

RESTRICTED SPEED

Definition

A speed that will permit stopping within one half the range of vision, short of train, engine, railroad car, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 10 MPH. In signalled territory when track can be seen to be clear to the next signal, maximum allowable speed is 20 MPH.

Examples of oral authorization to be used between foreman and engineer for train to pass a RED FLAG.

WITHOUT FORM B TRACK BULLETIN

(Foreman or Gang No.), (Train ID) may pass red flag located at MP _____ without stopping and proceed between MP _____ and MP _____ at * MPH.

*WHERE NO SPEED RESTRICTION IS REQUIRED, FOREMAN WILL TELL ENGINEER "AT MAXIMUM AUTHORIZED SPEED."

WITH FORM B TRACK BULLETIN

(May be given before the effective time of the order to apply when order becomes effective).

WHEN MEN AND EQUIPMENT ARE CLEAR OF THE AFFECTED TRACK.

(Foreman or Gang No.), using Track bulletin No. _____ restriction No. _____ between MP _____ and MP _____, (Train ID) may pass red flag located at MP _____ without stopping and proceed through the limits at * MPH.

*WHERE NO SPEED RESTRICTION IS REQUIRED, FOREMAN WILL TELL ENGINEER "AT MAXIMUM AUTHORIZED SPEED."

TO ALLOW A TRAIN TO ENTER THE LIMITS WHEN MEN AND EQUIPMENT ARE NOT CLEAR OF THE AFFECTED TRACK.

(Foreman or Gang No.), using Track bulletin No. _____ restriction No. _____ between MP _____ and MP _____, (Train ID) may pass red flag located at MP _____ without stopping and proceed at Restricted Speed.

WHEN THESE AUTHORIZATIONS ARE GIVEN IN MULTIPLE TRACK TERRITORY, FOREMAN MUST SPECIFY THE MAIN TRACK(S) ON WHICH MOVEMENT IS AUTHORIZED.

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.		Mins.	Sec.	
—	45	80.0	1	08	52.9	1	46	34.0
—	46	78.3	1	10	51.4	1	48	33.3
—	47	76.6	1	12	50.0	1	50	32.7
—	48	75.0	1	14	48.6	1	52	32.1
—	49	73.5	1	16	47.4	1	54	31.6
—	50	72.0	1	18	46.1	1	56	31.0
—	51	70.6	1	20	45.0	1	58	30.5
—	52	69.2	1	22	43.9	2	—	30.0
—	53	67.9	1	24	42.9	2	05	28.8
—	54	66.6	1	26	41.9	2	10	27.7
—	55	65.5	1	28	40.9	2	15	26.7
—	56	64.2	1	30	40.0	2	24	25.0
—	57	63.2	1	32	39.1	2	30	24.0
—	58	62.6	1	34	38.3	2	45	21.8
—	59	61.0	1	36	37.5	3	—	20.0
1	—	60.0	1	38	36.8	3	30	17.1
1	02	58.0	1	40	36.0	4	—	15.0
1	04	56.2	1	42	35.3	5	—	12.0
1	06	54.2	1	44	34.6	6	—	10.0



ST. LOUIS DIVISION CHICAGO - ST. LOUIS

SPCSL

TIMETABLE NO.

2

EFFECTIVE TUESDAY, MAY 8, 1990
AT 12:01 A.M.

K. A. MOORE

Vice President-Operations

R. D. BREDEBERG

General Manager

R. L. BATORY

A. M. HENSON

Ass't General Managers

E. L. HORD

Ass't Vice President-Transportation

A. C. FOX

Superintendent-Transportation

W. J. SLINKARD

St. Louis Division Superintendent

Division Mechanical Officer

J. F. Masterson Kansas City

Trainmaster - Mechanical

B. T. Ware E. St. Louis

Trainmasters

W. A. Sanders E. St. Louis

C. S. Biggs E. St. Louis

Road Foremen of Engines

R. D. Shaw E. St. Louis

R. G. Huff Jefferson City

Chief Train Dispatcher

A. L. Hering Springfield

Train Dispatchers

J. L. Moore Springfield

L. L. Bird Springfield

S. G. Thomason Springfield

S. W. Epperson Springfield

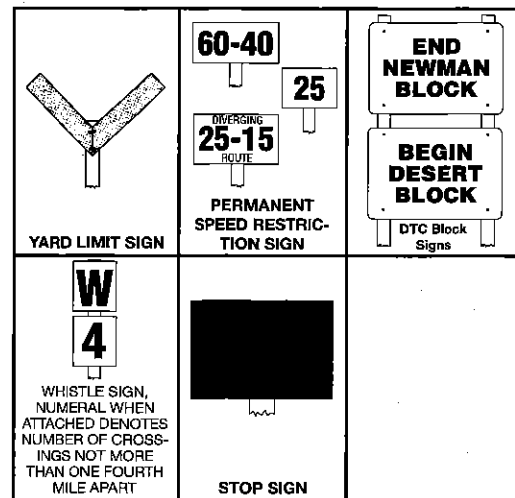
S. L. Solomon Springfield

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EXPLANATION OF CHARACTERS

- M — Manual Interlocking
- S — Railroad Crossing Protected By Stop Sign
- T — Turning Facility
- Y — Yard Limits
- #MT— Multiple Main Tracks, # Represents Number of tracks.
- ABS— Automatic Block Signal System
- CTC— Centralized Traffic Control
- DTC— Direct Traffic Control
- Q — Radio Base Station
- YL — Yard Limits



SPRINGFIELD DISTRICT

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet	Wilmington Line			Mile Post
63860		JOLIET	Y	2 M	36.7
		UD TOWER (METRA XING)	M		37.3
63855		SOUTH JOLIET	Y	A B S	38.5
63850	1890	ELWOOD			45.8
63830		WILMINGTON		D T C	52.5
	2750	HITT			54.5
63795		MAZONIA		C T C	62.6
63785	12375	DWIGHT			73.6
63780	12760	ODELL			81.7
63765	11770	PONTIAC			91.9
63755		CHENOA (TP&W XING)			102.3
63750	11440	BALLARD			106.6
63730	17952	NORMAL			124.1
		BN TARGET (NS XING)	M		126.5
63700	12672	BLOOMINGTON		C T C	126.6
63640	12430	McLEAN			140.9
63630		ATLANTA			145.8
63620		LAWDALE			150.0
63605	10010	ATHOL (IC XING)			155.7
63590		LINCOLN			156.4
63570		BROADWELL			163.4
63565	9625	ELKHART			167.3
63555		SHERMAN			178.0
63550	10175	RIDGLEY (CIM XING)	M		182.9
63507		SPRINGFIELD			185.1
63440		ILES (NS XING)	M		187.3
63418		KC JCT.		2 MT CTC	187.8
		HAZEL DELL			189.5
63380	10505	AUBURN		C	200.6
63370		VIRDEN			207.0
63365	9625	GIRARD (BN XING)		T	210.8
63360		NILWOOD			214.5
63350	17490	CARLINVILLE		C	223.8
63330	11165	SHIPMAN			238.3
63325		BRIGHTON			246.0
63320	13420	GODFREY			252.1
63170		ALTON			257.2
63210		WANN	M		262.1
Movements between Wann and WR Tower will be governed by Conrail and SPCSL Joint Track Timetable No. 1					
		WR TOWER	M	D T C	274.9
63110		VENICE			278.0
		Q TOWER	M		281.0
Movements between Q Tower and Hole-in-the-Wall on No. 2 track is over the trackage of the TRRA					
		Q TOWER	MY		281.0
		HOLE-IN-THE-WALL		2MT YL	281.7
		VALLEY JCT	M		#1TK DTC
		CHURCH		#2TK	287.2
(248.0)					

SPRINGFIELD DISTRICT

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet	Pequot Line			Mile Post
63810		PEQUOT		2MT CTC	57.1
63805		COAL CITY			58.5
63795		MAZONIA		CTC	62.6 63.3
(6.2)					

AIRLINE LINE

63418		KC JCT.	D T C	187.8
		COCKRELL		192.4

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
WILMINGTON LINE**

BETWEEN JOLIET and CHURCH					
	PSGR	FRT		PSGR	FRT
36.7 and 37.9 (#1 & #2 tks.)	10	10	181.8 and 182.6	70	50
37.9 and 38.5 (#2tk.)	35	10	182.6 and 183.4	30	25
37.9 and 38.5 (#1tk.)	10	10	183.4 and 184.7	25	25
38.5 and 39.4 (#1tk.)	30	30	184.7 and 185.4	25	10
38.5 and 40.0	60	40	185.4 and 186.5	25	25
40.0 and 51.9	79	60	186.5 and 187.9	50	30
51.9 and 53.5	60	40	187.9 and 189.5 (#1 & #2 tks.)	60	40
53.5 and 72.8	79	60	189.5 and 210.5	60	40
72.8 (CR Xing)	60	40	210.5 (BN Xing)	40	40
72.8 and 90.7	79	60	210.5 and 214.8	60	40
90.7 and 92.0	50	40	214.8 and 222.9	70	40
92.0 and 97.7	79	60	222.9 and 242.0	60	40
97.7 and 102.3	60	40	242.0 and 252.3	70	40
102.3 (TP&W Xing)	25	25	252.3 and 252.6	60	40
102.3 and 111.2	60	40	252.6 and 256.1	70	40
111.2 and 120.0	79	60	256.1 and 262.0	70	40
120.0 and 123.8	60	40	262.0 and 262.1	40	40
123.8 and 126.3	30	25	Between mp 262.1 and 274.9 speed governed by joint timetable		
126.3 and 126.6	20	10	274.9 and 277.0	25	25
126.6 and 127.3	50	40	277.0 and 281.0	10	10
127.3 and 151.0	60	40	281.0 and 287.2 (#1 tk.)	10	10
151.0 and 155.6	79	60	281.7 and 287.2 (#2 tk.)	10	10
155.6 (ICG Xing)	30	25			
155.6 and 156.8	70	50			
156.8 and 181.8	79	60			

