

ALWAYS
BE
CAREFUL,
DON'T
EVER
FORGET.

PRACTICE
SAFETY
CONSTANTLY.

Nº 8852

BERRYMAN HENWOOD
Trustee
St. Louis Southwestern
Railway Lines
Debtor

SPECIAL INSTRUCTIONS
No. 5

Effective 12:01 A.M.
FRIDAY, NOVEMBER 1, 1940
CENTRAL STANDARD TIME

**Governing Employees in Train,
Engine, Yard, Station and
Telegraph Service**

These Instructions are Supplementary to current Time-Table
Instructions, and to The Uniform Code of Operating Rules,
effective November 1, 1940, and Supersede Previous
Rules and Instructions in Conflict with
Those Herein.

**Instructions will be issued by Bulletin or Train Order
Revising or Supplementing Rules Herein,
as Circumstances May Require.**

F. W. GREEN, Chief Operating Officer
St. Louis, Mo.

K. M. POST, General Superintendent
Tyler, Texas

G. B. MATTHEWS, Superintendent Transportation
Tyler, Texas

C. B. PETTICREW, Superintendent
Pine Bluff, Ark.

W. G. HAZLEWOOD, Superintendent
Tyler, Texas

GENERAL INSTRUCTIONS

3

1. Trainmen of trains standing clear of main track must not give proceed signals to an approaching train.

2. Passenger trains handled by freight engines heavier than Class F-1 will not exceed speed of freight trains.

3. Where car capacity of sidings or other tracks is shown, it is figured on the basis of 45 feet per car. On siding allowance is made for engine and caboose but not on other tracks.

4. Any passenger train may be flagged by agent at stations where such train is not scheduled to stop, to receive patients on stretchers destined to hospitals.

5. When cars are stored, each cut of 10 cars must be separated by a space of 60 feet for fire protection.

6. CHARACTERS

"D"	—Day Telegraph Office.	"*"	—Mail Crane
"DN"	—Day and Night Telegraph Office.		Stations.
"N"	—Night Telegraph Office.	"Y"	—Wye.
"NS"	—No Siding.	"C"	—Coal.
"X"	—Track Scale.	"W"	—Water.
"T"	—Turntable.	"O"	—Oil.

7. When weather conditions permit: Enginemen of freight trains must get proceed signal from rear end before leaving or passing any station, and when handed up orders or clearance, will pull train by telegraph office slowly and stop, unless they receive proceed signal from rear end.

8. Permanent Slow Speed signs on right side of track indicate curve or bridge not less than 4,000 feet distant, requires reduction in speed to that designated on sign, the first (or higher) number indicates the maximum speed for passenger trains, and the second (or lesser) number the maximum speed in miles per hour for all other trains; where only one number is shown on sign, such number indicates maximum speed in miles per hour for all trains, on curve or over bridge.

These restrictions must be strictly observed, and when entire train has passed over curve or bridge, rear trainmen will, when practicable, give proceed signal to engineer, who will acknowledge by whistle signal 14-(b).

9. Electric hand lanterns of the double globe type, with a device or switch on lantern for transferring battery contact independently from one globe to the other, in case first globe failed, may be used by train, engine and yard service employees for giving hand signals. Flashlights will not be used for giving hand signals, except in delivering fuel oil to locomotives, switching at and in immediate vicinity of refineries or other hazardous industries, or at derailments where gasoline, naphtha and similar inflammables and explosives are involved.

10. Electric lanterns will be kept burning at all times when passing signals until movement is completed.

11. Rule 86, second paragraph, in The Uniform Code of Operating Rules is revised as follows:

Outside of Automatic block signal territory, unless otherwise provided, an inferior train must be in the clear at the time a first class train or train of superior right in the same direction is due to leave the next station in the rear where time is shown; except that if the time between stations is less than ten minutes the inferior train must be in the clear at least ten minutes in advance of time shown for superior train at station where the inferior train clears the main track. (Example given in Rule 86 is also amended accordingly.)

12. Rule 91 in The Uniform Code of Operating Rules is revised as follows:

Unless some form of block signal is used, trains in the same direction must keep not less than ten minutes apart, except in closing up at stations.

13. Rule 93, fourth paragraph, in The Uniform Code of Operating Rules is revised to conform with the revision of the second paragraph of Rule 86, as set forth in Rule 11 herein.

14. BLOWING OFF LOCOMOTIVES BOILERS.

All locomotives, including those equipped with Foam-Meters or similar devices, must be blown off for a period of 4 seconds from each side alternately, (a total of 8 seconds), approximately every 10—15 miles; also when leaving terminals, passing through sidings, approaching water tanks where water will be taken, at places where stops exceed five minutes, and before reaching terminals. Above blowing is required as a minimum and enginemen will do such additional blowing off as may be necessary, to maintain water in boilers in condition for good locomotive performance.

Good operation of L-1 class locomotives north of Pine Bluff, such as will prevent washing off lubrication and other difficulties, requires considerable more blowing off than other freight locomotives, due to much greater consumption of boiler water while working to capacity or near capacity. Therefore, the blowing off of these locomotives must be increased to a total of 20 seconds each by both engineer and fireman alternately, when leaving terminals, passing through sidings, approaching water tanks where water will be taken, at places where stops exceed five minutes, and before reaching terminals. This blowing off to consist of five consecutive, 4 second blows on each side, making a total of 40 seconds.

Enginemen can ascertain from the boiler water records kept at terminals, and referred to as "TDS" or total dissolved solids records, whether they are doing sufficient blowing; arrival at terminals with total dissolved solids not exceeding an increase of 20 percent above the standard departing "TDS" designated by bulletin, for the terminal from which locomotive departed, will be acceptable.

These instructions are subject to the amount of water available in locomotive tenders.

Boilers should not have to exceed two gauges of water when starting trains at any place, preferably less, especially on feed-water heater equipped locomotives.

Blowing off should preferably be done while feed-water pump and injectors are not working; and before filling boiler, if possible.

When blowing off locomotives, enginemen must make certain that the blow-off cocks are closed tightly, even if necessary to again open blow-off cock to blow out any matter which may be lodged in the cock.

In blowing off locomotives equipped with blow-off mufflers, care should be taken that only one blow-off cock is open at a time, as the back pressure from one may prevent closing the other.

Blowing should be done approaching water tanks, where possible to do so, and at points where the view is open; proper care must be exercised in all cases to avoid any possibility of personal injury or damage to live stock or property on or near the right-of-way. If locomotive is blown while standing, enginemen must see there is no one near the muffler, on steps, or on rear tender foot-board, who might be injured.

Extreme care must be exercised by enginemen when blowing off locomotives in yards in order to prevent personal injuries.

Enginemen are prohibited from blowing off locomotives while passing through interlocking plants, or over track scales, switches, turn-outs and steel spans, or when rounding curves.

Locomotives equipped with "FOAM-METERS" should be blown manually by engine men same as other locomotives; however, when trouble is being experienced in keeping water down in boilers, account lack of proper manual blowing or due to other reasons, such as high TDS concentration, the FOAM-METER automatic blow-off valve will open at same time the yellow light shows, thereby acting as a safety device to prevent water being carried over into superheater units. Under such conditions, where the automatic blow-off valve is very likely to open, the toggle switch under instrument box shall be placed in "Off" position for only such period of time as may be necessary to prevent possible injury or damage of the nature mentioned in three paragraphs above, after which switch must again be placed in "On" position.

GENERAL INSTRUCTIONS—Continued

CLEARANCES AND TRAIN ORDERS.

15. Rules S-83, S-83 (a), D-83 and 83 (a): Both conductor and engineman must check train register at initial stations, unless relieved of doing so by train order or special instructions. (See train order Forms V and W.)

Conductor will check register when receiving Clearance and determine whether a train of same or superior class or right, has arrived at such station after Engineer checked train register and registered his watch comparison, and if so, will make out and furnish Engineer check of register on prescribed form (Form 3421), showing arrival and information as to signals displayed by such train or trains.

This register check, (Form 3421) will not relieve Engineers from checking the train register personally and correctly at initial stations, and will only be furnished by Conductor to cover arrival of any train or trains of the same or superior class or right at initial station, after an Engineer has checked the train register and registered time of watch comparison.

16. Register stations are shown in FULL FACED type on time-table.

17. Operators in "OS-ing" trains will, in all cases, advise dispatcher signals displayed.

18. When conditions warrant, train dispatchers may issue a train order to relieve a train from protecting rear of train until time named in such order. The protection, or flagging order, will prescribe that all, or designated, trains (excepting one or more trains, when required) will wait at initial or intermediate station designated until time named, similar to the following form:

"Northward (or southward) trains (or Northward extra trains) except Extra 801 north wait at Texarkana Yard until 2 01 p. m."

The train or trains designated, except Extra 801 north (in the example given) must not leave or pass the designated point before the time named in the order.

A train holding rear-end protection order will not be authorized to make back-up movement under protection of such order.

When protection order is fulfilled by expiration of time named in the order, train holding such protection order must be properly protected as prescribed by Rule 99 in The Uniform Code of Operating Rules, regardless of location or distance station where following trains shall wait may be rear of train holding such protection order.

Flagging or rear-end protection orders afford protection against designated following trains on an entire subdivision, unless definitely affording protection only between or beyond certain stations specified in such orders.

19. Employees making delivery of train orders to train or enginemen must not orally inform the person to whom delivered the contents thereof, nor read the order to him.

20. Four copies of train orders and clearances will be delivered each train, (except motor cars), one each for engineer, fireman, conductor, and flagman or rear brakeman.

This will not change instructions contained in Rules 204, 210, 806 and 887 as to reading and understanding of train orders by all members of the crew, and in addition to observing requirements of these rules, the following practices will govern:

Immediately after engineer and fireman have read train orders received at a station, fireman will report to engineer: "Take siding and meet No. 17, engine 761, at.....", or "Wait at until 2:45 p. m. for Extra 770 North," or whatever restrictions affect the train in the orders; should this report agree with engineer's understanding, he will reply 'Check.' Later, when leaving station next preceding station where orders are to be executed, fireman will again report as to orders to be executed at such station, and make a further report when approximately within one mile of station where order is to be executed. Engineer will, in each instance, reply 'Check,' if these reports agree with Engineer's understanding.

Rear brakeman will make similar announcements, and conductor will make similar responses on rear of train.

Head and/or swing brakeman, whether on head or rear end of train, will reply 'Check' if they have previously read and understand the orders as fireman and rear brakeman announce; if they have not read the orders when fireman and

rear brakeman make announcements, they will read orders immediately and make similar announcements to conductor and engineer, who with other members of crew, will reply 'Check' if their understanding agrees with that of head and/or swing brakeman.

Conductors of passenger trains will give their flagmen an opportunity to check orders similarly as soon as practicable after orders are received, going to rear of train for that purpose when necessary.

Should any member of crew have a different understanding of orders as announced by other members of the crew, prompt action must be taken by all members of the crew to ascertain correct understanding of the orders.

When approaching within two or three stations preceding the station where schedule of a superior train will probably be cleared, or point where speed or other restriction must be observed, announcements will be made by fireman and rear brakeman as to the time of superior train at station where such train will likely be cleared, or where restriction will be observed, as "No. 2 is due at..... at 1:35 A. M., and due at at 1:45 A. M.; will probably make for No. 2", or "Next station is take siding and clear No. 1", or "Reduce speed to 25 Miles per Hour between Mile Post 285, Pole 10, and Mile Post 285, Pole 25", or whatever the restriction may be; and such fireman and rear brakeman will again make similar announcement when leaving station next preceding station where superior train must be cleared, or any restriction observed, and will also repeat the announcement within One Mile of the station or point where superior train must be cleared or any restriction observed.

Should fireman or rear brakeman fail to make the required announcements, other members of the crew will make the announcements prescribed, and also call attention of the fireman or rear brakeman to their failure to comply with these instructions. Similar responses will be made by other members of the crew in each instance, as outlined above for train orders.

21. Form X orders, once issued to a conductor or engineman, continue in effect to them, although the schedule, section number, or running order of their train be changed.

