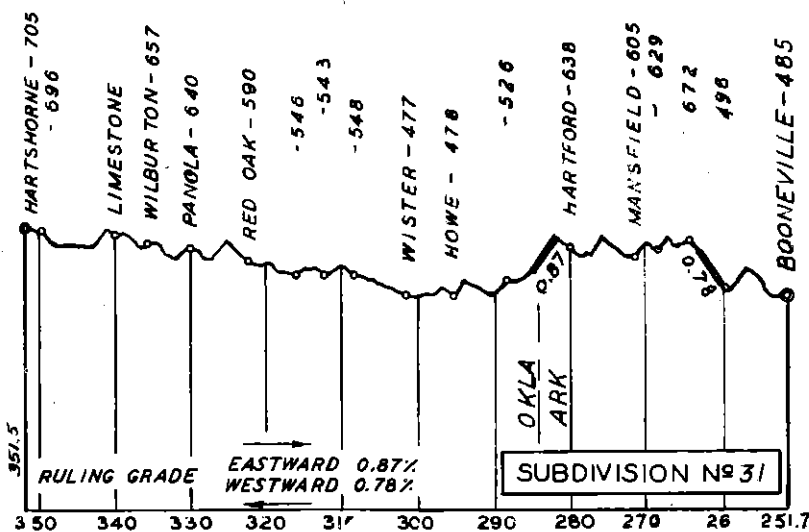
Industrial or spur tracks between stations are located at:

Location	Name	Footage Capacity
MP 145 Pole 0	Kewitt-Johnson	695
MP 180 Pole 9	Arkansas Kraft	18630
MP 249 Pole 7	Wolverine Toy Spur	3002
MP 250 Pole 32	International Paper	900

Train orders may be duplicated mechanically at Bidle, Perry and Booneville.

Yard Limits Little Rock between opposing Yard Limit Signs MP 129 Pole 0 Subdivision 29 for westward trains and MP 142 Pole 5 Subdivision 30 for eastward trains.

Yard Limits Booneville between opposing Yard Limit Signs MP 249 Pole 10 Subdivision 30 for westward trains and MP 252 Pole 22 Subdivision 31 for eastward trains.





WESTWARD				MAIN LINE				EASTWARD					
SECOND CLASS				Footage Capacity of		Station Number	SUBDIVISION 31 STATIONS TIME TABLE NO. 2	M.P. from Memphis	Signs	SECOND CLASS			
		39		Sidings	Other Tracks					38			
		Freight								Freight			
		Daily								Daily			
		A.M. 4.40		4424	Yard	32252	BO. . . . . BOONEVILLE . . . . . *TO(N)	251.7	BCRW Yd		P.M. 12.35		
		5.11		.....	1160	32272	..... MANSFIELD . . . . . P	271.5	.....		P.M. 12.04		
		5.24		3683	1900	32280	..... HARTFORD, ARK. . . . . P	280.0	.....		11.51		
		5.49		3705	1860	32295	..... KCS Crossing . . . . . A BX. . . . . HOWE, OKLA. . . . . TO	295.4	.....	FW	11.26		
		6.01		3125	1320	32302	..... SL-SF Crossing . . . . . UX ..... WISTER . . . . . P	301.8	.....	W	11.14		
		6.34		.....	1080	32322	..... RED OAK . . . . . P	322.3	.....		10.41		
		6.46		.....	545	32330	..... PANOLA . . . . . P	330.0	.....		10.29		
		6.55		3273	3885	32335	WN. . . . . WILBURTON . . . . . TO	335.6			10.20		
		7.02		7558	.....	32340	..... LIMESTONE . . . . . P	340.0	.....		10.13		
		7.16		.....	1080	32352	HN. . . . . HARTSHORNE . . . . . *TO(N)	351.5	Yd BCRW		9.45		
				.....	3604	32361	..... ALDERSON . . . . . P	360.9	.....				
		7.50 AM		6538	Yard	32366	MA McALESTER *TO	366.4	CWYd R		9.24 A.M.		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD  
MAXIMUM SPEED: 49 MPH

**SPEED RESTRICTIONS**

**MPH**

MP 251 Pole 16 to MP 253 Pole 1.....(City Ordinance).....	25
MP 259 Pole 6 to MP 259 Pole 14.....	45
MP 293 Pole 25 to MP 294 Pole 18.....	40
MP 295 Pole 4 to MP 296 Pole 3.....(City Ordinance).....	35
MP 298 Pole 20 to MP 299 Pole 0.....	45
MP 299 Pole 0 to MP 299 Pole 23.....	35
MP 299 Pole 23 to MP 300 Pole 3.....	25
MP 300 Pole 3 to MP 302 Pole 30..... (City Ordinance Incl.).....	30
MP 322 Pole 0 to MP 322 Pole 20..... (City Ordinance).....	25
MP 334 Pole 30 to MP 336 Pole 30.....(City Ordinance).....	25
MP 351 Pole 8 to MP 352 Pole 10.....(City Ordinance).....	25
MP 365 Pole 0 to MP 366 Pole 9.....(City Ordinance).....	25

**SPECIAL INSTRUCTIONS**

Track No. 1 Booneville is designated as siding.  
Congoleum Spur MP 336 Pole 33: Only one unit engine permitted and cars exceeding 60 ft. in length are prohibited.  
Dispatchers Phone other than at stations are located at:  
MP 259 Pole 21  
MP 264 Pole 11  
MP 288 Pole 15  
MP 308 Pole 25  
MP 316 Pole 0

All railroad crossings at grade are protected by interlocking except:

Location	Crossing	Remarks	Operated By	Normal Position Gates Against
MP 301.8	SL-SF	Gate	Trainmen	SL-SF

Industrial or spur tracks between stations are located at:

Location	Name	Footage Capacity
MP 253 Pole 10	Arkansas Liquified Gas	250
MP 336 Pole 33	Congoleum Industry	580

Engines tied up at Booneville must be left west of ice plant crossing.  
Train orders may be duplicated mechanically at Booneville and McAlester.  
Trains will register by ticket Form 1339 at McAlester.  
Yard Limits Booneville between opposing Yard Limit Signs MP 249 Pole 10 Sub-division 30 for westward trains and MP 252 Pole 22 Subdivision 31 for eastward trains.  
Yard Limits Hartshorne between opposing Yard Limit Signs MP 350 Pole 10 for westward trains and MP 354 Pole 0 for eastward trains.  
Yard Limits McAlester between opposing Yard Limit Signs MP 365 Pole 0 Sub-division 31 for westward trains and MP 368 Pole 20 Subdivision 32 for eastward trains.

WESTWARD				MAIN LINE				EASTWARD					
SECOND CLASS				Footage Capacity of		Station Number	SUBDIVISION 32 STATIONS TIME TABLE NO. 2	M.P. from Memphis	Signs	SECOND CLASS			
			39	Sidings	Other Tracks					38			
			Freight										
			Daily A.M.									Daily A.M.	
			7.50	6538	Yard	32366	MA. . . . McALESTER . . . . . *TO 0.0	366.4	CWYd R			9.24	
				.....	.....	.....	..... MKT Crossing . . . . . A 11.0	366.4	.....				
			8.06	3845	4300	32377	..... HAYWOOD . . . . . P 9.1	377.4				9.08	
			8.19	4080	560	32387	..... STUART . . . . . P 4.6	386.5	.....			8.55	
			8.26	2239	.....	32391	..... HILLTOP . . . . . P 5.2	391.1	.....			8.48	
				.....	.....	.....	..... KO&G Crossing . . . . . A-P 0.9	396.3	.....				
			8.37	4486	2320	32397	CA. . . . . CALVIN . . . . . P 13.5	397.2	.....			8.37	
			8.57	7215	Yard	32411	HD. . . . . HOLDENVILLE . . . . . TO ..... SL-SF Crossing . . . . . A	410.7	W			8.17	
				.....	.....	.....	..... WA. . . . . WEWOKA . . . . . TO 7.9	418.7	W			8.06	
			9.08	2400	2950	32419	..... LIMA . . . . . P 6.3	425.0	.....			7.57	
			9.17	5635	.....	32426	..... SEMINOLE . . . . . TO 6.2	431.2	W			7.48	
			9.26	2692	Yard	32431	..... TRACY . . . . . P 4.6	435.8	.....			7.40	
			9.34	4050	.....	32436	..... OCA JCT. . . . . P 10.1	445.9	Yd				
				.....	.....	.....	..... JE. . . . . SHAWNEE . . . . . *TO(N) 3.0	448.9	BCFR YWYd			7.20 A.M.	
			9.55 A.M.	3700	Yard	32448	..... 83.0						

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
MAXIMUM SPEED: 49 MPH

**SPEED RESTRICTIONS**

MPH

MP 365 Pole 0 to MP 367 Pole 8 (except as shown below).....	(CITY ORDINANCE).....	25
MP 366 Pole 23 MKT Crossing (engine only).....		20
MP 396 Pole 16 KOG Crossing (engine only).....		20
MP 397 Pole 4 to MP 398 Pole 10.....		20
MP 401 Pole 0 to MP 401 Pole 8.....		40
MP 405 Pole 3 to MP 405 Pole 10.....		45
MP 409 Pole 15 to MP 411 Pole 20 (except as shown below).....	(CITY ORDINANCE).....	40
MP 410 Pole 26 SLSF Crossing (engine of Eastward trains only).....		20
MP 414 Pole 8 to MP 415 Pole 2.....		45
MP 431 Pole 10 (Engine only).....	(CITY ORDINANCE).....	30
MP 438 Pole 0 to MP 439 Pole 7.....		45
MP 447 Pole 5 to MP 448 Pole 1.....	(CITY ORDINANCE).....	35

**SPECIAL INSTRUCTIONS**

Dispatchers Phone other than at stations are located at:

- MP 405 Pole 11
- MP 428 Pole 18
- MP 442 Pole 1

Shawnee: No. 5 Yard Track is designated as siding. West siding switch located at MP 449 Pole 19; East siding switch located at MP 448 Pole 33.

Engines or cars weighing 200,000 pounds or more must not move over private industry scales at McAlester Oil Mill.

Haywood: TOFC Ramp will not clear man on South side of car.

Seminole: Crossett Feed Store dock will not clear man on side of car. Train orders may be duplicated mechanically at McAlester and Shawnee. Trains will register by ticket Form 1339 at McAlester.

Industrial or spur tracks between stations are located at:

Location	Name	Footage Capacity
MP 417 Pole 27	Nu Metals	564
MP 427 Pole 9	Haliburton Oil Well Cementing Co.	340
MP 422 Pole 0	Wewoka Brick	50

Yard Limits McAlester between opposing Yard Limit signs MP 365 Pole 0 Subdivision 31 for Westward trains and MP 368 Pole 20 Subdivision 32 for Eastward trains. Yard Limits Shawnee between opposing Yard Limit signs MP 445 Pole 25 Subdivision 32 for Westward trains and MP 450 Pole 30 Subdivision 33 for Eastward trains.

WESTWARD				MAIN LINE				EASTWARD					
SECOND CLASS				Footage Capacity of		Station Number	SUBDIVISION 33 STATIONS TIME TABLE NO. 2	M.P. from Memphis	Signs	SECOND CLASS			
		39		Sidings	Other Tracks					38			
		Freight								Freight			
		Daily								Daily			
		A.M. 10.00		3700	Yard	32448	JE ..... SHAWNEE ..... *TO(N)	448.9	BCFR WYYd		A.M. 7.15		
		10.10		4588	.....	32456	..... DALE ..... P	457.0	.....		6.55		
		10.25		4613	1540	32446	..... HARRAH ..... P	466.1	.....		6.43		
				.....	530	32473	..... CHOCTAW ..... P	472.6	.....				
				.....	.....	.....	..... SL-SF Crossing ..... A	482.5	.....				
				.....	.....	.....	..... MIDWEST ..... P	483.0	Yd				
				.....	.....	.....	..... MKT Crossing ..... P UX	484.1	.....				
				.....	.....	.....	..... ATSF JCT. ....	485.5	.....				
				.....	.....	.....	..... MKT Crossing ..... UX	485.6	.....				
		11.01		5532	Yard	32485	KX ..... HARTER ..... *TO	485.6	BCFW YYd		6.10		
				.....	.....	.....	..... MKT Crossing ..... UX	485.9	.....				
				.....	.....	.....	..... SL-SF Crossing ..... UX	486.5	.....				
				.....	.....	.....	..... SL-SF Crossing ..... UX	486.8	.....				
				.....	.....	.....	..... SL-SF Crossing ..... UX	487.7	.....				
				.....	E300	32495	..... COUNCIL ..... P	494.5	.....				
		11.30		7668	6850	32501	KU .. YUKON ..... TO	500.9	.....		5.40		
				.....	5420	32507	..... BANNER ..... P	506.7	.....				
				.....	.....	.....	..... BELT JCT. .... P	512.3	.....				
		11.50 A.M.		.....	Yard	21232	FO .. EL RENO YARD .. *TO(N)	513.3	BCFR TWYd		5.10 A.M.		

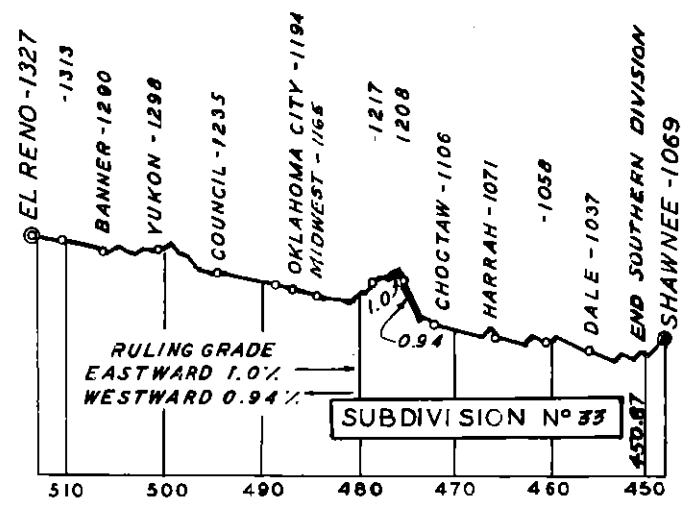
AUTOMATIC BLOCK SYSTEM MP 488.9 to MP 510.8

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. RULE 99(k) AUTHORIZED MP 510.8 TO MP 488.9. MAXIMUM SPEED: 49 MPH

**SPEED RESTRICTIONS**

- Subdivision 33** **MPH**
- MP 448 Pole 1 to MP 449 Pole 30.....(City Ordinance)..... 35
  - MP 482 Pole 0 to MP 487 Pole 25.....(City Ordinance)..... 25
  - MP 499 Pole 0 to MP 503 Pole 25..... 25
  - Belt Jct. (through Automatic Switch).....10
  - El Reno: Over all public crossings protected by automatic warning devices (except as shown below) (City Ordinance)..... 35
  - Over all public crossings not protected by automatic warning devices (except as shown below) (City Ordinance)..... 25
  - Rodgers, Woodson, and Mitchell Streets...(City Ordinance)..... 10

See Page 26 for Special Instructions



## SPECIAL INSTRUCTIONS

### Subdivision 33

Spring switch indicator at MP 485 Pole 17 for westward trains be governed by Rule 36(c).

Harter (Okla. City): Hammonds Mill, Inc., Ralston Purina Co., and Eckroat Grain Co. have track scales not equipped with dead rails. Engines are not permitted on these scales.

High TOFC will not clear Walnut Street viaduct when switching on K-83 Ramp track Harter.

Private industry scales located at Yukon not equipped with dead rails.

Engines are not permitted on these scales.

Shed over National Feed Pen track near Yukon will not clear man on side of car.

Engineers will not be required to check train register at El Reno Yard; register will be furnished.

Snow plowing equipment will not clear concrete platform at Oklahoma City Union Station MP 487.

All railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
484.1	MKT	Gates	Trainmen	MKT	Red	Yellow
485.6	MKT	Gate	Trainmen	MKT	Red	Yellow
485.9	MKT	Gate	Trainmen	MKT	Red	Yellow
486.5	SL-SF	Gate	Trainmen	SL-SF	Red	Yellow
486.8	SL-SF	Gate	Trainmen	SL-SF	Red	Yellow
487.7	SL-SF	Gate	Trainmen	SL-SF	Red	Yellow

Industrial or spur tracks between stations are located at:

Location	Name	Footage Capacity
MP 467 Pole 11	Huey	5825
MP 481 Pole 20	Goodner	1125
MP 496 Pole 0	OG&E (two tracks)	2385
MP 497 Pole 33	Lacey	585
MP 503 Pole 24	National Feed Lot	400
MP 503 Pole 19	Cimarron Elec	650

Six (6) axle diesel electric locomotives will not be allowed on Oklahoma City industrial tracks.

Train orders may be duplicated mechanically at El Reno Yard and Shawnee.

Yard Limits Shawnee between opposing Yard Limit Signs MP 445 Pole 25 Subdivision 32 for westward trains and MP 450 Pole 30 Subdivision 33 for eastward trains.

Yard Limits Oklahoma City between opposing Yard Limit Signs MP 482 Pole 0 for westward trains and MP 495 Pole 20 (Council) for eastward trains.

Yard Limits El Reno between Yard Limit Sign MP 510 Pole 9 for westward trains and Belt Jct. MP 512 Pole 12.

Exception to "Note to Rule 104(5) Automatic switches: Belt Jct., El Reno, may be trailed through when lined for or against the movement.

## SPEED RESTRICTIONS

### Subdivision 34

MPH

MP 539 Pole 15 to MP 539 Pole 25.....	40
MP 541 Pole 20 to MP 542 Pole 10.....	30
MP 556 Pole 21 to MP 562 Pole 35.....	45
MP 580 Pole 22 SL-SF Crossing (Engine only).....	20
MP 583 Pole 15 P&SF Crossing (Engine only) .....	20
MP 597 Pole 28 to MP 598 Pole 4.....	45
MP 608 Pole 24 to MP 610 Pole 20..... (City Ordinance).....	25
MP 613 Pole 28 to MP 614 Pole 4.....	45
MP 619 Pole 26 to MP 621 Pole 11.....	45

## SPECIAL INSTRUCTIONS

### Subdivision 34

**Rule 83:** Geary for trains originating or terminating.

Engineers will not be required to check train register at El Reno Yard; register check will be furnished.

Private industry scales Clinton and Elk City not equipped with dead rails; engines must not stand or move over them.

Weatherford — Snow plow must be operated via siding as station platform will not clear plow on main track. Unloading ramp Magcobar will not clear man on side of car.

Sayre: No. 1 Track is designated as siding.

Railroad crossings at grade are protected by interlocking except:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
580.5	SL-SF	Gate	Trainmen	SL-SF	Red	Yellow
583.2	P&SF	Gate	Trainmen	P&SF	Red	Yellow

**Rule 343(a)** authorized CRI&P Crossing MP 514.3.

Train orders may be duplicated mechanically at El Reno Yard and Sayre.

Yard Limits El Reno between Panhandle Jct. MP 514 Pole 15 and Yard Limit Sign MP 515 Pole 12 for eastward trains.

Yard Limits Sayre between opposing Yard Limit Signs MP 624 Pole 24 Subdivision 34 for westward trains and MP 629 Pole 0 Subdivision 35 for eastward trains.

**WESTWARD**

**MAIN LINE**

**EASTWARD**

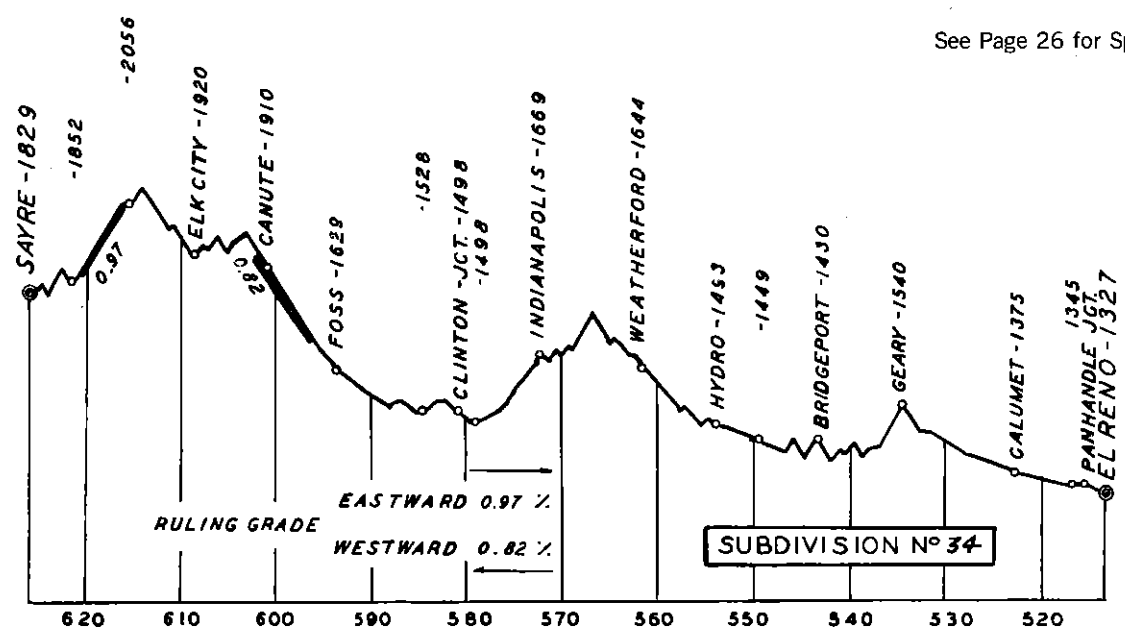
SECOND CLASS				Footage Capacity of		Station Number	SUBDIVISION 34 STATIONS TIME TABLE NO. 2	M.P. from Memphis	Signs	SECOND CLASS										
		39	Freight	Sidings	Other Tracks															
			Daily																	
		P.M.		.....	Yard	21232	FO	EL RENO YARD . . . . *TO(N)	513.3	BCFR TWYd										
		12.01		.....		.....	...	ROCK ISLAND JCT	514.2	Yd										
				.....		.....	...	CRI&P Crossing	514.3	.....										
		12.05		.....		.....	...	PANHANDLE JCT.	514.4	Yd										
		12.17		5162	1649	33523	...	CALUMET . . . . . P	523.2	.....										
		12.33		4354	5762	33535	GY	GEARY . . . . . TO	534.8	CRWY										
				.....	1050	33544	...	BRIDGEPORT . . . . . P	543.4	.....										
		1.03		3847	2670	33554	CO	HYDRO . . . . . TO	554.6	.....										
		1.14		2491	5810	33563	WF	WEATHERFORD . . . . . TO	562.6	W										
		1.28		5160	540	33573	...	INDIANAPOLIS . . . . . P	573.0	.....										
				.....		.....	...	SL-SF Crossing . . . . . UX	580.5	.....										
		1.43		5085	970	33582	...	CLINTON . . . . . P	580.7	Y										
				.....		.....	...	P&SF Crossing . . . . . UX	583.2	.....										
		2.03		5160		33594	...	FOSS . . . . . P	594.3	.....										
				.....	E702	33602	...	CANUTE . . . . . P	601.7											
		2.23		3816	8210	33609	KC	ELK CITY . . . . . TO	609.3	W										
		2.50 P.M.		4158	Yard	33627	SA	SAYRE . . . . . *TO(N)	626.3	BCFR WYYd										

AUTOMATIC BLOCK SYSTEM MP513.4 to MP514.4

Rules 400-406  
 2.5  
 0.1  
 0.2  
 8.6  
 11.6  
 8.6  
 11.2  
 8.0  
 10.4  
 7.5  
 0.2  
 2.6  
 11.0  
 7.4  
 7.6  
 17.0  
 113.0

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
 MAXIMUM SPEED: 49 MPH

See Page 26 for Speed Restrictions and Special Instructions.



SOUTHWARD				GEARY BRANCH				NORTHWARD					
SECOND CLASS				Footage Capacity of		Station Number	SUBDIVISION 34-A STATIONS TIME TABLE NO. 2	M.P. from Geary	Signs	SECOND CLASS			
733				Sidings	Other Tracks					Freight Tues. Thurs. Sat.	732	Freight Mon. Wed. Fri.	
			A.M.			.....	2532	33035	..... HOMESTEAD .....				42.8
			7.00	1420	2568	33041	K..... OKEENE ..... TO(N)	37.3	CRWY Yd			A.M.	
				.....	.....	.....	..... SL-SF Crossing ..... UX	36.6	.....			10.30	
			7.50	1177	1121	33051	..... HITCHCOCK .....	26.8	.....			9.35	
			8.10	.....	2908	33055	..... BUCHER .....	23.0	.....			9.15	
			8.55	.....	5600	33061	TG..... WATONGA ..... TO	16.7	W			8.30	
			9.40	.....	1517	33070	..... GREENFIELD .....	8.0	.....			7.45	
			10.20 A.M.	4354	5762	33535	GY..... GEARY ..... TO	0.0	CRWY			7.00 A.M.	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. RULE 99(d) AUTHORIZED BETWEEN GEARY AND OKEENE  
 TRAINS AND ENGINES WILL OPERATE PER RULE 93 AND RULE 10(I)(2) AUTHORIZED BETWEEN OKEENE AND HOMESTEAD  
 MAXIMUM SPEED: 30 MPH

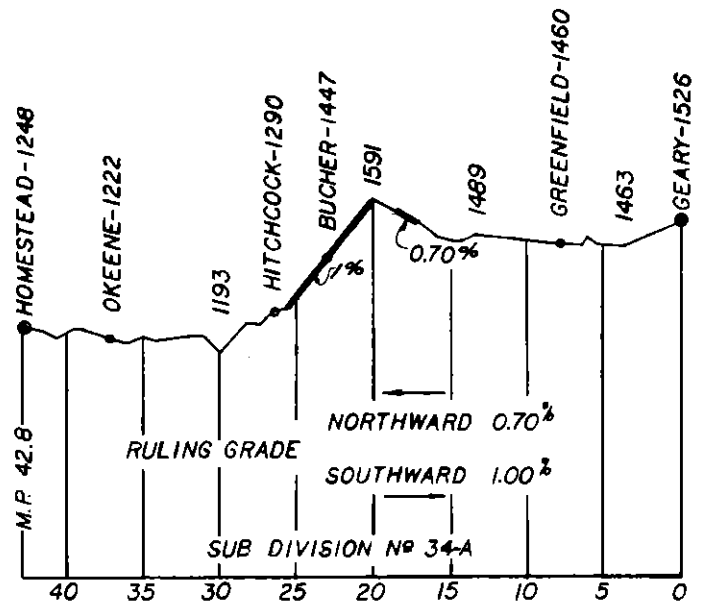
**SPEED RESTRICTIONS** **MPH**  
 MP 8 Pole 0 to MP 11 Pole 0 ..... 20  
 MP 11 Pole 0 to MP 42 Pole 25..... 10

**SPECIAL INSTRUCTIONS**  
 Cattle guards MP 31 Pole 18 and MP 32 Pole 3.  
 Six (6) axle diesel electric units prohibited.

Watonga: Southward trains will move over State Highway crossing 3 and 33 South of depot after protection afforded by member of crew at crossing.  
 Bucher: Private industry scales not equipped with dead rails: engines must not stand or move over them.  
 All railroad crossings at grade are protected by interlocking except SL-SF crossing MP 36.6 protected by gate operated by trainmen. Normal position gate against CRI&P. Light arrangement for Stop, Red; Proceed, Yellow.  
 Industrial or spur tracks between stations are located at:

Location	Name	Footage Capacity
MP 35 Pole 15	Pan American Petro	360

Yard Limits Okeene between MP 36 Pole 15 for northward trains and end of main track Homestead MP 42 Pole 25.



**WESTWARD**

**MAIN LINE**

**EASTWARD**

SECOND CLASS				Footage Capacity of		Station Number	SUBDIVISION 35 STATIONS TIME TABLE NO. 2	M.P. from Memphis	Signs
	39	Freight	Sidings	Other Tracks					
		Daily							
		P.M. 2.55	4158	Yard	33627	SA . . . . SAYRE . . . . . *TO(N)	626.3	BCFR WYYd	
		3.20	2920	3653	33641	14.6 ERICK . . . . . P	640.9	.....	
			.....	E.454	33649	7.6 TEXOLA, OKLA. . . . . P	648.5	.....	
		3.38	3700	.....	33654	5.4 FULLER, TEXAS . . . . . P	653.9	.....	
		3.53	2740	5800	33665	10.6 SK . . . . SHAMROCK . . . . . TO	664.5	W	
		4.27	2680	3016	33687	22.8 McLEAN . . . . . P	687.2	W	
		4.50	2700	.....	33702	15.2 ROCKLEDGE . . . . . P	702.4	.....	
			.....	1740	33714	11.1 BOYDSTON . . . . . P	713.8	.....	
		5.13	4150	3684	33719	5.5 GR. . . . GROOM . . . . . TO	719.3	WY	
			.....	2489	33727	7.4 LARK . . . . . P	726.7	.....	
			.....	2120	33735	8.5 CONWAY . . . . . P	735.2	.....	
		5.46	2290	.....	33744	8.5 YARNALL . . . . . P	743.7	.....	
			.....	.....	.....	12.1 FW&D Crossing . . . . . UX	755.6	.....	
			.....	.....	.....	3.5 P&SF Crossing . . . . . M	759.3	.....	
		6.15 P.M.	.....	Yard	34762	1.3 VN . . . . AMARILLO . . . . . *TO(N)	760.6	BCFR WYYd	
			.....	.....	.....	134.2			

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
MAXIMUM SPEED: 49 MPH**

**SPEED RESTRICTIONS**

**MPH**

MP 627 Pole 28 to MP 628 Pole 21.....	35
MP 643 Pole 9 to MP 643 Pole 18.....	40
MP 654 Pole 7 to MP 656 Pole 12.....	45
MP 660 Pole 32 to MP 661 Pole 33.....	45
MP 664 Pole 0 to MP 665 Pole 2 (Engines only)*.....	25
MP 665 Pole 15 to MP 665 Pole 24.....	45
MP 671 Pole 30 to MP 672 Pole 6.....	45
MP 674 Pole 13 to MP 674 Pole 23.....	40
MP 678 Pole 1 to MP 678 Pole 9.....	40
MP 680 Pole 25 to MP 681 Pole 31.....	40
MP 685 Pole 5 to MP 700 Pole 23.....	40
MP 705 Pole 5 to MP 706 Pole 2.....	40
MP 758 Pole 14 to MP 760 Pole 18 (Engines only)*.....	20

\* City Ordinance

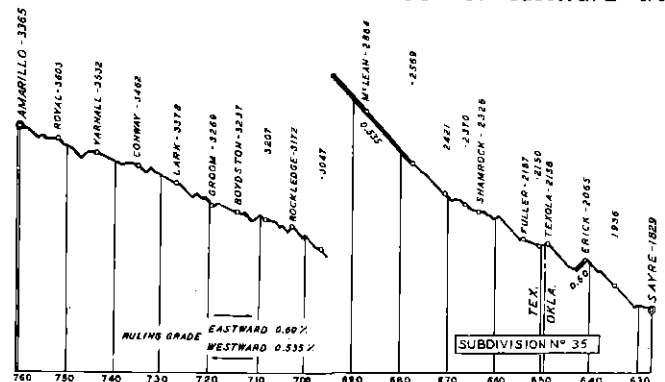
**SPECIAL INSTRUCTIONS**

Sayre: No. 1 Track is designated as siding.  
 All railroad crossings at grade are protected by interlocking except FW&D Crossing at MP 755.6 protected by gate operated by trainmen normal position of gate against FW&D.  
 Light arrangement for STOP; Red.  
 Disprs. phones between stations located at: MP 657 Pole 35.  
 Train orders may be duplicated mechanically at Amarillo and Sayre.

Industrial spur tracks between stations are located at:

Location	Name	Footage Capacity
MP 657 Pole 35	Norrick	1925
MP 748 Pole 3	Royal	19624

Yard Limits Sayre between opposing Yard Limit Signs MP 624 Pole 24 Subdivision 34 for westward trains and MP 629 Pole 0 Subdivision 35 for eastward trains.  
 Yard Limits Amarillo between opposing Yard Limit Signs MP 757 Pole 25 Subdivision 35 for westward trains and MP 766 Pole 17 Subdivision 36 for eastward trains.



