ALWAYS
BE
CAREFUL;
DON'T
EVER
FORGET.

PRACTICE
SAFETY
CONSTANTLY.

SAFETY IS OF THE FIRST IMPORTANCE IN THE DISCHARGE OF DUTY.

OBEDIENCE TO THE RULES IS ESSENTIAL TO SAFETY.

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

No 164

(Employees carrying Special Instructions No. 8 in their pocket should place inside of Timetable.)

ST. LOUIS SOUTHWESTERN RAILWAY COMPANY

SPECIAL INSTRUCTIONS
No. 8

Effective 12:01 A.M.
SUNDAY, AUGUST 15, 1954
CENTRAL STANDARD TIME

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

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These Instructions are Supplementary to current Timetable Instructions, and to the Uniform Code of Operating Rules effective May 1, 1950, and Supersede Special Instructions No. 7, and Previous Rules and Instructions in Conflict with Those Herein.

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

G. B. MATTHEWS, Vice Pres. & Genl. Mgr.
Tyler, Texas

W. H. HUDSON, JR., Asst. Genl. Manager
Tyler, Texas

F. W. FERGUSON, General Superintendent
Tyler, Texas

C. B. PETTICREW, Supt. Transportation
Tyler, Texas

J. L. HUMPHREYS, Division Superintendent
Pine Bluff, Ark.

J. R. HOLDEN, Asst. Div. Superintendent
Pine Bluff, Ark.

W. G. HAZLEWOOD, Division Superintendent
Tyler, Texas

LOCOMOTIVE CLASSIFICATION

DIESEL UNIT NUMBERS	TYPE	TRACTIVE EFFORT PER UNIT (IN POUNDS)	MAXIMUM WEIGHT EACH UNIT (IN TONS)
260	Freight	88,250	177
270, 271, 272	Freight	81,375	163
300, 301	Passenger	52,225	157
304	Pass. Frt.	60,017	124
306	Passenger	60,520	127
308, 309, 310			
311, 313, 314	Pass. Frt.	61,475	123
350 - 360	Freight	61,820	124
901 - 914	Freight (2 units)	112,330	230
916 - 924	Freight	57,170	117
925 - 975	Freight	56,960	117
1000 - 1027	Switch	59,812	123
1050 - 1053	Switch	60,763	122
1054 - 1061	Switch	60,838	122

EQUIPMENT NUMBERS	TERRITORY WHERE MAY BE OPERATED
Diesel 304 Diesels 308-360, 1000 - 1027 Diesels 1050 - 1061 Relief Cranes 96002 - 96004	Any portion of System
Diesels 260, 270 - 272, 300 - 301, 306 901 - 975	Valley Junction to Gatesville Mt. Pleasant to Dallas Addison to Hodge Lewisville to Shreveport Yard Malden to Hornersville Paragould to Blytheville Altheimer to North Little Rock Stuttgart to Gillett Tyler to Lufkin
Relief Cranes 96005-96006	Valley Junction to Waco Lewisville to Shreveport Yard Mt. Pleasant to Dallas Addison to Hodge Altheimer to North Little Rock Stuttgart to Gillett

LOCATION, CAPACITY AND WEIGHT OF RELIEF CRANES.

CRANE NO.	CAPACITY (In Tons)	WEIGHT (In Pounds)	LOCATION	TYPE (Steam or Diesel)
96002	75	166,100	Jonesboro	Steam
96003	75	157,000	Tyler	Steam
96004	100	197,000	Illmo	Steam
96005	200	374,840	Pine Bluff	Steam
96006	250	381,450	Texarkana	Diesel

SPECIAL INSTRUCTIONS—SYSTEM

1. Transportation employees will comply with instructions of Road Foremen of Engines in connection with train and engine movements.

2. Employees receiving advice by general order, or by notice on general order board or on Clearances, as to the "Rule for Today," must read and familiarize themselves with such Rule each day, either when starting to work or immediately thereafter.

3. On all subdivisions, freight trains must be closely inspected as prescribed by Uniform Code Rules 110 and 111.

4. Where car capacity of sidings or other tracks is shown, it is figured on the basis of 50 feet per car. On sidings, allowance is made for four unit Diesel engine and caboose, but not on other tracks.

5. 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.

6. When cars are stored, each cut of 10 cars must be separated by a space of 50 feet for fire protection, except, when practicable, boarding, kitchen, outfit and bunk cars should be separated 50 feet in five car cuts. Stored cars will not be spotted within 100 feet of public crossings, depots, elevators, warehouses or other valued risks.

(NOTE: Distance from public crossing prescribed in Uniform Code Rule 103 (a) (1) is revised accordingly.)

7. **CHARACTERS.**

"D"	—Day Train-Order Office.	"T"	—Turntable.
"DN"	—Day and Night Train-Order Office.	"*"	—Mail Crane Stations.
"N"	—Night Train-Order Office.	"Y"	—Wye.
"X"	—Track Scale.	"O"	—Diesel Oil.

8. Uniform Code Rule 12 (j) is revised as follows:

Five-minute yellow fusees will be used for hand signals, in lieu of green fusees, except yellow fusees must not be used within interlocking limits.

Missouri Pacific employees may use green fusees for hand signals between Illmo and Paragould.

9. Second paragraph of Uniform Code Rule 18 is revised as follows:

It must be displayed continuously day and night while train is on main track or fouling main track. Red light shall be turned on and off by trainmen.

(Note: Between Valley Jct. and North Jct., red oscillating light will be displayed on continuous straight beam, except when necessary to comply with requirements of Uniform Code Rule 18.)

10. Uniform Code Rule 20 is revised as follows:

Train Signals—Green:

Green lights will be displayed by day and by night, when required, and use of green flags discontinued.

(Note: Between Brinkley and Memphis, while operating over Rock Island, train signals—green will be displayed as per Uniform Code Rule 20.)

11. Uniform Code Rule 20 (a) is revised as follows:

Train Signals—White:

White lights will be displayed by day and by night, when required, and use of white flags discontinued.

(Note: Between Brinkley and Memphis, while operating over Rock Island, train signals—white will be displayed as per Uniform Code Rule 20 (a).)

12. Uniform Code Rule 35 is revised as follows:

The following signals will be used by flagmen:

Day Signals ..... A red flag, Torpedoes and Red fusees.

Night Signals ..... A white light, Torpedoes and Red fusees.

Flagmen must always have in their possession a sufficient number of fusees and torpedoes as prescribed by Uniform Code Rule 35 (a).

(Note: Between Brinkley and Memphis, while operating over Rock Island, red lantern will be used by flagmen as per Uniform Code Rule 35.)

13. Louisiana Railroad Commission Flagging Rule:

When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail, when the conditions require it. The front of a train must be protected in the same way when necessary by front brakemen. If the front brakeman is not available the fireman must act in his place.

(a) Between sunset and sunrise the flagman shall immediately after he leaves his train light a red fusee and carry it with him back one-quarter of mile to the point where he places the first torpedo and must leave a burning fusee at the same point as the first torpedo.

A sufficient distance to insure full protection requires that flagman shall go back to a point one-fourth mile from the rear of his train, where he must place one torpedo on the rail. He must then continue to go back at least one-half mile from the rear of his train and place two torpedoes on the rail not more than two rail lengths apart; he may then return to within one-fourth mile from the rear of his train, and remain there until recalled. Should a train be seen or heard approaching he must remain until it arrives. When he comes in he will remove the torpedo nearest to train, but the two torpedoes must be left on the rail as a caution signal to a following train.

The recall of flagman is the most critical period, and when there is not a clear view of at least one-half mile, train must be moved forward a sufficient distance to insure safety before flagman is recalled. During foggy or stormy weather, or in the vicinity of obscure curves or descending grades or when other conditions require it, the flagman will increase the distance. When a train is flagged, the engineman must obtain a thorough explanation of the cause, stopping if necessary.

(b) Should the speed of a train be reduced and its rear thereby endangered, making it necessary to check a following train before a flagman can get off, a lighted fusee must be thrown on the track at intervals to insure the safety of the leading train.

(c) When a flagman is sent out with specific instructions affecting the rights of trains, such instructions must be in writing.

(d) When a flagman is sent to a station on a train, he will ride on the engine and engineman must stop and let him off at the first switch.

Above rule to be applied for the protection of trains within the State of Louisiana in addition to Uniform Code Rule 99.

14. Uniform Code Rule 99 (j) is in effect on the following subdivisions:

Illmo
Jonesboro
Pine Bluff (Between South Switch of South Pine Bluff Siding and North Switch of Siding Lewisville.)
Texarkana (Between North Switch of Siding Lewisville and North Switch of Siding Gertrude.)

15. Uniform Code Rule 103 is revised as follows:

First paragraph of Subparagraph (3) of such Rule is cancelled.

In addition to observing other requirements of Uniform Code Rule 103, the following instructions must be observed:

Unless crossing is protected by watchman, flagman, or manually or automatically controlled gates or signals (flashers), engines, except Diesel switchers, backing up must stop at public crossings, and will then proceed over them on flagman's signals. (Diesel switchers backing up in switch

SPECIAL INSTRUCTIONS—SYSTEM (Continued)

movement must approach crossings at Restricted Speed, prepared to stop short of crossing, until it is seen and known that the way is clear, or crossing is protected properly by flagman or warning device.)

At public crossings protected by gates, flashers or other forms of automatic warning devices, actuated by a train, engine or car approaching a crossing in switch movement, on siding or auxiliary track, where such devices do not function for at least 20 seconds in advance of train, engine or car fouling or obstructing the crossing, a member of the crew must protect the crossing from a point on the ground at the crossing, and each movement over crossing must be made only on his signals.

At public crossings protected by gates, flashers or other forms of automatic warning devices, actuated by a train, engine or car approaching the crossing, a reverse movement or a forward movement after making a reverse movement, over such crossing must be protected by a flagman, where such devices do not function for at least 20 seconds in advance of train, engine or car fouling or obstructing the crossing.

16. Second paragraph of Uniform Code Rule 209 is revised to the effect that Form X orders MUST NOT be typewritten.

17. Uniform Code Rule 221 (d) is revised as follows: Operators must have the following signal appliances ready for immediate use:

One red flag,
One white flag,
One white light,
Six torpedoes,
Six red fusees.

18. Uniform Code Rule 400 is revised as follows: Second paragraph of such Rule is cancelled, and the following instructions will govern:

Unless authorized by signal indication, trains or engines must not enter a main track at a hand operated switch without authority of the Train Dispatcher (Control Operator), including track and time limits per Uniform Code Rule 402, except a train or engine may enter main track between absolute signals at a hand operated switch for continuous movement only, without securing track and time limits upon specific authority of Train Dispatcher (Control Operator), and must move at Low Speed to the next signal.

When a train or engine requests authority to enter main track at a hand operated switch for continuous movement, employee must comply with Uniform Code Rule 80.