21(b). All doors on refrigerator cars must be closed and fastened before cars leave terminals.

Should doors on refrigerator cars be opened en route by trespassers or unknown parties, trainmen handling such cars in their trains must close and fasten doors at first opportunity.

Agents at stations where no mechanical representatives are employed will see that all doors are closed on refrigerator cars made empty at their stations, and on all closed cars made empty at freight house or on team tracks. At larger stations, where merchandise cars are made empty at freight house or platforms and cars forwarded empty, warehouse forces will see that doors are closed and fastened before cars are moved to the yard.

21(c). Employees will not be permitted to act as salesmen or representatives of shippers or consignees, and thereby become competitors of other shippers and patrons having commodities shipped over lines of the Company.

22. FUEL OIL.

Before taking oil, freight locomotives must be detached from train and all fires and open flames extinguished at least 200 feet from oil crane, and fire and open flames extinguished on locomotives of passenger trains at such distance. Blower should be opened at least 30 seconds before taking oil. Freight locomotives double-heading must be uncoupled and above instructions observed.

All locomotives must extinguish their fires and all open flames at least 200 feet before passing an oil crane at which another locomotive is taking oil, and the fires and lights remain extinguished until oil crane has been passed 200 feet.

Under no circumstances may road or switch engines pass over oil unloading troughs where oil stations are maintained.

If tank cannot be placed over or taken off the trough without engine passing over it, sufficient tanks or cars should be coupled into the cut handling to prevent engine passing over the trough.

GENERAL INSTRUCTIONS—Continued

23. LOCOMOTIVE CYLINDER COCKS AND INJECTORS

When locomotive has been standing and water has accumulated in cylinders, cylinder cocks must be opened to allow water to escape; this must not be overlooked. To avoid possibility of personal injury or damage to track scales, enginemen must use judgment as to where cylinder cocks are opened, or injectors worked.

24. HANDLING LOCOMOTIVE THROTTLES AND REVERSE LEVERS.

Engines should not be worked with too short a cut-off, thereby causing damage to machinery of locomotive, without getting any better running results; in fact, performance is not as good as would be secured with proper operation.

This condition is more difficult to detect on engines with trailer trucks. However, improper operation should be detected, when locomotive is hooked up too far so that locomotive is kicking in driving boxes, falling to lubricate and generally performing improperly.

Good judgment should be used in working locomotives at proper cut-off, and throttle open to suit conditions.

Some engineers cut engines back too far in order to reduce speed. This should never be done as it causes pins and guides to heat, as well as difficulties in driving boxes, and lubrication. To reduce speed while working engines the throttle should be eased off instead of hooking up reverse lever, which should be worked to suit the speed; that is, at a point where locomotive runs freely, without kicking back on the valves, pistons, etc.

When drifting, throttle must be left open enough to keep cylinder cocks closed and properly cushion and lubricate locomotive, which usually requires at least 60 pounds steam pressure in steam pipes, as indicated by live-steam hand on back pressure gauge. When drifting, the reverse lever should be dropped down to suit the speed. By so handling reverse lever, it will give longer valve travel, ports will open wider, thus permitting steam to enter cylinders and cushion pistons, also improve lubrication of valves. Reverse lever must not be dropped down in corner when drifting at high speed.

Generally, for economical operation, a locomotive should be worked with a well-open throttle (to get high steam pressure in cylinders), and with as short a cut-off as possible (to work the steam expansively), but this does not mean that the locomotive should be hooked up until the reverse lever is standing in middle of quadrant or adjacent thereto, causing the locomotive to pound and cause excessive wear and tear on rods and boxes. Close observation will demonstrate what constitutes proper operation.

No locomotive should be worked at less than 25% cut-off in freight service, or at less than 20% cut-off in passenger service, except in unusual circumstances.

25. SAFETY RULES GOVERNING EMPLOYEES IN TRAIN, ENGINE AND YARD SERVICE.

Employees in Train, Engine and Yard Service While Switching Industry and Other Tracks Must Take Every Precaution Necessary to Avoid Personal Injury, and Will Be Governed by Safety Rules, Effective February 1, 1937 and all Supplemental Instructions thereto.

The following practice or manner of doing work is prohibited:

- 1. Coupling or uncoupling air hose while cars are in motion.
2. Coupling onto or moving cars, cabooses, cars containing emigrant movables, or cars on house, team, or industry tracks, without first positively ascertaining whether there are any persons in, under, or between such cars who might suffer injury or death by movement of cars.
3. Hanging squirt hose over or through locomotive handholds; also hanging squirt hose in gangways between engine and tender except where bracket has been provided to retain it in such position that it will not be mistaken for a handhold.
4. Switching or handling passenger train equipment or occupied outfit cars without first cutting in and testing air

brakes. (The test to consist of a service application before moving.)

- 5. Going between or under moving cars or engine.
6. Opening draw bar knuckles with hand or foot and operating knuckle lock pins with hands while cars or engine are in motion.
7. Lining draw bars with the foot while cars or engines are in motion.
8. Climbing in between cars while train is in motion for the purpose of kicking air hose to stop leaks.
9. When cars are pushed by an engine except when shifting or making up trains in yard, and even then when conditions require, a trainman must take a conspicuous position on the leading car and when shifting over all public crossings at grade not protected by a watchman, or manually controlled crossing signals or gates, and same are known to be functioning, a member of the crew must protect the crossing from a point on the ground on the crossing, and all movements over crossing must be made only on his signal.
10. Alighting from or boarding a moving engine from position between the rails, the front end of a moving caboose, or a rapidly moving train or engine.
11. Neglecting to observe switch points after throwing switch, and failing to pull on switch lock.
12. Failing to push the switch lever firmly into the notch, and inserting hook or locking switch before leaving.
13. Giving signals to move an engine or cars without first placing switch in proper position for such movement.
14. Throwing or attempting to throw switch too short a distance ahead of an approaching train or engine.
15. Enginemen drifting down too close to switches that are to be thrown.
16. Getting off HEAD END of caboose or coach to line switch to normal position.
17. Riding on foot board of engine between engine and cars when shoving cars.
18. Riding on pilot of engine between stations.
19. Riding on deadwoods, drawbars, brake beams, grab irons, hand holds, brake staffs, ladders, or any other appurtenances on the facing end of cars when such cars are being shoved.
20. Riding on locomotives (foot boards, pilots, or elsewhere), or on cars or trains in yards by employees whose duties do not require them to do so unless authorized by the Superintendent.
21. Riding on the end of loads which are liable to shift from impact when coupling is made or during ordinary train movement.
22. Giving signals to move an engine or cars and then crossing track in front of the engine or cars.
23. On two or more tracks—standing or walking on track while a train is approaching or passing on opposite track.
24. Staking out cars except when impossible to avoid it.
25. Standing on extreme end of freight car while engine is attached or while engine or cars are in the act of coupling onto such car or string of cars connecting it except when operating hand brakes.

25(a). LOCATION, CAPACITY AND WEIGHT OF STEAM WRECKERS.

Table with 4 columns: Number, Location, Capacity, Weight. Rows include 96000 Commerce, Texas; 96001 Jonesboro, Ark.; 96002 Texarkana, Texas; 96003 Tyler, Texas; 96004 Ilmo, Mo.; 96005 Pine Bluff, Ark.

GENERAL INSTRUCTIONS—Continued

LOCOMOTIVE TONNAGE RATINGS—ACTUAL												
NORTHERN DIVISION												
Class of Engine	Texarkana to Pine Bluff		Pine Bluff to Jonesboro		Jonesboro to Illmo		Illmo to E. St. Louis		Brinkley to Memphis		Lewisville to Shreveport	
	Northward	Southward	Northward	Southward	Northward	Southward	Northward	Southward	Northward	Southward	Northward	Southward
L-1 800-814.....	3,100	2,900	5,300	5,300	5,600	5,600	5,700	5,700	.....	.....	.....	.....
L-0 675-679.....	1,800	1,700	2,945	2,945	3,245	3,245	3,495	3,495	.....	.....	.....	.....
K-1 Booster.....	2,500	2,400	4,700	4,700	5,000	5,000	5,100	5,100	2,450	2,450	3,100	3,000
K-1 Non-Booster.....	2,000	1,800	4,200	4,200	4,500	4,500	4,600	4,600	1,950	1,950	2,800	2,700
G-0 650-667.....	1,170	1,070	2,530	2,530	2,830	2,830	3,080	3,080	.....	.....	.....	.....

TEXAS DIVISION										
Class of Engine	Corsicana to Tyler		Tyler to Mt. Pleasant		Mt. Pleasant to Texarkana		Commerce to Mt. Pleasant		Hodge to Commerce	
	Northward	Southward	Northward	Southward	Northward	Southward	Northward	Southward	Northward	Southward
L-1 800-814.....	2,650	3,200	2,800	2,800	2,900	2,800	3,000	3,000	2,800	2,800
K-1 Booster.....	2,250	2,450	2,200	1,800	2,250	2,250	2,150	2,150	1,900	1,900
K-1 Non-booster.....	1,800	2,000	1,750	1,500	1,800	1,750	1,750	1,750	1,650	1,650
G-2.....	1,550	1,700	1,500	1,300	1,550	1,300	1,550	1,550	1,400	1,400

26. TONNAGE INSTRUCTIONS

1. When necessary to reduce train to maintain schedules, Assistant Superintendent or Chief Dispatcher shall designate rating to be used.

2. When it is not practicable to handle one hundred per cent rating on account of low temperature or other causes, the Assistant Superintendent or Chief Dispatcher will authorize such temporary reduction as may be necessary, but such reduction must not be kept in effect longer than twenty-four hours without authority from the Superintendent.

3. In making wheel reports, yard clerks and conductors shall show actual gross and net tonnage in spaces provided.

If from any cause, Conductor and Engineman deem it advisable not to handle rating, telegram, signed by both, will be sent to Superintendent, stating circumstances, and permission to handle less than rating must be received.

If not practicable to wait until telegraph office is reached, trains will reduce or will not fill out to rating; but telegram, signed by Conductor and Engineman, must be sent to Superintendent from first open telegraph office.

Previous ratings and instructions relating thereto, except instructions herein are cancelled.

27. MAKE UP OF FREIGHT TRAINS.

Bridge and Extra Gang outfit cars, and Storekeepers' supply cars will be handled in rear of train. Empty flat and empty coal cars ahead of outfit cars. Live stock and Emigrant outfits handled near the head end of train.

Live stock should be handled at least five cars behind engine; other loads and empties should be blocked in accordance with current instructions.

When practicable, oil tanks, loaded or empty, should be placed at least five cars from engine or caboose.

Loaded cars with arch-bar type of trucks will not be handled in "FX" trains.

All trains, both out of terminals, and between terminals, must be composed of not less than 85% air cars, switched together, coupled and air brakes working with the engine. This does not apply to exclusive log trains.

28. AIR TEST

In addition to testing air after cars are picked up or set out, or engines detached Enginemen of passenger trains will make running test of air within 1000 feet of starting points.

On passenger cars picked up between Terminals, the air brakes will be set by signal from a member of the train crew, or inspector, and released by use of signal whistle.

Particular attention should be given on picking up cars on the rear of passenger trains to know that brakes will set and release on the car or cars picked up before proceeding.

All trains immediately after leaving a station, other than terminals, where the brake pipe or hose coupling connections have been changed or disconnected or at any point where brake line may have been broken, and at least one mile before reaching a railroad crossing at grade, draw-bridge, or other stopping place, or before descending a heavy grade, the air must be applied and brakes tested by running test sufficiently to know that they are in good working condition.

Running tests required by Air Brake Rules shall be made at a speed of not less than 10 miles per hour and with not less than a 10 pound brake pipe reduction. During such tests the locomotive brakes shall be released, so as to ascertain the holding power of brakes on trains.

When cars are picked up between terminals by freight trains and after they have been attached to train and hose couplings made, the air brakes will be tested on the cars picked up, to insure they apply and release from the engine. Before proceeding, it must be known that the brake pipe pressure is being restored as indicated by the caboose gauge and that the brakes on rear cars are released.

Where motive power, or engine or train crew is changed, complete test of the train brake system must be made.