WESTWARD				MAIN LINE				EASTWARD												
SECOND CLASS				Footage Capacity of		Station Number	SUBDIVISION 36 STATIONS TIME TABLE NO. 2	M.P. from Memphis	Signs											
			39	Sidings	Other Tracks					VN . . . . . AMARILLO . . . . . *TO(N)	760.6	BCFR WYYd								
	Freight	Daily																		
		A.M. 1.01		.....	Yard	34762	6.5													
				.....	1697	34768	6.9													
				.....	1643	34775	8.0													
		1.40		1580	3467	34783	7.5													
				.....	1437	34789	5.5													
		1.59		2940	3475	34796	7.7													
				.....	802	34804	6.1													
		2.20		2680	2209	34810	4.2													
				.....	973	34813	19.3													
				.....	771	34833	17.9													
		3.20		.....	976	34851	15.0													
				.....	1053	34866	8.7													
		3.59 A.M.		.....	Yard	16137	113.4													

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
 MAXIMUM SPEED: 49 MPH

**SPEED RESTRICTIONS**

**MPH**

MP 760 Pole 18 to MP 764 Pole 7.....(City Ordinance)...20  
 MP 795 Pole 0 to MP 795 Pole 8.....(City Ordinance)...40

**SPECIAL INSTRUCTIONS**

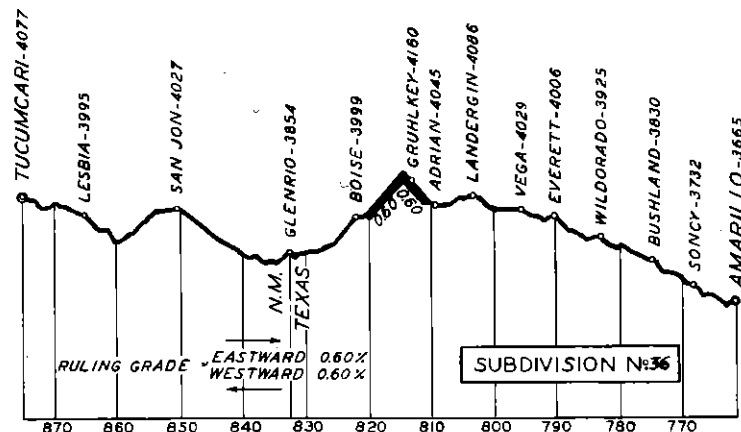
Dwarf automatic block color light signals in service  
 Tucumcari numbered as follows:

Westward ..... 6379 6381 16273  
 Eastward ..... 6380 6382 16268 16270 16272

Signals 6380 and 6381

No. 2 track Tucumcari is designated as siding.

Industrial or spur tracks between stations are located at:



Location	Name	Footage Capacity
MP 775 Pole 0	Southwest Portland Cement	13883

Yard Limits Amarillo between opposing Yard Limit Signs MP 757 Pole 25 Subdivision 35 for westward trains and MP 766 Pole 4 Subdivision 36 for eastward trains.

Yard Limits Tucumcari between Yard Limit Signs MP 871 Pole 8 and crossover east end of yard MP 638 Pole 0 Subdivision 24.



**SOUTHWARD**

**HOT SPRINGS BRANCH**

**NORTHWARD**

SECOND CLASS			Footage Capacity of	Station Number	SUBDIVISION 37 STATIONS		M.P. from Hot Springs Jct.	Signs	SECOND CLASS		
771	749	35			TIME TABLE NO. 2				34	746	772
Freight	Mo. Pacific Freight	Freight	Sidings	Other Tracks	Signal Indications	Freight	Mo. Pacific Freight	Freight			
Daily Except Sunday	Daily Except Sunday	Daily				Daily	Daily Except Sunday	Daily Except Sunday			
A.M. 11.00		A.M. 5.15	.....	Yard	31136	RK... BIDDLE ..... *TO(N)	.....	BCFR Yd TW	A.M. 5.15		P.M. 8.40
11.04		5.20	.....	.....	.....	..... HOT SPRINGS JCT..... P	0.0	YYd	5.13		8.35
11.20 A.M.		5.30	.....	3435	31146	..... BRITAIN .....	4.9	.....	4.55		8.15
1.40 P.M.		5.55	4491	Yard	31155	Bl..... BAUXITE .....	18.8	WYd	4.30		7.35
			.....	.....	.....	..... MoPac Crossing .....	22.1	.....			
1.55			.....	3320	31159	..... BENTON .....	23.1	.....			6.30
2.30		6.16 A.M.	4047	620	31164	..... HASKELL .....	27.4	RYd	4.10 A.M.		6.10
			.....	.....	.....	..... MoPac Crossing .....	27.7	.....			
3.50	A.M. 12.45		.....	Yard	31176	..... BUTTERFIELD .....	40.0	RYYd		A.M. 11.15	5.20 771 5.00
5.00 772	1.15		1331	1350	31180	GS..... JONES MILLS..... TO	44.5	Yd		10.59	
				510	31187	..... LAKE CATHERINE .....	51.3				
6.10	2.15 A.M.		.....	.....	.....	..... MP JCT. ....	55.1	RYd		10.30 A.M.	2.10
6.25 P.M.			.....	4400	31193	HD..... HOT SPRINGS ..... TO(N)	58.0	BRW YYd			2.00 P.M.

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD  
MAXIMUM SPEED: 40 MPH.**

<b>SPEED RESTRICTIONS</b>	<b>MPH</b>
MP 0 Pole 0 to MP 0 Pole 5.....	10
MP 0 Pole 5 to MP 2 Pole 3.....	30
MP 4 Pole 28 to MP 4 Pole 36.....	35
MP 8 Pole 7 to MP 8 Pole 36.....	35
MP 13 Pole 14 to MP 15 Pole 2.....	35
MP 18 Pole 26 to MP 19 Pole 29.....	30
MP 23 Pole 0 to MP 27 Pole 10 (Except as shown below).....	35
MP 22 Pole 2 (MoPac Crossing)(Engines only).....	10
MP 27 Pole 14 to MP 40 Pole 0 (Except as shown below).....	30
MP 27 Pole 25 MoPac Crossing.....	20
MP 31 Pole 0 to MP 39 Pole 0.....	20
MP 39 Pole 0 to MP 41 Pole 30.....	25
MP 41 Pole 30 to MP 55 Pole 34.....	20
MP 55 Pole 34 to MP 57 Pole 0.....	10

Between Butterfield and MP JCT., MoPac trains are restricted to 10 MPH.

**SPECIAL INSTRUCTIONS**

Trains may leave Hot Springs Jct. without clearance.  
Trains may leave Butterfield without clearance.  
Train assuming No. 749's schedule at Butterfield must originate at Malvern on Subdivision 37-A as No. 748 unless authorized by train order out of Butterfield.  
Train assuming No. 34's schedule at Haskell must originate at Eldorado Subdivision 38 as No. 34 unless authorized by train order out of Haskell.  
Mile Post numbers between Biddle and Hot Springs will be designated in train orders by prefix "H."  
Hot Springs Jct. to Biddle (MP 136 Pole 16 Subdiv. 30) be governed by interlocking Rules 340-346.  
No. 34 may leave Haskell without clearance.  
A heavy descending grade southward begins at a point about 7600 feet north of switch at Butterfield on National Lead Co. spur. When descending this grade, if retainer valves are not turned up on cars at top of hill and an "over" brake pipe reduction or brake pipe leakage causes brakes to set sufficiently to stop the train, engineer will not attempt to release brakes until sufficient number of retainer valves have been turned up to insure that train will not move until brake system is fully re-charged. Trains must not leave National Lead Co. Mine or Magnet Cove Co. Mine unless at least 85 per cent of air brakes in their train are in operation.

**Rule No. 83:** Haskell, Butterfield and MP Jct. for regular trains. Railroad crossings at grade are protected by interlocking except MoPac Crossing MP 22.1 protected by gate operated by trainmen. Normal position gate against MoPac. Light arrangement for Stop—Red; Proceed—Yellow.

Train orders may be duplicated mechanically at Biddle.

Haskell to Hot Springs six (6) axle diesel electric locomotives prohibited.

See Page 32 for additional Special Instructions.

SPECIAL INSTRUCTIONS—continued

**SUBDIVISION 37**

Industrial or spur tracks Subdivision 37 between stations are located at:

Location	Name	Footage Capacity
MP 3 Pole 1	Ward	2025
MP 4 Pole 1	Berger	1575
MP 4 Pole 4	A.P. Green	540
MP 17 Pole 0	Lignite	1125
MP 48 Pole 2	General Cable	3150
MP 48 Pole 5	Wilson Springs	450
MP 49 Pole 0	Union Carbide	5625
MP 50 Pole 20	Lake Catherine Norris Dispenser	1350

Yard Limits Biddle MP 136 Pole 13 Subdivision 30 and Yard Limit Sign MP 2 Pole 6 Subdivision 37 for northward trains.

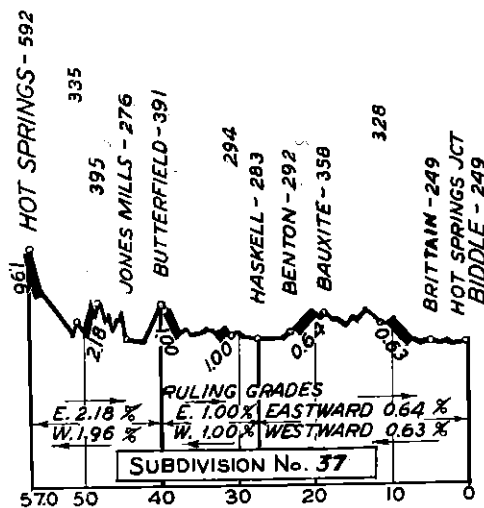
Yard Limits Bauxite between opposing Yard Limit Signs MP 16 Pole 0 for southward trains and MP 18 Pole 30 for northward trains.

Yard Limits Haskell between opposing Yard Limit Signs MP 26 Pole 9 for southward trains and MP 28 Pole 17 for northward trains.

Yard Limits Butterfield between opposing Yard Limit Signs MP 38 Pole 16 for southward trains and MP 41 Pole 0 for northward trains.

Yard Limits Jones Mills between opposing Yard Limit Signs MP 43 Pole 9 for southward trains and MP 44 Pole 20 for northward trains.

Yard Limits Hot Springs between Yard Limit Sign MP 53 Pole 19 for southward trains and end of main track MP 57 Pole 0.



SPECIAL INSTRUCTIONS

**SUBDIVISION 37--A**

Trains and engines enroute Sparkman must obtain clearance at Malvern when train order signal indicates "Stop Displayed South."

No. 748 may leave Malvern without clearance when operator is not on duty and train order signal indicates proceed.

**Rule 83:** Butterfield for regular trains.

All railroad crossings at grade are protected by interlocking except MoPac crossing MP 5.6 protected by gate operated by trainmen. Normal position gate against CRI&P. Light arrangement for Stop—Red; Proceed—Yellow.

Mile Post numbers will be designated in train orders by prefix "C."

Industrial or spur tracks between stations are located at:

Location	Name	Footage Capacity
MP 2 Pole 3	Cuffman Lumber Co.	530

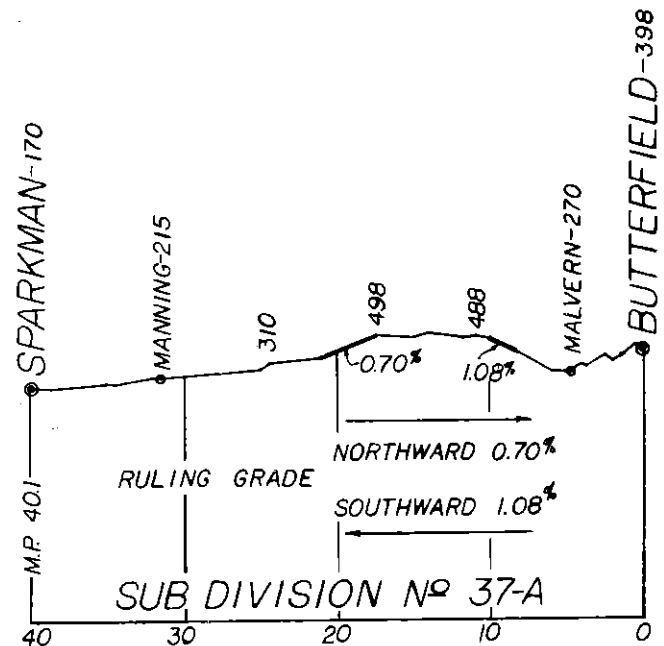
Train orders may be duplicated mechanically at Malvern.

Yard Limits Butterfield between Jct. Switch MP 0 Pole 0 and Yard Limit Sign MP 1 Pole 3 for northward trains.

Yard Limits Malvern between Yard Limit Sign MP 3 Pole 20 for southward trains and end of main track at Sparkman MP 40 Pole 5.

Train assuming No. 747's schedule at Butterfield must originate at MP Jct. on Subdivision 37 as No. 746 unless authorized by train order out of Butterfield.

Six (6) axle diesel-electric locomotives prohibited.



SOUTHWARD				SPARKMAN BRANCH				NORTHWARD						
SECOND CLASS				Footage Capacity of		Station Number	SUBDIVISION 37-A STATIONS TIME TABLE NO. 2	Mi. P. from Butterfield	Signs	SECOND CLASS				
		747	Mo. Pacific Freight	Sidings	Other Tracks					748	Mo. Pacific Freight			
		Daily Except Sunday								Daily Except Sunday				
		A.M. 11.20		.....	Yard	31176	..... BUTTERFIELD ..... P	0.0	RYYd	A.M. 12.40				
		11.35 A.M.		.....	Yard	31281	MR ..... MALVERN ..... *TO	5.0	BCR WYd	12.01 A.M.				
				.....	.....	.....	..... MoPac Crossing ..... UX	5.6	.....					
				.....	1050	31308	..... MANNING ..... 26.2	31.8	.....					
				.....	820	31316	..... SPARKMAN ..... 8.3 40.1	40.1	.....					

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD**  
**TRAINS AND ENGINES WILL OPERATE PER RULE 93 AND RULE 10(i)(2)**  
**AUTHORIZED BETWEEN MALVERN AND SPARKMAN**  
**MAXIMUM SPEED: 10 MPH**

See Page 32 for Special Instructions.

SOUTHWARD				CAMDEN BRANCH				NORTHWARD						
				Footage Capacity of		Station Number	SUBDIVISION 38-A STATIONS TIME TABLE NO. 2		Signs					
				Sidings	Other Tracks									
				.....	Yard	31514	FY ..... FORDYCE ..... TO	.....	BCWYd					
				.....	Yard	31340	..... CAMDEN ..... 30.2	.....	W					

Between Fordyce and Camden trains will be governed by StL&SW Timetable and Operating Rules.

Six (6) axle diesel-electric locomotives prohibited.

Trains will enter and leave StL&SW main track at North siding switch Camden and at Fordyce.