Train Dispatcher (Control Operator) must not grant a train or engine authority to enter main track at a hand operated switch for continuous movement before complying with Uniform Code Rule 375 (10).

19. Revision of Form Y Protection Orders: Form Y Train Orders are authorized, and may be issued also to afford protection for trains carrying passengers, except on the following Subdivisions:

Wyatt	New Madrid
Trumann	Caruthersville
Blytheville	Stuttgart
Little Rock	Gatesville

Waco (Between Corsicana and East Waco.)

Regular trains on the above nine Subdivisions will be notified of following extra trains by train dispatcher, who will issue train order as follows:

"C & E ..... after (time) protect against Extra....."

Preceding trains receiving this order will, after the specified time while occupying the main track, protect in accordance with Rule 99.

In the absence of this train order, regular scheduled trains on the designated Subdivisions may occupy the main track between STATION WHISTLING SIGNS, protecting against scheduled trains only, and following extra trains must approach all stations prepared to stop at the STATION WHISTLING SIGN, and thereafter proceed at restricted speed.

20. Track Protection by Train Orders: Form "X-S" Train Order is authorized on the following Subdivisons:

Wyatt	Blytheville
New Madrid	Stuttgart
Trumann	Little Rock
Caruthersville	Commerce
Dallas	Ft. Worth
Lufkin	Gatesville

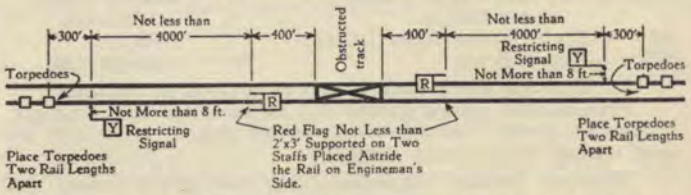
Waco (Between Corsicana and East Waco.)

Rules and regulations for Maintenance of Way and Structures, effective September 1, 1947, includes Rule 99 (f), which is repeated below for information of train and engine men and guidance of all employees affected thereby:

"Request for "X-S" train order protection shall be made by wire to the Train Dispatcher, using symbol "X-S" to identify the message. The request must clearly specify period of time protection is required, naming each day; the location, mile post and pole; time limits; and any additional information that may be needed by the Train Dispatcher.

"After Train Dispatcher has acknowledged receipt of the symbol "X-S" message and has advised the Foreman or man in charge that train order protection has been or will be provided as requested, a red flag must be placed 400 feet in each direction in advance of structure or track being protected. Yellow restricting signs shall be placed not less than 4,000 feet in advance of the red flags; and two torpedoes shall be placed on rail 300 feet in advance of the yellow restricting signs. (See diagram below.)

CHART FOR PLACING STOP SIGNALS WHEN TRAIN ORDER FORM "X-S" IS USED FOR PROTECTION ON LIGHT TRAFFIC LINES



"Red flags shall be not less than 2 feet by 3 feet in size and supported on two staffs placed astride the rail on the Engineer's side so they are plainly visible. Yellow restricting signs must be placed not more than eight feet from rail and torpedoes must be placed on the rail on Engineer's side for approaching trains.

"Trains will stop before passing the red flag and be governed by oral instructions from the Foreman or man in charge. If work is not completed and track or structure not restored for normal use within time limit specified by the train order, full protection shall be provided as required by Rule 99 (MW).

"The following Form "X-S" train order will be used, copy of which will be furnished to trains in both directions and to Foreman or man in charge, when practicable:

"7 01 AM until 4 01 PM stop before passing over bridge 39.62 MP 39 pole 21 between Lilbourn and Catron and do not proceed until orally authorized by Foreman in charge.

"10 01 AM until 4 01 PM stop before passing over track MP N269 to MP N269 pole 10 between Tucker and England and do not proceed until orally authorized by Foreman in charge.

"The maximum length of track that can be protected by Form "X-S" train order is one mile.

"Only the Foreman or man in charge is permitted to place and remove the red flag.

"Form "X-S" train orders shall not be used between sunset and sunrise or during stormy and foggy weather, when signs cannot be plainly seen."

21. Toilet Rooms In Railway Cars: Section 28-A, of the Interstate Quarantine Regulations reads in part as follows: "The toilet rooms in all railway cars shall be locked or otherwise protected from use while trains are standing at stations, passing through cities, or passing over watersheds draining into reservoirs furnishing domestic water supplies, unless watertight containers are securely placed under discharge pipes."

SPECIAL INSTRUCTIONS—SYSTEM (Continued)

22. MAKE UP OF FREIGHT TRAINS.

Bridge and Extra Gang outfit cars, and Storekeepers' supply cars will be handled in rear of train.

Live stock and Emigrant outfits will be handled near the head end of train; other loads and empties should be blocked in accordance with current instructions.

Current instructions prescribing position in trains of cars containing Explosives and Other Dangerous Articles must be observed.

23. MAINTAINING COOLING WATER TEMPERATURE ON FREIGHT ROAD DIESELS:

In event trouble is experienced maintaining cooling water temperature on 901-924 class road freight Diesels, due to fan clutch slipping, and slipping can not be stopped by blocking clutch lever with flag staff, do not attempt any other repairs to clutch, but, instead, unit of engine must be isolated and this unit used only on grades where needed. By such procedure, engine will cool down enough so can be used when needed. Wire or telephone report will be made to next mechanical point, where proper repairs may be made.

24. INSTRUCTIONS GOVERNING MOVEMENT OF DIESEL ENGINES RUNNING LIGHT, BACKING UP, DOUBLE-HEADING, IN TOW, ETC.

(a). No Diesel engine dead or in tow will be handled except when written instructions are given the Chief Dispatcher by proper Mechanical Department representative, who will direct appropriate Transportation representative the conditions under which such Diesel engine will be handled. When Diesel engines are ready for movement, and in proper condition therefor, the proper Mechanical Department representative will designate such Diesel engines will be handled at speeds and in accordance with the following instructions:

(b). All Diesel engines in road service, moving forward, running light, must not exceed 10 MPH less than maximum authorized freight train speed on subdivision on which moving.

(c). Diesel yard engines, EMD or Alco general purpose type Diesel engines, 270 and 300 Series, or BLW Engine No. 260 (which engines are constructed for forward movement in either direction), running light, may be operated not to exceed 10 MPH less than maximum authorized freight train speed on subdivision where operated.

(d). Single or multiple unit Diesel, EMD road engines, 900 Series, when connected in multiple, or Alco passenger engines, Nos. 300 and 301, or EMD passenger engine No. 306, running light, backing up, must not exceed a speed of 20 MPH by day, or 15 MPH by night. Rule 15 herein must be observed.

(e). Single or multiple unit Diesel general purpose type engines, 270 and 300 Series, or BLW Engine No. 260; and Diesel engines, EMD or BLW, 1000 Series, when used in road service, moving in either direction, may be operated at maximum authorized train speed on subdivision on which moving.

(f). Alco passenger engines, Nos. 300 and 301, or EMD passenger engine No. 306, or EMD road engines, 900 Series, when backing up and used in road service, must not exceed a speed of 20 MPH by day or 15 MPH by night. Rule 15 herein must be observed.

(g). Diesel engines, dead or in tow, with engines and traction motors in good running condition, will be handled by day or by night at such restricted speed as requested or prescribed by proper Mechanical representative.

(h). Diesel engines, dead or in tow, with engines and traction motors **not in good running condition,** will be handled at speed prescribed by train order.

(i). Diesel engines must not be operated by own power, towed through or allowed to stand in water in excess of height of 3 inches above top of rail. Movement through water 3 inches or less above top of rail must not exceed 3 MPH.

(j). Diesel engines for movement dead or in tow, must have main battery switch opened, and reversing drum blocked in neutral (except Baldwin 1000 Horse Power engines, Nos. 1000 to 1027, inclusive, which cannot be blocked, and on such engines, motor must be cut out and switches opened). Should certain climatic conditions make it desirable or necessary that engines be run idle en route to avoid Mechanical delay and servicing upon arrival at destination, the Mechanical Department will so advise the Chief Dispatcher and arrangements will be made to handle the engines in manner requested. When condition of any Diesel engine so requires, the Mechanical Department will send officer or representative to inspect and place engine in condition for movement at speed designated by such Mechanical officer or representative.

(k). All bearings, including motor support bearings, must be inspected by a Mechanical Department representative, and known to be properly lubricated for movement. Mechanical Department representative will notify Chief Dispatcher, and when practicable, confirm in writing, that Diesel engine has been properly inspected and lubricated, and is in condition for movement at speeds designated in Paragraphs (b), (c), (d), (e) and (f).

(l). Proper Mechanical officer or representative to be contacted when complying with the preceding paragraphs herein will be the Mechanical officer in charge of the Locomotive Department at the particular point dispatching the engine.

(m). When engine is in tow, air brake equipment must be handled as prescribed in Air Brake Rules.

(n). On Diesel locomotives, in cold weather where there is a possibility of damage by freezing, steam heat, when available, should be turned into the engine cooling system and steam heating coils; also low-level overflow valve on each engine or unit should be opened.

(o). When steam heat is not available, the entire engine cooling system and piping, including steam generator and main water reservoir, must be drained to prevent damage by freezing. These instructions must be observed whether the engine is standing or in tow. If the engine of the Diesel locomotive is to be operated by messenger, it will then be necessary to drain only the steam generator, piping, and main water reservoir.

(p). Location in Train: Diesel engines comprised of two or more units being handled in tow must be trained on head end of train, spaced with five cars between engine in service and the engine being towed, and when more than one Diesel engine comprised of two or more units each is handled in a train, such engines must be placed not less than five cars apart, except such engines will be spaced one car apart between East St. Louis and Jonesboro. Diesel engines comprised of single unit only may be handled on head end as outlined above, or may be handled in rear of train next to caboose, at option of Operating Department as instructed by Chief Dispatcher.

(q). When Diesel freight engine is double-headed with a steam engine, the Diesel should be placed in forward position, with one car between the engines.

(r). In the operation of a road Diesel engine, the lead control unit only will display numbers for identification purposes. In the event it is necessary to turn one of these engines between terminals, engine men will make necessary changes so lead unit will display proper number.

(s). When Diesel engines moving dead in train are set out, and hand brakes are accessible, such brakes must be set. When Diesel engines moving dead in train are set out with doors of engine locked and

SPECIAL INSTRUCTIONS—SYSTEM (Continued)

hand brakes are not accessible, a freight car, preferably a system empty, with operative hand brakes securely applied, must be coupled to the Diesel, and prompt report made to the dispatcher. In either instance, at least one pair of wheels on Diesel engine must be chocked. Before further movement of the Diesel engine is made, check must be made to make certain that hand brakes are released and chocks removed.

(t). In order to eliminate fire hazards, Diesel engines should not be stored or set out at night, or for any extended period of time, immediately adjacent to any wooden frame structures. Exception: When Diesels are serviced in roundhouses of frame construction, all necessary fire precautions must be taken.