PEQUOT LINE

BETWEEN PEQUOT and MAZONIA					
	PSGR	FRT		PSGR	FRT
56.9 (turnout)	20	10	58.3 and 59.3 (#1 & #2 tks.)	79	60
56.9 and 58.0 (#1 & #2 tks.)	79	60	59.3 and 63.2	79	60
58.0 and 58.3 (#1 & #2 tks.)	65	60	63.2 (turnout)	30	30

AIRLINE LINE

Between KC Jct and Cockrell (Mp 192.4)	25	25
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SPEED OTHER THAN MAIN TRACK

	PSGR	FRT
Remotely controlled turnouts	30	30
Exceptions: KC Jct All switches	15	15
Wann Tower Conrail Conn	15	15
Godfrey (turnout GWWR)	10	10
CTC Sidings	30	25
Exception: Ridgley (182.8-183.3)	10	10
All other tracks Springfield District	10	10

**SPRINGFIELD DISTRICT
SPECIAL INSTRUCTIONS**

RULE N. Employees of the ICG, A&S, TRRA and GWW Railroads, when performing service on Southern Pacific Company trackage, will be governed by the General Code of Operating rules, SP St. Louis Division Timetable 2 and by the safety rules and the air brake and train handling rules of the railroad by which they are employed. Employees of the ICG, A&S, TRRA and GWW Railroads must not perform service on SP trackage until they have successfully passed written certification examination covering the General Code of Operating Rules. **EXCEPTION:** Employees of the ICG Railroad may operate between M.P. 36.7 and M.P. 39.4 on the South Track and between 36.7 and 37.9 on the North Track being governed by ICG Railroad Operating Rules and timetable.

RULE 93. Location of Yard Limits.

36.7	Joliet—South Joliet (#1 TK)	39.4
36.7	Joliet—South Joliet (#2 TK)	37.9
281.0	Q Tower—Church (#1 TK)	287.1

RULE 109(C). TRACKSIDE DETECTORS: Talker detectors are in service at the following locations:

Station	Location	Type
Mazonia	MP62.8	Hot box
Ocoya	MP96.6	Hot box/dragging
McLean	MP141.9	Hot box
Broadwell	MP163.4	Hot box
Junod	MP191.1	Hot box/dragging
Nilwood	MP214.6	Hot box/dragging
Shipman	MP239.8	Hot box/dragging

When a talker detector is activated, train must be stopped. If defect is located and it cannot be corrected, car must be set out at first available track provided it is safe to be moved.

When inspecting for hot bearings, each roller bearing required to be inspected must be checked by use of tempilstik on the roller bearing adapter. Conductor must know that crew members have tempilstiks available for required inspection.

When a train is passing a hot box detector at a speed below 10 MPH and detector subsequently indicates hot journal, all bearings on both sides of the entire train must be inspected.

When a car experiences two false hot box detector actuations on the same journal, car must be set out at first available track. At crew change points outbound crew must be notified of any car experiencing a detector actuation.

Train crews must monitor radio readout on Engine Channel 78 (programmed button 4), and they must be governed by the information conveyed immediately after the train has passed.

As the train is passing, a tone will sound when a defective wheel passes over the detector. A post-train message will convey voice directive.

Examples of radio read-out messages:

- A. If an alarm has sounded:
 - “Missouri Western Railway”
 - “(detector location)”
 - “Hot box detected (side) from head end, axle No. ____” or
 - “Dragging equipment near axle No. ____”.
 - “Detector out”.
- B. If no alarms:
 - “Missouri Western Railway”
 - “(detector location)”
 - “No defects”.
 - “Detector out”.
- C. If detector is not working:
 - “Missouri Western Railway”
 - “(detector location)”
 - “Hot box detector is not working”.
 - “Detector out”.

When defect message is received by train crew, the train must be stopped and inspected for indicated defect(s).

If defect is not located at the reported axle location, crew must inspect 20 axles ahead and behind the axle indicated on both sides. If

**SPRINGFIELD DISTRICT
SPECIAL INSTRUCTIONS**

axle location is not provided, crew must inspect both sides of entire train for the indicated defect.

The following chart outlines specific conditions of trackside detectors that require a specific action. Across the top of chart are listed specific conditions. Each of these are independent of one another. To determine the required action for each, follow vertically down the chart below each column to each box that has an “X”. To determine the required action, follow the “X” line to the right.

SPECIFIC CONDITIONS

Verbal defect message received	No verbal transmission received	Verbal transmission received but not understood	Detector not working message received w/o a defect message	Detector not working message received with a defect message	Advised detector is out of service	REQUIRED ACTION
X						Stop and inspect for indicated defect
	X		X		X	No action required except if train passes two consecutive inoperative detectors and has not received a visual inspection on both sides, then train must be stopped and inspection made.
		X		X		Stop and inspect entire train for the type of defect normally detected by that detector.
	X		X	X		Report condition to the train dispatcher.

RULE 153. MULTIPLE MAIN TRACKS: Two main tracks in service between the following locations:

- Joliet (MP36.7) and South Joliet (MP39.4).
- Yard limits in effect on No. 1 Track (36.7-39.4).
- Yard limits in effect on No. 2 Track (MP 36.7-MP37.9).
- DTC in effect on No. 2 Track (MP37.9-MP39.4).
- KC Jct. (MP187.8) and Hazel Dell (MP189.5).
- CTC in effect on No. 1 and 2 Tracks.
- Q tower (MP281.0) and Church (MP287.2).
- Yard limits in effect on No. 1 Track.
- DTC in effect on No. 2 Track between Church and Hole-In-The-Wall.
- Pequot Line between MP57.1 and MP59.3.

RULE 240. When entering any of the following sidings on a Lunar aspect, movement must be made at restricted speed until leading wheels have traversed turnout. Movement on siding will be governed by Rule 105 not to exceed maximum speed specified for siding.

Dwight	Elkhart
Odell	Auburn
Pontiac	Girard
Ballard	Carlinville
McLean	Shipman
Athol	Godfrey

RULE 300. ABS in effect between the following locations:
No. 1 and No. 2 Track between UD Tower and South Joliet
South Joliet and Plaines
South Joliet and Mazonia

RULE 350. CTC in effect on main track(s) and sidings between Pequot and Mazonia (Pequot Line) and Mazonia and Wann (Wilmington Line). Limits of Normal siding are MP121.5 and MP124.9. Limits of Bloomington siding are MP126.3 and MP128.7.

CTC between west end Normal siding and west end Bloomington siding is under the control of operator BN Target.

Trains must stop before making movement over NS crossing (MP126.5) regardless of signal indication.

**SPRINGFIELD DISTRICT
SPECIAL INSTRUCTIONS**

RULE 480. Direct Traffic Control Designated Limits:

West MP	Block Name	East MP	West MP	Block Name	East MP
	Wilmington Line		281.0	Venice (#1TK)	275.8
45.8	Joliet	37.9	284.7	Valley (#2TK)	282.8
54.2	Elwood	45.8	287.1	Church (#2TK)	284.8
62.6	Mazonia	54.2		Airline Line	
			192.4	Airline	187.8

MISCELLANEOUS

The following tracks have been identified as *Excepted Track* under the FRA track safety standard Rule 213.4 which restricts operating speed to a maximum of 10 MPH and prohibits revenue passenger trains and trains or engines containing more than five (5) cars containing hazardous commodities placarded by hazardous material regulation.

- Kerrick Branch—Normal
- East industrial Lead—Pontiac
- Havana District—Lincoln
- Old Alton Main

DIVISION SPECIAL INSTRUCTIONS

Section A SPEED RESTRICTIONS — Locomotives

Restrictions must be respected when operating on any foreign railroad.

1. Locomotives (including Foreign Line) 70 MPH
EXCEPTIONS:
 SP 1010 — 1013 65 MPH
 SP/SSW 2251 — 2759 65 MPH
 SP 2971 — 2976 50 MPH
 SP 3201 79 MPH
 SP 3207 79 MPH
 DRGW 130 — 149: When used as controlling locomotive 20 MPH
 DRGW 130 — 149: When not used as controlling locomotive 40 MPH
 DRGW 3029 — 3050 60 MPH
 AMTRAK Locomotives 79 MPH
2. Engine operated from other than lead unit in direction of movement 20 MPH
3. Light engine having one or more operative axles of dynamic brake for each 4 axles in consist may operate at passenger train speed not to exceed maximum locomotive speed.
4. Light engine having less than one operative axle of dynamic brake for each 4 axles in consist must operate at freight train speed not to exceed 50 MPH.

Section B SPEED RESTRICTIONS — CARS

Restrictions must be respected when operating on any foreign railroad except when their requirements are more restrictive.