SOUTHWARD				MAIN LINE				NORTHWARD					
SECOND CLASS				Footage Capacity of		Station Number	SUBDIVISION 38 STATIONS TIME TABLE NO. 2	M.P. from Haskell	Signs	SECOND CLASS			
35				Sidings	Other Tracks					34			
Freight						Daily				Freight			
Daily				A.M.				Daily					
			6.27	4047	620	31164	HASKELL	0.0	RY d			4.05	
				.....	S465	31476	POYEN	12.4	.....				
				.....	S535	31482	THIEL	18.1	.....				
			7.01	.....	4350	31487	LEOLA	23.4	.....			3.15	
				.....	120	31494	CARTHAGE	30.4	.....				
				.....	N440	31500	BUNN	36.5	.....				
				.....	S700	31507	IVAN	43.9	.....				
			8.01	.....	Yard	31514	FORDYCE	50.7	CWY d			2.20	
				.....	.....	.....	StLSW Crossing	50.8	.....				
			8.45	6084	Yard	31528	TINSMAN	64.6	RWYY d			1.40	
				.....	4485	31533	CRAM	70.9	.....				
			9.10	.....	1200	31537	HARRELL	73.6	.....			1.15	
				.....	S3400	31552	CALION	89.0	.....				
			10.25 A.M.	.....	Yard	31564	EL DORADO	100.6	BCFR WTY dY			12.01 A.M.	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

MAXIMUM SPEED: 40MPH

### SPEED RESTRICTIONS

Subdivision 38	MPH
MP 0 Pole 0 to MP 0 Pole 7	10
MP 43 Pole 5 to MP 57 Pole 0 (Except as shown below)	30
MP 50 Pole 26 StL&SW Crossing	20
MP 57 Pole 0 to MP 98 Pole 27 (Except as shown below)	25
Bridge L-876 over steel portion	10
MP 98 Pole 27 to MP 100 Pole 20	10

### SPECIAL INSTRUCTIONS

#### Subdivision 38

Mile Post numbers between Haskell and El Dorado will be designated in train orders by prefix "L"

**Rule 83:** Tinsman for trains originating and terminating.

**Cram**—between 6 AM and 6 PM daily, trains and engines moving between switches must not exceed 20 MPH account gravel trucks crossing track. Gravel conveyor 450 ft. from north end old high line will not clear engine or cars except low cars such as coal cars or flats, and will not clear man on top or side of car.

All trains will approach Ouachita River Bridge MP 87.6 at Restricted Speed and be prepared to stop if gate is in stop position.

No. 35 may leave Haskell without clearance.

Train assuming No. 35's schedule at Haskell must originate at Biddle on SD37 as No. 35 unless authorized by Train Order out of Haskell.

Southern Division

Industrial or spur tracks between stations are located at:

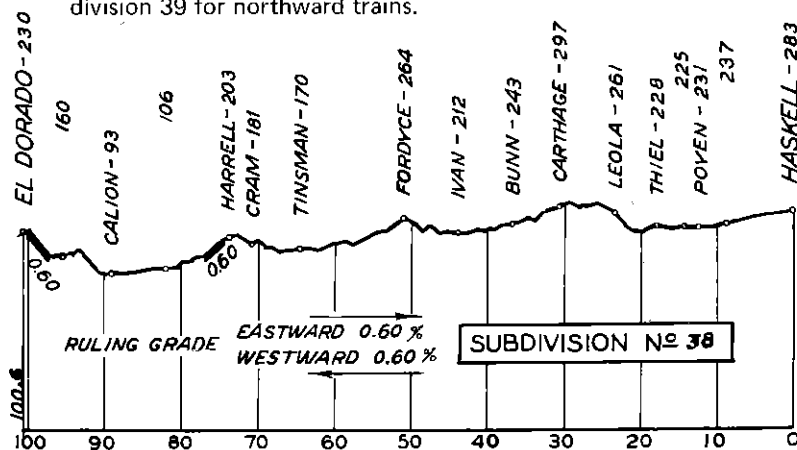
Location	Name	Footage Capacity
MP 45 Pole 22	Barnes Spur	215
MP 92 Pole 19	Morrow (AP&L)	2250

Train orders may be duplicated mechanically at El Dorado. Yard Limits Haskell between Jct. Switch MP 0 Pole 0 and Yard Limit Sign MP 1 Pole 6 for northward trains.

Yard Limits Fordyce between opposing Yard Limit Signs MP 49 Pole 0 for southward trains and MP 52 Pole 5 for northward trains.

Yard Limits Tinsman between opposing Yard Limit Signs MP 63 Pole 7 for southward trains and MP 65 Pole 23 for northward trains.

Yard Limits El Dorado between opposing Yard Limit Signs MP 99 Pole 0 Subdivision 38 for southward trains and MP 103 Pole 2 Subdivision 39 for northward trains.



SOUTHWARD				CROSSETT BRANCH				NORTHWARD			
				SUBDIVISION 38-B STATIONS TIME TABLE NO. 2							
Footage Capacity of				Station Number	M.P. from Tinsman	Signs					
Sidings	Other Tracks										
	6084	Yard		31528	0.0	RWYYd					
	2700	1100		31835	6.2	Yd					
	.....	.....		.....	9.5	Yd					
	1483	955		31846	15.7	Yd					
	.....	520		31853	16.8	Yd					
	.....	S350		31859	26.4	.....					
	.....	.....		31868	32.6	.....					
	.....	N3215		31869	37.5	.....					
	.....	.....		.....	38.5	Yd					
	.....	.....		.....	43.0	.....					
	.....	.....		.....	43.1	CRWB YYd					
	.....	Yard		31874	43.1	.....					

**RULE 99(d) AUTHORIZED.  
MAXIMUM SPEED: 25 MPH**

**SPEED RESTRICTIONS**

**MPH**

MP 13 Pole 0 to MP 13 Pole 4 ..... 10  
MP 31 Pole 20 to MP 32 Pole 0 ..... 10

**SPECIAL INSTRUCTIONS**

**Subdivision 38-B**

Trains operating between hours of 7:30 AM and 5 PM will run at Restricted Speed looking out for motor cars and work equipment.

Maintenance of Way employees will not be required to obtain lineup between the hours of 7:30 AM and 5 PM.

Mile Post numbers between Tinsman and Crossett will be designated in train orders by prefix "LV."

All railroad crossings at grade are protected by interlocking except:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
38.5	AD&N	Gate	Trainmen	CRI&P		
43.0	MoPac	Stop Signs				

Train orders may be duplicated mechanically at Crossett.

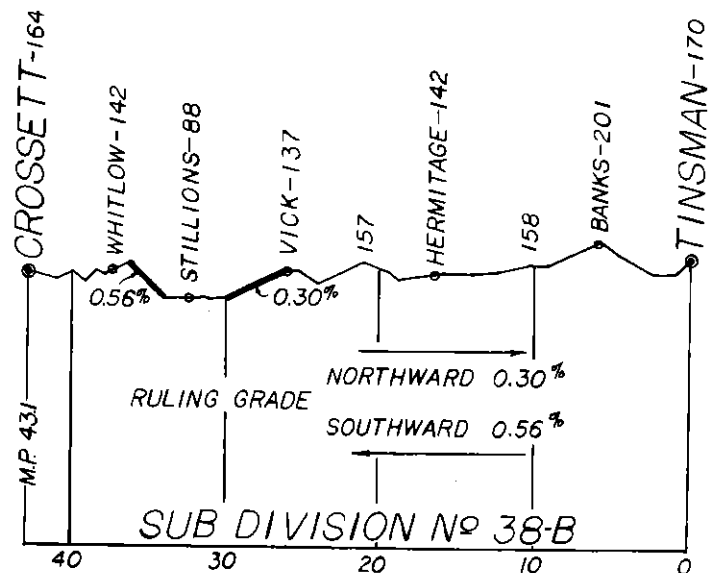
Yard Limits Tinsman between Jct. Switch MP 0 Pole 0 and Yard Limit Sign MP 0 Pole 19 for northward trains.

Yard Limits Banks between opposing Yard Limit Signs MP 5 Pole 2 for southward trains and MP 6 Pole 30 for northward trains.

Yard Limits Hermitage between opposing Yard Limit Signs MP 15 Pole 0 for southward trains and MP 17 Pole 20 for northward trains.

Yard Limits Whitlow Jct. between Yard Limit Sign MP 36 Pole 24 for southward trains and connection with AD&N MP 38 Pole 5.

Yard Limits Crossett between Yard Limit Sign MP 40 Pole 23 for southward trains and end of main track MP 43 Pole 0.



SOUTHWARD				MAIN LINE				NORTHWARD					
SECOND CLASS				Footage Capacity of		Station Number	SUBDIVISION 39 STATIONS TIME TABLE NO. 2	M.P. from Haskell	Signs	SECOND CLASS			
		35		Sidings	Other Tracks					34			
		Freight Daily Ex.Sun.											
		P.M. 7.01	.....	Yard	31564	DO. . . . . EL DORADO . . . . . *TO(N)	100.6	BCFR TWYdY		P.M. 5.40			
		7.40	.....	4045	31580	JN. . . . . JCT. CITY, ARK.-LA. . . . . TO	116.7	.....		4.59			
		8.12	.....	6260	31596	BN. . . . . BERNICE . . . . . TO	132.2	W		4.27			
		8.34	.....	6070	31605	. . . . . DUBACH . . . . .	141.2	.....		4.05			
			.....	S975	31614	. . . . . VIENNA . . . . .	150.3	.....					
		9.07	3235	5240	31619	RS. . . . . RUSTON . . . . . TO	154.8	WYYd		3.30			
			.....	.....	.....	. . . . . IC Crossing . . . . . A	.....	.....					
			.....	820	31632	. . . . . QUITMAN . . . . .	168.3	.....					
		9.57	.....	Yard	31638	HO. . . . . HODGE . . . . . TO	174.0	Yd		2.41			
		10.07	.....	3000	31640	. . . . . JONESBORO . . . . .	176.4	.....		2.31			
			.....	2000	31649	. . . . . HUNT . . . . . TO(N)	185.1	.....					
		10.36	.....	2160	31652	. . . . . DODSON . . . . .	188.4	.....		2.02			
		11.05	.....	Yard	31663	W. . . . . WINNFELD. . . . . TO	199.3	BCR WYYd		1.35			
		11.10	.....	.....	.....	. . . . . L&A JCT. . . . .	199.9	R		1.30			
			.....	.....	.....	. . . . . PINEVILLE JCT. . . . .	245.5	.....					
			.....	.....	.....	. . . . . ALEX. L&A YARD . . . . .	246.5	CR					
		12.40 A.M.	.....	Yard	31710	AX. . . . . ALEXANDRIA . . . . . TO(N)	246.8	BCR WYYd		12.01 P.M.			

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.  
MAXIMUM SPEED: 40 MPH

See Page 37 for Speed Restrictions and Special Instructions.

SOUTHWARD				EUNICE BRANCH				NORTHWARD					
SECOND CLASS				Footage Capacity of		Station Number	SUBDIVISION 40 STATIONS TIME TABLE NO. 2	M.P. from Haskell	Signs	SECOND CLASS			
				Sidings	Other Tracks								
			.....	Yard	31710	AX. . . . . ALEXANDRIA . . . . . TO(N)	246.8	BCR WYYd					
			.....	.....	.....	. . . . . R.I. JCT. . . . .	247.1	.....					
			.....	.....	.....	. . . . . ALEXANDRIA JCT. . . . .	249.8	.....					
			.....	.....	.....	. . . . . LAMOURIE JCT. . . . .	257.7	.....					
			.....	825	31725	. . . . . LECOMPTÉ . . . . .	261.0	.....					
			.....	S810	31740	. . . . . TURKEY CREEK . . . . .	276.0	.....					
			.....	840	31746	NE. . . . . PINE PRAIRIE . . . . . TO(N)	282.4	.....					
			.....	1800	31748	. . . . . EASTON . . . . .	284.5	.....					
			.....	4135	31756	. . . . . MAMOU . . . . .	292.8	.....					
			.....	.....	.....	. . . . . SO. PAC. JCT. . . . .	301.6	.....					
			.....	.....	31765	NI. . . . . EUNICE . . . . . TO(N)	302.6	RYYd					

TRAINS AND ENGINES WILL OPERATE PER RULE 93.

TRAINS MAY LEAVE ALEXANDRIA WITHOUT CLEARANCE WHEN OPERATOR NOT ON DUTY. RULE 10(I)(2) AUTHORIZED.

MAXIMUM SPEED: 10 MPH

See Page 37 for Special Instructions.

# SPEED RESTRICTIONS

## Subdivision 39

	MPH
MP 100 Pole 20 to MP 101 Pole 0	20
MP 101 Pole 0 to MP 116 Pole 28	25
MP 132 Pole 8 to MP 154 Pole 18	30
MP 154 Pole 18 to MP 155 Pole 10	10
MP 155 Pole 10 to MP 173 Pole 23	30
MP 173 Pole 23 to MP 174 Pole 10	10
MP 174 Pole 10 to MP 198 Pole 7	30
MP 198 Pole 7 to MP 199 Pole 30	10

## SPECIAL INSTRUCTIONS

### Subdivision 39

Rule 83: Winnfield for trains originating and terminating. Alexandria is the initial station for trains originating. Train 34 will register by form 1339 and leave in register box at old L&A yard office, Alexandria, La. Bernice-unloading platform and pit on East Beacon Track will not clear man on side of car. Winnfield—Timetable and Train Order time applies at North switch MP 197 Pole 12. Between L&A Jct. and RI Jct. (Alexandria) trains will be governed by L&A Timetable and operating rules.

Train orders may be duplicated mechanically at El Dorado.

Yard Limits El Dorado between opposing Yard Limit Signs MP 99 Pole 0 Subdivision 38 for southward trains and MP 103 Pole 2 Subdivision 39 for northward trains.

Yard Limits Hodge between opposing Yard Limit Signs MP 172 Pole 26 for southward trains and MP 175 Pole 6 for northward trains.

Yard Limits Ruston between opposing Yard Limit Signs MP 154 Pole 2 for southward trains and MP 156 Pole 12 for northward trains.

Yard Limits Winnfield between Yard Limit Sign MP 196 Pole 30 for southward trains and L&A Jct. MP 199 Pole 30.

Mile Post numbers between El Dorado and L&A Jct. will be designated in train orders by prefix letter "L".

Industrial or spur tracks between stations are located at:

Location	Name	Footage Capacity
MP 108 Pole 12	Catesville	1508
MP 124 Pole 21	Olincraft	4050
MP 129 Pole 31	C. A. Reed Lumber Co.	460
MP 134 Pole 33	Claiborne Gasoline Co.	860
MP 145 Pole 32	Phillips Petroleum Co.	728
MP 178 Pole 7	Rogers Spur	170
MP 184 Pole 30	Louisiana Plywood	1066
MP 185 Pole 8	Hunt & Son Lumber Co.	1040
MP 191 Pole 11	Skelly Oil	840

### Subdivision 40

Alexandria is the initial station for trains originating. Eunice is the initial station for trains originating.

Between RI Jct. and Lamourie Jct. trains and engines will use Missouri Pacific-Texas and Pacific tracks and will be governed by T&P Timetable and operating rules. Rock Island trains and engines may occupy MoPac-T&P main track only on authority of MoPac-T&P train dispatcher. Connection at Lamourie Jct. MP 257.7 is a hand operated electrically locked switch. Maximum speed through turnout is 15 MPH. MoPac-T&P General Order Book and General Notice Book located in CRI&P Alexandria freight office. That portion of old main track from Alexandria Jct. MP 249.8 to MP 250.4 retained as industrial lead to serve Wickes Lumber Co.

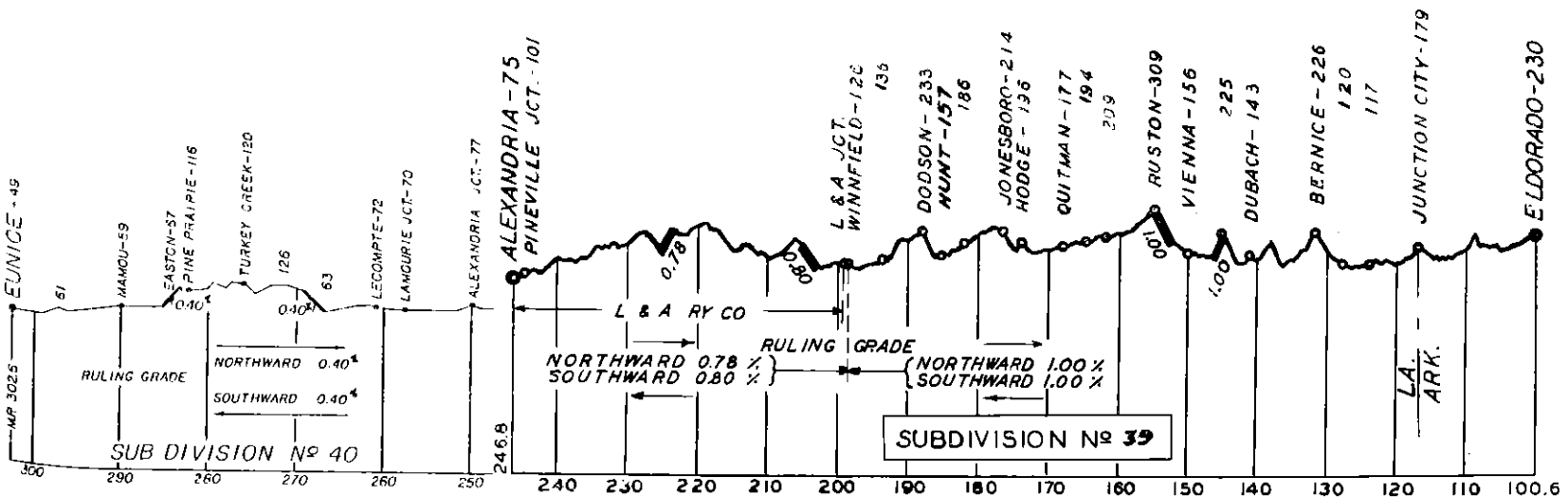
Between SP Jct. MP 301.6 and Eunice trains will be governed by Southern Pacific Timetable and operating rules.