(u). These instructions are not applicable to Diesel engines in tow, moving on revenue billing; speed restrictions, if any, prescribed on waybill covering such engines will govern.

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

(a). When necessary to handle a steam locomotive in tow in trains, special instructions covering each handling will be issued by the Chief Dispatcher.

(b). Work equipment, derricks, cranes, etc: Trains handling steam derricks, relief cranes (except Relief Cranes 96005 and 96006), steam shovels, steam ditchers, locomotive cranes, clamshells or pile drivers, on their own wheels, must not exceed MPH 24

Scale Test Car must be handled next to Caboose 30

(Note: Where speed of freight trains is restricted to 25 MPH or less, the speed will be restricted to 5 MPH less than such maximum speed.)

(c). The Maximum speed (MPH), with no variation, is authorized for trains handling Relief Crane 96005 on territories listed below:

Territory	Speed MPH
Illmo to Corsicana	40
Lewisville to Shreveport	40
Altheimer to North Little Rock	30
Mt. Pleasant to Dallas	30
Addison to Hodge	25
Corsicana to Waco	25
Gillett Branch (except over Bridges M-249.60 and M-266.95)	20
Over Bridges M-249.60 and M-266.95	10

Relief Crane 96005 must not be operated on other subdivisions.

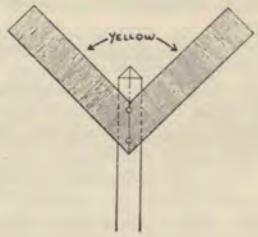
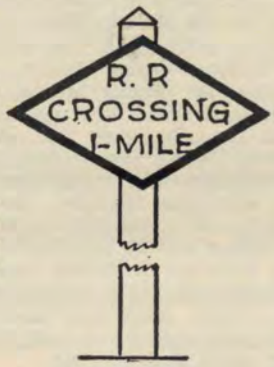
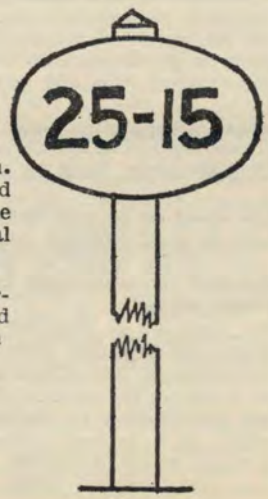
(d). The Maximum speed (MPH), with no variation, is authorized for trains handling Relief Crane 96006 on territories listed below:

Territory	Speed MPH
Illmo to Corsicana	45
Lewisville to Shreveport	45
Altheimer to North Little Rock	35
Mt. Pleasant to Dallas	35
Addison to Hodge	25
Corsicana to Waco	25

Relief Crane 96006 must not be operated on other subdivisions.

26. All passenger trains will stop at all flag stations shown in current timetable, 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.

27. FIXED SIGNALS

The following signals will appear where conditions require their use.	Signals will appear when—
27-A **Indication.** Regulate speed and be prepared to comply with Rules. **Name—** Yard Limit Sign. 	Beginning of limit of yard. See "Yard Limits" herein, also Uniform Code Rules 93, 93 (a) and D-93.
27-B **Indication.** Regulate speed and be governed by Rules. **Name—** Railroad Crossing One Mile Sign. 	Point one mile from non-interlocked railroad crossing at grade designated on timetable is reached. See Uniform Code Rule 98.
27-C **Indication.** Stop when required by Rules. **Name—** Stop Sign.	Necessary for trains to stop. See Rule 98 in the Uniform Code of Operating Rules.
27-D **Indication.** Reduce speed in accordance with Special Instructions. **Name** — Permanent Speed Restriction Sign. 	Point not less than 4,000 feet from place at which speed is reduced by Special Instructions. See Uniform Code Rule 10 (h).

SPECIAL INSTRUCTIONS—SYSTEM (Continued)

The following signals will appear where conditions require their use.

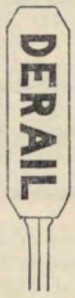
Signals will appear when—

27-E

Indication. Resume speed in accordance with Special Instructions.

Point where restriction ends. (See Uniform Code Rule 10 (h).

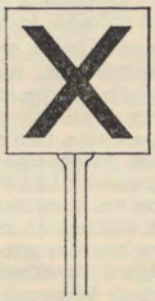
27-F



Indication. Stop unless derail is known to be set for traffic.

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

27-G



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 Uniform Code Rules 14, 14 (1) and 30.

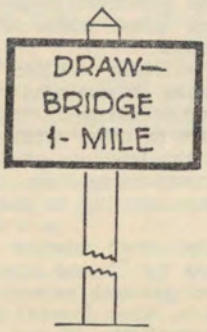
27-H

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.

27-I



Indication. Approach drawbridge with caution prepared to stop when required by Rules.

Name — Drawbridge One Mile Sign.

Point one mile from drawbridge is reached. See Uniform Code Rule 98.

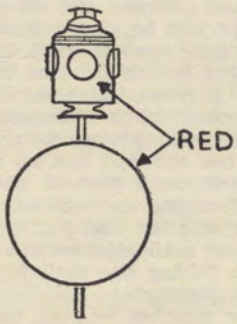
SWITCH TARGETS AND LIGHTS

27-J

Indication. Proceed on main track.

Switch is set for main track.

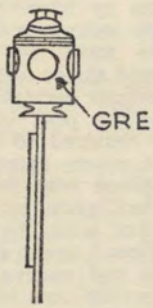
27-K



Indication. Stop, unless entering or leaving main track.

Main track switch is set for diverging route.

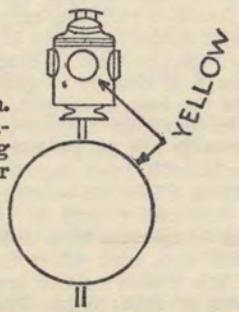
27-L



Indication. Proceed on straight track or lead.

Inside switch is set for straight track or lead.

27-M



Indication. Stop, unless entering or leaving straight track or lead.

Inside switch is set for diverging route.

SPECIAL INSTRUCTIONS—SYSTEM (Concluded)

28. 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 timetable 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 2358. 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.

SPECIAL INSTRUCTIONS—NORTHERN DIVISION

201. AUTOMATIC BLOCK SYSTEM.

Subdivision	Between
Illmo	Illmo, MP I-3.10, and Ancell, MP I-5, Pole 2. (Two Main Tracks)
Illmo	MP 123, Pole 29, and MP 127, Pole 18
Jonesboro	Wilkins, MP 262, and MP 266, Pole 11, Michigan Street, Pine Bluff
Pine Bluff	NC Jct., MP 336, Pole 19, and SC Jct., MP 338, Pole 23, (Two Main Tracks, Camden)

Rules 281 to 292-A, inclusive, 325 to 332, inclusive, 340 to 345, inclusive, 350 to 356, inclusive, and other rules applicable, will govern.

All trains and engines, including first-class trains, will be governed by signal indication and move at Restricted Speed without timetable or train order authority, between:

Illmo, MP I-3.10, and Ancell, MP I-5, Pole 2, (Two Main Tracks)
MP 123, Pole 29, and MP 127, Pole 18
Wilkins, MP 262 and MP 266, Pole 11, Michigan Street, Pine Bluff
NC Jct., MP 336, Pole 19, and SC Jct., MP 338, Pole 23, (Two Main Tracks, Camden)

Third and inferior class, extra trains and engines may occupy main track between such points on the time of first-class trains without flag protection, but must keep informed of and not delay them.

Third and inferior class, extra trains and engines entering the main track within the above limits without authority from train dispatcher, or having entered the above limits on signal indication, does not modify compliance with Uniform Code Rule 104 (15), except:

All engines entering main track at Crossover No. 2, north end Ice Dock Yard, Pine Bluff, will get authority from train dispatcher before lining switches or fouling main track. After receiving authority from train dispatcher, Uniform Code Rule 104 (15), will not be applicable.

202. **Illmo Yard:** Train and yard men must check miniature Semaphore Indication on all crossover switches between Illmo Tower and Ancell for the main track to be occupied before hand throwing the switches for crossover movement.

Rule 355, and other rules applicable, will govern.

203. OPPOSING AND FOLLOWING MOVEMENTS OF TRAINS AND ENGINES BY BLOCK SIGNALS.

Subdivision	Between
Illmo	Ancell, MP I-5, Pole 2, and Jonesboro, MP 123, Pole 29
Jonesboro	Jonesboro, MP 127, Pole 18, and Wilkins, MP 262
Pine Bluff	North Switch South Pine Bluff siding, MP 268, Pole 25, and NC Jct., MP 336, Pole 19; and SC Jct., MP 338, Pole 23, and North Switch of Siding Lewisville, MP 389, Pole 2

Rules 400 to 406, inclusive, and other rules applicable, will govern.

Two main tracks between Ancell and Quarry, Dexter Jct. and Paront, NM Jct. and SM Jct., will be designated "West Track" and "East Track," and both tracks signaled for movement in both directions.

When trains and engines clear the main track at other than a Controlled Switch, the switch or switches must be closed and locked, and if an electrically locked switch, the selector lever in the lock box must be returned to right, door closed, and train dispatcher notified immediately.

204. **Pine Bluff Shops:** When southward trains are ready to depart via Third Avenue, a trainman will push button on outside of indicator instrument case, located on left side of track, at South end of yard, and must receive a Yellow indication of light on signal pole, adjacent to the indicator, before departing.

Yard engines, and trains to and from Arsenal, may make movements via Third Avenue after securing line-up, without operating the push button and receiving the Yellow indication of light, but must clear main track promptly upon approach of a train from either direction.

Yard engines will secure authority from the train dispatcher before using either the main track or siding at South Pine Bluff.

205. STANDARD MANUAL 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.

206. FORDYCE INTERLOCKING, WHISTLE SIGNALS.

Switches connected with and operated from Interlocking station:

North end of St. L. S. W. East Siding.
Both ends of C.R.I. & P.R.R. Connection.

WHISTLE SIGNALS

Direction	To Call For	Sound
Either	Main Track	———
Southward	North switch of East Siding	– ——o
Southward	C.R.I. & P. Connection	——— ———
Northward from East Siding	North switch of East Siding	o———

207. **Fordyce:** Southward movements are governed by three unit Absolute Signal, MP 307, Pole 4.

Indications:

YELLOW ABOVE TWO RED UNITS: Proceed on main track.

YELLOW (Wide Spacing) BELOW TOP **RED UNIT:** Proceed via diverging route into East Siding.

YELLOW BELOW TWO RED UNITS: Proceed into Rock Island Connection not exceeding 10 MPH.

Rock Island first-class trains are not required to operate at Restricted Speed within Yard Limits of the Rock Island yard at Fordyce.

Before entering Rock Island main track, Cotton Belt train and engine men will obtain train order authority to make such moves. If train order authority cannot be obtained, such movements must be made as prescribed by Rule 99.