Trainmen on rear of freight trains must observe the caboose air gauge at sufficient distance from railroad crossings, meeting, turn-out and other such critical points, also at frequent intervals en route, to be certain the brake pipe is not obstructed and train is charged with sufficient pressure.

When locomotives are temporarily detached from standing cars of a train en route on level track, trainmen will apply the air brakes. When on grades, the air brakes must first be released and hand brakes applied at the lower portion of the grade on which cars stand, and in sufficient number to insure their standing.

When necessary to cut air out on any car between terminals, trainmen will apply Defective Air Brake tags to car where it can be done without delay to train. Otherwise, the tags will be filled out and delivered to Car Inspector, if on duty, on arrival at terminal; should car men not be available, tags will be attached to waybill and special attention of Yardmaster or Agent called to tag and car with air brakes inoperative.

Employees must observe rules and instructions in Air Brake Instruction booklet, effective January 1, 1938.

GENERAL INSTRUCTIONS—Continued

29. FOLLOWING INSTRUCTIONS WILL GOVERN IN HANDLING ENGINES, STEAM DERRICKS, SHOVELS, DITCHERS, PILE-DRIVERS, ETC.

1. Dead engines must be inspected prior to movement and preferably have side rods only in position, but may, in emergency, be handled with a part or all of side rods removed on authority of Superintendent. Water will be drained from boiler and tender.

2. Trains handling dead engines as described below must observe the following speed restrictions in addition to observing speed restrictions prescribed in Special Instructions, bulletins, or train orders governing operation over any respective sub-division.

3. Dead engines handled in trains with all side and main rods in position must be prepared for movement in accordance with one of three methods—a, b, or c as follows:

a. If locomotive equipped with filled force feed lubricator operating properly it may proceed without further cylinder preparation if approved by mechanical department after taking into consideration distance to be handled and other conditions.

b. Front cylinder heads may be cocked sufficiently to permit inserting greasy waste and spout of oil can by removing top nuts, loosening bottom nuts, inserting block, preferably oak, between cylinder and head, being careful to not injure joint, and tightening sufficient nuts to properly secure head.

c. Front cylinder heads may be removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders.

Trains handling engine as above must not exceed speed of 24 miles per hour (one mile in 2 minutes and 30 seconds) except engines Numbers 250-255, 306-330, 477-478, 610-611 and 601-667, may be handled at regular speed permitted by Special Instructions, bulletins or train orders for the train in which handled.

4. Trains handling dead engines with main rods removed and side rods in position must not exceed speed of 20 miles per hour (one mile in 3 minutes) except 800 class engines, 15 miles per hour (one mile in 4 minutes).

5. Dead engines with all side and main rods removed, and all wheels on the rails, may be handled at a speed of 15 miles per hour (one mile in 4 minutes), except 800 class engines, 10 miles per hour (one mile in 6 minutes).

6. Where either tire or axle is broken, or other defects necessitate swinging one pair of wheels, speed must not exceed 10 miles per hour (one mile in 6 minutes).

7. Dead engines must be placed not less than three cars from engine handling train, and from each other. Engines having engine truck shall be headed in direction of movement. If impossible at beginning of movement to so head them, they must be turned at first available point and until turned, must not exceed speed of 15 miles per hour (one mile in 4 minutes).

8. Engines without engine truck shall be handled tank first, and must not exceed speed of 15 miles per hour (one mile in 4 minutes).

9. Engines without full set of driving wheels, trucks or trailers may be moved at speed not exceeding 6 miles per hour (one mile in 10 minutes) to first siding to clear main track. Further movement must be authorized by Superintendent.

10. Trains handling steam derrick, steam shovel, steam ditcher, locomotive cranes, clam-shell or pile driver on their own wheels must not exceed speed of 24 miles per hour (one mile in 2 minutes and 30 seconds). Where speed of freight trains is restricted to 25 miles per hour or less, the speed will be restricted to five miles per hour less than such maximum speed.

11. When practicable, Scale Test Car will be handled in rear of local freight trains and any train handling will not exceed speed of 25 miles per hour at any point.

12. When engines under steam, with side and main rods connected, are handled in tow in trains, messengers

must use sufficient steam to cushion pistons; and speed of trains handling such engines will be restricted as follows:

Engines in Tow	Max. Speed At Any Point
600-605, 610-611, 650-667,	Authorized Maximum
675-679, 800-814	Freight Train Speed
250-255, 300-330, 477-478,	
550-589, 750-785	45 Miles Per Hour
412, 425-428 450-459, 500-	
529, with engine trucks.....	35 Miles Per Hour
331-340, 400, 401	25 Miles Per Hour

30. FLAGGING EQUIPMENT ON ENGINES.

A red lantern fully equipped, a red flag, supply of fuseses and torpedoes will be placed on engines at each terminal, by engine supply man or designated mechanical employee, before engine is placed on engine track for service. Such red lantern will be placed on front of tender as prescribed by Rule 968, where it can be readily observed, and kept ready for immediate use. Fuseses and red flag will be kept in a kit, and torpedoes in a separate compartment, and under no circumstances will any flagging equipment be placed under fireman's seat-box.

Engines leaving Corsicana, Hodge, Dallas and all other terminals north thereof for main line service shall have a red flag, twelve fuseses, and twelve torpedoes in flagging kit; and engines leaving terminals for service on other Sub-Divisions, also switch engines, shall have a red flag, six fuseses, and six torpedoes in flagging kit.

Engineers, firemen, and head brakemen on each train must know that required flagging equipment is available on their engine when they take charge on engine track, and all rules observed as to such flagging equipment being in condition for immediate use.

At end of trip, engineer and head brakeman must check and know that red lantern is on their engine when placed on engine track, and if absent, will notify Mechanical Foreman in charge and Assistant Superintendent reason for absence of such lantern. Red lantern will be taken charge of by engine supply man or mechanical representative, until engine is again placed on engine track for service.

When passenger engines are brought from engine track to vicinity of the point where engines are changed, there should be a red light on rear of tender. When engines are changed, the Train Porter should exchange the red lantern off the in-bound engine to the out-bound engine, and the hostler helper, Switchman, or employee accompanying engine from engine track will place red lantern on rear of tender for return trip to engine track.

Train Porters on passenger trains will fill red lantern before departure from initial station on each passenger run, and Firemen will light the lantern before sunset, or when may be required by day.

All engineers must see that a red lantern is kept burning on their engine from sunset to sunrise, and by day when weather conditions may require. (Rule 968).

Switch enginemen and pin-puller (or man following switch engine) must check and know proper flagging equipment is on their switch engine and ready for immediate use, and red lantern on engine when placed on engine track at end of tour of duty, or they are relieved by another crew.

Conductors and Switch Foremen will give the supervision of flagging equipment on their train and engine, necessary attention to insure proper flagging equipment is available and ready for immediate use, as rules require.

Supply of high-grade kerosene will be kept available in vicinity of engine track, or at some other convenient place at each terminal so head brakeman, pin-puller, and train porters can fill red lanterns, and keep such lanterns ready for immediate use.

At night, when standing or moving about yards, a detached road engine must display a red light to rear.

GENERAL INSTRUCTIONS—Continued

31. OPERATING INSTRUCTIONS INVOLVING
AIR CONDITIONING EQUIPMENT.
Steam System, Chair Cars Nos. 200-209.

VENTILATION

When ventilation alone is desired, turn "Blower" switch, located on "Air Conditioning Control" panel, to position marked "On." This will start the "Blower" only. The "Blower" draws in air through the fresh air filters (located in the ceiling of the vestibule) and the return air filters (located inside the car in the ceiling in white passenger end.) The air is drawn in the following proportions: 35% fresh and 65% return air and delivered to the air circulating system.

HEATING

Operating Instructions.

1. Check all small toggle switches to see that they are down in "Automatic" position. Also check to see that plug fuses are good.
2. Throw blower fan switch to "ON" position. If fan does not start immediately, see paragraph "Blower Emergency Fan Switch."
3. Turn air conditioning control switch to left into "Heating" sector to temperature desired.

Blower Emergency Fan Switch. If car is cold when starting the equipment, or if the steam is cut off of the steam train line after the air circulating fan has been operating, the fan will stop because the temperature of the air has fallen too low. If there is steam on the train line, the fan may be started by throwing the "Blower Emergency Fan Switch" to manual position. It must be returned to automatic position after an interval of about five minutes.

Valve Toggle Switches and Red Pilot Light. Should the magnetic steam valves stick, the red pilot light located at top of locker will light. By lifting the toggle switches, one at a time, it can be determined which valve circuit is affected. The upper toggle switch controls the two floor heat valves located in floor under seat on each side of aisle near center of car. The toggle at top of lower panel controls the overhead heat valve located in a metallic box on floor at outside of white women's toilet partition.

Place panel toggle switch in manual position and go to steam valve and operate it to "ON" and "OFF" position several times, then after three minutes, place panel toggle switch in automatic position. If the valve circuit is not free and pilot light comes on again, place that toggle switch in manual position and operate the valves in that circuit by hand for remainder of trip.

For proper heating of air conditioned cars, during season when heat is required in these cars, enginemen should carry 75 pounds steam pressure in steam line at engine.

COOLING

In order to obtain cooling, the following conditions should be observed:

1. Before turning on the equipment make certain that the train line pressure gauge (located in control locker) shows at least 60 pounds. Any pressure above this is satisfactory. The train line pressure gauge is the red hand on the right hand side of the quadruplex gauge.
2. Make certain that the reducing valve gauge shows at least 50 pounds. This gauge is the black hand on the right side of the quadruplex gauge. If this gauge does not show pressure, it indicates that the hand valve in steam line to the ejector control box is closed, or that both hand valves in the steam control box are closed. Of the hand valves in the box, the bottom one should be used. The top reducing valve is considered as extra and should be used only in case of failure of the bottom valve.
3. Make certain that the condenser water level gauge shows at least 5 inches of water. This reading may be obtained by giving the small hand pump at bottom of gauge a few strokes until the red fluid in gauge ceases to rise.

After observing the foregoing:

1. Turn blower fan switch to position marked "ON."
2. Turn air conditioning control switch to cooling side to temperature control desired. For outside temperature up to 85 degrees, set "Air Conditioning Control" switch on "Low." For outside temperature up to 95 degrees, set on "Medium". For outside temperature above 95 degrees, set on "High". Under "Cooling," the "Low" gives the coolest temperature.

Unless the condenser pressure gauge shows at least 20 inches of vacuum, (black hand on left hand side of quadruplex gauge) the motor operated steam valve will not open. Whether or not this motor operated steam valve is open is indicated by the red hand on the left side of the gauge.

The cooling thermostat is located in aisle on white men's toilet wall.

To obtain steam pressure for proper operation of air cooling equipment, enginemen must carry 90 pounds steam pressure in steam train line at engine.

When coming into terminals where engine is cut off or train is switched, steam must not be shut off at engine nor steam line blown out from rear of train in excess of two minutes prior to the time that train stops.

At points where switching of train is required air cooling equipment (not blower fan) should be shut off; however, where such terminal time is in excess of 10 minutes due to waiting for connection, etc., engine should be coupled up to train to furnish steam for operation of cooling equipment wherever possible to do so.

Overhead ventilators in 4 toilets should be kept open at all times; the 3 ventilators in body of car should be kept closed except when there is considerable smoking by passengers.

To stop cooling system, return all switches on control panel to "Off" position.

By keeping shades pulled down on sunny side of car during hot weather periods cooling conditions will be materially improved.

Ice System, Dining Lounge Cars Nos. 240-242.

VENTILATION

Handle same as on Steam System.

HEATING

Handle same as on Steam System, except on cars Nos. 240 and 241 the overhead heat is controlled by switch having only "ON" and "OFF" position, located on panel in locker in dining room. The floor heat is controlled by two switches, one on wall of lounge room controlling opposite side of car, and one in dining room controlling that side of car. The magnetic valve for overhead heat is located in locker in pantry, the two magnetic valves for floor heat are located, one in lounge room under desk, and the other in entrance to men's toilet room.

Trouble with magnetic steam valves should be handled same as on Steam System.