Industrial or spur tracks between stations located at:

Location	Name	Footage Capacity
MP 291 Pole 7	River Brand Rice Mills	1565
MP 297 Pole 16	Contl. Can Co.	945
MP 300 Pole 9	Pioneer Lumber Co.	450

Six (6) axle diesel-electric locomotives prohibited.

Mile Post numbers between Lamourie Jct. and Eunice will be designated in train orders by prefix letter "L".



## RULES CHANGES

### UNIFORM CODE OF OPERATING RULES

**Rule K(Revised)**—In case of danger of, loss of, or damage to railroad property by fire, theft, or other causes, employes must unite to protect it. They must exercise care in the use of railroad property and, when leaving the service, must return property entrusted to their care.

Property of the railroad, including freight and articles of value, found in or on cars or on right of way, must be reported immediately to a Special Agent, Station Agent or Officer of the railroad, and not disposed of or removed from company premises or right of way without proper authority.

Employes are forbidden to make charge for services performed in line of duty, or to permit discrimination.

Unless specifically authorized, employes must not use the credit of the railroad and must neither receive nor pay out money on the railroad's account.

**Rule L (Addition)**—Enginemen and trainmen whose vision requires the use of glasses, must have with them such glasses when examined or re-examined, and must wear such glasses when on duty at all times. Enginemen and trainmen requiring glasses for distant vision, must have with them while on duty two pairs of the required glasses. Where glasses are required for both distant vision and reading, two pairs of distant glasses and one pair of reading glasses or two pairs of bifocal glasses must be carried. Such employees must have each pair of glasses with them when reporting to the examiner and will be examined with each pair.

Employees whose duties require them to work on or about moving equipment of any type, or machinery having moving parts or around open fires or sparks must keep their hair at a length which will avoid the danger of its becoming ignited, entangled or enmeshed in said equipment or machinery.

Hair must be of a suitable length that will not interfere with the employee's normal vision.

Hair of a length not meeting the above requirements, must be completely confined at all times when on duty with a suitable net, or other headgear that will provide for the safety of employees.

**Rule Q (Addition)**—The carrying or possession of firearms or other weapons while on duty, or while on company property, is prohibited; except where authorized by the Chief Special Agent or the Division Superintendent.

**Rule 1 (Revised)** — Standard time will be obtained by designated employee at least once every twenty-four (24) hour period for the purpose of determining the correct time of each standard clock.

Each standard clock must be checked and set, if necessary, to the correct time daily. The point from which to obtain the correct time will be posted near each standard clock. A record of comparison will be maintained on prescribed form.

**Rule 10(g) (Addition)**—Temporary Speed Restriction signs will be displayed to the right of the restricted track in the direction of approach.

## RULES CHANGES—Continued

**Rule 10(j), Rule 10(k), and Train Order Form X Example (3)** effective only where authorized by Special Instructions.

**Rule 12(m)**—Trainmen and Enginemen must not use foreign line radio frequencies while on Rock Island Lines property.

**Rule 14 (Addition to Note)**—Radio communication may be used in lieu of engine whistle signal 14(a); that part of 14(b) Release brakes; that part of 14(b) acknowledgement of "calling-on" indication; 14(k); 14(n); 14(o). When so used, a complete understanding of the conditions must be reached.

**Rule 17 (Addition)**—That part of Rule 17 of the Uniform Code of Operating Rules, Paragraph four, reading:

"and (Headlight) must be extinguished when train has stopped entirely clear of main track"

is amended to read:

"and must be extinguished when train has stopped entirely clear of main track until head end of train to be met has passed and then may be used to inspect passing train but must be extinguished before rear of train passes."

**Rule 17-A (Addition)**—On engines equipped with dual alternating flashing lights, the rules governing the use of white oscillating headlight will apply.

**Rule 26(Revised)**—A blue signal displayed at one or both ends of an engine(s) and/or car(s) indicates that workmen are on, under or between the equipment, and the equipment must not be coupled to or moved. Other engine(s) and/or car(s) must not be placed on the same track so as to block or reduce the view of the blue signals.

When a blue signal is displayed at an entrance to a track, engines and/or cars must not be permitted to enter that track.

When workmen are working on, under or between an engine or car(s) coupled to an engine, a blue signal must be attached to the controlling unit of the engine at a location where it is readily visible to the engineman or operator at the controls of that engine.

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

When emergency repair work is to be done on, under or between an engine or one or more cars coupled to an engine, and a blue signal is not available, the engineman or operator at the controls of the engine must be notified and appropriate measures must be taken to protect the employees making the repairs.

**Rule 26-A**—When workmen are working on, under or between an engine(s) and/or car(s) on a track other than a classification track of a hump yard, a blue signal must be displayed at each end of the equipment to which a coupling can be made, or at each entrance to the track.

When workmen are working on, under or between an engine and/or car(s) on a classification track of a hump yard, the following protection must be provided.

(a) Each manually-operated switch, including crossover switches, providing access to the track must be lined for movement to another



## RULES CHANGES—Continued

track and a blue signal displayed at or near each such switch; and each remotely-controlled switch providing access to the track must be lined against movement to the track and a locking device applied to the control for the switch.

(b) The employee in charge of the workmen must ask for and receive from the operator of the remotely-controlled switches the required protection before the work is begun.

(c) The operator of the remotely-controlled switches will provide the protection before informing the employee in charge of the workmen that it has been provided. He will not remove the locking device until notified by the employee in charge of the workmen that the work is completed.

(d) The operator will record on a prescribed form and retain for 30 days information as to the date and time he received request for track protection; name and craft of employee in charge who requested the protection; the number or other designation of the track involved; the date and time he notified the employee in charge that the protection had been provided; the date and time he was informed the work had been completed and the name and craft of the employee in charge who provided this information.

**Rule D-81 (Revised)** — Where two main tracks are in service, trains and engines must keep to the right unless otherwise provided. Where three or more tracks are in service, their use will be indicated by special instructions.

Within yard limits, trains and engines may move against the current of traffic upon authority of the train dispatcher. Train dispatchers will not grant such authority until it is known that the track to be used is clear of opposing trains and engines and the movement protected. (Where specified, train dispatcher will include control operators and/or train directors.)

Trains and engines granted authority to run against the current of traffic under this rule will not exceed LOW SPEED and will notify train dispatcher when movement has been completed. When such authority is given under this rule, it will supersede the superiority of trains.

**Rule 83(a)**, paragraph 2, Item (4)—(Addition) Radio, telephone or other equally effective communicating media may be used in connection with Item 4 (by proper identification) when such communication is directly between the two crews involved.

(Revised)

**Rule S-88 Meeting Points Extra Trains** — Unless otherwise provided by train order Form S-C, at meeting points prescribed by Form S-A Train Order between Extra Trains, the train order must specify which train will hold the main track.

(Revised)

**Rule D-93**—Within yard limits, when moving against the current of traffic, all trains and engines must move at LOW SPEED.

**Rule 98 (Addition)**—Trains or engines moving against the current of traffic on two or more tracks must approach railroad crossing at grade, drawbridges and junctions prepared to stop.

(Revised)

**Rule 100.** Leaving Trains, Engines, or Cars.—When an engine leaves a portion of its train on a main track between

## RULES CHANGES—Continued

stations, two torpedoes must be placed not less than 20 car lengths in advance of the head end of rear portion to serve as a warning. When conditions require, a trainman must protect the returning portion. When for any reason an engine leaves its train or part of its train on the main track, a sufficient number of hand brakes must be set, when necessary, to keep the train from moving.

The automatic air brake must not be depended upon to hold an engine, cars or train, when standing on a grade, whether engine is attached or detached from cars or train. When required, a sufficient number of hand brakes must be applied to hold train, cars, or engine, before air brakes are released. When ready to start, hand brakes must not be released until it is known that the air brake system is properly charged.

Crews cutting off engines or setting out cars from train must leave the angle cock open on the standing portion of the train and, also, on cars set out. At terminals where crew is instructed to close angle cock on the standing portion of the train, the angle cock must not be closed until brake pipe pressure is depleted.

**Rule 103(a)(7) (Revised)** — Before coupling to or moving cars on tracks where cars are being loaded or unloaded, see that running boards, oil tank couplings, elevator spouts and similar connections are removed and clear; plug doors and swinging doors on cars are closed and secured; and persons in, on or about cars are warned and requested to vacate cars while being switched.

**Rule 103(a) (13)**—Before making a movement of engines or cars through gates, doorways and similar openings, stop must be made and it must be ascertained that gates, doors or openings are completely open and secured. Where overhead or side clearances are doubtful, adequate protection must be provided.

**Rule 103(a)(14).** Bulkhead flat cars with center "A" frame dividers when loaded on one side only must not be coupled to or moved until loading or unloading is completed. This also applies to other types of cars when it is known that an unbalanced condition exists that is sufficient to cause derailment.

**Rule 103(a)(15).** Enginemen handling long and/or heavy cuts of cars without air must know that such cuts can be handled safely and stopped within required distance.

When, in judgment of engineer, such cuts cannot be handled safely, sufficient number of cars must have air coupled and charged to control movement.

**Rule 103(a)(16)** — On-track work equipment, when not in use, must be left on yard or back tracks as specified by Yardmaster or Agent. In the event it is necessary to leave such equipment on sidings, permission must be secured from Train Dispatcher or Control Operator.

Equipment must be properly secured when left overnight and during periods when not in use. All hand operated switches (including electric-locked switches) must be lined against movement into that track and switches spiked or secured with safety device.

When equipment is left on tracks with remote control switches,

## RULES CHANGES—Continued

Control Operator must place markers or blocking devices to prevent entry into that track as prescribed by Uniform Code of Operating Rule 375(10).

When equipment is tied up on long tracks or on sidings and it is not practical to block the entire track, a derail or temporary bumping post must be placed 300 feet (when possible) in advance of equipment to preclude movement into or collision with equipment.

The foreman or employee in charge of work equipment must ascertain that protection has been provided before leaving the equipment.

**Note to Rule 104(5)**— Automatic switches as defined Page 12 and Rule 104(5) must not be trailed through when lined against movement. Exceptions: Belt Jct., El Reno, Subdivision 33.

**Rule 104(11) (Revised)**— When a train or engine is clear of main track to meet or to be passed by a train, employees must not unlock any main track switch. They must not take a position in the vicinity of any main track switch while the expected train is closely approaching. They must not go beyond the clearance point for the purpose of attending the switch to be used and must remain at least 150 feet from the switch while the expected train is approaching or passing the switch. If the expected train is not closely approaching, a member of the crew will inspect facing point switches over which the expected train will pass to determine if the switches are lined for the route to be used, that the switch points fit properly and that the lever is secure.

**Rule 104(15) (Revised)**— At main track switches in ABS Territory, train and yard men will operate switch and wait 5 minutes at the switch before giving signal for train or engine movement to main track, except:

- (a) Where switch is equipped with an electric lock.
- (b) Where block signals governing movement to main track indicate proceed, or block indicator indicates block clear.
- (c) At meeting points where switch is operated before the train met has passed its next signal.
- (d) When entering the main track between signals to hostile engine or switch train standing between such signals.
- (e) When entering main track under Rule 402.

The 5 minute wait does not relieve employees from protecting the movement, when required.

**Rule 104(a) (Addition)**—When there is a signal protecting trailing movement to a main track through a spring switch and such signal indicates "Stop" or "Stop, Then Proceed at Low Speed," and, there is no conflicting movement closely approaching the switch, member of crew will operate key release marked "Clear" if so equipped and, signal should clear after expiration of time. If signal does not clear, train or engine may then proceed as prescribed by Rule 350 or Rule 351.

**Rule 104(d)**— (Instructions for operation of electrically-locked hand-operated switches)—

- (1) To occupy main track, obtain authority from control operator before operating switch.
- (2) If movement is to be made from the main track, occupy track in advance of switch within 150 feet to obtain quick release of lock.
- (3) To operate switch, remove padlock from Latch Pedal, step on

Southern Division

## RULES CHANGES—Continued

Foot Pedal, and raise switch throw lever. If Foot Pedal cannot be fully depressed within 15 seconds, allow time relay to run for 5 minutes. At expiration of time, depress Foot Pedal and throw switch. (Leave Latch Pedal - "Depress to apply Padlock" in unlocked position).

(4) When movement is completed, restore switch to normal, depress Latch and Padlock Switch.

**Rule 105 (Revised)**— Unless otherwise specified by train order, general order, or special instructions in timetable, trains and engines using a siding, or any track other than main track, must proceed at Restricted Speed but not exceeding 10 MPH.

Sidings of an assigned direction must not be used in a reverse direction unless authorized by the train dispatcher, or in an emergency under flag protection. Cars must not be left on sidings when possible to avoid it.

When a siding is obstructed, the train dispatcher must be notified at once. When there is a possibility of fouling main track, trains must not take slack on sidings or other tracks adjacent to main track, nor make reverse movement, without proper protection, when necessary.

**Rule 110 (Revised)**— That part of Rule 110 reading: "A member of head end crew of trains standing at meeting or passing points will go to opposite side of main track or siding for purpose of train inspection of passing trains, when practicable" is changed to read: "A member of head end crew of trains standing at meeting or passing points will go to opposite side of main track or siding for purpose of train inspection of passing trains, when practicable. If the expected train is closely approaching on main track, when time permits, the train entering siding will stop when rear of train is clear of main track to permit member of head end crew to go to opposite side of main track for the purpose of inspecting the passing train."

**Rule 110(a) High-Wide Load**— A load which is contained on more than one car, or; on one car, or; equipment on its own wheels which measures in excess of 11'0" wide or 15'6" above top of rail, or; contained on a car longer than 54'6" so that the lading exceeds the width of the car.

High-wide loads which exceed published clearance for the route to be moved must not be moved until clearance instructions have been issued by the Office of the General Superintendent of Transportation. The Chief Train Dispatcher will supervise the movement of high-wide loads and excessive weight shipments.

Conductors are responsible to see that waybills are checked for high-wide loads and excessive weight shipments for which they do not have instructions. They must notify the train dispatcher immediately, when such conditions exist. Yard Conductors, in making up trains, must notify the Yardmaster of any of these cars being lined up for movement in trains. Yardmasters must notify the train dispatchers.

Conductors of trains handling high-wide or excessive weight shipments or when picking up on line these type shipments, repaired cars or equipment, or any equipment with known defects must make notation on train list of the condition and call attention of same to connecting crews or yardmaster, agent, yard forces or operator prior to or upon arrival at final terminal.

## RULES CHANGES—Continued

High-wide loads or excessive weight shipments must not be switched except in placing them in and taking them out of trains. In switching movements, they must not be cut off while in motion, but must be shoved to a stop; sufficient hand brakes must be set or cars properly secured to avoid rolling. They must not be stored on nor moved over yard tracks where clearance is insufficient. Employees must not ride on top, ends, or on sides of such cars. These cars must be given careful handling through turnouts, yards, sidings and interchange tracks and crews must keep a sharp lookout for close clearances. Where overhead or side clearance is doubtful, movement must be stopped and adequate protection provided.