208. AUTOMATIC INTERLOCKING.

Subdivision	Location	Mile Post	Other Line
Illmo	Paragould	103.74	Mo. Pac.
Illmo	N. of Jonesboro	122.62	St. L.-S. F.
Jonesboro	Fair Oaks	172.67	Mo. Pac.
Pine Bluff	Pine Bluff	268.79	Mo. Pac.
Pine Bluff	Camden	338.93	Mo. Pac.
Pine Bluff	Stamps	385.22	L. & A.
Trumann	Gideon	W-65.14	St. L.-S.F.
Trumann	Bragg City	W-78.94	St. L.-S.F.
Trumann	Trumann	W-139.99	St. L.-S.F.

Rule 344, and other rules applicable, will govern.

The Approach Signals at Gideon, Bragg City, and Trumann governing movement over St. L.-S. F. crossings are inoperative. All trains and engines will approach the Approach Signals at Gideon, Bragg City and Trumann at Low Speed and be governed by indication displayed by the Absolute Signal.

When a train or engine proceeds through Interlocking Limits of an Automatic Interlocking, but does not pass beyond the Approach circuit, train or engine will not reverse movement until it passes beyond this circuit, or clears Absolute Signal and operates the Hand release. If Absolute Signal does not then display Proceed indication, movement over crossing must be protected by flagman as prescribed in the Uniform Code.

209. **Clarendon-Drawbridge Interlocking:** Interlocking and Block Signal protection for Clarendon Drawbridge, and between MP 214, Pole 9, and MP 216, Pole 9.

(When Absolute Signal either side of draw span displays Stop-Indication, train or engine must stop and not proceed until Absolute Signal displays proceed indication, or definite understanding is reached with drawbridge tender that draw span is locked in proper position for movement.)

210. MECHANICAL CROSSING PROTECTION.

When Absolute Signal governing movement over Mo. Pac.-St. L.-S. F. crossing at Delta, MP I-16, Pole 2; Mo. Pac. crossing at Delta, MP I-16, Pole 4; Mo. Pac. crossing at

SPECIAL INSTRUCTIONS—NORTHERN DIVISION (Continued)

Dexter Junction, MP I-50, Pole 7, and St. L.-S. F. crossing at Malden, MP 58, Pole 11, displays Stop-indication, all trains and engines must stop and comply with requirements of Uniform Code Rule 350.

When granted authority to proceed, trainman will go to the crossing, and should no train or engine be occupying the crossing, trainman will first protect properly against train or engine, when conditions require, and then give Proceed hand or lamp signal from a position on the crossing. By night, and when conditions require by day, a burning red fusee will be displayed on both sides of crossing on the track of conflicting route before trainman gives Proceed signal to his train. In addition, trainman will see that gate is set against conflicting route.

Clarendon, Stuttgart and Warner: When Absolute Signal governing movement over Mo. Pac. crossing at Clarendon, MP 214, Pole 8; CRI&P crossing at Stuttgart, MP 232, Pole 21; CRI&P crossing at Warner, MP 333, Pole 11, displays Stop-indication, all trains and engines must stop, and comply with requirements of Uniform Code Rule 350.

Immediately after stop is made, trainman will go to the crossing and should no train or engine be occupying the crossing, or standing outside derails on conflicting route ready to proceed over crossing, trainman will first protect properly against such train or engine, when conditions require, and then give Proceed hand or lamp signal from a position on the crossing. By night, and when conditions require by day, a burning red fusee will be displayed at both derails on track of conflicting route before trainman gives Proceed signal to his train.

North Little Rock: Mechanical crossing protection in effect at North Little Rock, where St. L. S. W. Old Main Track crosses C. R. I. & P. main track. Instructions prescribing manner of operating derails and protective devices governing St. L. S. W. trains and engines are posted inside of door of electric box, located in Southeast angle of crossing intersection.

211. REMOTELY CONTROLLED SWITCHES.

Subdivision	Location	Type of Switch
Illmo	Ancell — Yard entrance	No. 16
Illmo	Ancell — Crossover	No. 16
Illmo	Rockview	No. 16
Illmo	Delta — Both switches of siding	No. 16
Illmo	Randles — Both switches of siding	No. 16
Illmo	Mesler — Both switches of siding	No. 16
Illmo	Ardeola — Both switches of siding	No. 16
Illmo	Avert — Both switches of siding	No. 16
Illmo	Paront	No. 16
Illmo	MO Junction	No. 16
Illmo	Dexter Junction	No. 16
Illmo	Bernie — Both switches of siding	No. 16
Illmo	NM Junction	No. 16
Illmo	SM Junction	No. 16
Illmo	St. Francis — Both switches of siding	No. 16
Illmo	Greenway — Both switches of siding	No. 16
Illmo	Jay — Both switches of siding	No. 16
Illmo	North Paragould — North switch	No. 16
Illmo	North Paragould — South switch	No. 10
Illmo	Paragould—North end of Storage Track	No. 16
Illmo	Brookland — Both switches of siding	No. 16
Illmo	Jonesboro yard—South lead switch	No. 16
Jonesboro	Otwell — Both switches of siding	No. 16
Jonesboro	Waldenburg — Both switches of siding	No. 16
Jonesboro	Hickory Ridge — Both switches of siding	No. 16
Jonesboro	Fair Oaks — Both switches of siding	No. 16
Jonesboro	Hunter — Both switches of siding	No. 16
Jonesboro	North Brinkley — North switch	No. 16
Jonesboro	North Brinkley — South switch	No. 10
Jonesboro	Brinkley—South switch	No. 16
Jonesboro	Clarendon — Both switches of siding	No. 16
Jonesboro	Roe — Both switches of siding	No. 16
Jonesboro	North Stuttgart — North switch	No. 16
Jonesboro	North Stuttgart — South switch	No. 10
Jonesboro	Stuttgart — North switch	No. 10
Jonesboro	Stuttgart — South switch	No. 16
Jonesboro	Humphrey — Both switches of siding	No. 16

211. (Continued)

Subdivision	Location	Type of Switch
Jonesboro	Altheimer—Both switches of siding	No. 16
Pine Bluff	South Pine Bluff — South switch	No. 16
Pine Bluff	Rone — Both switches of siding	No. 16
Pine Bluff	Rison — Both switches of West siding	No. 16
Pine Bluff	Saline — Both switches of siding	No. 16
Pine Bluff	Fordyce — East siding — North switch	No. 10
Pine Bluff	Fordyce — East siding — South switch	No. 16
Pine Bluff	Thornton — Both switches of siding	No. 16
Pine Bluff	Bearden — North switch of siding	No. 16
Pine Bluff	Bearden — South switch of siding	No. 10
Pine Bluff	Eagle Mills — Both switches of siding	No. 10
Pine Bluff	NC Junction	No. 10
Pine Bluff	SC Junction	No. 10
Pine Bluff	Herbert — Both switches of siding	No. 10
Pine Bluff	Buena Vista — Both switches of siding	No. 16
Pine Bluff	Stephens — Both switches of siding	No. 10
Pine Bluff	McNeil — Both switches of siding	No. 10
Pine Bluff	Lumber — Both switches of siding	No. 10
Pine Bluff	Stamps — Both switches of siding	No. 10

Rules 104 (b), 104 (c), and other rules applicable, will govern.

212. SPEED RESTRICTIONS.

Maximum Speed (MPH) Permissible:

	Psgr.	Frt.
Illmo to Lewisville	65	60
Altheimer to MP N-289	40	40
MP N-289 to N.L. Rock Yd	20	20
Stuttgart to Gillett	40	35
Malden to Wyatt	40	35
Paragould to Blytheville	45	40
Lilbourn to New Madrid	25	25
Malden to Hornersville	25	25
Hornersville to Trumann	30	30
Deering to Caruthersville	25	25
All Subdivisions:		
Entering and/or leaving siding or other tracks, No. 10 turnouts	15	15
Entering and/or leaving siding or other tracks, Nos. 15, 16 or 20 turnouts	30	30
Between Absolute Signals protecting railroad crossings at grade, protected by interlocking or electric lock gate with operative Approach Signals	Maximum Authorized Speed	
Between Absolute Signals protecting railroad crossings at grade, protected by interlocking, with inoperative§ Approach Signals	20	20
Over railroad crossings at grade, not protected by interlocking, after stopping at non-gated crossings, or receiving Proceed indication at gated crossings	20	20

§An inoperative Approach Signal is not connected with track circuit, nor with the Absolute Signal, and displays continuously "Proceed, immediately reducing to 30 MPH, or slower if necessary, prepared to stop before leading wheels pass the next signal."

Over Bridges and Trestles

	Psgr.	Frt.
White River Bridge Draw Span, Bridge No. 214.76, to MP 215, just south of Clarendon	20	20
MP 215 to MP 216, on Bridge 214.87	35	35
Arkansas River Bridge No. 261.25	45	45
St. Francis Drawbridge, MP W-129.56, between Caraway and Lunsford		10

SPECIAL INSTRUCTIONS—NORTHERN DIVISION—(Continued)

(Speed Restrictions Continued)

Maximum Speed (MPH) Permissible Between:

Mile Post	Plus Poles	and	Mile Post	Plus Poles	Psgr. Trains	Frt. Trains
I- 16	5		I- 16	13	40	40
I- 67	9		58	28	20	20
102	25		104	5	20	20
123	29		127	18	20	20
197	15		199	3	20	20
232	20		233	21	20	20
264	16		266	11	20	20
267	22		269	0	15	15
269	0		270	0	20	20
286	25		287	4	55	50
307	4		307	25	20	20
309	27		310	5	50	45
310	23		311	17	50	45
316	23		317	3	60	55
335	13		335	22	60	55
336	19		338	6	20	20
338	26		339	3	30	30
339	23		339	27	50	45
341	24		341	29	55	50
342	10		342	13	50	45
344	21		344	26	55	50
347	9½		347	13½	55	50
348	13		348	26	55	50
349	25		350	1	55	50
352	17		353	5	55	50
354	15		354	21	55	50
356	12		356	16½	55	50
357	27		357	29	60	55
358	13		358	25	60	55
364	5		364	10	55	50
365	22		365	25	60	55
366	15		367	8	55	50
368	9		368	15	60	55
369	15		369	21	60	55
378	2		378	6	60	55
M-255	20		M-255	26	10	10
P-103	0		P-104	1	30	30
P-123	23		P-132	10	30	30

Trains 7 and 8 will not exceed speed of 40 MPH passing mail crane at Altheimer.

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.

City Ordinances Governing Speed Through City Limits.

Ancell	15	Paragould	20
Dexter	8	Brinkley	10
Bernie	8	Stuttgart	20
Malden	Psgr. 20, Frt 15	Pine Bluff	20
Campbell	5	Kingsland	10
Rector	8	Camden	15

213. FLASHING LIGHT TRAIN ORDER SIGNALS.

Subdivision	Location
Illmo	Illmo Tower
Illmo	Rockview
Illmo	Dexter Junction
Jonesboro	Brinkley

214. BLOCK INDICATORS.

Subdivision	Location	Number of Indicators
Illmo	Illmo-Fornfelt Yard;	two indicators
Pine Bluff	Camden Yard;	nine indicators

Rule 355, and other rules applicable, will govern.