COOLING

Handle toggle switches, blower switch and air conditioning control switch same as on Steam System, all such switches being located on panel in locker in dining room.

Overhead ventilators in toilets should be kept open at all times.

Overhead ventilators in lounge room, cars Nos. 240 and 241, should be kept closed, except when there is considerable smoking by passengers.

Overhead ventilators in passageway next to kitchen should be kept open, except in extreme cold weather.

GENERAL INSTRUCTIONS—Continued

32. REGULATIONS CONCERNING THE HANDLING OF UNITED STATES MAIL

1. The handling of United States mails will take preference over express and baggage.
2. Agents must carry the United States mails between mail cars and the postoffice when within the legal limit, 80 rods, and at junctions attend to the transfer of mails, if these services are not otherwise provided for.
3. Mails must not be allowed to remain on cranes, trucks or platforms unguarded, or where they will be liable to depreciation or to damage by the elements; and they must be dispatched to the post office when such service is performed by the railroad or placed aboard the proper trains, without delay.
4. When for any reason a mail bag is carried by or left short of destination, or is otherwise improperly delivered, notice must be sent to the superintendent by wire immediately, and the mail sent to the proper destination by first mail train.
5. All persons through whose hands a miscarried mail bag passes must make a written report to the superintendent, giving full particulars. This rule must be strictly observed. Report must also be made when postal clerks make improper dispatch of mail, resulting in damage to mail bag or contents by reason of bag being thrown into water alongside of track, under trains, etc. In making reports concerning mishandling, failures, etc., be careful to distinguish between locked pouches and tie-sacks.
6. Station agents will be required to notify the postmasters at offices which receive mail at their respective stations of any changes in the time of trains which carry mails, the notice to be given immediately upon receipt of the time-table which cover such changes. Section foremen will give this notification to postmasters at post offices on their sections where the railroad has no station agent.
7. Where any mail train goes in upon siding to meet an opposing train and misses the mail at station or on mail catcher, the conductor will see that porter or brakeman gets the mail from station or mail catcher and places it in postal car and also assist in taking the mail from postal car and placing it upon depot platform.
8. Do not deliver pouches to mail car until mail clerk has finished his delivery. In case of non-delivery of pouches to a mail car, do not throw the pouch to any railroad employe or on the platform of cars, but hold for next regular mail train and report facts by wire to superintendent. Do not receive pouches unless locked and correctly labeled.
9. Pouches or sacks must be carried or trucked. Dragging will not be allowed under any circumstances.
10. Where mail messenger service between post offices and stations is performed by post office department the government messenger is required to deliver the mails on board the trains (except when railroad employe makes night exchanges in accordance with Section 1743 of Postal Laws and Regulations), but when trains are so late that messenger would miss other mails by remaining to make exchanges himself, the railroad agent should take charge of mail and deliver to trains and receive incoming mails and hold until called for by government messenger.
11. The handling of return mails, viz.: Transfer mails from one train to another, devolves upon the railroad and not on the government messenger, who performs carrier service between post office and station, and at points where this mail is due to be handled railroad employes must be on the lookout for same and make inquiries if not received.
12. At stations where the mail is craned it is the duty of the agent or the person in charge to guard the mail while on crane and observe if the bag is caught, so that in case of failure it can be taken care of and not left unprotected.
13. When the crane is out of position or in bad order, wire superintendent, who will have repairs promptly made.
14. HANGING THE POUCH.—Always hang the bottom of the pouch on the upper iron of the crane, so that the lock be down (it is dangerous to a postal clerk to hang the pouch with the lock up), and, after the pouch is hung, tie the upper ring of the pouch to the iron on which it is hung with one thickness of thin twine. Then tie the bottom ring to the lower iron of the crane in the same manner. It

is of the greatest importance that the pouch should ALWAYS be tied at both ends to the irons of the crane with no more than one thickness of twine. It is also important that no mail be left in the center of the pouch.

15. NIGHT SERVICE.—When the service is performed at night there should be a light attached to the crane or near the crane for the guidance of the clerks.
16. Proper care of all pouches and sacks with prompt and correct handling is enjoined upon all employes.
17. Superintendents and mechanical officers will wire the superintendent of transportation of any mail compartment car withdrawn from the service for repairs or for any other cause, giving car number and reason of withdrawal.

Attention is called to the following extracts from the Postal Laws and Regulations of the United States:

SECTION 1743. ARRIVAL OF MAIL AT LATE HOUR OF NIGHT.—Whenever the mail on any railroad route arrives at a late hour of the night or at a time when the Government messenger is not on hand to receive it, the railroad company shall, if a representative is on duty, retain custody thereof by placing the mail in a secure and safe room or apartment of the depot or station until called for or until the following morning, when it shall be delivered at the post office, or to the Government messenger, at as early an hour as the necessities of the post office may require.

2. At points where there is no railroad representative employed or on duty and there is a railroad station or depot, and mail trains pass late at night, the railroad company shall (if deemed necessary by the Railway Mail Service, provide exchange of mails through a safe room in the depot or by means of a safe and suitable locked box at the station.

SECTION 1744. When a train departs from a railroad station between 9 p.m. and 6 a.m., and it is deemed necessary to have the mail dispatched by such train, the division superintendent of Railway Mail Service shall, where mail is taken from and delivered into the post office by the railroad company, request the company, or where a mail messenger or carrier is employed by the Post Office Department shall direct the postmaster to have the mail messenger take the mail to the railroad station at such time as will best serve the interests of the mail service. Such mail shall be taken in charge by the agent or other representative of the railroad company, who shall be required to keep it in some secure place until the train arrives and then see that it is properly dispatched.

SECTION 2359. Whoever, having taken charge of any mail, shall voluntarily quit or desert the same before he has delivered it into the post office at the termination of the route, or to some known carrier, messenger, agent or other employee in the Postal Service authorized to receive the same, shall be fined not more than five hundred dollars, or imprisoned not more than one year, or both.

TRAIN MAIL.

18. Railroads are permitted to carry by train mail between points on its system:

- (a) All letters and packages to and from officers, agents and employes when relating to business of the railroad.
- (b) All letters and packages to officers, agents and employes from connecting lines, when relating to the joint business of these railroads.
- (c) All letters and packages from officers, agents and employes to connecting lines, when relating to the joint business of these railroads.
- (d) Railroad advertising matter, folders, circulars, tariffs and printed blanks in unsealed packages.

19. It is prohibited to carry by train mail:

- (a) Correspondence or other written matter that does not pertain strictly to the business of these railroads or to joint business with a connecting line.
- (b) Correspondence relating to the personal affairs of employes.

All such prohibited mail matter must be properly stamped and forwarded by United States mail.

Correspondence for general, commercial and traveling agents of these railroads, when located at points on foreign lines, must be sent through the United States mail.

GENERAL INSTRUCTIONS—Continued

33. FIXED SIGNALS

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

33-A

Indication. Regulate speed and be prepared to comply with Rules.

Name — Yard Limit Sign.



Limit of yard, at least 2,640 feet outside of extreme switch, is reached. See "Yard Limits" herein, also Rule 93 and train order Form G, example (4), in The Uniform Code of Operating Rules.

33-B

Indication. Regulate speed and be governed by Rules.

Name — Railroad Crossing One Mile Sign.

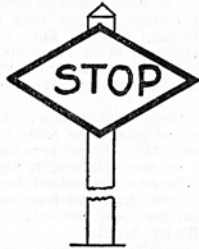


Point one mile from railroad crossing at grade designated on time-table is reached. See Rules 98 and 98(a), in The Uniform Code of Operating Rules.

33-C

Indication. Stop when required by Rules.

Name — Stop Sign.

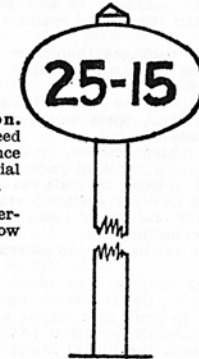


Necessary for trains to stop. See Rules 98 and 98(a) in The Uniform Code of Operating Rules.

33-D

Indication. Reduce speed in accordance with Special Instructions.

Name — Permanent Slow Speed Sign.



Point not less than 4,000 feet from place at which speed is reduced by Special Instructions.

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

33-E

Indication. Water tank located one mile in advance.

Name — Tank One Mile Sign.

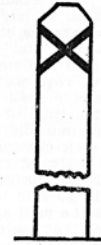


Point one mile from water tank is reached.

33-F

Indication. Sound whistle and ring bell for highway crossing at grade.

Name — Road Crossing Sign.



Point one-fourth mile from highway crossing is reached. See Rules 14(l), 30, 31 and 31(a), in The Uniform Code of Operating Rules.

33-G

Indication. Whistle for station.

Name — Station Whistling Sign.



Point one mile before outside switch of station is reached on main track north of Waco, Dallas, Hodge, Texarkana Yard and Shreveport; signals located one-half mile before outside switch of station is reached on other subdivisions.

33-H


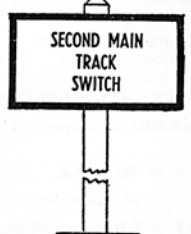
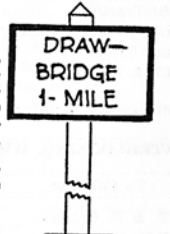
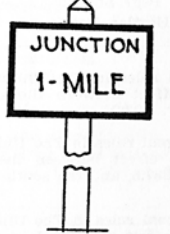
Indication. Approach end of second main track at restricted speed.

Name — Second Main Track One Mile Sign.




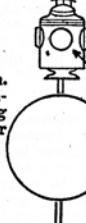



Point one mile from beginning of second main track is reached. See Rule 98 in The Uniform Code of Operating Rules.

GENERAL INSTRUCTIONS—Concluded

The following signals will appear where conditions require their use.	Signals will appear when—
<p>33-J</p> <p>Indication. Approach end of second main track with caution.</p> <p>Name — End of Second Main Track One Mile Sign</p> 	<p>Point one mile from end of second main track is reached. See Rule 98 in The Uniform Code of Operating Rules.</p>
<p>33-K</p> <p>Indication. Second Main Track switch is located opposite the sign.</p> <p>Name — Second Main Track Switch Sign.</p> 	<p>Location of second main track switch is reached.</p>
<p>33-M</p> <p>Indication. Approach drawbridge with caution prepared to stop when required by Rules.</p> <p>Name — Drawbridge One Mile Sign.</p> 	<p>Point one mile from drawbridge is reached. See Rule 98 in The Uniform Code of Operating Rules.</p>
<p>33-N</p> <p>Indication. Approach junction with caution prepared to stop when required by Rules.</p> <p>Name — Junction One Mile Sign.</p> 	<p>Point one mile from junction is reached. See Rule 98 in The Uniform Code of Operating Rules.</p>

SWITCH TARGETS AND LIGHTS

<p>33-O</p>  <p>GREEN</p> <p>Indication. Proceed on main track.</p>	<p>Switch is set for main track.</p>
<p>33-P</p>  <p>RED</p> <p>Indication. Stop, unless entering or leaving main track.</p>	<p>Main track switch is set for diverging route.</p>
<p>33-Q</p>  <p>GREEN</p> <p>Indication. Proceed on straight track or lead.</p>	<p>Inside switch is set for straight track or lead.</p>
<p>33-R</p>  <p>YELLOW</p> <p>Indication. Stop, unless entering or leaving straight track or lead.</p>	<p>Inside switch is set for diverging route.</p>
<p>33-S</p>  <p>DERAIL</p> <p>Indication. Stop unless derailed is known to be set for traffic.</p>	<p>Hand throw derailed not equipped with switch stand or target indications is located in track. See Rule 104(b) in The Uniform Code of Operating Rules.</p>

SPECIAL INSTRUCTIONS PERTAINING TO NORTHERN DIVISION

201. AUTOMATIC INTERLOCKINGS.

Subdivision	Location	Mile Post	Foreign Line
Illmo	N. of Jonesboro	122.62	St. L.-S. F.
Jonesboro	Fair Oaks	172.67	Mo. Pac.
Pine Bluff	Camden	338.93	Mo. Pac.
Memphis	Gideon	W- 65.14	St. L.-S. F.
Memphis	Bragg City	W- 78.94	St. L.-S. F.
Memphis	Trumann	W-139.99	St. L.-S. F.