1. **Bulkhead Flat Cars:**
 Weighing less than 50 tons 45 MPH
 Loaded between 50 and 63 tons 55 MPH
 Over 63 tons 65 MPH
2. **Empty Cars:**
 Gondola (TOPS code "GP" or "O3") 45 MPH
 Anode flat car (TOPS code "FA") 45 MPH
 Centerbeam flat car (TOPS code "FI") 45 MPH
 SP 345000—345999 35 MPH
 SP 513700—513799, SP 520541-520740,
 SP 900480—900579, SP 900680-900769,
 SP 901200—901299 45 MPH
 SOU 151000—151502, SOU 155000— 155999 40 MPH
 PC 598500—598999, CR 598500—598999 45 MPH
 Empty except for caboose, double stack container car (TOPS code "S" series) or business car 55 MPH
3. **Loaded Cars:**
 Pipe on flat car (except TOPS Code FB) 55 MPH
 Loaded car having idler(s) 55 MPH
 Tank or box car placarded "EXPLOSIVES A", "POISON GAS", or "RADIOACTIVE" 55 MPH
 Tank cars containing a product classified as FLAMMABLE GAS or the individual commodities
 ANHYDROUS AMMONIA, CHLORINE, HYDROGEN CHLORIDE, HYDROGEN FLUORIDE or SULFUR DIOXIDE 55 MPH
 SP 345000—345999 40 MPH
 SOU 151000—151502, SOU 155000—155999 40 MPH
4. **Miscellaneous Cars:**
 SP 50006—50793 40 MPH
 Ribbon rail car 45 MPH
 Scale test cars WUTX-2, SPMW 5868 and SSW 99203 30 MPH
 Jordan Spreader — Moving forward 35 MPH
 — Moving backward 25 MPH
 Rotary snow plot 35 MPH
 Flanger 40 MPH
 Relief outfit — Boom forward 20 MPH
 — Boom trailing *45 MPH
 Exception: SPMW 7113 *35 MPH

DIVISION SPECIAL INSTRUCTIONS

- Locomotive Crane-pile driver:
 With boom in place either end forward *25MPH
 With boom disconnected, heavy end forward or
 with boom disconnected and removable coun-
 terweight properly positioned, either end
 forward 40MPH
 Exceptions: SSWMW 96405, SPMW 5852,
 SPMW 5899 30MPH
 With boom disconnected, boom end forward *20MPH
 * On curves where authorized speed is more than 15 MPH
 speed must be reduced to 5 MPH less than speed permitted;
 on branches to 10 MPH.

Section C SPEED RESTRICTIONS — TRAINS

1. Train handling 25 or more open top hoppers and/or
 gondolas loaded with bulk materials — rock, sand, coal,
 beets. etc. 40

2. Trains handling more than 10 OTTX cars,
 loaded or empty 35 MPH

Section D TRAIN MAKEUP RESTRICTIONS

Following train makeup restrictions apply unless conductor is
 otherwise instructed by a division officer.

1. Trains consisting of mostly empty cars will have any block of 10
 or more cars which have an average weight of 100 tons or more
 entrained near the head end.

2. Entrainment restrictions for articulated cars and for two-axle
 intermodal cars:

(a) Not more than 10 non-articulated cars may be entrained
 ahead of a loaded double stack car. Each non-articulated car
 entrained ahead of a loaded double stack car must weigh 50 tons
 or more.

(b) A loaded two-axle intermodal car or a loaded single-level
 articulated car must be entrained with no more than 8,000 tons
 trailing.

(c) Empty two-axle intermodal cars must be entrained immedi-
 ately ahead of a caboose or, if cabooseless train, must be rear car
 of train. A maximum of 5 may be moved in a train.

3. Cars SP 345000-345999 are to be moved only in unit trains.

4. Caboose are not to be moved other than at rear of train, unless
 specifically authorized, except when handling a few cars in local or
 road switcher service.

5. Following train makeup restrictions apply to OTTX cars:

- (a) Empty cars must be entrained at rear of train.
- (b) Loaded cars must be entrained as close to the rear as train
 makeup will permit.
- (c) Trains having ten (10) or less loaded OTTX cars must not
 exceed 6100 feet.
- (d) Trains having more than ten (10) loaded or empty OTTX
 cars must not exceed 4500 feet.

6. Scale Test cars and cars designated as a rear-ender (RE) must
 be entrained within the rear five cars of train. A Scale Test car must
 not be handled as the rear car in a train.

7. Loaded continuous-welded-rail (CWR) trains must be handled
 separately from other trains.

EXCEPTION: Short ribbon rails 700 feet or less in length
 loaded on cars which include one or more of the following cars:
 SPMW 5111, SPMW 5396, SPMW 5402, SPMW 6134,
 SPMW 6199, SPMW 6255, SPMW 6293, SPMW 6324,
 SPMW 6678 and SPMW 97003 may be moved in mixed trains
 providing tonnage behind loaded ribbon rail cars does not
 exceed 2,000 tons.

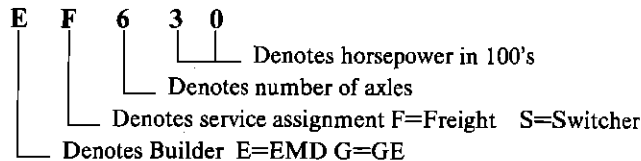
A box car or high-side gondola car must be positioned on each
 end of CWR train as a buffer car during all movements except prepa-
 ratory to and during unloading or loading.

DIVISION SPECIAL INSTRUCTIONS

Section E. LOCOMOTIVE LIST

LOCOMOTIVE NUMBER	CLASSIFICATION	TYPE	DYNAMIC BRAKE
SP/SSW			
1010-1013	ES400	Slug	
1500-1542	ES615	SD7	ST
1600-1613	GS400	TEBU	EF
2251-2293	ES412	SW1200	
2450-2759	ES415	SW1500	
2870-2899	ES418	GP9	ST
2961-2970	ES620	SD35	ET
2971-2976	ES620	SD35	EF
3102-3109	ES625	SD35	ET
3186-3196	EF418	GP9	ST
3200-3209	EF636	SD45	ET
3301-3886	EF418	GP9	ST
4060-4153	EF420	GP20	ST
4160-4203	EF420	GP35	ET
4301-4451	EF618	SD9	ST
4800-4844	EF420	GP38-2	EF
5100-5114	GF423	B23-7	EF
5300-5318	EF623	SD39	ET
6300-6681	EF425	GP35	ET
6700-6879	EF636	SD45T-2	EF
7200-7231	EF435	GP40X	EF
7240-7273	EF430	GP40-2	EF
7300-7399	EF630	SD40	EF
7400-7566	EF636	SD45-2	EF
7600-7677	EF430	GP40-2	EF
7754-7773	GF437	B36-7	EF
7774-7883	GF430	B30-7	EF
7940-7967	EF430	GP40-2	EF
8000-8039	GF439	B39-8	EFH
8040-8090	GF440	B40-8	EFH
8230-8573	EF630	SD40T-2	EF
8689-8777	GF633	U33C	EF
8818-9156	EF636	SD45T-2	ET
9157-9404	EF636	SD45T-2	ET
9600-9664	EF438	GP60	EFH
D&RGW			
130-139	ES412	SW1200	
140-149	ES410	SW1000	
3001-3028	EF423	GP30	ST
3029-3050	EF425	GP35	ST
3051-3093	EF430	GP40	ST
3094-3115	EF430	GP40-2	ST
3116-3130	EF430	GP40-2	ET
3131-3153	EF430	GP40	ST
5300-5304	EF615	SD7	ST
5305-5314	EF618	SD9	ST
5315-5340	EF636	SD45	ET
5341-5413	EF630	SD40T-2	ET
5501-5509, 5511, 5513-5516	EF635	SD50	ET
5510, 5512, 5517	EF635	SD50	ETH
5762-5763	EF415	F9B	ST
5771	EF415	F9A	ST
5903-5954	EF418	GP9	ST

Classification



Dynamic Brakes:

- SF=Standard Range-Flat
- ST=Standard Range-Tapered
- EF=Extended Range-Flat
- ET=Extended Range-Tapered
- EFH=Extended Range-Flat-High Capacity
- ETH=Extended Range-Tapered-High Capacity

Section F. LOAD LIMITS

1. Unless authorized by Superintendent, maximum load limit
 263,000 pounds.

Exceptions:

- a. gross loads of 395,000 pounds may be handled on 6 (six)
 axle cars.
- b. loads of 526,000 pounds may be handled on 8 (eight) axle
 cars, with a maximum of 3 (three) cars coupled together.

Load limit will not apply to articulated cars.

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Section G. ADDITIONS & REVISIONS TO THE GENERAL CODE OF OPERATING RULES

REVISE the definition of a Division, to read:

DIVISION. A portion of the railroad which designates jurisdictional boundaries of a Superintendent.

ADD the following new definition:

DISTRICT. A portion of the railroad, shown in the timetable, which designates operational boundaries.

REVISE the definition of RESTRICTED SPEED to read

A speed that will permit stopping within one-half the range of vision short of train, engine, railroad car, stop signal, derail, or switch not properly lined, looking out for broken rail, not exceeding 10MPH. In signalled territory, when track can be seen to be clear to the next signal, maximum allowable speed is 20 MPH.

RULE B. Following is added:

Operation on the trackage of the Southern Pacific Company will be governed by the General Code of Operating Rules, second edition effective October 29, 1989.

A rule for the day will be identified by Superintendent's Special Notice and on Track warrant. Each employe must read and be familiar with the 'Rule for Today' when commencing each day's work.

A safety rule for the day will be identified by Superintendent's Special Notice. Each employee must read and be familiar with the "Safety Rule for the Day" when commencing each day's work.

Last paragraph is revised to read:

Rules may be issued, cancelled or modified by track bulletin, general order or special instructions.