215. SPRING SWITCHES.

Location	Mile Post	Pole	Type of Switch	Normal Position
Dexter Jct. (Mo. Pac. Northward Conn.)	I-50	3	No. 16	For main track movements
Wilkins (North lead switch)	262	16	No. 15	For main track movements

Rule 104 (a), and other rules applicable, will govern.

216. STANDARD CLOCKS.

East St. Louis (V.J.) office
Illmo:
Yard Office
Engrs. Washr'm
Malden
Paragould
Jonesboro
Brinkley
Pine Bluff Shops:
Disp'r Office
Relay Office
Engrs. Washr'm
N. Little Rock Yd.
Stuttgart
Camden
Memphis:
Iowa Ave. Yd.
I. C. R'house

217. GENERAL ORDER BOARDS.

Illmo:
Yard Office
Roundhouse
Malden
Paragould
Jonesboro
Hornersville
Blytheville
Brinkley
Memphis:
Iowa Ave. Yard
I. C. Roundhouse
Stuttgart
N. Little Rock Yd.
Pine Bluff Shops:
Yard Office
Engr's Washr'm
Camden

218. BRIDGES, STRUCTURES, ETC., THAT WILL NOT CLEAR MAN ON TOP OF OR ON SIDE OF CAR OR ENGINE.

NAME	NEAR STA.	NO.	LOCATION	
Miss. River	Thebes	1 (Mo.P.)	MP	121.14
Overpass	Ancell		MP	I- 5.38
Overpass	Rockview		MP	I-12.24
Whitewater River	Perkins	I-24.47	MP	I-24.47
Castor River	Avert	I-35.88	MP	I-35.88
Overpass	Dexter		MP	I-51.13
Overpass	Campbell		MP	64.76
St. Francis River	St. Francis	69.65	MP	69.65
Quick Creek	Greenway	78.52	MP	78.52
Drainage Ditch	Greenway	80.69	MP	80.69
Drainage Ditch	Rector	84.58	MP	84.58
Drainage Ditch	Marmaduke	93.70	MP	93.70
Drainage Ditch	Paragould	103.03	MP	103.03
White River	Clarendon	214.76	MP	214.76
Arkansas River	Rob Roy	261.25	MP	261.25
Overpass	Rison		MP	290.29
Saline River	Saline	295.09	MP	295.09
Overpass	Kingsland		MP	300.33
Overpass	Shumaker		MP	329.39
Ouachita River	Camden	336.52	MP	336.52
Overpass	Stephens		MP	358.05
Overpass	McNeil		MP	367.51
Drainage Ditch	Catron	43.43	MP	43.43
Drainage Ditch	Peach Orchard	W- 74.99	MP	W- 74.99
St. Francis R.	Caraway	W-129.56	MP	W-129.56
Drainage Ditch	Caraway	W-130.23	MP	W-130.23
Drainage Ditch	Bard	P-107.79	MP	P-107.79
Drainage Ditch	Bard	P-109.77	MP	P-109.77
Drainage Ditch	Hornersville	P-124.86	MP	P-124.86
Drainage Ditch	Hornersville	P-124.95	MP	P-124.95
Drainage Ditch	Hornersville	P-125.03	MP	P-125.03
R. I. Overhead	N. Little Rock		MP	N-298.33
Mo. P. Overhead	N. Little Rock		MP	N-298.76
Main St. Overhead	N. Little Rock		MP	N-298.94
Broadway Viaduct	N. Little Rock		MP	N-299.23

At many stations and within yards, there are various buildings, structures, pipes and other facilities, located adjacent to industrial and other tracks, which will not clear man on top of or on side of car or engine. Employees should observe signs located at or near switch or clearance point of track, calling attention to these impaired clearances. It is the duty of each employee to familiarize himself with the location of all these obstructions, and exercise necessary precaution to prevent personal injury to himself or to his fellow employees.

EVERY PERSONAL INJURY IS ONE TOO MANY!

WORK SAFELY, DRIVE SAFELY AND LIVE SAFELY.

SPECIAL INSTRUCTIONS—NORTHERN DIVISION (Concluded)

219. YARD LIMITS.

Illmo Fornfelt Ancell	One Yard	Pine Bluff Shops Pine Bluff M. P. Junction S. Pine Bluff	One Yard
Malden Malden Jct.	One Yard	Fordyce	
North Paragould Blytheville Jct. Paragould Paragould Jct.	One Yard	Camden Herbert	
Jonesboro		Hornersville Jct. Hornersville Leachville Jct.	One Yard
N. Brinkley Brinkley Memphis Jct. Cotton Belt Jct.	One Yard	St. L. S. W. Jct. Chickasawba Blytheville	One Yard
North Stuttgart Stuttgart England	One Yard	N. Little Rock N. Little Rk. Yd. Rose City	One Yard

Altheimer, South end only (Little Rock Subdivision).

220. LOCAL TIME INSPECTORS.

St. Louis, Mo., General Time Inspector.....F. U. Hugunin, Inc.
St. Louis, Mo., 123 N. 18th St.....R. P. Wiggins
East St. Louis, Ill., 212 Collinsville Ave.....Zerweck Jly. Co.
Illmo, Mo. .....H. A. Margraf
Wyatt, Mo. .....Agent
Hornersville, Mo. .....Agent
Malden, Mo. .....R. Ferguson
Paragould, Ark.....220 S. Pruett Street, N. R. Arnold
Blytheville, Ark.....Guard Jly. Co.
Jonesboro, Ark.....H. T. Purvis & Son, Inc.
Memphis, Tenn.....104 S. Main, A. Graves-Steuwer Co.
Brinkley, Ark. .....Walter Whiteside
Stuttgart, Ark.....Floyd A. Denman
North Little Rock, Ark., 413 Main St., A. Graves-Steuwer Co.
Pine Bluff, Ark.....G. W. Haltom
Camden, Ark.....Stinson & Son

THINK! THINK! THINK!

THE BEST SAFETY DEVICE IS A CAREFUL MAN.

THINK! THINK! THINK!

NATURE PROVIDES NO SPARE PARTS.

THINK! THINK! THINK!

THINK WHAT YOU ARE GOING TO DO; THEN THINK WHILE YOU ARE DOING IT, AND UNTIL EACH TASK IS FINISHED!

THINK! THINK! THINK!

221. RAILROAD CROSSINGS AT GRADE—ALL SUBDIVISIONS

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.*	Automatic
Mo.Pac.R.R.	I- 16.14	Mo.Pac.*	Automatic
Mo.Pac.R.R.	I- 50.22	Mo.Pac.*	Automatic
St.L.S.F.R.R.	58.37	St.L.S.F.*	Automatic
Mo.Pac.R.R.	103.74		Automatic
St.L.S.F.R.R.	122.62		Automatic
Mo.Pac.R.R.	172.67		Automatic
C.R.I.&P.R.R.	N.&S. legs wye No. Brinkley	C.R.I.&P.R.R.	
C.R.I.&P.	199.00		Not Gated
Mo.Pac.R.R.	214.24		Mechanical
R.I.S.&S.R.R.	232.70		Mechanical
Mo.Pac.R.R.	268.79		Automatic
C.R.I.&P.R.R.	307.20		Interlocked
C.R.I.&P.R.R.	333.35		Mechanical
Mo.Pac.R.R.	338.93		Automatic
L.&A.R.R.	385.22		Automatic
St.L.S.F.R.R.	W- 65.14		Automatic
G.A.Lbr.Co.	W- 65.18	G. A. Lbr. Co.	
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.	
St.L.S.W.Ry.	P-138.47	St. L. S. W.	
St.L.S.F.R.R.	P-139.11		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		Mechanical
A.T.R.R.	2.51 Mi. South of Rose City on Yard Track		Not Gated

(*Electric lock controls gate. Instructions covering operation of lock and gate displayed on inside of door of gate lock box.)

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.

THINK! THINK! THINK!

SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

301. AUTOMATIC BLOCK SYSTEM.

Subdivision	Between
Shreveport	MP K-448, Pole 29, (L & A Jct.), and MP K-451, Pole 10, (Shreveport Yard)
Texarkana	MP 415, Pole 6, (Gertrude) and MP 417, Pole 26, (Texarkana Yard)
Tyler	MP 419, Pole 10, and MP 419, Pole 26, (Texarkana Yard)
Tyler	MP 546, Pole 27, and MP 548, Pole 19, (Tyler)
Waco	MP 620, Pole 14, (Hill Yard, Southward movements only)
Waco	MP 676, Pole 10, and MP 676, Pole 17, (Brazos River Bridge)

Rules 281 to 292-A, 325 to 332, inclusive, 340 to 345, inclusive, 350 to 356, inclusive, and other rules applicable, will govern.

Second and inferior class, extra trains and engines entering the main track within the above limits without authority from train dispatcher, or having entered the above limits on signal indication, does not modify compliance with Uniform Code Rule 104 (15).

302. OPPOSING AND FOLLOWING MOVEMENT OF TRAINS AND ENGINES BY BLOCK SIGNALS.

Subdivision	Between
Texarkana	North switch of siding Lewisville, MP 389, Pole 2, and North Switch of siding, Gertrude, MP 415, Pole 6.

Rules 400 to 406, inclusive, and other rules applicable, will govern.

When trains and engines clear the main track at other than a Controlled Switch, the switch or switches must be closed and locked, and if an electrically locked switch, the selector lever in the lock box must be returned to the right, and the train dispatcher so notified immediately.

303. MOVEMENT BY SIGNAL INDICATION AT REMOTE CONTROL SIDINGS IN TIMETABLE AND TRAIN ORDER TERRITORY.

Subdivision	Between
Tyler	Between MP 477, Pole 7, and MP 479, Pole 23, (Mt. Pleasant).

Rule 425, and other rules applicable, will govern.

Southward trains receiving signal indication per Rule 285 (Yellow over Red), may proceed on main track to train order office where will receive train orders, when required, and will then proceed on their timetable or train order authority.

304. Texarkana Yard: Two-indication (Red or Yellow) Automatic Block Signals govern movements in North end of yard.

Location	Type of Signal	Number of Signal	Direction of Movement Governed
MP 416, Pole 5	High	4163	Southward
MP 417, Pole 3	Dwarf	4171	Southward
MP 417, Pole 15	Dwarf	4176	Northward

All trains and engines will be governed by indication of signals and move at Restricted Speed, not exceeding 20 MPH, without timetable or train order authority, on main track between North switch of Gertrude siding, MP 415, Pole 6, and MP 422, Pole 9; except first-class trains will only be required to move at Restricted Speed between MP 415, Pole 6, and MP 420, Pole 0.