Distance Home and Approach Signals from Crossings

Location	Northward		Southward	
	Approach Signal	Home Signal	Approach Signal	Home Signal
N. of Jonesboro (MP 122.62)	3,539 feet	430 feet	3,653 feet	443 feet
Fair Oaks	3,687 feet	529 feet	3,592 feet	385 feet
Camden	3,500 feet	500 feet	3,604 feet	500 feet
Gideon	3,341 feet	354 feet	2,783 feet	447 feet
Bragg City	3,416 feet	396 feet	3,422 feet	493 feet
Trumann	1,907 feet	397 feet	1,995 feet	415 feet

No Interlocking Station at either of these plants, which operate automatically.

Home Signals normally display Stop-indication.

Approach Signals normally display Proceed at Restricted Speed indication.

The Approach Signals at all crossings are inoperative, or fixed, except the Approach Signals governing movements over the Mo. Pac. crossing at Camden. All trains and engines will approach all Approach Signals at Restricted Speed and be governed by the indication displayed by the Home Signal. Should no foreign line train or engine be within the interlocking limits, or on approach circuits on its line, the Approach Signals governing St. L. S. W. movements over the Mo. Pac. crossing at Camden will change from Proceed at Restricted Speed to a Proceed indication, and the Home Signal at all crossings on the St. L. S. W. should change from Stop-indication to Proceed.

Interlocking rules will govern, except when Home Signal displays Stop-indication. Should Home Signal not display Proceed indication immediately after a train stops before the leading wheels pass the signal, a St. L. S. W. trainman will go promptly to the crossing, and should no foreign line train or engine be approaching crossing, or standing outside Home Signal limits on its track ready to proceed, St. L. S. W. trainman will open relay box on signal, and be governed by instructions displayed in such relay box as to operation of the Hand release.

After operation of the Hand release, should St. L. S. W. Home Signal then fail to display Proceed indication, after waiting the prescribed time, and there is no train or engine approaching on the foreign line, or standing outside Home Signal limits on its track ready to proceed, St. L. S. W. trainman will first properly protect against foreign line trains or engines, when conditions require, and then give Proceed hand signal from a position on the railroad crossing to St. L. S. W. train, after which such train may proceed over crossing. By night, and when conditions require by day, a burning fusee will be displayed at both Home Signals on the foreign line before St. L. S. W. trainman gives Proceed signal to his train.

Two minutes must elapse after operation of the Hand release at all interlockings, except four minutes must elapse at Fair Oaks, before Home Signal on St. L. S. W. will display Proceed indication.

Trains or engines will observe Rule 605 (d) in The Uniform Code of Operating Rules should a light be absent, or a white light displayed where a colored light should be, on an interlocking signal.

202. STANDARD MECHANICAL INTERLOCKINGS

Subdivision	Location	Mile Post	Foreign Line
Illmo	Rockview	I-10.73	St. L.-S. F.
Pine Bluff	Fordyce	307.00	C. R. I. & P.
Pine Bluff	Texarkana Yd.	419.15	T. & P.

203. ROCKVIEW INTERLOCKING, WHISTLE SIGNALS

Direction	To Call For	Sound
Southward, on regular route	Regular route	—
Southward, on regular route	Frisco Connection	—o
Southward, on irregular route	Regular route	o—o
Southward, on irregular route	Frisco Connection	oo—
Northward, on regular route	Regular route	—
Northward, on regular route	Southward main, or irregular route	—o

204. FORDYCE INTERLOCKING

Switches connected with and operated from Interlocking station:

North end of St. L. S. W. siding.

North end of St. L. S. W. house track.

Both ends of C.R.I. & P.R.R. interchange track.

WHISTLE SIGNALS

Direction	To Call For	Sound
Either	Main Track	—
Southward	North switch of siding	—o
Southward	House Track	oo—
Southward	C.R.I. & P. Transfer	— — —
Northward from siding	North switch of siding	o—

205. TEXARKANA INTERLOCKING, WHISTLE SIGNALS.

Direction	To Call For	Sound
Either	T. & P. Crossing	oo
Either	C.B. Main Track Crossing	ooo
Either	C.B. Main Track	oooo
Either	C.B. Main to Psgr. Station	—
Either	Hostler Track	ooooo

206. Block Signal rules in The Uniform Code of Operating Rules are in effect between Illmo, M.P. I-3.00, and Dexter Junction, M.P. 50.22.

206(a). Block Signal rules in The Uniform Code of Operating Rules are in effect between the north switch of Camden siding, M.P. 337.5, and the south switch of Herbert siding, M.P. 340.8.

206(b). Block Signal rules in The Uniform Code of Operating Rules are in effect between L. & A. Junction, M.P. K-449.07, and Silver Lake Junction, M.P. K-451.07.

SPECIAL INSTRUCTIONS PERTAINING TO NORTHERN DIVISION—Continued

207. SPRING SWITCHES.

Location	Type of Switch	Normal Position
Paront, (End of two main tracks)	No. 20	For southward main track
North Malden, (North end of siding)	No. 16	For main track movements
Malden, (South end of siding)	No. 16	For main track movements
Jonesboro, (South yard switch)	No. 16	For main track movements

Block Signal rules and Rule 535 in The Uniform Code of Operating Rules will govern movements of trains or engines over spring switches.

There is no signal indication to govern trailing movements through spring switches.

Trains or engines may trail through spring switches without stopping, not exceeding 30 miles per hour through No. 20 turnouts, and 20 miles per hour through No. 16 turnouts.

208. SPEED RESTRICTIONS.

Maximum Speed Permissible (Miles Per Hour).

	On Curves	Passenger	Freight	With loaded tank cars
Illmo to Pine Bluff.....	60.....55	45	45*	45*
Illmo to Pine Bluff (L-1 & L-0 Class).....	50*	45*	45*	45*
Pine Bluff to Camden.....	60.....55	40	40*	40*
Camden to Texarkana.....	60.....55*	40	40*	40*
Lewisville to Shreveport.....	60.....50	40	40*	40*
N. Little Rock to Altheimer.....	35.....30	30	22*	22*
Stuttgart to Gillett.....	15.....15	15	15	15
Malden to Wyatt.....	25.....20	20	20	20
Paragould to Blytheville.....	45.....40	40	40	40
Lilbourn to New Madrid.....	25.....20	20	20	20
Malden to Hornersville.....	25.....25	25	25	25
Hornersville to Trumann.....	25.....25	25	25	25
Trumann to McDonald.....	15.....15	15	15	15
Deering to Caruthersville.....	25.....25	25	25	25
Caraway Jct. to Rivervale.....	15.....15	15	15	15
All Sub-Divisions, except on Rivervale				
Subdivision:				
Engines backing by day.....	20.....20	20	20	20
Engines backing by night.....	15.....15	15	15	15
Engine backing up on Rivervale Subdivision, and between Trumann and McDonald.....	10.....10	10	10	10
Entering and/or leaving sidings or other tracks, No. 10 turnouts.....	10.....10	10	10	10
Entering and/or leaving sidings or other tracks, No. 16 turnouts.....	20.....20	20	20	20
Entering and/or leaving sidings or other tracks, No. 20 turnouts.....	30.....30	30	30	30
Over railroad crossings at grade protected by interlocking.....	30.....20	20	20	20
Over railroad crossings at grade not protected by interlocking.....	20.....15	15	15	15
*No excess speed variation permitted at any point.				
On Curves and Over Bridges and Trestles.				
White River bridge draw span just south of Clarendon.....	6*	6*	6*	6*
Between south end of White River draw span, and Mile Post 219:				
Passenger.....	30*	30*	30*	30*
Freight.....	25*	25*	25*	25*
Arkansas River bridge No. 603, M.P. 261.31.....	25*	25*	25*	25*
Saline River Truss Span, No. 693, M.P. 295.11.....	30*	30*	30*	30*

Between office building Kent to Ouachita River

Bridge Draw Span.....	30*
Ouachita River Draw Span, M.P. 336.65.....	30*
Red River Bridge, No. 964, M.P. 397.12:	
Passenger.....	15*
Freight.....	6*
Red River Bridge No. 97, M.P. K-450.46.....	12*
St. Francis Drawbridge, M.P. W-129.62, between Caraway and Lunsford.....	10*

L-1 class engines will not exceed 10 miles per hour around first curve north of station at Malden.

Southward trains, except first class, will not exceed 25 miles per hour from Mile Post 357 to M.P. 358, plus pole 23.

Maximum Speed Permissible (Miles Per Hour)

Around Curves Between					
Mile Post	Plus Poles and	Mile Post	Plus Poles	Psgr. Trains	Fr. Trains
286	25	287	4	45*	35*
294	17	294	25	30*	30*
(North of Pool Tank)					
309	27	310	5	35*	25*
310	23	311	17	45*	40*
341	24	342	0	35*	25*

*No excess speed variation permitted at any point.

City Ordinances Governing Speed Through City Limits

Ancell.....	15	Brinkley.....	10
Dexter.....	8	Stuttgart.....	20
Bernie.....	8	Pine Bluff.....	20
Malden.....	Psgr. 20, Frt. 15	Kingsland.....	10
Campbell.....	6	Camden.....	15
Rector.....	8	Texarkana.....	6
Paragould.....	6		

Track Scales—Engines must not be permitted to go on live rails, and cars will not be shoved or pulled over live rails at speed exceeding 4 miles per hour.

Over Switches and Frogs—When being built-up by welding, in yard or secondary tracks under traffic, not to exceed speed of 4 miles per hour for all trains or engines.

Trains or engines will not operate on Rock Island-St. L. S. W. interchange track at Fordyce in excess of 10 miles per hour.

209. YARD LIMITS.

Illmo	} One Yard	McNeil	} One Yard
Formfelt		Stamps	
Ancell		Lewisville	
Delta	} One Yard	Shreveport Jct.	} One Yard
Dexter Junction		Honore	
Dexter		Fordel	
North Malden	} One Yard	Bossier Jct.	} One Yard
Malden		Bossier City	
North Paragould		Louisiana Jct.	
Blytheville Jct.	} One Yard	Silver Lake Jct.	} One Yard
Paragould		Shreveport	
Paragould Jct.		Hospital	
Jonesboro	} One Yard	Texarkana Yard	} One Yard
N. Brinkley		Deering	
Brinkley		Deering Jct.	
Memphis Jct.	} One Yard	Hornersville Jct.	} One Yard
Cotton Belt Jct.		Hornersville	
North Stuttgart		Leachville Jct.	
Stuttgart	} One Yard	St. L. S. W. Jct.	} One Yard
England		Chickasawba	
Pine Bluff Shops		Blytheville	
Pine Bluff	} One Yard	Caruthersville	} One Yard
M. P. Junction		McDonald	
S. Pine Bluff		Caraway	
Fordyce	} One Yard	Caraway Jct.	} One Yard
North Camden		Rivervale	
Camden		N. Little Rock	
Herbert	} One Yard	N. Little Rk. Yd.	} One Yard
		Rose City	
Altheimer, South end only (Little Rock Subdivision).			

SPECIAL INSTRUCTIONS PERTAINING TO NORTHERN DIVISION—Concluded

210. All trains will approach and pass over crossings on Highway No. 61, Mile Post 31.49, south of Ristine; at Mile Post A-41.45, west of New Madrid; and at Mile Post R-92.90, south of Hamlin, at Restricted Speed.

211. BRIDGES THAT WILL NOT CLEAR MAN ON TOP OF COVERED CAR.

NAME	No.	LOCATION	
White River	492	M.P.	214.86
Arkansas River	603	M.P.	261.31
Saline River	693	M.P.	295.11
Ouachita River	817	M.P.	336.65
Overhead		M.P.	358.04
Red River	964	M.P.	397.12
C. R. I. & P. Overhead		M.P.	N-282.95
Mo. P. Overhead		M.P.	N-283.37
Main Street		M.P.	N-283.56
Broadway Viaduct		M.P.	N-283.84
Red River	97	M.P.	K-450.46

212. OTHER OBSTRUCTIONS.

Overhead structure, Woods Spur, Mile Post 211.79, will not clear man on top of car or engine.