Chief Train Dispatchers, in issuing movement instructions, will notify train and engine crews and yard forces to handle such cars in line with this Rule, listing items by numbers as shown below:

1. At no place shall the width of a load on adjacent tracks exceed the width of a large box car (11 ft. 0 inches wide).
2. On single track; trains handling this shipment, if holding main track when meeting or passing trains on adjacent tracks, must move at restricted speed until wide load has passed train clear of the main track. Trains clear of the main track when meeting or being passed by train handling wide load must be stopped. Train handling this shipment, if on other than main track when being met or passed by train on adjacent track, must be stopped and other train must move at restricted speed until entire train has passed wide shipment. On two or more tracks; trains handling this shipment, unless otherwise instructed, must be stopped when meeting, passing or being passed on adjacent tracks, other train proceed at restricted speed until entire train has passed wide load.
3. Shipment must come to a complete stop and be very carefully hand-signalled at the lowest possible speed at (location).
4. Use westward track only over Bridge 1822 Mississippi River at Davenport.
5. Do not pass any trains or equipment on Bridge 1822, Davenport.
6. Use westward track only over Bridge 1826 1/2, Perry Street, Davenport.
7. Use westward track only over Bridge 3611 at Des Moines.
8. Use eastward track only over Bridge 3611 at Des Moines.
9. Speed must not exceed \_\_\_\_\_ mph at (or between) \_\_\_\_\_.
10. Other special handling instructions issued by General Superintendent Transportation.

When movement instructions include any of the items 1 through 10, Train Dispatchers must issue train orders to trains affected which must indicate which of the items shown above are to be applied.

## RULES CHANGES—Continued

Example:

"Extra 300 West has (car number) in train measuring \_\_\_\_\_ in width and \_\_\_\_\_ in height. Be governed by Rule 110(a) Items One, Two and Nine, 10 mph at Bridge \_\_\_\_\_."

Crews of trains receiving notice of high-wide loads in other trains must inspect their trains for open or swinging doors or anything projecting beyond normal clearance. When a train which is handling a high-wide load is notified by train order of another train handling a high-wide load on the same subdivision, the Conductor must notify the Train Dispatcher so that a meeting or passing point can be arranged.

**Rule 111(c)**—Mirrors of any type must not be used in making inspection as required by Rule 111.

**Rule 209.** Writing and Recopying.—Operators receiving train orders must write or typewrite them in manifold during transmission. Train dispatcher's signature (initials) must be placed directly under the last word of the order. They must retain a copy of each train order.

Train order operators using printed form train orders are required to copy only that portion of the order transmitted by the train dispatcher.

If the requisite number of copies cannot be made at one writing, operators must make others from the original copy and repeat to the train dispatcher from the new copies each time additional copies are made. The name of the original receiving operator will be shown with the initials of the operator who recopies the order.

The train dispatcher will place notation in train order book of the repetition, but the original date of issue and time complete will not be changed.

When authorized by special instructions, train order forms Q, T and X may be duplicated mechanically.

When an error is made in transmitting a train order and before it has been repeated, all copies must be immediately destroyed, the order marked "Void" in train order book, and if reissued, given another number. If an order in which an error has been made has been repeated, that order must be annulled by train order Form L.

**Rule 218.** Issued at Meeting or Waiting Point.—When a train order is sent to a train at its meeting or waiting point (except initial station), the fact must be stated in the order in the words:

"Order to (train) at (station)."

The train must be brought to a stop by the operator, using flagman's signals, before the train dispatcher OK's the clearance.

When time at that station in wait order expires before arrival of train restricted, or the train being advanced to the meeting or waiting point has arrived, is clear of main track and train dispatcher so notified; train dispatcher may OK clearance and order may be delivered without stopping train. If the train order has been fulfilled by the inferior train, it may be annulled.

A train that is advanced to a meeting or waiting point where

## RULES CHANGES—Continued

### Rule 218 (continued)

the opposing train receives the order must approach such station at Restricted Speed, and, in addition, stop back a sufficient distance and send flagman ahead, when necessary.

**Rule 219 (Revised)**—Operators must make the requisite number of copies of clearance at one writing and preserve a copy unless destroyed per Rule 216 or 216(b).

**New indication Rule 282:** Proceed, reducing to 40 MPH before reaching next signal.

**Rule 329**—changed to read as follows:

When a train or engine, having passed a proceed indication of an absolute signal, stops less than one car length beyond such signal, it must not again proceed without complying with the most restrictive indication that can be displayed by that signal unless such signal can be seen to be displaying a proceed indication.

**Rule 343(a)**—Effective only where authorized by Special Instruction or General Order.

At manual interlockings when unable to communicate with control operator should a signal for route to be used indicate STOP, the following will govern:

After STOP has been made, and no conflicting movement is closely approaching, movement may be made by moving train or engine at least one car length into the interlocking limits, stopping before fouling any conflicting route or track. After the interlocking limits have been occupied, a member of the crew must observe signals on conflicting route, or routes, and know that they indicate STOP. All switches and derails in the route to be used must be examined. After waiting ten (10) minutes with the interlocking limits occupied, train or engine may proceed at Low Speed to the next signal within interlocking or if there is no other signal, thru interlocking limits.

**Rule 345** is changed to read:

Interlockings within CTC Territory —

At interlockings within CTC Territory when a train or engine has moved within interlocking limits either on hand signals, verbal permission, or when preceded by a flagman, it must not move beyond the interlocking limits unless there is a leaving signal governing movement beyond interlocking limits displaying other than — Low, Stop and Proceed, or Stop, except as provided by Rule 350.

**New Rule 346**—Engines or cars must not be left standing between the absolute signals of an interlocking without permission.

**Rule 350 (Addition)**—Within territory where CTC Rules are in effect, trains or engines having proceeded under the provisions of Item 3 (Flag Protection), due to lack of communication, must not exceed Low Speed until it has reached the next controlled absolute signal unless communication has been established with the control operator.

## RULES CHANGES—Continued

**Addition to Rule 508(5)**—When Diesel engines equipped with 26-L brake equipment are set out or cut-off from a controlling consist, the MU-2-A valve must be properly positioned to "Lead or Dead" position before the unit is uncoupled from consist.

**Rule 510(2)(Revised)**—Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

**Rule 606 (Revised)**—In every case of personal injury in any branch of the service, a full and complete report must be made at once on prescribed form by the injured party, when physically able to do so, answering every question as fully as possible. If not physically able to do so, such report to be made by the injured party's immediate supervisor.

**Train order Form P**—superseding an order or part of an order. Example (7) — Extra 272 West may run 40 MPH instead of 30 MPH from A to Z (or A to W, as the case may be).

Train orders issued under Forms S-A, B, S-C, D, and Form F (Example (6) only), may be superseded. Other forms must not be superseded, except as specified herein, such as Example 5, 6, and 7.

Example (3) must be used only to extend the right conferred. Example (7) must be used only to raise or increase maximum speed for train or trains addressed, over entire subdivision or between the points specified.

**Form X Train Orders, example 1**, page 102, may be modified by adding "NSD." This supersedes present instructions reading, "May be modified by adding: 'Temporary speed restriction signs not displayed.'"

**Train orders, except Form X Example 2**, must not be issued in the form of a General Order.

Maximum speed may be increased as well as decreased by train order.

On Subdivisions where mile posts are located every two miles, the following examples of Form X Train Orders must be used:

Example 1. Do not exceed \_\_\_\_\_ MPH between the two resume speed signs governing in opposing directions located between MP \_\_\_\_\_ and MP \_\_\_\_\_.

Example 2. Do not exceed 20 MPH between the two resume speed signs governing in opposing directions located between MP \_\_\_\_\_ and MP \_\_\_\_\_.

30 MPH located between MP \_\_\_\_\_ and MP \_\_\_\_\_.

15 MPH located between MP \_\_\_\_\_ and MP \_\_\_\_\_.

## RULES CHANGES—Continued

Rubber stamp and printed train order Form CT 110E covering broken rails and/or open joints inaugurated reading: "Broken Rail at MP \_\_\_\_\_ Pole \_\_\_\_\_ between \_\_\_\_\_ and \_\_\_\_\_ Stop and inspect unless orally instructed by foreman in charge or a proceed signal with a green flag or light is received if safe to proceed do not exceed 10 MPH unless a higher speed is authorized by foreman in charge." Be governed by Rule 206(a), 209 and 210. A broken rail found in main tracks must be protected immediately by flagman or by reporting to dispatcher who will protect by train order and no trains allowed to pass over it until it has been determined that the rail is in such condition as will permit safe passage of trains. If it is decided trains may pass over the rail safely, all trains must be stopped before reaching the break, unless verbal communication is established with the trains involved and the foreman in charge of the work orally authorizes the train to proceed without stopping or a proceed signal is given with a green light or flag authorizing the train to proceed without stopping. Train must not exceed 10 MPH unless a higher speed is orally authorized by the foreman in charge of the work.

### RULES AND INSTRUCTIONS FOR TRAIN DISPATCHERS AND OPERATORS

**Rule 29. Checking Repetition.**—Train Dispatchers and Operators must use particular care in repeating and checking the repetition of train orders as they are jointly responsible for the correct repetition.

Operators receiving an order must observe whether the others repeat correctly, and must call train dispatcher's attention to any errors in repetition.

Frequent checks or tests should be made by train dispatcher to know that the operators are checking repetition, by stopping the operator who is repeating and telling another to go ahead from there, and report violations.

Operators should not be excused from checking repetition when it can be avoided.

Checking the repetition of train orders could have prevented many accidents.

**Rule 37. Writing as Transmitted and Re-copying.**—Except when revising or re-copying Form X Train Orders authorized by Train Dispatchers, operators must not write or typewrite a train order or part of a train order in advance of its transmission, except in making additional copies per Rule 209.

Operators must not write or typewrite any train order, (except for Form X Train Orders only when authorized by Train Dispatcher) before it has been transmitted, then ask Train Dispatcher for a number and repeat it.

Operators are not permitted to deliver train orders that have been re-copied until they have been repeated from the new copies.

If an operator re-copies an order on account of an error in writing, train dispatcher must instruct him, and, operator will destroy the original copy before repeating the re-copy.

## RULES CHANGES—Continued

### UNIFORM CODE OF SAFETY RULES

**Rule 44.** Except in unusual or emergency situations, when working on bridges not equipped with footwalk or handrail, employees must not walk, work or stand along side of moving or standing engines, cars, or other equipment.

**Rule 137.**—Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

### SPEED RESTRICTIONS

#### ALL SUBDIVISIONS

Authorized speed through curved switch leads of turnouts as follows:

	MPH	Loaded 85 ft. and Longer Cars
No. 20 .....	40	35 MPH
No. 15 .....	25	20 MPH
Others .....	10	

MPH

TOFC Trailers loaded with swinging meat thru curved switch leads of No. 15 and No. 20 turnouts ..... 15

#### LOCATION No. 15 TURNOUTS

- Subdiv. 251 MP 240 Pole 10 North switch East Siding, Cline  
MP 245 Pole 17 Switch to WUT Tracks, Wichita
- Subdiv. 25 MP 295 Pole 0 South Siding Switch, Caldwell  
MP 338 Pole 12 North Siding Switch, North Enid  
MP 378 Pole 3 North Siding Switch, Kingfisher  
MP 379 Pole 19 South Siding Switch, Kingfisher  
MP 388 Pole 3 North Siding Switch, Okarcho  
MP 395 Pole 34 North Siding Switch, Concho  
MP 396 Pole 28 South Siding Switch, Concho
- Subdiv. 26 MP 455 Pole 1 North Siding Switch, Rush Springs
- Subdiv. 27 MP 511 Pole 31 South Siding Switch, Ryan  
MP 603 Pole 19 North Siding Switch, Saginaw  
MP 610 Pole 7 Trinity River, Peach
- Subdiv. 28 MP 614 Pole 17 South Siding Switch, Sylvania  
MP 621 Pole 5 North Siding Switch, Hurst  
MP 622 Pole 7 South Siding Switch, Hurst  
MP 626 Pole 25 North Siding Switch, Tarrant  
MP 627 Pole 27 South Siding Switch, Tarrant  
MP 634 Pole 26 North Siding Switch, Irving  
MP 635 Pole 26 South Siding Switch, Irving  
MP 637 Pole 14 North Siding Switch, Dallas  
MP 639 Pole 0 South Siding Switch, Dallas

## SPEED RESTRICTIONS—Continued

Subdiv. 29 MP 25 Pole 17 East Siding Switch, Heth  
 MP 27 Pole 5 West Siding Switch, Heth  
 MP 51 Pole 29 East Siding Switch, Palestine  
 MP 53 Pole 20 West Siding Switch, Palestine  
 MP 134 Pole 31 Crossover, Biddle  
 MP 134 Pole 33, Biddle

<b>MAXIMUM ENGINE SPEEDS</b> .....	<b>MPH</b>
610, 614-620, 630, 639, 641-646, 649, 650-655, 657-665, 675-677 .....	95
190-199, 200-299, 415-424, 451-456, 4582-4599 .....	70
300-396, 4700-4719, 4790-4799 .....	65
10, 12, 13, 117, 118, 123, 124, 403, 406, 409, 430-441, 529-563, 765- 780, 795-797, 811-840, 900-949, 1200-1299, 1300, 1302-1353, 4101- 4111, 4150-4168, 4425-4494, 4500- 4559, 4800-4804, 4900-4909.....	65
Trains and engines moving against current of traffic on two main tracks not signaled both directions, except Sub- division 1-A and 1-B .....	<b>All Trains MPH</b> 49
Trains and engines making movement against current of traffic on two main tracks over facing point spring switches not protected by signals or indicators . .	30 Eng. Only
Single unit engines running forward light, or with only one car (except suburban service).....	35
Road freight or passenger diesels, other than road switchers, backing up .....	25
When this is being done, except in switch- ing movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.	
Short Wheel base ore hoppers.....	30
Trains handling steam derrick, pile drivers, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by officer.....	25
Pile Driver 95230, 95231, 95232 and Crane 95260:.....	30

These machines must not be handled over  
bridges on industrial and other beck tracks  
unless otherwise authorized by officer and  
must not be handled in trains when pile  
leads and platforms are attached to boom  
in either a raised or lowered position un-  
less accompanied by the operator in the  
cab of the machine.

These machines moving on own wheels should  
be handled on rear of train ahead of caboose  
and boom must be turned to trailing posi-

## SPEED RESTRICTIONS —Continued

tion at first point where it can be done un-  
less otherwise authorized.

These instructions will not apply to relief derricks with boom trailing when trained behind engine in relief train service. In such case, unless otherwise authorized, max- imum speed.....	25
Spreaders 95319 and 95320 when being moved in train with wings in trailing position and coupled to loaded cars on both ends .....	40
Trains handling welded rail of any length will not exceed 35 MPH; 5 MPH through turnouts. Buffer cars must be placed on both ends of welded rail and must be placed in train as instructed .....	
Air dump cars under load (R.I. SERIES 97000).....	40
Trains and engines having six-axle locomotive in engine consist, where present curves are posted 45 or 50 MPH, except E-7, E-8 and E-9 passenger units	40
When gross tonnage of freight trains ex- ceeds 80 tons per operative brake (Note: To determine tons per operative brake, divide the gross tonnage by the number of cars in the train). .....	40
Where speeds on any subdivision or part thereof are lower than the above. THE LOWER SPEED WILL GOVERN.	

## SPECIAL INSTRUCTIONS

The following equipment must not be towed or operated un-  
der own power through water in excess of the maximum  
height of water above rail shown below, unless otherwise in-  
structed by officer at location of high water. When towed or  
operated under own power through water of lesser depth than  
shown below, a speed of 3 MPH must not be exceeded.

	<b>Maximum height of water above rail</b>
Diesel engines.....	3 inches
Lightweight passenger cars .....	7 inches
Conventional passenger cars .....	12 inches

1. Conductors and Enginemen running over more than  
one Division must consult Bulletin Board and General Order  
Book at the initial point on each Division, except where they  
have consulted the Bulletin Board and General Order Book of  
such Division at the initial point of run.

2. Scale test cars moving in trains will be handled next ahead  
of caboose except RI 95381 may be positioned at any location in  
the train.

## SPECIAL INSTRUCTIONS — Continued

All work Equipment cars converted from old passenger cars are to be moved only on rear end of freight trains, no more than five cars ahead of caboose. Where more than one of such cars are to be moved in the same train, all such cars must be trained together with rear car not more than five cars ahead of caboose.