RULE D. Following is added:

Any employe observing another employe's condition which would interfere with their ability to perform their assigned duties, must immediately inform their own supervisor, who will then report to proper authority.

RULE G. Is revised to read:

The use of alcoholic beverages or intoxicants by employes subject to duty, or their possession, use, or being under the influence thereof while on duty or on Company property, is prohibited.

Employes shall not report for duty under the influence of, or use while on duty or on Company property any drug, medication or other substance, including those prescribed by a doctor, that will in any way adversely affect their alertness, coordination, reaction, response or safety. Questionable cases involving prescribed medication shall be referred to a Company Medical Officer.

The illegal use, possession or sale while on or off duty of a drug, narcotic, or other substance which affects alertness, coordination, reaction, response or safety, is prohibited.

RULE Q. AUTHORIZED ABBREVIATIONS:

- HPT Horsepower Per Ton
TPOB Tons Per Operative Brake

RULE 3. TIME COMPARISON:

Time may be compared from any of the following telephone numbers:

Central Time Houston 6098, 6069, 6083

RULE 10(C) FLAG LOCATION:

Second paragraph is revised to read:

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train when practicable.

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RULE 10(E). PERMANENT SPEED SIGNS:

Following is added:

Reduce Speed signs will be placed 2 miles in advance of restrictions.

RULE 15. REQUIRED WHISTLE SIGNALS:

Part (1) first paragraph is revised to read:

Approaching crossings at grade, to be commenced sufficiently in advance to afford warning, but not less than one-fourth mile before reaching a crossing, if distance permits, and prolonged or repeated until crossing is occupied by engine. If distance does not permit, whistle signal must be commenced sufficiently in advance of entering crossing to provide warning.

RULE 24. ENGINE IDENTIFYING NUMBER

Following is added:

AMTRAK trains may use schedule number shown in Section J of Timetable for identification purposes, provided schedule number is correctly indicated in address on track warrant.

RULE 34. OBSERVE AND CALL SIGNALS:

Following is added:

Any restrictive indication of signals must be communicated between crew members on head and rear end (also helper engines) when radio communication is available.

RULE 82. REVERSE MOVEMENT:

Is revised to read:

All reverse movements by a train must be made at restricted speed prepared to stop short of men or equipment.

Permission from train dispatcher must be obtained before making reverse movement in CTC, DTC or non-signalled TWC territory.

Reverse movement within the same block may be made in signalled TWC or Rule 251 territory without permission from train dispatcher or control operator.

Within TWC or Rule 251 territory, a train having passed beyond the limits of a block must not back into that block without authority from the train dispatcher or control operator.

RULE 99. FLAGGING RULE:

Specified Flagging Distance:

Table with 2 columns: MAXIMUM SPEED FOR ANY TRAIN, FLAGGING DISTANCE. Rows: 25 MPH or less (1 Mile), Over 25 MPH (2 Miles)

RULE 101. PRECAUTIONS ACCOUNT UNUSUAL CONDITIONS:

Following is added:

When a train containing cars loaded with trailers and/or containers experiences severe weather and/or high winds that suddenly reduces train speed by 5 MPH or more, train must stop and not proceed until severe wind conditions have subsided.

When the train dispatcher receives notification of high wind condition, he will contact all trains affected as to maximum speed permitted within the area involved.

RULE 102. EMERGENCY STOP OR SEVERE SLACK ACTION:

Part (2) is revised to read:

(2) Inspection must be made of all cars and units and it must be known that equipment and track are in safe condition and that all wheels are properly positioned on the rail before proceeding.

EXCEPTION: Inspection is not required if all the following conditions are met:

- (a) Speed at which emergency application occurred was above 30 MPH.

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- (b) Brake pipe continuity is not broken
- (c) There was no unusual slack action incidental to stopping.
- (d) Train has more than 50% loaded cars or total train length is less than 5,000 feet.

Part (3) Following added:

(3) If located on main track or controlled siding, the milepost location traversed by the train or engine while moving must be immediately noted. Train dispatcher must be notified without delay.

RULE 103(A). AUTOMATIC CROSSING DEVICES:

Following is added:

When making movement on other than main track or against the current of traffic, before entering crossing equipped with automatic crossing warning device, it must be known that warning device has been operating 20 seconds.

RULE 103(F). BLOCKING PUBLIC CROSSINGS:

Is revised to read:

A public crossing which is blocked by a stopped train must be opened within ten minutes unless no vehicle or pedestrian is waiting at the crossing.

RULE 103(H). UNDERSTANDING BETWEEN CREWS SWITCHING:

Following is added:

When two or more trains or engines are working at locations where Mechanical Department forces are not on duty, employees must not couple air hoses nor go on, under or between cars for the purpose of making repairs until a member of the crew has notified employees on other trains or engines in the immediate vicinity and yardmaster, where assigned, that work is about to be performed and complete understanding had to prevent movement on the affected track.

Coupling caboose and road engine to train will be considered as an indication that train is made up and switchmen have completed their work. Switchmen must not perform switching on or couple other cars to a train on which the road engine and caboose have been attached without instructions from the yardmaster who will see that members of the crew are notified in advance. When a portable marker is displayed on the rear car, it is to be considered the same as a caboose.

RULE 103(L). SECURING CARS OR ENGINES:

Following is added:

When hand brakes are required, a sufficient number of hand brakes, but not less than two where there are two or more cars must be applied.

Where practicable to do so, when single cars are set out for other than loading or unloading purposes at points where yard engines are not employed, they must be left coupled to other cars already set out or on tracks protected with derails, rail skids, facing point switches or ascending grade toward main track.

RULE 103(O). CAR BEING LOADED OR UNLOADED:

Following is added:

Empty cars must not be pulled from an industry or team track until any accumulation of dunnage is removed and all top hatches and bottom outlets are closed on cars so equipped.

RULE 103(U). SAFETY STOP:

New rule is added:

Before a cut of 40 cars or more is coupled to other cars, movement must be stopped within two car lengths of joint prior to making coupling.

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RULE 104(A). POSITION OF SWITCHES:

Second paragraph is revised to read:

Enginemen and trainmen on engine must be alert in all matters pertaining to safety. While running, they must keep alert, carefully note signals affecting their movement, observe position of switches and derails immediately ahead of engine in direction of movement to see they are properly set, and watch for obstructions and defects in track.

Following is added:

Switch point locks are installed on certain main track switches at base of rail and are locked with a switch lock. Switches equipped with these devices are identified by a sign on switch stand reading "ATTEND TO SAFETY LOCK". To disengage the device, step on foot lever and depress below base of rail. To engage the device, the switch must be thrown over and back. Hands must not be used to disengage or engage the switch point lock.

RULE 104(B) MAIN TRACK SWITCHES:

Part (5) is revised to read:

(5) Within single track signalled territory, trains operating without a caboose may be authorized by train dispatcher or yardmaster to leave a main track switch lined and locked for other than normal movement. A movement encountering such switch must leave switch lined and locked for normal movement, unless otherwise directed by train dispatcher or yardmaster.

RULE 104(C). CROSSOVER SWITCHES:

First paragraph is revised to read:

The normal position of crossover switches is lined for other than crossover movement. Both switches of a yard track crossover not connected to a main track must be left lined either in normal position or for movement through the crossover.

RULE 104(D). APPROACHING MOVEMENT:

Following is added:

When making yard movements on any work lead or an adjoining track, the movement will have the right to move on the track for which the switches are properly lined. If switch is lined against the movement, the movement must not proceed until it is safe to do so. Position of the switches will govern the right of movement regardless of whether they are spring, rigid or variable.

RULE 106(B). TRAIN MASS PROFILE GRAPH:

New rule is added:

When train mass profile (graph) is provided for a train, conductor and engineer must verify the accuracy of the GA graph by checking the following:

- (1) The identifying unit indicated on the train's track warrant is included in the list of units shown on the GA graph; and,
- (2) The total train tonnage shown on the GA graph agrees with the train tonnage indicated on train list.

If the identifying unit is not indicated on the GA graph or tonnages do not agree, then necessary action must be taken to verify that the GA graph is for the train being operated.

RULE 109(A). TRAIN INSPECTION:

Following is added:

Engineman must make inspection of engine at each stop as time will permit.

RULE 130. EMERGENCY APPLICATION OF BRAKES:

New Rule is added:

When a train is advised by the train dispatcher of a specific location where another train has experienced an emergency application of brakes, movement between specific milepost locations must be made not exceeding 30

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MPH looking out for misaligned track. After train clears the restricted limit, train dispatcher must be notified if track appears to be safe for movement at normal speed.

RULE 153. MULTIPLE MAIN TRACKS:

Following is added:

Where two tracks are in service, the track to the right as viewed in a westward direction is the #1 TRACK. The track to the left is the #2 TRACK.

RULE 303. WHERE STOP MUST BE:

First Paragraph is Revised to Read:

When moving under a condition that requires a train to be prepared to stop at next signal, movement must stop before any part of engine or equipment being handled passes the next signal that requires a stop. Within CTC territory or interlocking, if a train overruns a Stop indication, warning to other trains must be given at once by radio, and flag protection must be provided immediately against possible conflicting movements. If a train overruns a signal that requires it to stop, train must stop and the fact must be reported to the train dispatcher.

RULE 303(G). TRACK AND TIME WITHIN INTERLOCKING:

New rule is added:

Within manual interlocking limits Rules 351 through 351(E) will apply.

RULE 315(A). DUAL CONTROL SWITCHES AND DERAILS:

1st paragraph will not apply.