Second and inferior class, extra trains and engines may occupy main track between MP 415, Pole 6, and MP 420, Pole 0, on the time of first-class trains without flag protection, but must keep informed of and not delay them.

Southward trains, except first-class trains, arriving Texarkana Yard, will use Gertrude siding, "A" and "B" leads, to Track No. 22, unless otherwise instructed.

Normal position of switch leading from "A" lead to "B" lead, located opposite MP 417, Pole 26, is for "B" lead. Switch target is Yellow when lined for "B" lead, and must be left lined in that position.

Northward trains leaving from Track No. 1, or "A" lead, and proceeding on main track to North switch at Gertrude, must receive "Call-On" light displaying Yellow indication before fouling clearance point of main track. Should "Call-On" light not display Yellow indication when train is ready to leave, a member of crew must operate push button and train dispatcher will authorize train to proceed by displaying the "Call-On" light.

Northward first-class trains leaving Texarkana Yard on main track, and trains leaving Texarkana Yard from other tracks via Gertrude siding, will not receive "Call-On" indication.

Northward trains leaving Texarkana Yard must proceed on main track, unless directed by train order to proceed through Gertrude Siding.

Yard engines will obtain authority from train dispatcher at Pine Bluff before occupying main track North of Southward Signal No. 4171, MP 417, Pole 3.

305. Southward Absolute Signal, South of K. C. S. R. R. Crossing, near MP 419, Pole 10, governs Southward movements of trains and engines on main track between such Absolute Signal, and fouling point of track circuit approximately 1,700 feet South of Buchanan Avenue, or about one telegraph pole North of Trestle No. 419.96.

When aspect of such Southward Absolute Signal displays Stop-indication, trains or engines must stop. Flagman will then immediately precede such Southward train or engine and afford proper protection. When Southward train or engine has been properly protected, such train or engine may proceed on hand or lamp signal from flagman.

306. Northward Signal No. 4198, MP 419, Pole 26, at Buchanan Avenue, governs Northward movements. When signal displays Yellow or Lunar indication, train or engine handling more than 40 cars will stop South of Buchanan Avenue, and call for signal; after waiting 10 minutes, and signal remains Yellow or Lunar, train or engine may proceed at Low Speed and be governed by Absolute Signal south of K. C. S. crossing. Trains or engines handling 40 cars or less may proceed at Low Speed to Absolute Signal south of K. C. S. crossing, and be governed by such signal.

When Signal No. 4198 displays Stop-indication, comply with Uniform Code Rule 104 (a), then be governed by Absolute Signal south of K. C. S. crossing.

307. Automatic Block Signals govern movements through Cotton Belt Connection crossover, leading from the Cotton Belt Union Station Lead, to and from T&P Passenger Main Track. Hand throw switches to this crossover will be lined and locked for movement to and from Cotton Belt Union Station Lead and T&P Passenger Main Track.

All trains and engines using T&P Passenger Main Track and Texarkana Union Station Trust tracks must move at Restricted Speed, not exceeding 10 MPH, and will be governed by rules and instructions of the Texas & Pacific Railway Company, and bulletin instructions of the Union Station Trust Trainmaster.

308. **Texarkana:** A one-unit two-indication (Red and Lunar) high signal, located at clearance point of Freight House Lead switch, governs movements from Freight House Lead track to Union Station Lead track.

309. **Texarkana, Wye Siding Signal:** Two-indication (Red and Lunar) Dwarf Signal No. 4194, located on Wye Siding about 10 feet South of Lelia Avenue, governs Northward movements on Siding. Signal displays Stop-indication normally, and will change to Lunar only after engine whistle is sounded for K. C. S. crossing. If signal does not change to Lunar, train or engine must stop, then proceed at Low Speed to Northward dwarf signal, located just south of K. C. S. crossing and be governed by its indication.

310. **Texarkana, Front Street Tracks:** St. L. S. W. yard crews performing switching on joint Front Street tracks will be governed by rules and instructions of the M. P. and T. & P. Rys., when occupying tracks of such Companies.

St. L. S. W. yard crews using M. P. main tracks must provide themselves with current M. P. timetable, and before occupying M. P. main tracks, engine foreman must check M. P. train register and furnish St. L. S. W. engineer a register check, showing arrival of all first-class trains and signals displayed.

St. L. S. W. yard engines must not occupy M. P. South-

ward main track when first-class trains are due or overdue, without train order authority from M. P. dispatcher, or under flag protection as prescribed by Uniform Code Rule 99.

311. **L. & A. Jct.:** When either Southward Absolute Signal displays Stop-indication, approaching train or engine must stop and wait 15 minutes, unless signal changes to Proceed indication; after waiting 15 minutes, should northward train or engine not be seen or heard approaching train or yard man must examine spring switch and protect ahead to Southward Absolute Signal, north of Illinois Central Railroad crossing, after which train or engine will proceed as per signal indications.

Should such southward train or engine meet an opposing train or engine north of L. & A. Railroad crossing, and neither can clear main track by using a connection track southward train or engine will back up to and beyond L. & A. Jct. to clear route for northward movement.

Should opposing trains meet south of L. & A. Railroad crossing, and neither train or engine can clear main track by using a connection track, northward train or engine will back up to and beyond Red Jct. to clear route for southward movement.

Trains and engines must not exceed 15 MPH through spring switch at L. & A. Jct.

312. **Louisiana Jct:** Should Southward Absolute Signal on L. & A. main track display Stop-indication, southward L. & A. train or engine must stop and wait 5 minutes, unless signal changes to Proceed indication; after waiting 5 minutes, should no train or engine be seen or heard approaching, train or yard man must examine spring switch and protect ahead to north end of Red River Bridge, after which train or engine may proceed through Louisiana Jct., not exceeding 15 MPH through spring switch.

Northward white light indicator, located 600 feet south of Red Jct., when displayed, indicates route is clear; when not displayed, indicates route is occupied, beyond Red Jct.

To prevent opposing trains and/or engines meeting between Red Junction and L & A Junction, northward trains and/or engines will wait ten minutes at Red Junction when Block Signal displays Approach or Stop indication before proceeding. Trains and/or engines may proceed when Block Signal, Red Junction, displays proceed indication.

Exceptions: Northward L & A trains and/or engines destined Louisiana Junction may depart Red Junction on an Approach indication without waiting ten minutes.

Northward L & A first class trains destined Louisiana Junction may depart Red Junction on Stop-indication without waiting ten minutes provided no train is seen or heard approaching and be governed by requirements of Uniform Code Rule 351.

SSW Yard engines may pass signal at Red Junction when such signal displays Approach indication or pass such signal when the signal displays a Stop-indication (after stopping per Rule 291) without waiting ten minutes when switching at north end of SSW Yard.

313. Ordinance No. 292 of Bossier City, dated May 5th, 1942, restricts all trains and engines to a speed NOT EXCEEDING 5 MILES PER HOUR over all paved street and highway crossings which are not protected by a standard system of signal lights or bells, crossing watchman, or crossing gates. WHERE FLASHING LIGHT CROSSING PROTECTION IS MAINTAINED ALL TRAINS AND ENGINES MAY BE OPERATED OVER SUCH CROSSING AT A SPEED NOT EXCEEDING 15 MILES PER HOUR.

The paved streets and highways at Bossier City, on St. L. S. W. Ry., are as follows: Barksdale Boulevard crosses SSW main track 500 feet north of MP K-450, also crosses Grease Plant Spur. Minden Highway crosses main track 100 feet south of MP K-449 near L. & A. Jct., also crosses the old main track. ALL OF THE ABOVE PAVED STREET CROSSINGS, EXCEPT WHERE MINDEN HIGHWAY CROSSES OLD MAIN TRACK, ARE PROTECTED BY FLASHING LIGHT SIGNALS.

Should a train or engine foul the approach circuit and not make a move over the crossing before the expiration of two and one half minutes, the crossing must be protected by flagman.

Uniform Code Rules 14-(1) and 30 are modified as pertains to ringing bell and sounding locomotive whistle in the town of Bossier City, in order to comply with an ordinance of that town, which prescribes Highway crossing whistle must be started at a distance not to exceed 200 feet before reaching highway crossing, and Bell will be rung, starting at a point 300 yards before reaching the crossing.

If any prosecutions are made and fines assessed, those guilty will be required to pay the fines and costs.

314. **Mt. Pleasant:** Automatic Block Signals govern movements between MP 477, Pole 7, and MP 479, Pole 23.

The North switch of siding, MP 478, Pole 10, is remotely controlled by the Mt. Pleasant operator. Maximum speed through remotely controlled turnout is 30 MPH. Engines switching in Mt. Pleasant Yard must secure line-ups frequently from the operator, clear main track and close all main track and crossover switches at least 5 minutes before through trains are due to arrive at North end of Yard, or at Dallas Junction, unless authorized by operator to continue occupying main track.

Southward Signal No. 4797, MP 479, Pole 20, is equipped with letter "S" unit. When signal displays Yellow indication and "S" unit is not illuminated, the switch is lined for movement to Tyler Subdivision. When signal displays Stop-indication and "S" unit is illuminated, trains or engines moving to Commerce Subdivision must stop and line hand throw switch, and then be governed by Signal No. 4797.

Northward Signal No. 4796, MP 479, Pole 23, on Tyler Subdivision, is equipped with letter "S" unit. When signal displays Yellow indication and "S" unit is not illuminated, trains or engines will proceed on main track. When signal displays Stop-indication and "S" unit is illuminated, trains or engines must stop, and line hand throw switch. When signal displays Stop-indication, and "S" unit is not illuminated, trains or engines must stop, and train or engine man communicate with operator.

Dwarf Signal No. B-4796, near clearance point at Dallas Junction, governs movement of northward trains or engines from Commerce Subdivision to Tyler Subdivision. When signal displays Stop-indication, trains or engines must stop, and if timetable, train order or Rule 93 authorizes such train or engine to proceed, a trainman will line hand throw switch at Dallas Junction for movement onto Tyler Subdivision.

315. **Tyler:** Automatic Block Signals govern movements between MP 546, Pole 27, and MP 548, Pole 19.

Switch at Lufkin Junction and Absolute Signals controlling same are remotely controlled by the train dispatcher.

When Southward Signal No. 5469, located 242 feet south of North Bois d'Arc Street displays Stop-indication, trains, engines or cars must not proceed beyond East line of North Broadway before communicating with train dispatcher for instructions.

Yard engines must not proceed South of Absolute Signal located 130 feet South of West Elm Street, without specific authorization from train dispatcher.

316. **Hill Yard-Corsicana:** Controlled Absolute Signal, MP 620, Pole 14, governs Southward movements from South end of Hill Yard to interlocking at B.R.I. crossing.

When such signal displays Stop-indication, Southward trains or engines will stop and call for signal by whistle Signal 14 (j). If signal does not change to Proceed in a reasonable time, a member of the crew will proceed to Interlocking Station and receive instructions from the operator.