3. Ditcher, or other type of spreaders handled in trains in through movements, must have wings in trailing position when practicable.

4. When snowplows are operated preceding or following other trains, absolute block must be maintained between such trains in territory involved. An absolute block may be established by flagmen, train orders, absolute signals, or by verbal communication when authorized by an officer.

When handling snowplows, a maximum speed of 30 MPH must not be exceeded except, when using Vanderbilt-type snowplows, the officer in charge is authorized to permit maximum speed of 40 MPH.

Flangers will be used only when necessary and must not be in lowered position when working or moving over switches, bridges, road or street crossings, motor car set-offs, or at any place marked by flanger signs.

5. Speedometers on road engines must be checked by observing time between mile posts twice on each trip. The location, speed and any variation must be shown on work report.

6. The following letters and symbols shown in "Station" and "Signs" columns indicate:

- B—General order boards and Books
- C—Standard clock
- F—Fuel station
- P—Telephone
- R—Train register station
- T—Turntable
- W—Water station
- Y—Wye
- TO—Train order station per Rule 221
- TO(N)—Train order station, no train order signal
- UX—Railroad crossing not protected by interlocking
- Yd—Station where yard limit signs are maintained
- \*—Radio installation
- M—Manual Interlocking
- A—Automatic Interlocking
- M/A—1. Communicate with Control Operator if interlocking signal indicates STOP.
- 2. If means of communication is not available or when instructed by control operator, be governed by Rule 344.

7. At stations where telephones are located, conductor or engineer will communicate with dispatcher within fifteen minutes after arrival unless expected train is heard, or seen approaching.

8. Head Brakeman will ride in front cab of freight diesel locomotives unless instructed by engineer or conductor to ride in a trailing unit. If seating is available, both head brakeman

## SPECIAL INSTRUCTIONS — Continued

and swing brakeman will ride the lead unit unless instructed by engineer or conductor to ride in a trailing unit or caboose. Instructions to ride on other than the lead unit will only be given when circumstances require.

9. A train holding main track at meeting point must not pass beyond OVERLAP SIGN nor open a switch beyond the overlap sign until the opposing train has arrived and the siding switch has been set for entrance to the siding. Train taking siding must open siding switch before passing OVERLAP SIGN.

10. HIGHWAY CROSSING SIGNALS—Operation of highway crossing signals and automatic gates is such that when an engine or cars move toward gates on main track, the crossing signal will operate, and after crossing has been occupied and cleared, if any movement by such engine or cars is again made toward the crossing without such movement having been started from the outside of the signal starting circuits, which vary in length 2000 feet to 3500 feet beyond the crossing, the signal or automatic gate will not operate.

Trains or engines standing in start circuits at crossing protected by automatic signal devices, to avoid unnecessary delay to highway traffic, member of crew must go immediately to the crossing and operate control to stop automatic crossing signal.

A controller is provided on side of case for this purpose. To raise gates, insert switch key in slot marked raise, turn and hold for five seconds before removing key. After gates have thus been raised, before movement is started over crossing switch key must be inserted in slot marked lower, turned and held until gates are down before removing key.

In territory where two or more main tracks are involved extreme care should be taken to see the correct controller is used.

11. Account snow and ice conditions, crews must know that switch points and flangeways are sufficiently free of snow and ice to insure safety.

Where visibility is restricted by blowing snow, crews must know that train has been inspected each 50 miles, or more often when deemed necessary. When there are no other employes on duty to assist with train inspection, a walking or pull-by inspection must be made. Reduce speed of train when passing maintenance gangs and open stations to permit a thorough train inspection.

12. All through girder bridges will not clear man on the side of a car.

13. Sanders must not be used while moving over rail-locks and draw-span of drawbridges.\*

\* Drawbridges are located as follows:

- Subdivision 29 - MP 85.3 - White River
- Subdivision 29 - MP 132.5 - Arkansas River
- Subdivision 38 - MP 87.6 - Ouachita River

14. In CTC territory, where maximum speed is in excess of 20 MPH, trains or engines using a hand operated main track switch not equipped with electric lock must have a portion of its train occupying main track or leave main track switch open

## SPECIAL INSTRUCTIONS—Continued

while using such track. Trains or engines must not clear main track at such switches.

15. Dead engines will be handled immediately behind the operating units.

When moving two or more road switcher type engines dead in same train, separate each engine by at least 1 car.

16. Engine consists of two or more units making a reverse movement from mechanical facility to their train or from train to mechanical facility, the controls will be handled from lead unit in the direction of travel when possible to do so. This must be done any time relatively long moves are made or for shorter distances when necessary for safe movement.

17. When employees are deadheading on freight trains, they must ride in the caboose or in a deadhead caboose when available. Where there are insufficient seats to accommodate all deadhead employees on cabooses, those that cannot be seated on cabooses will be permitted to ride the trailing units of the engine. Deadhead employees will not be permitted to ride in the lead unit of engine without proper authority.

18. Except when being moved in work train service, panel rail loaded in open top cars with lading extended above sides of car must be adequately secured to the car by either banding or chaining the panel rail to the car. When these loads are being moved on trains other than in work train service, they must be trained next behind engine. When practicable these loads should be moved on trains other than important symbol trains.

19. When flat spots on wheels of engines or cars are developed on trains between terminals and it is known that no other damage to wheel or running gear exists, they may be operated at speeds as follows:

- (1) Less than two and one-half inches—Normal Speed.
- (2) Two and one-half inches or more—Not to exceed 10 MPH to first inspection point.

If mechanical inspection reveals two and one-half inches or more flat spots, the equipment must not be operated beyond inspection point except on specific instructions of mechanical or operating officer present.

When flat spots are detected on engines or cars between terminals, conductor or engineer must notify Dispatcher at first available point of communication.

Engines or cars set out on line due to excessive flat spots must be reported to Dispatcher who must, when necessary, arrange to have track inspected.

20. TRAIN LOCATION LINE-UP RULES—Rules contained herein govern all types of track work and similar cars, all railroad machinery or work equipment used on or adjacent to railroad tracks, all of which will be referred to hereinafter as "track cars." Operators of these vehicles must have a standard watch and either be examined and qualified on "Rules and Regulations for Maintenance of Way and Structures" or be working under the immediate (on-the-job) supervision of personnel having a standard watch and examined and qualified on Rules and Regulations for Maintenance of Way and Structures and will be referred to hereinafter as "track car operators."

Highway-Rail Automotive Vehicles must have head and tail lights burning when moving on the rail. When other track cars are operated between sunset and sunrise and during the day

## SPECIAL INSTRUCTIONS—Continued

when visibility is restricted, a white light to the front and a red light to the rear must be displayed.

The prescribed form must be used for train location information. A copy of the current line-up must be obtained and read to other members of crew:

1. Before placing track car on main track.
2. Before operating track cars foul of main track.
3. Before working on or obstructing the main track.

The time of trains must be cleared not less than 10 minutes. If the line-up indicates a scheduled train is running late, the later time will be cleared.

When figuring time of a train between stations, the maximum speed will be used.

When unable to secure a line-up due to failure of communication or no communication is available, track cars may only occupy and move on, or foul of main track by providing flag protection as prescribed by Rule 99.

The Line-up shall list all trains on the road, ordered, or expected to be run in the territory involved within the specified time, with information as to whether scheduled trains, including sections, are late or on time. For scheduled trains running late and extra trains, line-up must show approximate leaving time at the initial station or the "OS" and in addition, approximate times at not less than two intermediate stations. To help identification of extra trains, engine numbers shall be given when possible.

Line-up will not contain information as to train and engine movements made exclusively within yard limits.

Track cars will be moved as the way is seen to be clear within yard limits. Dispatchers in issuing line-ups will use the words "Not Before" when quoting figures:

Example: Extra 303 East (Station) not before 7:30 A.M.; or No. 74 leave (Station) not before 2:01 P.M., etc.

Except in an emergency situation and when authorized by the Superintendent or his designated officer, only those trains shown on current train location line-up will be permitted to enter the limits of such line-up during the time the line-up is in effect. This provision will apply when necessary to operate a train against the current of traffic when such information is not shown on current line-up.

Except as provided herein, the Train Dispatcher will be responsible to know that trains not shown on line-ups are not permitted to run before expiration time of current line-up.

In emergency situations, when it becomes necessary to operate a train or engine during time line-up is in effect and such train or engine is not shown on current line-up an officer should ride the engine whenever possible and dispatcher must issue Train Order to the train or engine as follows:

"Track car operators have no notice of your train (or engine) on line-up. Run at restricted speed and sound whistle freely." On two or more tracks when an emergency requires operating a train or engine against current of traffic, dispatcher must issue Train Order to the train (or engine) as follows:

"Track car operators have no notice of your train (or engine) moving against current of traffic between (station) and (station). Run at restricted speed and sound whistle freely." Dispatchers must take necessary action to prevent trains or



## SPECIAL INSTRUCTIONS—Continued

engines running in advance of figures shown at the stations designated on line-up, when necessary, protecting the figures shown by Form "E" Train Order (Wait Order).

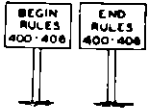
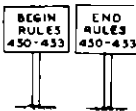
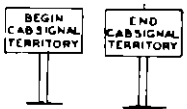
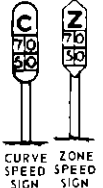
Train Dispatchers shall issue line-ups for all concerned at times specified by the Superintendent and will be written in train order book numbered consecutively beginning at midnight. Additional line-ups will be issued upon request. When line-ups previously issued are still in effect when Dispatchers are relieved, transfer must show numbers of line-ups in effect and relieving Dispatchers will be responsible for trains operating not shown on line-up or trains operating ahead of line-up figures. Line-up must be repeated by one or more of those copying it. Each person copying line-up must observe whether line-up is repeated correctly and, if not, will immediately call attention to any mistakes.

At designated intervals, copies of line-ups will be sent to a designated supervisory officer for checking.

Persons copying line-ups shall make as many copies as necessary. When an operator copies line-up a file copy shall be retained bearing signature of all persons to whom copies were issued, and when relayed by phone or other communication, notation will be made on file copy.

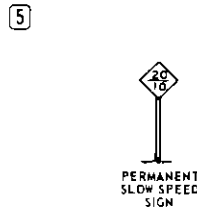
When necessary, foremen shall obtain extra copies of line-ups for use by employees under their supervision. Such employees shall acknowledge receipt and understanding of the line-up by signing the foreman's copy.

### Rule 21

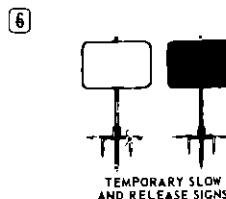
1.  1. Indicates location where Centralized Traffic Control CTC Rules 400-406 begin and end.
2.  2. Indicates location where Rules governing a movement of trains and engines in the same direction by block signals begin and end.
3.  3. Indicates location of beginning and end of cab signal territory.
4.  4. Curve speed sign indicates speed restriction for curve 4000 ft. from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign to be placed 6600 ft. in advance of curve. Zone speed sign indicates maximum speed for zone ahead.

## SPECIAL INSTRUCTIONS—Continued

Sign to be placed 4000 ft. in advance of zone where speed restriction becomes effective except on sub-divisions where maximum freight train speed is in excess of 60 MPH, signs to be placed 6600 ft. in advance of zone where speed restriction is effective. Where the movement is from a lower to a higher speed zone the zone speed sign will be placed at the point where speed may be increased. On both signs the higher figures govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures is shown it governs all trains and engines. See Rule 10(h).



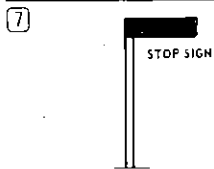
5. Permanent Speed Restriction sign indicates permanent speed restriction begins 4000 feet or farther when necessary from sign. On subdivisions where maximum speed for freight trains is in excess of 60 MPH sign to be placed 6600 feet in advance of where permanent speed restriction begins. The higher figures on signs govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures is shown, it governs all trains and engines. Where the movement is from a lower to a higher speed, the sign will be placed at the point where speed may be increased, but the prescribed speed restriction must be maintained until entire train has passed this sign. See Rule 10(h).



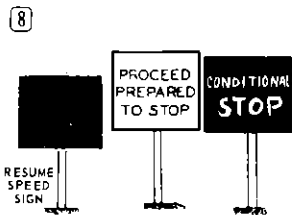
6. Temporary speed restriction sign indicates temporary speed restriction located two miles or farther from sign except where maximum speed is 45 MPH or less, one mile or farther from sign. Resume speed sign indicates end of speed restriction. Note: The prescribed speed

## SPECIAL INSTRUCTIONS—Continued

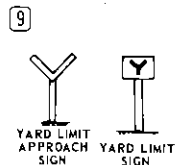
must be maintained until entire train has passed the resume speed sign. See Rule 10(g).



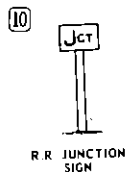
7. Indicates point where stop must be made before any part of train or engine passes such stop sign, sign used to protect railroad crossings not protected by interlocking or gates; junction points and other points where required by rule or law.



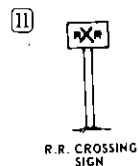
8. Yellow "PROCEED PREPARED TO STOP" sign indicates "CONDITIONAL STOP" sign will be displayed two (2) miles from "PROCEED PREPARED TO STOP" sign, (except when restricted track is less than two miles from terminal or junction point). "CONDITIONAL STOP" sign placed at point where train must be stopped unless authorized by foreman in charge of work to proceed beyond sign. Green "Resume Speed" sign will be displayed at point where restriction ends. See Rule 10(i)(1) and 10(i)(2).



9. "Yard Limit Approach" sign indicates "Yard Limit" sign displayed approximately 1 mile ahead. "Yard Limit" sign indicates start of yard limits and is the point where train must be moving at restricted speed or Low Speed when required by rule.



10. R.R. Jct. sign indicates R.R. jct. located 1 mile ahead.

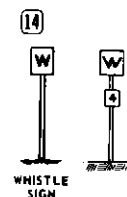


11. R.R. Crossing sign indicates R.R. Crossing located 1 mile ahead.

## SPECIAL INSTRUCTIONS—Continued



12. Overlap sign indicates the point where signal section for the block ahead begins. After track has been occupied beyond this sign, signals in opposing direction will indicate stop. See Rule 9 Special Instructions.

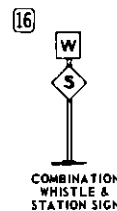


13. End of block sign indicates the point where block signal section ends.

14. Whistle sign indicates point where Rule 14 (l) whistle signal must begin. Whistle signal must be repeated or prolonged until crossing is occupied by engine or car. Whistle sign will be located at distances from crossing as follows on sub-divisions where maximum speed is:

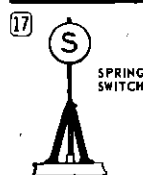
40 MPH or less	.....1320 Ft.
40-60 MPH	.....2000 Ft.
60-80 MPH	.....2600 Ft.
80-90 MPH	.....3000 Ft.

When standard crossing whistle sign bears a number plate below the "W" such sign will designate the number of crossings for which whistle signal Rule 14 (l) is to be sounded. Whistle signal Rule 14 (l) must be repeated or prolonged until all crossings protected by this sign have been occupied by engine or car.



15. Station sign indicates station ahead 1 mile from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign will be located 2 miles from station. Distance to be measured from siding switch in direction of approach.

16. Combination whistle and station sign. To be placed when both signs are applicable as shown in signs 14 & 15.

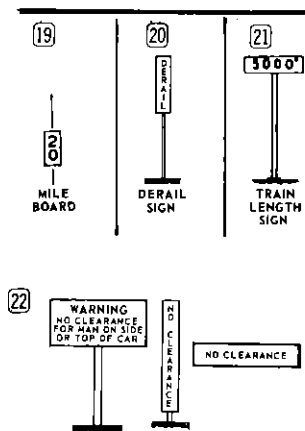


17. Indicates location of spring switches.

18. Flanger sign indicates location where flangers are to be raised over motor car set-offs, road crossings or other obstructions

## SPECIAL INSTRUCTIONS—Continued

when operating snow plows, spreaders or other work equipment.