RULE 317. ENTERING MAIN TRACK AT HAND OPERATED OR SPRING SWITCH:

Is revised to read:

In territory outside of CTC or manual interlocking limits, before a train or engine may enter a main track at a hand operated or spring switch, it must be opened to establish block signal protection. After expiration of 5 minutes if no movement is seen or heard approaching, a train or engine having authority to the main track may enter the main track. A spring switch may be returned to normal position and locked after movement has passed absolute signal governing movement to the main track.

The 5 minute wait is not required:

- (1) Where switch is equipped with an electric lock and seal is not broken;
- (2) Where block occupancy indicator indicates block clear;
- (3) When block signal governing movement to main track displays a proceed indication;
- (4) When signals governing movements on main track indicate no train is approaching from either direction;
- (5) Where block to be entered is occupied by a train, engine or car, either standing or moving away from the switch to be used;
- (6) When main track between siding switches is occupied by a train which has been met or a standing train to be passed;
- (7) Outside yard limits when entering a main track for authorized movement against the current of traffic;
- (8) Where Rule 94 is in effect, provided movement is not made beyond Rule 94 limits for 5 minutes after main track circuit is fouled unless authorized by a proceed indication of a controlled signal;
- (9) Within DTC when granted work and time authority;
- (10) To enter a main track where track permit authorizing movement has been granted;

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(11) Outside yard limits when authorized by track warrant to "WORK BETWEEN" two specific points; or:

(12) Within DTC when conductor or engineer as ascertained from the train dispatcher that no following train has been authorized within the DTC block to be occupied.

RULE 351. TRACK AND TIME:

Third and fourth paragraphs are revised to read:

Except at a railroad crossing at grade, trains granted track and time limits, after stopping, may pass a signal displaying stop indication within the limits or to enter limits without further authority. Track and time limits do not authorize occupancy of main track between opposing absolute signals at a railroad crossing at grade.

RULE 351(C). JOINT TRACK AND TIME LIMITS:

Is revised to read:

Before track and time can be granted where limits will be jointly occupied, the train dispatcher must advise the employe requesting track and time that the limits will be jointly occupied. In addition if track and time limits are to be joint with another train or by a train and operator(s) of on-track equipment, the train dispatcher must first advise engineer of train(s) and operator(s) of on-track equipment that limits will be jointly occupied.

A train operating within the same limits with machines, track cars or employes must proceed at restricted speed prepared to stop short of men and equipment fouling the track within the limits.

RULE 450. TRACK BULLETINS:

Following is added:

When track warrant indicates two stations, all track bulletins in effect between stations named will be listed on track warrant.

When track warrant indicates a single station, only track bulletins in effect at that station will be listed.

Before movement is made outside station limits or beyond stations named, crew must ascertain from the train dispatcher if there are any additional track bulletins in effect in the territory to be used.

The following forms of track warrant and track bulletins are in effect.

SP TRACK WARRANT	
TO:	
AT:	
	TRK BULLETINS IN EFFECT
	N: N: N: N: N: N: N: N:
	FUEL CONSERVATION SPEED: HPT
	RULE OF THE DAY:
	REGION MESSAGES:
COMPLETE:	TRAIN DISPATCHER
UNFORESEEN TRACK RESTRICTIONS	
(TRAIN ID) DO NOT EXCEED	
SPEED	MP MP
_____ BETWEEN _____ AND _____	
_____ BETWEEN _____ AND _____	
_____ BETWEEN _____ AND _____	
_____ BETWEEN _____ AND _____	

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SP		
TRK BULLETIN FORM A NUMBER		
TO:		
AT:		
DO NOT EXCEED SPEED INDICATED BELOW BETWEEN		
AT THE FOLLOWING LOCATIONS		
TRAIN	MPH	RESTRICTION LIMIT
1		
2		
COMPLETE:		TRAIN DISPATCHER

SP							
TRK BULLETIN FORM B NUMBER							
TO:							
AT:							
ON _____ BE GOVERNED BY RULE 455 WITHIN THE FOLLOWING LIMITS:							
USE COLUMN "FLAGS AT MP" WHEN YELLOW FLAGS ARE DISPLAYED LESS THAN TWO MILES FROM RESTRICTION LIMIT.							
	MILE POSTS AND/OR STATION LIMITS	FROM	UNTIL	TRACK (S)	FLAGS AT MP	GANG	STOP
1							
2							
COMPLETE:						TRAIN DISPATCHER	

SP	
TRK BULLETIN FORM C NUMBER	
TO:	
AT:	
COMPLETE:	TRAIN DISPATCHER

RULE 451(A). CHECKING CORRECTNESS:

New Rule is added:

Immediately upon receipt of track warrant and track bulletins they must be checked for correctness by all crew members. It must be known that they are properly addressed and that track bulletin numbers on track warrant correspond with the track bulletins received.

Any error or omission on a track warrant or track bulletin must be immediately corrected.

When error has been made in the address of a track warrant or track bulletin it may be corrected on verbal authority of train dispatcher.

Mechanically transmitted track warrants and track bulletins must be checked for legibility and missing or broken characters.

Each mechanically transmitted track warrant and track bulletin must be completely contained on one sheet of paper. A track warrant or track bulletin not contained on one sheet of paper is to be considered improper.

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Each page of mechanically transmitted track warrant or track bulletin must be completely contained on one sheet of paper. Any page of a track warrant or track bulletin not completely contained on one sheet of paper will be considered improper.

Each line in the body of a mechanically transmitted track warrant or track bulletin will be numbered on the extreme right margin. The total number of lines in the body of the track warrant or track bulletin will be listed on the complete line between the complete time and the train dispatcher's initials. On a multiple page track bulletin, the complete time and train dispatcher's initials will appear only on the last page. Crew members must verify that the line numbers are in sequential numerical order and that the last line number is the same as the number indicated on the complete line. On a multiple page track bulletin, the first line number on a following page must be the next sequential number from the last line number on the preceding page. If a line number is missing or the last line number is not the same as the number on the complete line, the track bulletin is to be considered as having omissions. A train receiving a track bulletin with an omission or that is improper must not depart until a corrected track bulletin is received.

RULE 459. CHANGE OF GENERAL ORDER OR SPECIAL INSTRUCTIONS; first paragraph is revised to read:

When authorized by the superintendent or other designated officer, general orders, special instructions or rules may be issued, cancelled or modified by track bulletin.

RULE 463. VOIDING TRACK BULLETINS:

Where the word "line" appears in parts (1)(a) and (2)(a) of this rule the word "restriction" will apply.

RULE 465. DISTURBED TRACK:

New rule is added:

When a track bulletin is received containing the following wording "BETWEEN (Milepost) AND (Milepost) BE GOVERNED BY RULE 465," engineer must handle the train so that track and structures within specified limits are subjected to a minimum of train handling generated forces.

As near as practicable the engineer will use train handling techniques that reduce adverse force by making power and brake adjustments prior to or following the restriction and by carefully controlling speed.

RULE 486. WORK AND TIME AUTHORITY:

Is revised to read:

A train or operator in charge of on-track equipment is authorized to occupy the limits of a DTC block after receiving work and time authority from the train dispatcher. Work and time authority may be granted:

(1) To a train within ABS territory if DTC block is clear of trains or after a definite understanding that trains which have entered the block under authority of Rule 482 have passed the location where the track will be fouled.

(2) To a train in non-signalled territory, if DTC block is clear.

(3) To operator in charge of on track equipment in ABS and non-signalled territory, if DTC block is clear of train or after a definite understanding that train which has entered the block under authority of Rule 482 has passed the location where the track will be fouled.

(4) To more than one train and/or operator of on-track equipment within the same DTC block in signalled and non-signalled territory. Train dispatcher must advise employee requesting authority that the DTC block will be jointly occupied. In addition, if

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joint authority is to be issued in a DTC block with another train or with a train and operator(s) of on-track equipment, the train dispatcher must first advise engineer of train(s) and operator(s) that DTC block will be jointly occupied.

A train or on-track equipment granted work and time authority may occupy DTC block named and move in either direction. When train is advised that DTC block is to be jointly occupied, movement must be made at restricted speed prepared to stop short of men and equipment fouling the track within the limits. Movement must continue to be made at restricted speed unless train dispatcher specifically advises train that block is no longer jointly occupied.

A train or operator in charge of on track equipment granted work and time authority within a DTC block occupied by a train having authority under Rule 482 must not pass that train.

Work and time authority will be issued and acknowledged using the following sample format:

TRAIN DISPATCHER: "7241 East, with Engineer Jones, I am granting you work and time in one block, Anna, until 10:10 AM.

ENGINEER JONES: "7241 East, with Engineer Jones, I am granted work and time in one block, Anna, until 10:10 AM.

TRAIN DISPATCHER: "7241 East, That is correct."

When the authority in more than two DTC blocks is given, it will be issued using the following sample format:

TRAIN DISPATCHER: "7241 East with Engineer Jones, I am granting you work and time in 3 blocks, Anna through Cloy, until 10:10 AM.

Unless granted an extension of time, train and/or on-track equipment must be clear and report DTC block "Released" before expiration of time limit. If additional time is required, authority must be obtained from the train dispatcher before authorized time limit has expired. When unable to contact train dispatcher and work and time authority has expired, authority is extended until train dispatcher can be contacted.

Until work and time authority in a DTC block is released, train must not be authorized under Rule 482 to enter that block.