All trains and engines must proceed at Restricted Speed between Absolute Signal, MP 620, Pole 14, and Northward Absolute Signal south of B. R. I. Crossing.

SPECIAL INSTRUCTIONS – SOUTHERN DIVISION (Continued)

317. AUTOMATIC INTERLOCKINGS.

Subdivision	Location	Mile Post	Foreign Line
Shreveport	Bossier City	K-449.44	I. C.
Dallas	*Fergus	C-553.17	M.K.T. of T.
Ft. Worth	Swestern	C-627.73	T.&P.
Tyler	‡Pittsburg	491.04	L. & A.
Waco	Athens	583.77	T.&N.O.
Waco	Eastco	673.75	I.-G.N.
Lufkin	#Jacksonville	E-576.61	I.-G.N.

Rule 344, and other rules applicable, will govern.

When a train or engine proceeds through Interlocking Limits of an Automatic Interlocking, but does not pass beyond the Approach circuit, train or engine will not reverse movement until it passes beyond this circuit, or clears Absolute Signal and Operates Hand release. If Absolute Signal does not then display Proceed indication, movement over crossing must be protected by flagman as prescribed in the Uniform Code.

***Fergus:** When a Southward train holds main track and meets a Northward train, the Southward train will stop before leading wheels pass Southward Absolute Signal; when Northward train clears South switch of siding, should Southward Absolute Signal fail to display Proceed indication, a member of crew will proceed to Southward Absolute Signal and push button located on North side underneath instrument case, and hold such button depressed for 2 seconds, then release button. The Southward Absolute Signal should then display Proceed indication, provided no M-K-T train or engine is approaching the crossing and occupying the circuit upon their track. If such Signal should fail to display Proceed indication, after operating push button, movement over crossing must first be protected as prescribed in the Uniform Code.

‡Pittsburg and North Pittsburg: Northward trains meeting southward trains on short siding in front of station at Pittsburg will not receive a Proceed indication at Northward Absolute Signal, south of railroad crossing, unless southward train is in the clear on siding before northward train passes Northward Approach Signal. Under such conditions, it will be necessary for a trainman to operate hand release knob, as per instructions, before northward train passes Northward Absolute Signal.

Southward trains meeting northward trains at North Pittsburg, and holding main track, will stop before passing Southward Approach Signal and remain standing north of such signal until northward train has cleared south siding switch, and switch is restored to normal position. If tonnage will not permit stopping at Southward Approach Signal, southward train should stop north of clearance point of south siding switch, and trainman will then operate hand release knob, as per instructions, before train or engine passes Southward Absolute Signal.

Southward trains using North Pittsburg siding to meet northward trains should not throw south switch of siding, or pass clearance point at south end of siding, until rear car of northward train has passed Southward Approach Signal.

#Jacksonville: Derails on south end of T&NO Transfer, and on north end of St.L.S.W. short siding, are switch connected.

MECHANICAL CROSSING PROTECTION.

317 (a). **Bossier City:** When Absolute Signal governing movement over L&A crossing at Bossier City, MP K-449.93, displays Stop-indication, all trains and engines must stop and comply with requirements of Uniform Code Rule 350.

Trainman will go to the crossing, and should no train or engine be occupying the crossing, trainman will first protect properly against train or engine on conflicting route, when conditions require, and then give Proceed hand or lamp signal from a position on the crossing. By night, and when conditions require by day, a burning red fusee will be displayed on both sides of crossing on the track of conflicting route before trainman gives Proceed signal to his train. In addition, trainman will see that gate is set against conflicting route.

318. STANDARD MANUAL INTERLOCKINGS.

Subdivision	Location	Mile Post	Foreign Line
Tyler	Texarkana Yard	419.10	T.&P.
Tyler	Texarkana Yard	419.19	K.C.S.
Tyler	Big Sandy	525.07	T.&P.
Waco	Corsicana	620.95	B.-R.I.
Waco	*Corsicana	621.25	T.&N.O.
Waco	†East Waco	675.20	M.-K.-T. of T.
Waco	East Waco	676.21	H.&T.C.
Gatesville	McGregor	696.06	G.C.&S.F.
Dallas	Plano	C-589.66	T.&N.O.
Ft. Worth	Carrollton	C-603.21	St.L.S.F.&T.
Ft. Worth	Carrollton	C-603.21	M.-K.-T. of T.
Ft. Worth	N. Ft. Worth	C-632.08	Ft.W.&D.C.
Ft. Worth	N. Ft. Worth	C-632.14	C.R.I.&G.
Ft. Worth	N. Ft. Worth	C-632.15	Ft.W.Belt
Ft. Worth	N. Ft. Worth	C-632.20	G.C.&S.F.

*Electric Manual Interlocking. †Hand operated device.

319. WHISTLE SIGNALS AT INTERLOCKINGS.

Texarkana

To Call For	Sound
Main track over K.C.S. crossing and T.&P. crossing	—
Main track to the Union Station	oo
Union Station to main track	oo
Main track through crossover No. 6 to B-Lead	ooo
B-Lead through crossover No. 6 to main track	ooo
Main track through Crossover No. 5 to A-Lead	ooo —
A-Lead through Crossover No. 5 to main track	ooo —
A-Lead to Wye Siding	ooooo
Wye Siding to A-Lead	ooooo
B-Lead to Wye Siding	— oo —
Wye Siding to B-Lead	— oo —
Main track through Crossover No. 6 to A-Lead	— ooo —
A-Lead through Crossover No. 6 to main track	— ooo —
Union Station to Post Pipe track	ooo — o
Post Pipe track to main track	oooo — o
K.C.S. Transfer	— —
From KCS Transfer to Cotton Belt main track	— — — —
T&P Crossing only from Leads, A & B	— o

Engines with or without cars crossing from one lead to the other lead must whistle o — o before starting such move.

Plano

H. & T. C. Crossing	—
Siding or No. 1	— o

Carrollton

C. B. Main Track	—

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

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

East Waco

C. B. New Main	— o —
C. B. Old Main	—
Texas Central Main	o o —
South Connection, Peach St. Jct	— o o

(Whistle Signals Continued on Page 16)

SPECIAL INSTRUCTIONS — SOUTHERN DIVISION (Continued)

(Rule 319 Continued)

H&TC Yard, East Waco ..... — o
SA&AP Connection, Brazos Jct ..... — — —

McGregor

G. C. & S. F. Crossing ..... —
C. B. Siding ..... — o
Wye ..... o o o —

320. CORSICANA INTERLOCKING.

Scale Track Signal and Switch

Absolute Signal governing Southward movements located 172 feet North of T. & N. O. crossing. Southward trains and engines moving into Scale Track will sound whistle signal and be governed by indication of Absolute Signal. A member of crew must unlock and throw switch and hand derail located on the Scale Track 190 feet South of T. & N. O. crossing.

Northward Absolute Signal governing Northward movement from Scale Track located 195.5 feet South of T. & N. O. crossing. Northward trains and engines moving through Scale Track will throw hand derail on Scale Track and then sound whistle signal. If no response, press push button on instrument box located 7 feet East of derail, to notify operator, after which if Absolute Signal 195.5 feet south of T. & N. O. crossing displays Proceed indication, trainman will throw North Scale Track switch, and be governed by indication of Absolute Signal.

Elevator Track Signal and Switch

Signal governing Southward movement from Elevator Track located 253.5 feet North of T. & N. O. crossing. For movement into or out of South end of Elevator Track, sound whistle, after which a member of crew must open door of cast iron box located near Elevator Track Switch, and if indicator in box is clear, turn crank in box to left as far as it will go, which will release the switch for hand operation. After movement is completed, the crank in the box must be turned to 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

321. Hodge-Fort Worth: St. L. S. W. operators at Hodge must secure line-ups and train orders from F. W. & D. C. train dispatcher, and furnish to St. L. S. W. crews to govern their movement over joint track between Tower at North Fort Worth, MP C-632.15, and Hampton.

Movements over Southward F. W. & D. C. main track between Rio, MP C-632.76, and Fifth Street Station, MP C-634.84, and over Northward F. W. & D. C. main track between Fifth Street Station and Rio, are governed by Automatic Block Signals and Rules in F. W. & D. C. timetable.

When St. L. S W crews work in vicinity of Fifth Street Station, when or near time F. W. & D. C. first-class train is due, a member of St.L.S.W. crew will remain near the main track to identify such first-class train, and note whether signals are displayed.

F.W.&D.C. concrete booth is located at MP 2 and contains a dispatcher's telephone, and also a pony phone connected with Ninth Street telephone office. Booth is equipped with St. L. S. W. switch lock, and in case of emergency, engine foreman can communicate direct with F. W. & D. C. dispatcher, but if unable to do so, information can be secured through operator at Ninth Street telegraph office over pony telephone concerning movements over joint track.

When an engine leaves Fifth Street Station for northward movement through crossovers and onto Northward F. W. & D. C. main track, engine must stop in clear of signal governing movement from St. L. S. W. connection and remain in clear until all switches have been lined for movement to Northward main track.

Should no Southward train or engine be approaching Fifth Street Freight House connection switch, then employee will line South switch of crossover between Southward main track and middle track, complying with Uniform Code Rule 104, Paragraph (15), and remain in charge of switches until three minutes after South crossover switch has been lined for contemplated movement.

Should a Southward train or engine approach block signal just south of Belknap Street overpass, during this three minute interval, St. L. S. W. yardman will protect these switches until approaching Southward train or engine stops at block signal, and if necessary to avert accident, the two switches will be restored promptly to normal position.

After the three minute interval has elapsed, following opening of South switch of crossover as described, then St. L. S. W. employee will proceed to North switch of crossover between middle track and Northward main track, and line such switch for proposed movement of St. L. S. W. engine, after which hand or lamp signal will be given to such engine for contemplated movement.

After movement of train or engine has been completed through the crossovers, all switches will be restored to normal position.

322. REMOTELY CONTROLLED SWITCHES.

Subdivision	Location	Type of Switch
Texarkana	Lewisville, North switch of siding	No. 10
Texarkana	McKinney, Both switches of siding	No. 16
Texarkana	Gertrude, North switch	No. 16
Tyler	Mt. Pleasant, North switch of siding	No. 20
Waco	Lufkin Junction	No. 10

Rules 104 (b), 104 (c), and other rules applicable, will govern.

Instructions posted inside telephone door of instrument house adjacent to Remotely Controlled switches, not equipped with dual controlled mechanism, govern the hand operation of such switches.

323. SPRING SWITCHES.

Location	Mile Post	Pole	Type of Switch	Normal Position
Texarkana Yard North End No. 1 Track South End	417	26	No. 16	Main Track
Wye Siding	419	26	No. 10	Main Track
L&A Jct. (L&A connection)	K-449	3	No. 12	Main Track
Louisiana Jct. (L&A Connection)	K-450	6	No. 16	Main Track
Simms (North end Siding)	446	22	No. 16	Main Track
Omaha (North end Siding)	464	17	No. 16	Main Track
Smith (North end Siding)	500	23	No. 16	Main Track
Owentown (North end Siding)	535	14	No. 16	Main Track
Chandler (North end Siding)	557	7	No. 16	Main Track

Rule 104 (a), and other rules applicable, will govern.