19. Mile board indicates mile post location.
20. Derailed sign indicates location of derails.
21. Train length marker signs indicate distance from leaving switch of siding or yard (or other designated point) to determine length of train by feet.
22. No clearance sign indicates point where there is insufficient clearance for a man on side or top of car.

Roadway signs facing direction of approaching trains, except temporary speed restriction signs, will be respected regardless of which side of the track signs are located. These instructions will not apply to "PROCEED PREPARED TO STOP" and "CONDITIONAL STOP" signs when displayed beyond both rails of an adjoining main track.

### Rule 22

Loads (gross weight of car and lading) with a maximum gross weight of 263,000 pounds can be moved unrestricted over all main and branch lines except those shown below:

Subdivision	Description of Line	Gross Weight
25-B	Enid to Warren	221,000
25-C	Alva to Enid	200,000
26-A	Anadarko to Mangum	190,000

Work equipment restrictions: RI 95019 and 95024 relief cranes cannot move over Bridge 495, Mountain View, Oklahoma.

34-A	Okeene to Homestead	221,000
40	Alexandria to Eunice	200,000 M

M. Cars with gross weight over 200,000 pounds but not exceeding 263,000 pounds may be handled between Alexandria and Eunice with the following restrictions

Br. No.	Town	Speed
2966	Mamou	10 MPH

Subdivision	Description of Line	Gross Weight
37-A	Butterfield to Sparkman	190,000 N

N. Cars with gross weight over 190,000 pounds but not exceeding 263,000 pounds may be handled between Butterfield and Abco without restrictions.

W&OV	Warren to Banks (Track)	200,000
29-A	Des Arc to Mesa (Track)	221,000

## SPECIAL INSTRUCTIONS—Continued

### Industrial and Yard Trackage (Restriction Account of Bridge)

Subdivision	Description of Line	Gross Weight
29	Dixie Culvert Spur	190,000
35-A	Twen Cen, Arkansas	240,000
26-B	Fort Sill Spur	190,000
28	Dorothy Spur	210,000
	Highland Industrial District	240,000
	Trinity Industrial District	240,000
33	Bethany Line (Oklahoma City)	190,000

Loads (gross weight of car and lading) with a maximum gross weight exceeding that shown above must not be moved except on authority of Chief Train Dispatcher. The Chief Train Dispatcher, before authorizing movement must obtain authority from the General Superintendent of Transportation.

Covered hopper cars, loaded or empty, and other loaded open-top cars or open-top TOFC with lading extending above top of car or trailer must not be trained next ahead of caboose in trains.

**Rule 23**

In the event of a derailment or accident involving a train, Conductor will take train list and waybills with him when leaving caboose to survey the damage, or if waybills are being carried on head end of train, Conductor must make arrangements to secure. After damage has been surveyed and assessed, he must, as soon as practicable, make a telephone report to the Train Dispatcher the information required below—Items 1 through 11. The Train Dispatcher will enter the information on the proper form in his office along with any other information deemed necessary and furnish to the Chief Dispatcher or Asst. Chief Dispatcher on duty.

1. Train or Engine Number \_\_\_\_\_

2. Location \_\_\_\_\_ Nearest Mile Post \_\_\_\_\_

Brief description of physical layout such as curves, cut, fill, ascending or descending grade. \_\_\_\_\_  
\_\_\_\_\_

3. Time of Derailment or Accident \_\_\_\_\_

4. Loads, empties and tons (in train) \_\_\_\_\_

5. Location in train of derailed cars \_\_\_\_\_

6. Estimate of Track, Bridge or Signal damage \_\_\_\_\_  
\_\_\_\_\_

7. Personal injuries \_\_\_\_\_

8. Cause of Derailment or Accident (if known) \_\_\_\_\_

9. Weather conditions \_\_\_\_\_

10. If Hazardous Material involved: \_\_\_\_\_

A. How close to residential or commercial establishments \_\_\_\_\_  
\_\_\_\_\_

B. Are any cars broken open or leaking (if yes, describe) \_\_\_\_\_  
\_\_\_\_\_

C. Is any car or equipment on fire \_\_\_\_\_  
\_\_\_\_\_

11. Details of cars involved as follows: (List each car involved in accident or derailment) \_\_\_\_\_  
\_\_\_\_\_

Car Initial & Number	Waybill Name of Commodity	Shipper	Origin	Consignee	Destn	Placarded	Position of Derailed car
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## SPECIAL INSTRUCTIONS—Continued

**Rule 24.** All shipments of Class A Explosives moving to, via or originating on the CRI&P Railroad must not be moved from an interchange point with another railroad or from a local loading point until the car has been inspected by a mechanical department representative to determine that car meets certain restrictions with reference to structural and brake shoe requirements. Under no circumstances may cars be moved that are equipped with standard cast iron brake shoes. Other brake shoes which are permitted must meet certain AAR wear limit requirements. Cars should be stencilled "Equipped with high friction composition brake shoes", letters to be at least one and one-half inches high.

Cars containing Class A Explosives must be equipped with:

- (1) a continuous steel sub-floor or,
- (2) metal spark shield, located on each side of the center sill, extending continuously from the center sill to the side sill, and continuously from the end sill to a point not less than 1 foot beyond the tread of the inside wheel of the car truck and which does not have an accumulation of oil, grease, or debris, constituting a fire hazard.

While being transported, if there is evidence of brakes sticking on any of these cars, measures must be taken to assure that air brakes and hand brakes are fully released.

If there is evidence of overheating of any component of a car, or the suspension system or draft gear assembly of a car is found to be in an unsuitable condition for service, each defective car must be set out from the train, or the train may proceed at a speed of not more than 10 MPH to the nearest point where it can be set out.

Cars set out under these conditions may not be moved until they have been repaired, inspected and certified as safe by a mechanical department officer. If car cannot be made safe and in a suitable condition for service, the Class A Explosives lading must be transferred to a car which meets requirements for Class A Explosives loading.

**Rule 25.** Form CT 231 (Notification to Crew of Hazardous Materials in Train) must be furnished to conductor and engineer of trains handling cars containing hazardous materials identified by new Standard Transportation Commodity Code as follows:

**DANGFCG** — Flammable compressed gas or flammable gas with DANGEROUS placards or FLAMMABLE GAS placards applied; Commodity Code 4905100 to 4905867

**EXPLOSA** — Class A explosives with EXPLOSIVES placards or EXPLOSIVES A placards applied; Commodity Code 4901100 to 4901710

**FPOIGAS** — Class A flammable poison gas or liquids with FLAMMABLE POISON GAS placards or POISON GAS placards applied; Commodity Code 4920100 to 4920130

**POIGASA** — Class A poison gas or liquids with POISON GAS placards applied; Commodity Code 4920300 to 4920920

**RADACT3** — Fissile Class III radio-active material with RADIO ACTIVE placards applied; Commodity Code 4927000 to 4927480

DOT Type 112A and 114A tank cars transporting flammable compressed gas or flammable gas requiring DANGEROUS placards or FLAMMABLE GAS placards shall not be cut off in motion. No car moving under its own momentum shall be allowed to strike any DOT Type 112A car or 114A car containing flammable compressed gas or flammable gas placarded DANGEROUS or FLAMMABLE GAS, nor shall any such car be coupled into with more force than is necessary to complete the coupling.

The shipping papers required for loaded DOT Type 112A or 114A cars containing flammable compressed gas or flammable gas placarded DANGEROUS or FLAMMABLE GAS must carry the notations "DOT 112A" or "DOT 114A" and either "Flammable Compressed Gas Placarded Dangerous" or "Flammable Gas Placarded Flammable Gas". Papers must also carry the notation "must be handled in accordance with FRA E. O. No. 5".

Loaded tank cars other than flammable compressed gas or flammable gas placarded DANGEROUS, FLAMMABLE, OXIDIZER, CORROSIVE, NON-FLAMMABLE GAS, POISON, ORGANIC PEROXIDE, CHLORINE, or OXYGEN-Gravity Retarded (Hump) Rules:

(1) These cars being handled in switching operations, when not shoved to rest, must be cut off one car at a time and retarded to the slowest possible speed to prevent overspeed impact.

(2) No car or cars shall be released until the loaded tank car placarded as above is stopped in the clear on the designated track. Following car or cars for the same track must be single car movements retarded to the slowest possible speed to prevent overspeed impact until the loaded tank car placarded as above is covered by one (1) car.

**Flat Switching Rules:**

(1) All loaded tank cars placarded DANGEROUS, FLAMMABLE, FLAMMABLE GAS, OXIDIZER, CORROSIVE, NON-FLAMMABLE GAS, POISON, ORGANIC PEROXIDE, CHLORINE, or OXYGEN handled in other switching operations must be shoved to rest or to a coupling.

(2) Following car or cars for the same track must be shoved to a coupling until the loaded tank car placarded as above is covered by one (1) car.

(3) These instructions do not modify any of Bureau of Explosives Poster No. 1, Item 174.589(c), regarding "switching cars containing explosives, poison gas or flammable poison gas or placarded trailers on flat cars".

**Rule 26.** At interchange locations where no mechanical forces are available, conductors are to make a visual inspection of cars interchanged from other roads for the purpose of detecting any mechanical defect.

Conductors are also responsible to see that a visual inspection of lading on open top cars is made and when any damage, shifting of lading or improper securement is noted, the party making the inspection will make a note to that effect and pin it on the waybill. At the next terminal, this information should be typed or written on the waybill so that this will become a permanent record and relieve our company from participating in claims paid for that damage.

## SPECIAL INSTRUCTIONS—Continued

**Rule 27.** The following will govern the handling of Relief Derricks:

Prior to moving a relief derrick from terminal a Car Department Officer or Supervisor must make a thorough inspection to determine that boom, outriggers and tie downs are secured, journal boxes inspected and other servicing requirements have been completed.

Unless otherwise authorized by Division Superintendent an Officer and a Car Department Supervisor must ride the train to and from the work site, also when making movements at the Work site an Officer or a Car Department Supervisor must accompany at all times. While in movement to and from the work site, Car Department Supervisor will consult with Officer in charge, or train crew, as to locations where train will be stopped for a standing inspection of the equipment.

During the time derrick is engaged in work at the work site, the Wrecker Foreman is in charge of any moves made and all signals to Wrecker Engineer will be given by him. An Operating Officer will be present to supervise handling of the movement of the derrick and cars in the derrick consist but any such moves will be only on the direction of the Wrecker Foreman in charge, after he has ascertained that the move(s) can be made safely.

**Rule 28.** Standard Watches. All railroad grade pocket watches entering into service for the first time must be size 16, lever set, 21 or more jewels, and of construction and in a condition that they will run within a gain or loss of 30 seconds per week, in use.

The dial must be plain, with Arabic numerals of the "box car" type. It may have marginal minute numerals. It must have heavy hands.

The following watches meet these requirements:

<u>Make</u>	<u>Size</u>	<u>Jewels</u>	<u>Model</u>
Waltham	16	23	Double Roller Vanguard
Elgin	16	23	D. R. B. W. Raymond
Elgin	16	21	D. R. B. W. Raymond
Hamilton	16	23	D. R. No. 950
Hamilton	16	21	D. R. No. 992 Ry Spl
Illinois	16	23	D. R. Bunn Special
Illinois	16	21	D. R. Bunn Special
Ball	16	23	D. R. Official RR Std.
Ball	16	21	D. R. Official RR Std.

The following wrist watches are authorized:

B. W. Raymond (Elgin)

Ball TRAINMASTER Model 1604B

Ball TRAINMASTER Automatic

Hamilton 505 Electric Railway Special

Bulova Accutron 226 - Stainless Steel

Bulova Accutron 427 - Gold filled

Bulova Accutron CC - Stainless - with calendar

Bulova Accutron CD - Gold filled - with calendar

Eterna Sonic No. 133TRA1550 Electric

Wyler Incaflex Dynawind No. 4125RA All Steel self-winding

Wyler Incaflex stem wind No. 1370RA

(The latter two must have a sweep stop device.

All 3 are made by Wyler Watch Corporation).

Longine UTL 6312 SFG Electric 24 hour dial calendar watch

Wrist watches (with the exception of the Bulova Accutron) must be cleaned and oiled each 18 months, and watch card (Form CT-90-B) must be marked to indicate last cleaning date. The energy cell in the Bulova Accutron and other electric wrist watches must be renewed each 12 months and watch card (CT-90-B) marked to indicate date last renewed.

Standard Pocket Watches must be cleaned and oiled each 24 months and watch card (CT-90-B) marked to indicate last cleaning date.

### BELL TELEPHONE NUMBERS - DISPATCHERS EL RENO

Chief Dispatcher - (Except Shawnee to Tucumcari and intermediate branch line).....	405 - 262 - 2666
Chief Dispatcher - Shawnee to Tucumcari and intermediate branch lines.....	405 - 262 - 1564
Train Dispatcher - Booneville to Memphis and Bidle to Eunice.....	405 - 262 - 1730
Train Dispatcher - Booneville to El Reno.....	405 - 262 - 1629
Train Dispatcher - El Reno to Tucumcari and intermediate branch lines.....	405 - 262 - 1672
Train Dispatcher - Herington to El Reno with intermediate branch lines and Fort Worth to Dallas.....	405 - 262 - 1646
Train Dispatcher - El Reno to Fort Worth and intermediate branch lines.....	405 - 262 - 1672



Oral conversation between foreman in charge of work and engineer to be worded as follows when using "Proceed Prepared To Stop" and "Conditional Stop" signs.

### FOREMAN'S CLEARANCE

RI \_\_\_\_\_  
OCCUPATION NAME

in charge of work at MP \_\_\_\_\_ calling (Train No.) \_\_\_\_\_

(after train answers giving his identification): \_\_\_\_\_

This is RI \_\_\_\_\_ in charge of  
OCCUPATION  
work between MP \_\_\_\_\_ and MP \_\_\_\_\_ Train Order No. \_\_\_\_\_ . We are in the clear and you may proceed past the red conditional stop sign and through the limits of order at \_\_\_\_\_ MPH.

Where Rule 10(i)(2) is authorized, Foreman will omit the words, "Train Order No. \_\_\_\_\_ ."

### ENGINEER'S ACKNOWLEDGMENT OF CLEARANCE

This is engineer of RI Train \_\_\_\_\_ .

I may proceed past the red conditional stop sign and through the limits of Order No. \_\_\_\_\_ between MP \_\_\_\_\_ and MP \_\_\_\_\_ at \_\_\_\_\_ repeat \_\_\_\_\_ MPH.  
SPEED SPEED

Where Rule 10(i)(2) is authorized, Engineer will omit the words, "of Order No. \_\_\_\_\_ ."

Oral conversation between foreman in charge of work and engineer to be used to authorize one additional restriction between "Conditional Stop" signs.

### FOREMAN'S CLEARANCE

RI \_\_\_\_\_  
OCCUPATION NAME

in charge of work at MP \_\_\_\_\_ , calling (Train No.) \_\_\_\_\_

(after train answers giving his identification): \_\_\_\_\_

This is RI \_\_\_\_\_ in charge of work  
OCCUPATION  
between MP \_\_\_\_\_ and MP \_\_\_\_\_ Train Order No. \_\_\_\_\_ . We are in the clear and you may proceed past the red conditional stop sign and through the limits of order at \_\_\_\_\_ MPH except \_\_\_\_\_ MPH between MP \_\_\_\_\_ and MP \_\_\_\_\_ .

Where Rule 10(i)(2) is authorized, Foreman will omit the words, "Train Order No. \_\_\_\_\_ ."

### ENGINEER'S ACKNOWLEDGMENT OF CLEARANCE

This is engineer of RI Train \_\_\_\_\_ . I may proceed past the red conditional stop sign and through the limits of Order No. \_\_\_\_\_ between MP \_\_\_\_\_ and MP \_\_\_\_\_ at \_\_\_\_\_ MPH except \_\_\_\_\_ MPH between MP \_\_\_\_\_ and MP \_\_\_\_\_ ; repeat, at \_\_\_\_\_ MPH except \_\_\_\_\_ MPH between MP \_\_\_\_\_ and MP \_\_\_\_\_ .

Where Rule 10(i)(2) is authorized, Engineer will omit the words, "of Order No. \_\_\_\_\_ ."