When work and time authority is granted to a passenger train in a non-signalled DTC block which is jointly occupied by another train, the passenger train must provide flag protection against the other train.

RULE 488. CHANGE AUTHORITY:

New Rule is added:

When it becomes necessary to change the type of authority previously granted to a train, new authority will be granted in the prescribed manner. After "(TRAIN ID), That is correct" response is received from the train dispatcher, authority previously granted in each block in which authority was changed becomes void.

RULE 507. IDENTIFICATION:

First paragraph is revised to read:

An employe initiating a radio transmission must first identify who they are calling followed with required identification. An employe acknowledging a transmission must begin with required identification. Required identification must include the following in the order listed below:

- (1) Base or wayside stations:
 - (a) Name or initials of the railroad.
 - (b) Name and location or other unique designation of office or station.
- (2) Mobile units:
 - (a) Name or initials of the railroad.

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- (b) Train name (number), engine number or words that identify the precise mobile unit.
- (c) Geographical location.

RULE 521(A). UNFORESEEN TRACK RESTRICTIONS:

New Rule is added:

When it is necessary to transmit a track restriction not covered by a track bulletin directly to a train, it is to be accomplished as follows:

- (1) Train dispatcher must state his intention to issue a track restriction.
- (2) Track restriction must be copied in writing by the receiving employee before it is repeated back to the train dispatcher.
- (3) Restriction will be issued using the following format:
(TRAIN ID) DO NOT EXCEED (SPEED) BETWEEN (LIMIT) and (LIMIT)
- (4) Track restriction may not be copied by an employee operating the controls on an engine of a moving train.

RULE 604. DUTY — REPORTING OR ABSENCE:

Following is added:

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

RULE 607. CONDUCT:

Following is added:

Any act of hostility, misconduct or willful disregard or negligence affecting the interest of the Company is sufficient cause for dismissal and must be reported.

Indifference to duty, or to the performance of duty, will not be condoned.

Courteous deportment is required of all employes in their dealing with the public, their subordinates and each other. Boisterous, profane or vulgar language is forbidden.

RULE 616. HAZARDOUS MATERIALS:

Southern Pacific Company employes will be governed by Division Special Instruction SECTION I.

RULE 619. AVOIDING DELAYS:

Second paragraph is revised to read:

Trains must not be delayed for trainmen and engineers to eat, without permission of train dispatcher.

RULE 620. RIDING ENGINE:

Is revised to read:

When on the head end of a freight train, conductor must ride in the cab of the controlling unit. In the absence of the conductor, another crew member, if available, must ride in the control compartment. Crew members riding in other cabs must keep alert in all matters pertaining to the safe movement of the train.

RULE 622. SAFETY RULES:

Trainmen and Enginemen must have a copy of the Safe Work Practices booklet available while on duty. Employes must adhere to the safe work practices described in the booklet.

RULE 623. AIR BRAKES — TRAIN HANDLING:

Current Rules and Instructions Governing Air Brake Systems and Train Handling in effect is dated October 29, 1989.

RULE 624. INSTRUCTIONS FOR TRAIN DISPATCHERS AND CONTROL OPERATORS:

Current Instructions Governing Train Dispatchers and Control Operators in effect is dated October 29, 1989.

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RULE 630. EXCESSIVE DIMENSION LOADS:

Second and third paragraphs are revised to read:

An excessive dimension load may be moved in a train only after:

- (1) Excessive load clearance message is received or conductor ascertains any applicable restrictions from the train dispatcher; and
- (2) Conductor advises both engineer and train dispatcher of any applicable restrictions.

RULE 631. OPEN TOP LOADS: is revised to read:

If a train's makeup and length permit, an open top car loaded with poles, rail, lumber, pipe, or another commodity which is liable to slide and protrude beyond the car end, must not be placed as the rear car of a caboosless train, or in a train next to:

- (1) an Occupied outfit car;
- (2) a Passenger car;
- (3) an Engine;
- (4) a Caboose;
- (5) a shipment of automotive vehicles or machinery that is not fully enclosed.

RULE 806. REPORTING:

Is revised to read:

All cases of personal injury, while on duty, or on company property must be promptly reported to proper officer on prescribed form. Employee and his immediate superior must thereafter, without delay, and prior to completion of tour of duty, complete required reports on prescribed forms and furnish other required statements to proper authority.

Personal injury occurring while off duty that will in any way impair the performance of the duties of an employee must be reported to the proper authority as soon as possible and prescribed written form completed upon return to service.

Section H ADDITIONS & REVISIONS TO RULES AND INSTRUCTIONS GOVERNING AIR BRAKE AND TRAIN HANDLING

RULE 960. TAKING CHARGE OF ENGINE:

Following is added:

Union Pacific locomotives are equipped with a coded cab signal system which is non-functional while operating on SP. The coded cab signal system must be cut out on all UP units in the consist. On EMD units, the cut-out switch handle is located in the nose or in the compartment under the engineer's seat. On GE units, the handle will be found either in the nose or in the compartment behind the cab. If the cut-out switch handle is in the 'up' position, you must break the seal and place the handle in the 'downward' position.

RULE 967. MOVEMENT OF SWITCH ENGINE and DEAD ENGINE:

Part C is revised to read:

C. Units without alignment control couplers, being handled dead-in-train must be placed not less than 5 cars nor more than 15 cars from the rear of train. If two such units are handled in the same train, they must be separated by placing not less than 5 cars between each unit.

Units equipped with alignment control couplers being handled dead-in-train must be coupled next behind road engine.

RULE 980. HAZARDS THAT MAY EFFECT TRAIN OPERATING PRACTICES:

Third paragraph is revised to read:

In the event train speed cannot be controlled with a 16 pound automatic brake pipe reduction, TRAIN MUST BE STOPPED and secured by the setting of hand brakes. The train must not proceed unless authorized by and as directed by a Road Foreman of Engines.

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RULE 988.

Following is added:

Union Pacific locomotives have been modified so that if an emergency application of brakes is initiated from any source other than the engineer's brake valve, there will be a 20-second delay before power of dynamic brake is cut off. They are not to be used as a controlling locomotive on a helper or light engine.

Section I HAZARDOUS MATERIAL INSTRUCTIONS

1. A train crew must have a copy of the shipping papers for all hazardous materials being transported. A shipping paper may be in the form of a shipping order, bill of lading, manifest or other document containing the following information:

- (a). The endorsement from the top left corner of the waybill, either EXPLOSIVES, POISON GAS, RADIOACTIVE MATERIAL or DANGEROUS. An endorsement is not required for a combustible liquid or for a tank car containing residue of a combustible liquid.
- (b). The car number.
- (c). The total quantity, either by weight, volume, or as otherwise appropriate usually indicated 1 T/C for one tank car.
- (d). The shipping name of the material. Do not abbreviate, ie., L.P.G. for liquefied petroleum gas.
- (e). The hazard class of the material.
- (f). The identification number (NA or UN).
- (g). An R.Q. designation if indicated.
- (h). The placard notation.
- (i). If the car is a tank car which is empty but last contained a hazardous material, the words "RESIDUE — LAST CONTAINED:" must precede the shipping name.

2. The hazardous consist accompanying the train mass profile graph satisfies the shipping paper requirements.

EXAMPLE:

DANGEROUS
GATX 12345
1 T/C Chlorine
Non-Flammable Gas, U.N. 1017,
R.Q.
Placarded: Chlorine

When a hazardous material car to be picked up has no shipping papers, the crew must obtain the required information by radio or other means from the train dispatcher or yard office and must retain this information in writing until other appropriate shipping papers are received. If shipping paper information is not available, the car must not be picked up.

3. When picking up loaded or residue placarded cars containing hazardous materials at plants, interchange points or other locations, unless otherwise provided, trainmen will make inspection to determine cars have no obvious leaks, that hand brakes, air brakes and trucks are in safe condition for movement, and that the identification number shown on the car or placard is the same as that shown on the shipping paper. Cars not in safe condition for movement, incompletely or inaccurately placarded, or having missing or inaccurate identification numbers must not be handled. Immediate report must be made to either the train dispatcher, yardmaster or supervisor as appropriate, by first available means of communication when such cars are not picked up. Report must include car number, location, and reason car cannot be moved.

4. Before coupling to any tank car on a track where tank cars are loaded or unloaded:

- (a) Any sign reading "STOP-TANK CAR CONNECTED" must first be removed by other than trainman or engineman.
- (b) Trainman must make an inspection to determine all connections have been removed and that cars to be moved are not coupled to other tank cars connected to loading or unloading fittings.

5. The following switching restrictions apply to loaded placarded cars containing hazardous materials:

DIVISION SPECIAL INSTRUCTIONS

(a) A car placarded EXPLOSIVES A, POISON GAS, a tank car containing FLAMMABLE GAS, or a flat car carrying a trailer or container displaying any hazardous material placard must not be cut off in motion nor be coupled into by any car moving under its own momentum.

(b) When handling a car placarded EXPLOSIVES A it must be separated from the engine by at least one nonplacarded car.

(c) Cars placarded EXPLOSIVES A while in a yard or siding must be located so that they will be safe from all probable danger of fire. They must not be placed under a bridge or overhead highway crossing nor in or alongside a passenger station.

6. Placarded cars must be properly positioned in a train as outlined in the timetable chart entitled "Position in Train of Placarded Cars Containing Hazardous Materials."

7. The crew of a train handling loaded placarded cars or empty tank cars that last contained hazardous materials must have in its possession a document indicating the position in the train of each placarded car except when the position is changed by the crew or when picked up enroute.