Overhead structure, on River Track at Clarendon, near River, will not clear man on top of car or engine.

213. STANDARD CLOCKS.

East St. Louis (V.J.) office	Illmo:	Rockview
Malden	Disprs. Office	Dexter Jct.
Jonesboro	Telegraph Office	Memphis:
Brinkley	Engrs. Wash'r'm	Union Station
N. Little Rock Yd.	Paragould	Iowa Av.R'house
Camden	Pine Bluff Shops:	
Lewisville	Dispr's Office	Shreveport:
Texarkana Yd.	Relay Office	Union Station
	Eating House	Yard Office
	Engrs. Wash'r'm	

214. BULLETIN BOARDS.

Illmo	Rockview	Dexter Jct.
Malden	Paragould	Jonesboro
Hornersville	Blytheville	Brinkley
Stuttgart	N. Little Rock Yd.	Memphis:
		Union Station
Pine Bluff Shops:	Shreveport:	Iowa Ave. Yard
Relay Office	Union Station	Camden
Yard Office	Yard Office	Lewisville
Roundhouse	Roundhouse	Texarkana Yd.

215. LOCAL TIME INSPECTORS.

St. Louis, Mo., General Time Inspector.....	F. U. Hugunin
St. Louis, Mo., 123 N. 18th St.....	R. P. Wiggins
East St. Louis, Ill., 212 Collinsville Ave.....	Zerweck Jly. Co.
Illmo, Mo.....	S. Bishop
Malden, Mo.....	Russell Ferguson
Hornersville, Mo.....	Luther Bone
Paragould, Ark.....	Mrs. M. E. Lackner
Blytheville, Ark.....	Guard Jly. Co.
Jonesboro, Ark.....	H. T. Purvis & Son, Inc.
Memphis, Tenn.....	147 Madison Ave., Graves-Steuerer Co.
Brinkley, Ark.....	Mrs. G. B. Furgison
Stuttgart, Ark.....	P. J. DeArmon
North Little Rock, Ark.....	Jno. Riley
Little Rock, Ark.....	C. S. Stiff Co.
Little Rock, Ark., 219 Main St.....	W. F. McKinley
Pine Bluff, Ark.....	G. W. Halton
Camden, Ark.....	Stinson & Son
Lewisville, Ark.....	A. L. Mashaw
Shreveport, La.....	Youngblood Jly. Co.
Texarkana, Texas.....	Hack Jewelry Co.

216. RAILROAD CROSSINGS AT GRADE.

Foreign Railroad	Mile Post Location	Gated Against	Not Gated Interlocked
St.L.S.F.R.R.	I- 10.73		Interlocked
M.P.-St.L.S.F.R.R.	I- 16.08	M.P.-St.L.S.F.	
Mo.Pac.R.R.	I- 16.14	Mo.Pac.R.R.	
Mo.Pac.R.R.	I- 50.22	Mo.Pac.R.R.	
St.L.S.F.R.R.	58.37	St.L.S.F.R.R.	
St.L.S.F.R.R.	65.38	St.L.S.F.R.R.	
St.L.S.F.R.R.	75.79		Interlocked
Mo.Pac.R.R.	103.74		Not Gated
St.L.S.F.R.R.	122.62		Automatic
Mo.Pac.R.R.	172.67		Automatic
M. & A.R.R.	194.35	M. & A.R.R.	
C.R.I. & P.R.R.	196.71	C.R.I. & P.	
C.R.I. & P.R.R.	{N. & S. legs wye No. Brinkley}	St.L.S.W.	
C.R.I. & P.	199.00		Not Gated.
Mo.Pac.R.R.	214.24	Mo. P.	
R.I.S. & S.R.R.	232.70	R. I. S. & S.	
Mo.Pac.R.R.	268.79		Not Gated.
C.R.I. & P.R.R.	307.00		Interlocked
C.R.I. & P.R.R.	334.83	St. L. S. W. (Britton Line)	
Mo.Pac.R.R.	338.93		Automatic
L. & A.R.R.	385.22	L. & A.	
T. & P.R.R.	419.15		Interlocked
St.L.S.F.R.R.	W- 65.14		Automatic
G.A.Lbr.Co.	W- 65.18	G. A. Lbr. Co.	Gated
St.L.S.F.R.R.	W- 78.94		Automatic
St.L.S.F.R.R.	W-111.80		Not Gated.
St.L.S.F.R.R.	W-139.99		Automatic
St.L.S.F.R.R.	R- 92.28	St. L. S. W.	
St.L.S.F.R.R.	R- 98.44	St. L. S. W.	
St.L.S.F.R.R.	36.63	St. L. S. W.	
St.L.S.F.R.R.	A- 37.33	St. L. S. W.	
St.L.S.F.R.R.	48.49	St. L. S. W.	
St.L.S.F.R.R.	P-117.18	St. L. S. F. R. R.	
St.L.S.W.Ry.	P-138.47	St. L. S. W.	
St.L.S.F.R.R.	P-139.11		Not Gated.
Y. & M.V.R.R.	K-449.44		Not Gated.
L. & A.R.R.	K-449.93	L. & A.	
Y. & M.V.R.R.	K-452.00		Not Gated.
R.I.S. & S.R.R.	M-233.61	R. I. S. & S.	
C.R.I. & P.R.R.	{.80 Mile South of Rose City on Yard Track}	St. L. S. W.	
A.T.R.R.	{2.51 Mi. South of Rose City on Yard Track}		Not Gated.

Railroad crossings at grade as listed above under (Gated Against) are protected with gate provided with mast and arm, or light on top of mast of gate showing yellow or green, or red indication. When arm is in diagonal position and gate against foreign line, or light on mast shows yellow or green indication, the crossing is clear for St. L. S. W. Ry; when arm is in horizontal position and gate against St. L. S. W. Ry. tracks, or light on mast shows red indication, the way is not clear and the gate must be lined before proceeding. Gates must be left lined in normal position after being used. All trains must approach such crossing at Restricted Speed, and stop unless the way is seen and known to be clear.

SPECIAL INSTRUCTIONS PERTAINING TO TEXAS DIVISION

AUTOMATIC BLOCKS.

301. Tyler—Block Signal rules in The Uniform Code of Operating Rules are in effect between North Bois d'Arc Street, Tyler, M.P. 546.9, and Lufkin Junction, M.P. 548.65.

The switch at Lufkin Junction and signals controlling same are operated by Remote Control by the train dispatcher.

Should the Remote Control switch at Lufkin Junction be improperly lined for contemplated movement, and the train dispatcher is unable to properly line the switch by the Remote Control feature, he will then authorize the employe communicating with him to line switch by means of a crank kept in the concrete booth at the Junction. (Detailed instructions covering hand operation of the switch are located in the booth.)

302. Waco—All movements over Brazos River Bridge will be governed by Automatic Signal indication.

Signal governing Northward movements located near G. H. & S. A. crossing with normal position clear, will be in stop position only when route is obstructed.

Signal governing Southward movements located near H. & T. C. Junction has normal positions at stop and will automatically clear unless route is obstructed.

G. H. & S. A. transfer switch connects with this circuit, and both signals will be in stop position when transfer is in use.

303. Plano — Automatic electric interlocking signals protect St.L.S.W.Ry.Co. of Tex.—Texas Electric Railway Crossing M.P. C-589.72.

The southward Approach Signal is located 2000 feet north of crossing and the northward Approach Signal is located 2400 feet south of crossing. Home Signals are located 500 feet each, north and south of crossing.

Normal color light of Approach Signals is orange, and Home Signals green, when crossing is clear for passage of Cotton Belt trains and not in use by Texas Electric Railway trains or motors.

When crossing is in use by Texas Electric Railway trains, Approach and Home Signals will display Stop- indication.

Trains or engines will observe Rule 605 (d) in The Uniform Code of Operating Rules should a light be absent, or a white light displayed where a colored light should be, on an interlocking signal.

304. Swestern—Automatic electric interlocking signals protect St. L. S. W. Ry. Co. of Tex.—Texas & Pacific crossing, M.P. C-627.73.

All signals are of color light type, located as follows:
 Southward—Approach Signal 2000 ft. north of Home Signal.
 Southward—Home signal 400 ft. north of crossing.
 Northward—Approach signal 2800 ft. south of Home Signal.
 Northward—Home signal 500 ft. south of crossing.
 Normal color of Approach Signals is yellow and Home Signals red, signals to show green by approaching trains when plant is clear. If Home Signal is red and no cause for such indication is observed, trainmen will proceed to crossing with proper flagging equipment and protect against T. & P. trains.

Trainmen knowing no T. & P. trains are within Interlocking signal limits, will operate push button release, which should cause home signal to indicate proceed.

Push button is located in iron box marked (St. L. S. W.) in Southwest corner of crossing and locked with switch lock.

Trainmen operating push button must hold push button down five (5) seconds and not give hand signals for at least one (1) minute after operating push button.

Should St. L. S. W. Home Signal fail to assume "Proceed" position after this operation, and no T. & P. train is approaching, St. L. S. W. train may proceed over crossing upon receipt of a "Proceed" signal given by one of its own

trainmen, who must be stationed at intersection of the two railroads. By night, and when conditions require by day, a burning fusee will be displayed at both Home Signals on the T. & P. before trainman gives "Proceed" signal to St. L. S. W. train.

304 (a). The normal position of the switch for southward trains on F. W. & D. C. joint track at Hampton (Hampton Street) will be for the F. W. & D. C. Northward St. L. S. W. trains stop on St. L. S. W. rails at the Stop Signal south of Hampton in the clear until crews have lined up all switches to the northward joint track including the switch at Hampton, after which should receive a clear signal before proceeding. After movement of train completed, leave all switches, including the switch at Hampton on southward joint track lined for the F. W. & D. C.

305. CORSICANA INTERLOCKER.

Electric Manual Interlocking Plant governs movements over T.&N.O. crossing at Corsicana. Interlocking station is located in T.&N.O. Train Order Office. Interlocking Rules will govern.

Routes through Interlocking Plant will be governed by light signals. Approach Signals show Yellow "Caution" at all times; and Home Signals show Red "Stop."

Main Track Signals.

Approach Signal, and Home Interlocking (dwarf) Signal, located 1140 feet and 211 feet, respectively, south of T.&N.O. crossing, and to the right of main track, as seen from an approaching train, governs northward main track movements. Approach Signal, and Home Interlocking (dwarf) Signal, located 1404 feet and 282 feet, respectively, north of T.&N.O. crossing, and to the right of main track, as seen from an approaching train, governs southward main track movements.

Scale Track Signal and Switch

Home (dwarf) Signal governing southward trains and engines is located 172 feet north of T. & N.O. crossing; and Home (dwarf) Signal governing northward trains and engines is located 195.5 feet south of T.&N.O. crossing; both Signals, respectively, to the right of Scale Track as seen from an approaching train or engine.

Northward trains and engines moving through Scale Track will throw hand derail on Scale Track and then sound whistle: one short, one long, and one short. If no response, press push button on instrument box located 7 feet east of derail, to notify T.&N.O. Operator, after which light indication in Home Signal will govern.

Southward trains and engines moving through Scale Track will sound whistle signal: one short, one long, and one short, and be governed by light indication in Home Signal. A member of the crew must unlock and throw the hand derail located on Scale Track, 190 feet south of T.&N.O. Crossing, before passing derail.

Elevator Track Signal and Switch

Elevator Track Home (dwarf) Signal governs southward trains and engines only; signal located 253.5 feet north of T.&N.O. Crossing and to the right of main track as seen from an approaching train. For movements into or out of south end of Elevator Track, sound whistle signal: one long and one short, after which a member of the crew must open door of cast-iron box located at switch and equipped with switch lock. If indicator in box is clear, turn crank in box to the left as far as it will go, which will release the switch so it can then be operated by hand. After the movement is completed, the crank in the cast-iron box must be turned to the right as far as it will go, before locking and leaving the switch.