8. Upon discovery of an unintentional release of material from a rail car transporting hazardous material, notify the train dispatcher or supervisor by first available means of communication, providing:

- (a) Your name and title.
- (b) Location of the leaking car.
- (c) Car initial and number.
- (d) Contents of the car.
- (e) Location of leak from the car.
- (f) Rate of leak.

DIVISION SPECIAL INSTRUCTIONS

Section J AMTRAK TRAIN SCHEDULES

Scheduled times for AMTRAK trains to be used for information purposes only except AMTRAK trains must observe station stops and time(s) shown.

↓ 309	↓ 307	↓ 21	↓ 303	↓ 311	STATIONS		↑ 300	↑ 302	↑ 22	↑ 312	↑ 304
State House	State House	Eagle	Ann Rutledge	The Loop			State House	State House	Eagle	The Loop	Ann Rutledge
Sat & Sun Only	Daily except Sat & Sun	Daily	Daily	Daily except Sunday			Daily except Sat & Sun	Sat & Sun Only	Daily	Daily except Sunday	Daily
S 7:41 pm	S 6:31 pm	S 5:10 pm	S 11:45 am	S 8:57 am	JOLIET		S 9:10	S 10:40	S 12:22 pm	S 5:33	S 8:00
S 8:19	S 7:09			S 9:34	DWIGHT		S 8:32	S 10:02		S 4:54	# 7:17
S 8:37	S 7:27	S 6:06		S 9:53	PONTIAC		S 8:14	S 9:44		S 4:36	
# 9:09	@ 7:59			S 10:22	NORMAL					S 4:08	* 6:33
S 9:16	S 8:06	S 6:47	S 1:11 pm	S 10:28	BLOOMINGTON		S 7:42	S 9:12	S 10:51	S 4:02	S 6:28
S 9:48	S 8:38	S 7:20	S 1:43	S 11:00	LINCOLN		S 7:08	S 8:38	S 10:14	S 3:28	S 5:54
S 10:26	S 9:16	S 8:05	S 2:21	A 11:43	SPRINGFIELD		S 6:37	S 8:07	S 9:41	3:00 pm	S 5:23
S 11:07	S 9:57	S 8:46			CARLINVILLE		S 5:45	S 7:15			
S 11:41	S 10:31	S 9:21	S 3:30		ALTON		S 5:14	S 6:44	S 8:18		S 4:00
A 12:45 am	A 11:35	A 10:30	A 4:35		ST LOUIS		4:30 am	6:00 am	7:30 am		3:15 pm

* — Station Stop Friday and Sunday Only

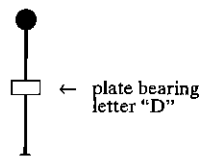
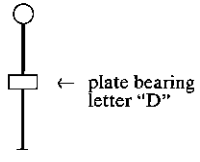
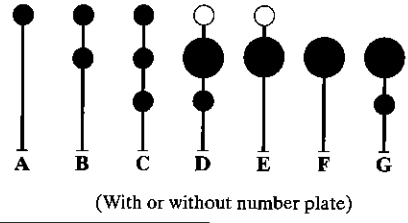
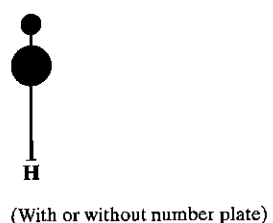
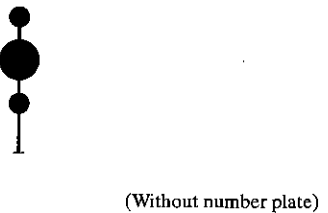
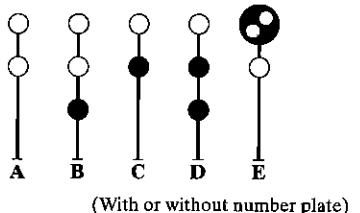
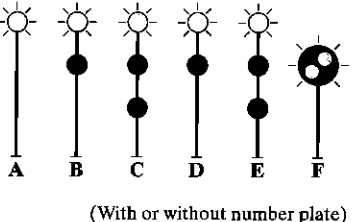
— Station Stop Sunday Only

@ — Station Stop Friday Only

S — Station Stop

A — Arrive


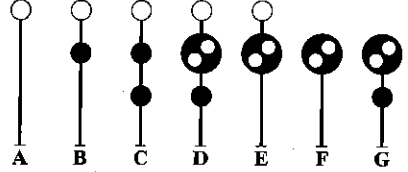

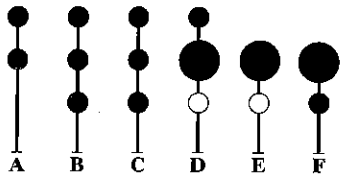
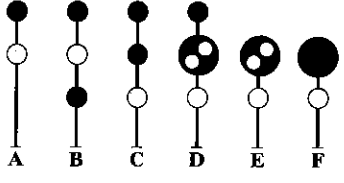
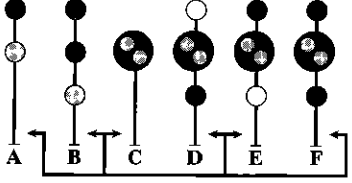
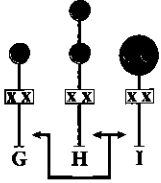
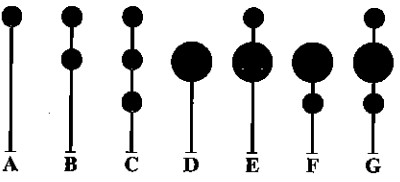

Section K. DISTANT, BLOCK AND INTERLOCKING SIGNAL ASPECTS AND INDICATIONS

RULE	NAME	SIGNAL ASPECTS	SIGNAL ASPECTS	INDICATION
228	Distant Signal Clear			Proceed. If train is delayed between distant signal clear and next signal, it must then proceed prepared to stop short of next signal.
229	Distant Signal Approach			Proceed prepared to stop short of next signal.
230	Clear			Proceed.
231	Slow Clear			Proceed and be prepared to proceed on diverging route not exceeding prescribed speed through turnout.
233	Approach Diverging			Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
234	Advance Approach			Proceed prepared to stop at second signal unless the next signal displays a Clear, Approach Diverging or Advance Approach.

Explanation of symbols

- ← White light
- ← Dark
- ☼ ← Flashing color
- ☾ ← Lunar light
- ☒ ← Number plate
- ← Color position Signal head

Note: When one color light only is displayed in a color position signal head, it is to be considered the same as two lights.

RULE	NAME	SIGNAL ASPECTS	SIGNAL ASPECTS	INDICATION
235	Slow Approach	 <p>(Without number plate)</p>		Proceed prepared to advance on diverging route at prescribed speed through turnout and be prepared to stop short of next signal.
236	Approach	 <p>(With or without number plate)</p>	 <p>(With or without number plate)</p>	Proceed prepared to stop at next signal.
237	Diverging Clear	 <p>(Without number plate)</p>		Proceed on diverging route not exceeding prescribed speed through turnout.
239	Diverging Approach	 <p>(Without number plate)</p>		Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop short of next signal.
240	Restricting	 <p>(Without number plate)</p>	 <p>(With number plate)</p>	Proceed at restricted speed.
242	Stop	 <p>(Without number plate)</p>	 <p>(Without number plate)</p>	STOP.

Explanation of symbols

- ← White light
- ← Dark
- ☉ ← Flashing color
- ☾ ← Lunar light
- XX ← Number plate
- ← Color position Signal head

Note: When one color light only is displayed in a color position signal head, it is to be considered the same as two lights.

DIVISION SPECIAL INSTRUCTIONS

Section L: TOPS CAR CODES

TOPS car codes are a three digit code used to identify different types of rail cars. The first digit identifies the basic type of car; second digit outlines a more specific description of a car type and the third digit gives a very detailed car description that is used by employees involved in car distribution. For train operations, only the first two car code digits are important. The following table of TOPS codes will identify any specific car kind using the first two digits. Locate the first digit alpha character (which will designate car kind) in the first column under "First Digit." Then look directly across to the "Second Digit" column to locate the corresponding second digit code which shows additional car description.