Whistle Signals

Proceed on Cotton Belt Main Track..... o o —
 From or Into Elevator Track..... — o
 Proceed through Scale Track..... o — o

SPECIAL INSTRUCTIONS PERTAINING TO TEXAS DIVISION—Continued

306. Rule 99 (b). On motor-car trains or two-car passenger trains, a position opposite entrance to coach on station side by flagman (or conductor), with flagman's signals, will be sufficient compliance with Rule 99 in The Uniform Code of Operating Rules at usual stops, but Conductor will be held strictly responsible for the safety and proper protection of his train at all times.

307. WHISTLE SIGNALS AT INTERLOCKERS.

Texarkana	
T. & P. Crossing.....	o o
C. B. Main Track Crossing.....	o o o
C. B. Main Track.....	o o o o
C. B. Main to Passenger Station.....	—
Hostler Track.....	o o o o o
Stock Pen Track.....	o o o o o o
Post Pipe Co. (from yard).....	o o — o
Post Pipe Co. (from main).....	o o o — o
K. C. S. Transfer.....	— —
Fergus	
M. K. T. Crossing.....	—
C. B. Siding.....	— o —
Piano	
H. & T. C. Crossing.....	—
Siding or No. 1.....	— o
Texas Electric.....	— —
West Transfer.....	o —
House.....	— o —
Carrollton	
C. B. Main Track.....	—
C. B. Siding.....	— o
North Ft. Worth	
F. W. D. C. Main Southward.....	—
C. B. Old Main Southward.....	—
F. W. D. C. Main Northward.....	—
C. B. Main Northward.....	— o
Santa Fe Transfer.....	— o
Frisco Transfer.....	— o o o
R. I. Transfer.....	— o
Whitewright	
M. K. T. Crossing.....	—
C. B. Siding.....	— o —
House Track.....	— o o
Big Sandy	
Main Track.....	—
Siding.....	— o
Transfer.....	— o —
Corsicana	
St. L. S. W.—B. R. I.	
B. R. I. Crossing.....	—
New Elevator.....	— o
Old Elevator.....	— o o
St. L. S. W.—T. & N. O.	
Proceed on C. B. Main Track.....	o o —
From or Into Elevator Track.....	— o
Proceed Through Scale Track.....	o — o
Waco	
C. B. New Main.....	— o —
C. B. Old Main.....	—
Texas Central Main.....	o o —
H. & T. C. Main.....	— — —
I. G. N. Connection.....	— — —
H. & T. C. Transfer.....	— o o
McGregor	
G. C. & S. F. Crossing.....	—
C. B. Siding.....	— o
Wye.....	o o o —

308. All passenger trains will stop at all flag stations shown in current time-table, when instructed by Chief Dispatcher to pick up Extra and Bridge Gang employees going home on Saturdays and holidays, or moving to emergency jobs. Extra or Bridge Gang Foremen must notify Chief Dispatcher in ample time when stops are desired, so instructions can be issued. Conductors will honor passes from such stations.

CROSSING GATES.

309. Tyler. St. L. S. W. Ry. Co. of Tex.—Missouri Pacific Railroad Crossing, M.P. 546.47, protected by crossing gate. Normal position of gate is against the Missouri Pacific. When way is seen and known to be clear, trains and engines may proceed over crossing at Restricted Speed without stopping.

309 (a). Jacksonville—St. L. S. W. Ry. Co. of Tex.—Missouri Pacific Railroad Crossing protected by crossing gate.

All trains must approach crossing prepared to stop, expecting to find gate against St. L. S. W. main track.

The crossing gate automatically controls derails located on our main track, one hundred feet from crossing, on either side. When gate is against St. L. S. W. Ry. Co. of Tex., derails are in DERAILING position. When gate is against Missouri Pacific the derails on our main track are in clear position. When thrown against Missouri Pacific, gate must be LOCKED in position. When switching back and forth over crossing, some member of train crew must take position near gate to see that it is kept locked against Missouri Pacific. Stop signs are located one hundred eighty feet north of crossing and one hundred forty feet south of crossing, and must be observed. Gate is equipped with toggle bars and St. L. S. W. Ry. Co. of Tex. and Missouri Pacific Switch locks.

Derails are also located on south end of Southern Pacific Transfer Track and on north end of St. L. S. W. Ry. Co. short passing track. These derails are automatically controlled by switch to these tracks.

309 (b). Hubbard. St. L. S. W. Ry. Co. of Tex. — B. R. I. Crossing protected by crossing gate. Normal position of gate is against the B. R. I. When way is seen and known to be clear, trains may proceed over crossing at Restricted Speed without stopping.

309 (c). Waco. St. L. S. W. Ry. Co. of Tex.—S. A. & A. P. industrial lead crossing, at intersection of First and Mary Streets, protected by crossing gate, with derails maintained on such industrial lead on both sides of crossing. All trains and engines using St. L. S. W. main track will approach this crossing at Restricted Speed, and when the way is seen and known to be clear, trains and engines may proceed over crossing at Restricted Speed without stopping.

Switch engines using S.A. & A.P. industrial lead will make a full stop, sound prescribed whistle signal, and use due precaution before passing over St. L. S. W. main track at location specified.

310. Several tracks in Tyler Shop yard are equipped with derails, but without "Derail Signs" designating location of such derails. Switchmen and other employees must familiarize themselves with location of these derails, and be governed accordingly.

310 (a). Trainmen and Switchmen will use electric lanterns when switching refineries at Mt. Pleasant, Tyler, Trinidad, East Waco and Hodge by night.

Enginemen when switching refineries will extinguish fires and open flames approaching and while switching in immediate vicinity of refineries.

SPECIAL INSTRUCTIONS PERTAINING TO TEXAS DIVISION—Continued

311. YARD LIMITS.			
Texarkana Hospital	} One Yard	Tyler	} One Yard
Mt. Pleasant		Lufkin Jct.	
Sulphur Springs	}	Athens	} One Yard
Commerce		S. Athens	
Greenville	}	Trinidad	}
Plano		Hill Yard	
Addison	}	Corsicana	} One Yard
Carrollton		Corsicana Wye	
Swestern	}	Eastco	} One Yard
Hodge		East Waco	
N. Ft. Worth	} One Yard	Waco	}
Ft. Worth			
Wolfe City	}	McGregor	}
Sherman		Gatesville	
Dallas	}	Jacksonville	}
Pittsburg			
N. Pittsburg	} One Yard	Rusk	}
Gilmer		Lufkin	
Big Sandy			

311 (a). SPRING SWITCHES.

Location	Type of Switch	Normal Position
Texarkana Yard, (South end "Y" siding.)	No. 10	For main track movements

Block Signal rules, also Rule 535, in The Uniform Code of Operating Rules will govern movements of trains or engines over spring switches.

There is no signal indication to govern trailing movements through spring switches.

Trains or engines may trail through spring switches without stopping, not exceeding 10 miles per hour through No. 10 turnouts.

312. BRIDGES THAT WILL NOT CLEAR MAN ON TOP OF COVERED CAR.

NAME	Location
M. K. & T. of T. Overhead bridge	M.P. C-552.17
Viaducts over Commerce, Houston and Jefferson Sts., and Station	} Dallas
Midway North & South Baggage Bridge, Dallas Union Station.	
Overhead highway crossing	M.P. 685.11

313. OTHER OBSTRUCTIONS.

Ice bents at Texarkana and Tyler will not clear a man on side of car. See that engine cabs and large cars clear ice bents. Passenger equipment must not be handled on tracks next to ice bents.

Conveyor over OIL MILL track at Kerens will not clear man on top of car.

Shed at Oil Mill at Corsicana extends over the oil mill track and will not clear a man on top of car.

Cupola Cabooses and high cars will not clear roof of passenger station shed track No. 1 between Third and Fourth streets, Waco.

Unloading Crane on Spur track paralleling Lamar St., Dallas, and on Spur track north of 11th Street, Waco, will not clear man on top of car.

Trolley wire over Interchange track with Texas Electric Co., at Plano, will not clear man on top of covered car.

Buildings along tracks to Sears-Roebuck & Co., of Texas, at Austin and Arnold Sts., at Dallas, will not clear a man either on top or on side of cars.

Overpass at Belknap St., Ft. Worth, will not clear a man on top of car or engine.

Conveyor over Oil Mill track at Wolfe City will not clear man on top of car.

314. SPEED RESTRICTIONS.

Maximum Speed Permissible (Miles Per Hour).

	On curves		With loaded
	Passenger	Passenger	Freight tank cars
Texarkana to Dallas.....	60	55*	45
Addison to Hodge.....	55	50	45
Commerce to Sherman.....	30		20
Mt. Pleasant to Tyler.....	60	55*	45
Tyler to Corsicana.....	60	50*	45
Corsicana to Waco.....	45	40	30
Tyler to Lufkin.....	35	30	25
Waco to Gatesville.....	35	30	25
Engines backing by day.....	20		20
Engines backing by night.....	15		15
Over railroad crossings protected by interlocking.....	30		20
Over railroad crossing at grade not protected by interlocking.....	20		15
Entering and/or leaving sidings.....	10		10

Maximum Speed Permissible (Miles Per Hour) Around Curves Between

Mile Post	Plus Poles	Mile Post	Plus Poles	Psgr. Trains	Frt. Trains
476	28	476	34	45*	40*
550	13	550	21	45*	40*
551	18	551	25	45*	40*
573	0	573	6	45*	40*
577	10	577	18	45*	40*
E-598	29	E-599	27	18*	12*
E-570	8	E-570	13	25*	20*
C-598	17	L-598	27	15*	10*

Over Bridges and Trestles

NAME	No.	Location	Kind of Train
Trinity River	586	M.P. 599.43	Passenger .....30*
			Freight .....25*
Underpass		M.P. D-571.33	Passenger .....10
			Freight .....10

* No excess speed variation permitted at any point.

Engines being messengered or in tow will be handled at least five cars behind engine handling train, when sufficient cars in train will allow.

Track Scales.—Engines must not be permitted to go on live rails, and cars will not be shoved or pulled over live rails at speed exceeding 4 miles per hour.

Over Switches and Frogs.—When being built-up by welding, in yard or secondary tracks under traffic, not to exceed speed of 4 miles per hour for all trains and engines.

City Ordinances Governing Speed Through City Limits.

Wylie, Sherman, Pittsburg, Dawson, Hubbard and Jacksonville	6	Mt. Pleasant, Tyler, Commerce and McGregor	15
Lufkin	8	Ft. Worth, Sulphur Sprgs. and Athens	18
Greenville	10	Texarkana, Corsicana and Carrollton	20
Waco, Dallas, Plano	12	Kerens	25

314(a). All southward trains handling full trains of Oil, and other southward freight trains handling full tonnage, on the Lufkin Subdivision must stop at Pomona, near M.P. E-573, and turn up retaining valves on sufficient number of cars to insure safe handling of train. An understanding must be had between the train and engine men as to the number of retaining valves that will be turned up. After stopping at Jacksonville, the retaining valves must be turned down.

315. STANDARD CLOCKS.

Texarkana Yd.	Mt. Pleasant	Commerce	Greenville
Dallas (Yard)	Hodge	Sherman	Tyler:
Corsicana	Waco	Lufkin	Disprs. Of.
(Psgr. Sta.)			Yard Of.

SPECIAL INSTRUCTIONS PERTAINING TO TEXAS DIVISION—Concluded

316. BULLETIN BOARDS.

Texarkana Yd.	Mt. Pleasant	Commerce	Greenville
Addison	Dallas (Yard)	Hodge	Sherman
Tyler	Corsicana	East Waco	Waco

317. LOCAL TIME INSPECTORS.

St. Louis, Mo., General Time Inspector.....	F. U. Hugunin
Texarkana.....	Hack Jewelry Co.
Mt. Pleasant.....	H. C. Shoemaker
Commerce.....	Dee Wheatley
Dallas.....	Dallas Watch Co.
Ft. Worth.....	G. W. Haltom
Tyler.....	G. W. Haltom
Malakoff.....	W. L. Evans
Corsicana.....	I. Goldberg
Waco.....	Fred Studer
Gatesville.....	J. M. Prewitt Co.
Lufkin.....	Kennedy Jewelry Co.