FIRST DIGIT	SECOND DIGIT
A = SPECIAL SERVICE (ALL XP INCLUDED)	1 = 40' - 49'11" 2 = 50' - 55'01" 3 = 55'02" - 69' 4 = GT 69' 5 = CUSHIONED 40' - 49'11" 6 = CUSHIONED 50' - 55'01" 7 = CUSHIONED 55'02" - 69' 8 = CUSHIONED GT 69' A = HI CUBE 40' - 49'11" B = HI CUBE 50' - 55'01" C = HI CUBE 55'02" - 69' D = HI CUBE GT 69'
B = PLAIN BOX (NON-INSULATED)	1 = 40' - 49'11" 2 = 50' - 55'01" 3 = 55'02" - 69' 4 = GT 69' 5 = CUSHIONED 40' - 49'11" 6 = CUSHIONED 50' - 55'01" 7 = CUSHIONED 55'01" - 69' 8 = CUSHIONED GT 69' A = HI CUBE 40' - 49'11" B = HI CUBE 50' - 55'01" C = HI CUBE 55'01" - 69' D = HI CUBE GT 69' M = SPECIAL BOX CAR X = ALL-DOOR BOX CAR
C = COVERED HOPPER	J = 4000-4999 CUBIC FT. @ X = 5000-9999 CUBIC FT. @ 1 = 1900-2050 CUBIC FT. + 2 = 2051-2999 CUBIC FT. + 3 = 3000-3999 CUBIC FT. + 4 = 4000-4999 CUBIC FT. + 5 = 5000-5999 CUBIC FT. +
D = BOX CAR EQUIPPED FOR CROSS BARS	4 = 40' - 49'11" 5 = 50' - 55'01" 6 = 55'02" - 69' 7 = GT 69'
F = FLAT CAR	C = CHAIN TIE DOWNS B = BULKHEADS A = ANODE W = WOODRACK (PULPWOOD) P = PLAIN H = HEAVY DUTY STRAIGHT D = HEAVY DUTY DEPRESSED J = I BEAM L = LOG FLAT S = COILED STEEL R = COVERED T = TOTE BIN M = OTHER
G = GONDOLA	4 = 0' - 51'11" 5 = 52' - 59'11" 6 = 60' AND OVER S = STEEL R = COVERED (ROOF) P = MISC SPECIAL EQUIPMENT - OTHER
H = OPEN-TOP HOPPER	5 = 50 TON 7 = 70 TON 0 = 100 TONS L = LONGITUDINAL UNLOADING S = SPECIAL SVCE
I = INSULATED BOX	1 = 40' - 49'11" 2 = 50' - 55'01" 3 = 55'02" - 69' 4 = GT 69' 5 = CUSHIONED 40' - 49'11" 6 = CUSHIONED 50' - 55'01" 7 = CUSHIONED 55'02" - 69' 8 = CUSHIONED GT 69' A = HI CUBE 40' - 49'11" B = HI CUBE 50' - 55'01" C = HI CUBE 55'02" - 69' D = HI CUBE GT 69'
L = BOX CAR INSULATED BULKHEAD EQUIPMENT	A or 4 = 40' - 49'11" B or 5 = 50' - 55'01" C or 6 = 55'02" - 69' D or 7 = GT 69'

DIVISION SPECIAL INSTRUCTIONS

FIRST DIGIT	SECOND DIGIT
M = MISCELLANEOUS	2 = BI-LEVEL 3 = TRI-LEVEL S = SCALE TEST CAR BLANK = SPECIAL CARS
N = BOX CAR NON-INSULATED BULKHEAD EQUIPPED	A or 4 = 40' - 49'11" B or 5 = 50' - 55'01" C or 6 = 55'02" - 69' D or 7 = GT 69'
O = ORE CARS	1 = PLAIN 2 = SPECIAL DUMP 3 = OTHERS 4 = SP 467500 - 467549
P = TOFC	NUMERIC = SINGLE-LENGTH CAR GENERALLY 50'-75' LONG. ALPHA = DOUBLE-LENGTH CAR GENERALLY 85'-89'4" LONG.
Q = INTERMODAL FLATS SINGLE CAR AND MULTI-PLATFORM CARS	A,K, or 1 = 1 PLATFORM B,L, or 2 = 2 PLATFORMS C,M, or 3 = 3 PLATFORMS D,N, or 4 = 4 PLATFORMS E,O, or 5 = 5 PLATFORMS F,P or 6 = 6 PLATFORMS G,Q or 7 = 7 PLATFORMS H,R or 8 = 8 PLATFORMS I,S or 9 = 9 PLATFORMS J,T or 10 = 10 PLATFORMS
R = REFRIGERATED BOX	A or 4 = 40'00" - 49'11" B or 5 = 50'00" - 55'01" C or 6 = 55'02" - 69'00" D or 7 = OVER 69'00"
S = INTERMODAL FLATS (Double-Stack)	1 = 1 PLATFORM 3 = 3 PLATFORM C, D, 4, or 5 = PLATFORMS
T = TANK	2 = LESS THAN 35' 3 = 35' - 42' 4 = 42' - 50' 5 = 50' - 70' 7 = OVER 70' T = TEST CAR
W = WOODCHIP HOPPER	S = SOLID BOTTOM GONDOLA D = DROP BOTTOM GONDOLA H = HOPPER
X = FOOD CAR	4 = 40'00" - 49'11" 5 = 50'00" - 59'11" 6 = 60'00" - 69'11" 7 = OVER 69'11"
Y = WORK EQUIPMENT & PASSENGER	B = BOX G = GONDOLA H = HOPPER/BALLAST/DIRT SPREADER T = TANK D = DERRICK F = FILM R = TEXT/RESEARCH P = BUSINESS CAR/PASSENGER C = BURRO CRANE S = BUNK CAR M = TIE CAR O = OTHER L = COMMUTE PASSENGER CAR

Position in train of placarded cars containing hazardous materials

NOTE: Cars with same placards may be placed next to each other.

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps:

- Determine the type of placard applied to the car.
- Determine the type of car.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates the wording at the side that applies.

See footnotes for explanation.

Loaded cars placarded:



Loaded cars placarded:



Loaded cars placarded:



Loaded tank cars placarded:



Empty tank cars placarded:



Loaded cars other than tank cars placarded:



Cars placarded:



RESTRICTIONS

Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.

MUST NOT BE NEXT TO:

Engine, occupied caboose or passenger car

Car occupied by guard or escort

Loaded plain flat car

Loaded bulkhead flat car

Loaded TOFC/COFC flat car

Flat Car loaded with vehicles

Open top car with shiftable load

Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern

Car placarded EXPLOSIVES A

Car placarded POISON GAS

Car placarded RADIOACTIVE

Any loaded placarded car (other than COMBUSTIBLE or same placard)

NO RESTRICTIONS

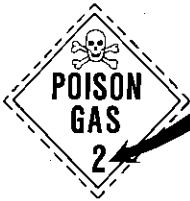
(1) A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or open-top trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.



The UN Class (or Division) number may be displayed at the bottom of a placard or label, or on a shipping paper after the listed shipping name (s).

UNITED NATIONS CLASSIFICATION SYSTEM

United Nations Class or Division numbers may be displayed at the bottom of placards or in the hazardous materials description on shipping papers. In certain cases, this Class or Division number may replace the written name of the hazard class in the shipping paper description. The Class and Division numbers have the following meanings:

- Class 1 Explosives**
 - Division 1.1 Explosives with a mass explosion hazard
 - Division 1.2 Explosives with a projection hazard
 - Division 1.3 Explosives with predominantly a fire hazard
 - Division 1.4 Explosives with no significant blast hazard
 - Division 1.5 Very insensitive explosives
- Class 2 Gases**
 - Division 2.1 Flammable gases
 - Division 2.2 Nonflammable gases
 - Division 2.3 Poison gases
 - Division 2.4 Corrosive gases (Canadian)
- Class 3 Flammable liquids**
 - Division 3.1 Flashpoints below -18°C (0°F)
 - Division 3.2 Flashpoint -18°C and above but less than 23°C (73°F)
 - Division 3.3 Flashpoint of 23°C and up to 61°C (141°F)
- Class 4 Flammable solids; Spontaneously combustible materials; and Materials that are dangerous when wet**
 - Division 4.1 Flammable solids
 - Division 4.2 Spontaneously combustible materials
 - Division 4.3 Materials that are dangerous when wet
- Class 5 Oxidizers and Organic peroxides**
 - Division 5.1 Oxidizers
 - Division 5.2 Organic peroxides
- Class 6 Poisonous and Etiologic (infectious) materials**
 - Division 6.1 Poisonous materials
 - Division 6.2 Etiologic (infectious) materials
- Class 7 Radioactive materials**
- Class 8 Corrosives**
- Class 9 Miscellaneous hazardous materials**

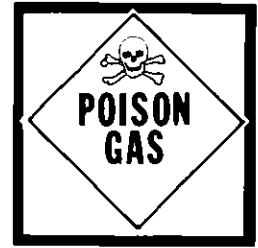
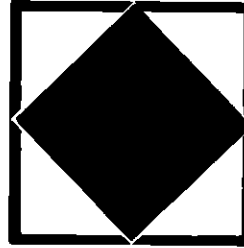
HAZARD CLASS ABBREVIATIONS

XA - EXPLOSIVES A	OP - ORGANIC PEROXIDE
XB - EXPLOSIVES B	PA - POISON A
XC - EXPLOSIVES C	PB - POISON B
BA - BLASTING AGENT	EA - ETIOLOGIC AGENT
NG - NONFLAMMABLE GAS	IR - IRRITATING MATERIAL
FG - FLAMMABLE GAS	RM - RADIOACTIVE MATERIAL
FL - FLAMMABLE LIQUID	CM - CORROSIVE MATERIAL
CL - COMBUSTIBLE LIQUID	OA - ORM-A
FS - FLAMMABLE SOLID	OB - ORM-B
OM - OXIDIZER	OE - ORM-E

SWITCHING RESTRICTIONS

THE FOLLOWING CARS MUST NOT BE:
CUT OFF IN MOTION, NOR BE
IMPACTED BY CARS ROLLING UNDER
THEIR OWN MOMENTUM

ANY CAR PLACARDED
EXPLOSIVES A OR POISON GAS



A TOFC OR COFC VEHICLE
DISPLAYING ANY PLACARD

TANK CAR LOAD OF FLAMMABLE GAS



NUMBER 2
FLAMMABLE GAS

USE THE HAZARD CLASSIFICATION NUMBER IN THE LOWER CORNER OF THE PLACARDS TO DISTINGUISH TANK CARS PLACARDED FLAMMABLE GAS FROM FLAMMABLE OR COMBUSTIBLE



NUMBER 3
COMBUSTIBLE LIQUID



NUMBER 3
FLAMMABLE LIQUID
NO SWITCHING RESTRICTIONS APPLY