318. Before proceeding over the following crossings, all trains and engines must come to a full stop and a member of the crew protect movement over crossings, unless a flagman is protecting movement and gives approaching train or engine a Proceed signal:

Street crossing over all tracks South of and opposite the Old Reclamation Plant Building, Tyler Yard.

St. L. S. W.—L. A. & T. railroad crossing, located in Compress Spur track, Sulphur Springs.

St. L. S. W.—G. C. & S. F. railroad crossing, located near Lamar Street, Dallas yard.

St. L. S. W.—K. C. S. railroad crossing in Post Pipe Company's spur track, Texarkana Yard.

319. Highway Crossing Signals

Alto: Flashing Light Signal installed on first crossing, Highway No. 21, north of station, Alto. Signal operates from track circuit on main track only, circuit extending 1,027 feet north of and 470 feet south of such crossing. Signal ceases flashing when a train passes over crossing on main track and signal will not resume operation until train has cleared circuit. When switching on main track, within the circuit, back and forth over this crossing, signal will not operate, and a member of crew must precede engine or cars over crossing and properly flag traffic.

Southward Trains

When trains or cars stop north of crossing within the circuit, and it is necessary to use house track, ice plant track, or siding, the signal will cease operation when one of these main track switches is thrown. When using these tracks a member of the crew must precede engine or cars over crossing and properly flag traffic before any move is made over crossing. When switching is completed on above tracks and switches are lined for main track, trainmen must push starter button so signals will resume operation.

Northward Trains

When trains approach crossing on house track, siding or ice plant track, one of the crew will precede engine or cars over crossing and properly flag traffic before any move is made over crossing. When switching is complete on above tracks and switches are lined for main track, trainman must push starter button so signals will resume operation.

NOTE: Either of two starter buttons, enclosed in boxes equipped with switch locks, and located on pipes, at north switches of house track and siding, will govern resumption of signals.

320. **Lufkin:** All trains and engines moving over First Street crossing, just north of old St.L.S.W. freight depot, at Lufkin, must come to a stop and trainmen proceed on foot over crossing, and, before giving "Proceed" signal to enginemen, must know the way is clear. Similar precaution must be taken whether train or engine is moving forward or backward over this crossing.

THE
PROPER
INTERPRETATION
OF
EACH
AND
EVERY
RULE
IS
THE
ONE
THAT
WILL
INSURE
THE
GREATEST
DEGREE
OF
SAFETY
TO
EACH
EMPLOYEE
AND
HIS
FELLOW-MAN

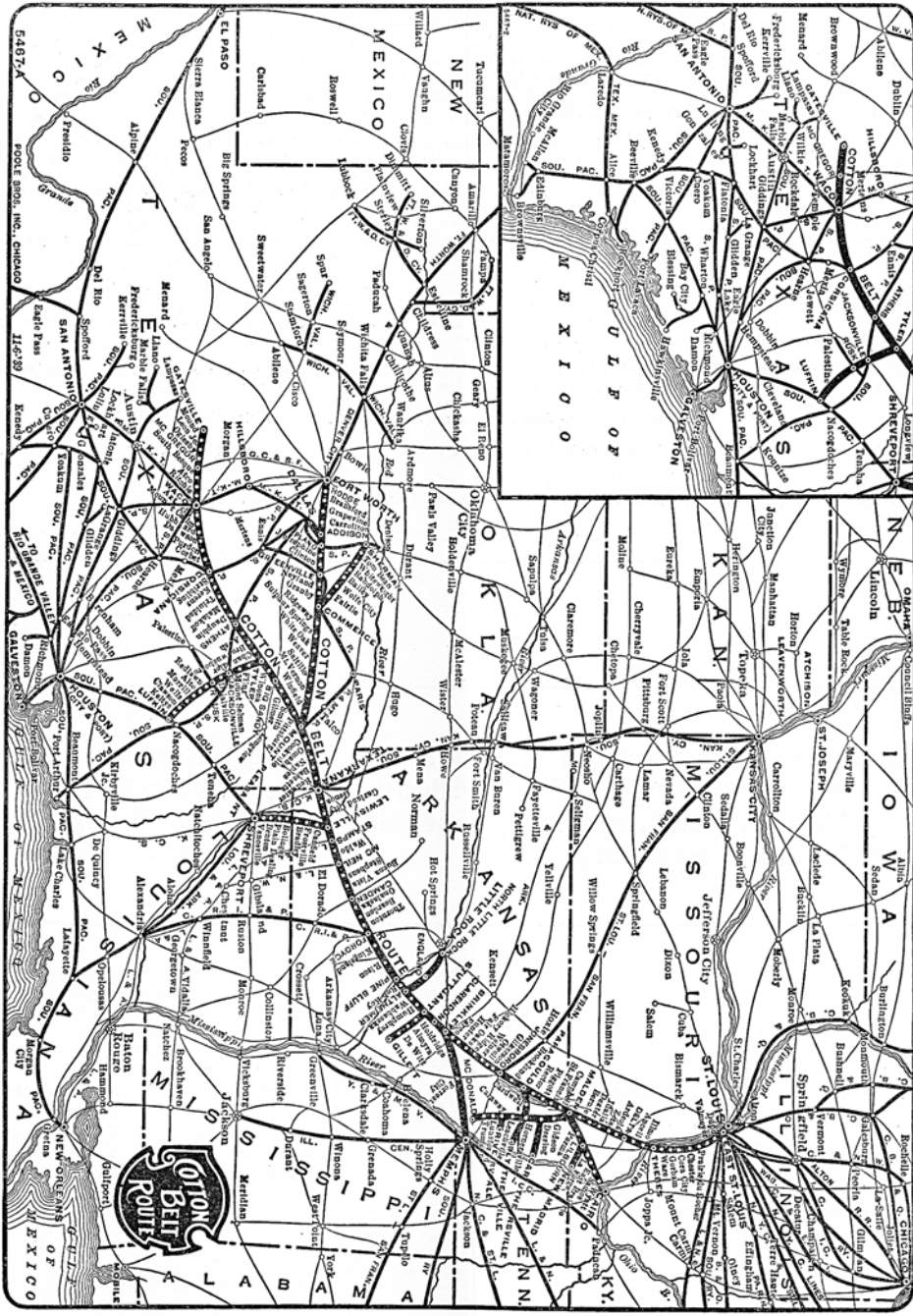
TRACK CONNECTIONS

NORTHERN DIVISION

GALE	Illinois Central R. R.	BRINKLEY	{ Chicago, Rock Island & Pacific R.R. Missouri Pacific R. R.
THEBES	{ Missouri Pacific Ry. C. & E. I. Ry.	CLARENDON	Missouri Pacific R. R.
LILBOURN	St. Louis-San Francisco Ry.	STUTTGART	Chicago, Rock Island & Pacific R.R.
PARMA	St. Louis-San Francisco Ry.	N. LITTLE ROCK	{ Missouri Pacific R. R. Chicago, Rock Island & Pacific R.R.
ILLMO	Southern Illinois & Missouri Bridge	PINE BLUFF	Missouri Pacific R. R.
ROCKVIEW	St. Louis-San Francisco Ry.	FORDYCE	Chicago, Rock Island & Pacific R.R.
DELTA	{ St. Louis-San Francisco Ry. Missouri Pacific R. R.	KENT	Chicago, Rock Island & Pacific R.R.
DEXTER JCT.	Missouri Pacific R. R.	CAMDEN	{ Missouri Pacific R. R. Chicago, Rock Island & Pacific R.R.
MALDEN	St. Louis-San Francisco Ry.	McNEIL	Louisiana & North West R. R.
CAMPBELL	St. Louis-San Francisco Ry.	STAMPS	Louisiana & Arkansas R. R.
PIGGOTT	St. Louis-San Francisco Ry.	SHREVEPORT	{ Y. & M. V. R. R. Kansas City Southern R. R. Texas and Pacific Ry. T. & N. O. R. R. Louisiana & Arkansas R. R.
PARAGOULD	Missouri Pacific R. R.	TEXARKANA	{ Missouri Pacific R. R. Texas and Pacific Ry. Kansas City Southern R. R. St. Louis Southwestern Ry. Co of Tex.
ARBYRD	St. Louis-San Francisco Ry.		
BLYTHEVILLE	St. Louis-San Francisco Ry.		
CARUTHERSVILLE	St. Louis-San Francisco Ry.		
LEACHVILLE	St. Louis-San Francisco Ry.		
TRUMANN	St. Louis-San Francisco Ry.		
McDONALD	Missouri Pacific R. R.		
WEONA JCT.	Cairo, Truman & Southern Ry.		
JONESBORO	St. Louis-San Francisco Ry.		
FAIR OAKS	Missouri Pacific R. R.		
FARGO	Missouri & Arkansas Ry.		

TEXAS DIVISION

TEXARKANA	{ Missouri Pacific R. R. Texas and Pacific Ry. Kansas City Southern Ry. St. Louis Southwestern Ry.	WOLFE CITY	G. C. & S. F. R. R.
MT. PLEASANT	Paris & Mt. Pleasant R. R.	WHITEWRIGHT	M. K. T. R. R. of Texas
SULPHUR SPRINGS	L. A. & T. R. R. (local traffic only)	SHERMAN	{ T. & N. O. R. R. M. K. T. R. R. of Texas St. L. S. F. & T. R. R. Texas and Pacific Ry. Texas Electric Ry. (via M.K.T.)
COMMERCE	T. & N. O. R. R.	PITTSBURG	L. & A. R. R.
GREENVILLE	{ M. K. T. R. R. of Texas T. & N. O. R. R. L. & A. R. R.	BIG SANDY	Texas and Pacific Ry.
WYLIE	G. C. & S. F. R. R.	TYLER	I-G. N. R. R.
PLANO	{ T. & N. O. R. R. Texas Electric Ry.	ATHENS	T. & N. O. R. R.
CARROLLTON	{ M. K. T. R. R. of Texas St. L. S. F. & T. R. R.	CORSICANA	{ T. & N. O. R. R. C. R. I. & G. R. R. F. W. & D. C. Ry.
NORTH FT. WORTH	{ St. L. S. F. & T. R. R. G. C. & S. F. R. R. C. R. I. & G. R. R. Ft. W. B. R. R. Ft. W. & D. C. Ry. F. W. & R. G. Ry. T. & N. O. R. R. I-G. N. R. R. (via T. & N. O.) M.K.T.R.R. of Texas (via T. & N.O.) T. & P. RY. (via T. & N. O.)	HUBBARD	B. R. I. R. R.
FT. WORTH	{ Ft. W. & D. C. Ry. G. C. & S. F. R. R. T. & N. O. R. R. C. R. I. & G. Ry. (via T. & N. O.) I-G. N. R. R. (via T. & N. O.) M.K.T.R.R. of Texas (via T. & N.O.) St. L. S. F. & T. Ry. (via T. & N.O.) T. & P. Ry. (via T. & N. O.) G. C. & S. F. R. R. T. & N. O. R. R. M. K. T. R. R. of Texas Texas and Pacific Ry. D. T. Ry. & U. D. Co. C. R. I. & G. R. R. The Union Terminal Co. Texas Electric Ry. (via G.C. & S.F.) St. L. S. F. & T. R. R. Ft. W. & D. C. Ry.	EAST WACO	{ I-G. N. R. R. M. K. T. R. R. of Texas Texas Electric Ry. T. & N. O. R. R.
DALLAS		WACO	{ I-G. N. R. R. M. K. T. R. R. of Texas T. & N. O. R. R.
		McGREGOR	G. C. & S. F. R. R.
		JACKSONVILLE	{ I-G. N. R. R. T. & N. O. R. R.
		STATE CROSSING	T. & N. O. R. R.
		RUSK	T. & N. O. R. R.
		KELTYS	A. & N. R. R. R.
		LUFKIN	{ T. & N. O. R. R. Texas Southeastern R. R. A. & N. R. R. R.



Cotton Belt Route

6487 A
FOOTE GEO. INC. CHICAGO
112-33