324. BLOCK INDICATORS.

Subdivision	Location
Tyler	Tyler B & B Yard Track
Tyler	Old Lufkin Junction Spur

Rule 355, and other rules applicable, will govern.

SAFETY IS NO ACCIDENT!

TEAMWORK PREVENTS INJURIES!

SPECIAL INSTRUCTIONS – SOUTHERN DIVISION (Continued)

325. **SPEED RESTRICTIONS.**

Maximum Speed (MPH) Permissible:

	Psgr.	Frt.
Lewisville to Texarkana	65	60
Lewisville to Shreveport Yd	59	49
Texarkana to Dallas	59	49
Addison to Hodge	50	45
Mt. Pleasant to Tyler	59	49
Tyler to Corsicana	59	49
Corsicana to Waco	50	45
Waco to Gatesville	45	35
Tyler to Lufkin	45	40
Into and Out of sidings, or other tracks, Nos. 10 or 12 turnouts	15	15
Into and Out of sidings or other tracks, Nos. 16 or 20 turnouts	30	30
Between Absolute Signals protecting railroad crossings at grade, protected by interlocking, with operative Approach Signals	Maximum Authorized Speed	
Between Absolute Signals protecting railroad crossings at grade, protected by interlocking, with inoperative† Approach Signals	20	20
Over railroad crossings at grade, not protected by interlocking, after stopping at non-gated crossings, or receiving Proceed indication at gated crossings (Engine only)	20	15

†An inoperative Approach Signal is not connected with track circuit, nor the Absolute Signal, and displays continuously "Proceed, immediately reducing to 30 MPH, or slower if necessary, prepared to stop before leading wheels pass the next signal."

Diesel locomotives handling caboose **only** may be operated at the maximum authorized speed prescribed for freight trains on subdivision or territory where such trains are operated.

Maximum Speed (MPH) Permissible Between:

Mile Post	Plus Poles	and	Mile Post	Plus Poles	Psgr. Trains	Frt. Trains
389	2		390	22	20	20
404	5		404	12	60	55
410	18		411	11	60	55
440	34		441	8	55	45
456	4		456	9	55	49
476	28		476	33	50	45
494	20		494	27	55	49
496	1		496	8½	55	49
507	17		507	27	50	45
636	15		639	0	40	30
708	18		709	1	30	25
C-573	25		C-574	2	45	35
C-575	18		C-575	28	45	35
C-598	16		L-598	28	15	15
C-607	0		C-607	10	45	35
C-625	34		C-626	6	45	35
E-570	8		E-570	13	35	30
E-598	29		E-599	27	25	25

Over Bridges And Trestles

Name	No.	Location	Restriction All Trains
Red River	397.06	MP 397.06	25 MPH

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.

Waco, Dallas, Plano....12	Ft. Worth, Sulphur Sprgs.
Kerens 25	and Athens....18
Mt. Pleasant, Tyler, Commerce, Lufkin and McGregor 15	Texarkana, Corsicana, Jacksonville, Carrollton and Pittsburg 20

CROSSING GATES.

326. Tyler: St. L. S. W. Ry. Co.—Missouri Pacific Railroad Crossing, MP 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.

326 (a). Greenville: All trains and engines must approach L&A Railroad Crossing, MP C-551.62, at Restricted Speed, and if crossing gate is lined against conflicting route, and way is seen and known to be clear, trains and engines may proceed over crossing, without stopping, not exceeding 10 MPH. (Engine only).

327. Lufkin: Normal position of gate protecting T.& N.O.R.R crossing, MP E-635.99, is against the St.L.S.W.

328. East Waco: Hand throw interlocking device protects Old Main Track crossing with M-K-T, MP 675.20. Normal position of derails are against three St. L. S. W. tracks, and its employees must operate the one-lever device before crossing M-K-T on any of the three tracks.

329. Waco: St. L. S. W. Ry. Co.—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 crossings. 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.

Yard 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.

330. **STREET AND HIGHWAY CROSSING SIGNALS.**

Bossier City: At Barksdale Boulevard crossing, Flasher light signals protect movements over crossing.

Should train or engine occupy the approach circuit and not complete movement over the Barksdale crossing before the expiration of 2 and ½ minutes, a time element connected therewith will cause Flasher signals to discontinue flashing. Under these circumstances, all movements in either direction over this crossing must first be properly protected by flagman.

If after having been delayed 2½ minutes or more on the approach circuit, and it is apparent that the density of traffic would create a hazard to flagman preceding train over Barksdale Boulevard, such train should be stopped with leading wheels of engine inside or on the insulated joints located at the crossing, which will start flasher lights operating and which should result in highway traffic stopping and permitting train or engine to move over crossing preceded by flagman and without accident.

331. Greenville: Flasher light signals also protect movements over Lee Street crossing on main track, and Tracks Nos. 1, 2, 3 and 4. When train, engine or cars occupy the circuits on main track and Track No. 1, the flashers will operate continuously. Signals on Tracks Nos. 2, 3 and 4 will not operate until engine or cars have entered the Street beyond the curb line. All movements over Lee Street crossing on these three tracks must be protected by a member of the crew from a point on the ground on the crossing.

332. Lufkin: All trains and engines moving over First Street crossing, 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.

333. 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,

SPECIAL INSTRUCTIONS—SOUTHERN DIVISION (Continued)

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. 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.

334. 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.

335. All employees must refrain from smoking or striking matches while switching or working in vicinity of refineries or oil loading tracks, and engine men must extinguish fires and open flame lights while switching in vicinity of such facilities.

336. Flashing Light Train Order Signals are located at Big Sandy, Corsicana, Plano and Carrollton.

337. YARD LIMITS.

Lewisville Shreveport Jct.	One Yard	Pittsburg N. Pittsburg	One Yard
Bossier Jct. Bossier City Louisiana Jct. Silver Lake Jct. Shreveport Yard	One Yard	Gilmer Big Sandy Tyler Lufkin Jct.	One Yard
Texarkana Yard		Athens S. Athens	One Yard
Mt. Pleasant		Hill Yard Corsicana	One Yard
Sulphur Springs Commerce Greenville Plano Addison		Eastco East Waco Waco	One Yard
Hodge N. Ft. Worth Ft. Worth	One Yard	McGregor South McGregor N. Ft. Hood Gatesville	One Yard
Dallas		Rusk	
Jacksonville		Lufkin	

338. GENERAL ORDER BOARDS.

Shreveport Yard	Lewisville Mt. Pleasant	Tyler Corsicana	Paris (T&NO) Kaufman
Texarkana:	Dallas:	Commerce	(T&NO)
CB Yd. Of.	CB Yd. Of.	Hodge	Jacksonville
TP Yd. Of.	Union Term.	East Waco	(T&NO)

339. STANDARD CLOCKS.

Shreveport Yard	Lewisville Mt. Pleasant	Commerce Hodge	Lufkin Corsicana
TexarkanaYd.	Tyler:	Dallas:	(Psgr. Sta.)
CB Yd. Of.	Disprs. Of.	CB Yd. Of.	East Waco
TP Yd. Of.	Yard Of.	Union Term.	

340. LOCAL TIME INSPECTORS.

St. Louis, Mo., General Time Inspector....F. U. Hugunin, Inc.
Lewisville, Ark.....George L. Hodge
Shreveport, La.....605 Milam Street, Youngblood Jewelers
Texarkana, Texas.....113 West Broad, Hack Jewelry Co.
Mt. Pleasant.....Hamilton Jewelry, and H. C. Shoemaker
Commerce.....Mrs. Dee Wheatley
Dallas.....206A South Houston, Dallas Watch Co.
Dallas.....367 W. Jefferson, Fay's Jewelers
Ft. Worth.....614 Main St., Haltom Jewelers
Tyler.....123 N. Spring St., Parker Watch Shop
Corsicana.....218 N. Beaton St., Abe Goldberg
Waco.....Fred Studer, and R. D. Armstrong
Sherman.....T. M. Van Pelt

341. BRIDGES, STRUCTURES, ETC., THAT WILL NOT CLEAR MAN ON TOP OF OR ON SIDE OF CAR OR ENGINE.

Name	Near Station	Bridge Number	Mile Post
Red River	Garland City	397.06	397.06
Underpass	Garland City	398.32	398.32
Red River	Shreveport	K-450.34	K-450.34
Elm St. Viaduct	Texarkana Yard	418.85	418.85
Sabine River	Big Sandy	527.54	527.54
N. Bonner Avenue Underpass	Tyler	546.98	546.98
West Erwin Underpass	Tyler	547.43	547.43
Overhead Viaduct	Greenbrier		554.12
Overhead Viaduct	Chandler		559.24
Underpass	Athens	584.16	584.16
Overhead Viaduct	South Athens		585.34
Trinity River	Trinidad	599.48	599.48
Tehuacana Creek	Eastco	670.56	670.56
Brazos River	Waco	676.42	676.42
Overhead Viaduct	Ritchie		685.11
S. Bosque River	South Bosque	688.16	688.16
Harris Creek	South Bosque	690.04	690.04
1st Leon River	Leon Jct.	707.52	707.52
2nd Leon River	Leon Jct.	712.24	712.24
M-K-T Overpass	Greenville		C-552.21
Rowlett Creek	Murphy	C-585.61	C-585.61
White Rock Creek	Addison	C-597.23	C-597.23
Elm Fork	Carrollton	C-605.05	C-605.05
Underpass	Grapevine	C-613.67	C-613.67
Belnap St. Overpass	Ft. Worth	On lead to 5th St.	
Houston and Jefferson Sts. Viaducts; North and South Baggage Bridges and Midway at Union Station.	Dallas		L-611.28
Sears Roebuck & Co. buildings at Austin and Arnold Streets; also, will not clear brake staffs on high cars.	Dallas		L-612.42
T&NO Overhead Br.	Jax Jct.		E-578.23

At many stations and within yards, there are various buildings, structures, pipes and other facilities, located adjacent to industrial and other tracks, which will not clear man on top of or on side of car or engine. Employees should observe signs located at or near switch or clearance point of track, calling attention to these impaired clearances. It is the duty of each employee to familiarize himself with the location of all these obstructions, and exercise necessary precaution to prevent personal injury to himself or his fellow employees.

342. INSTRUCTIONS COVERING THE USE OF SOUTHERN PACIFIC (T&NO) TRACKS BY ST. L. S. W. TRAINS AND ENGINES.

SOUTHERN PACIFIC DEFINITIONS AND RULES:

Definition of "WITH CAUTION": "To run at reduced speed, according to conditions, prepared to stop short of a train, engine, car, misplaced switch, derail, or other obstruction, or before reaching a stop signal. Where circumstances require, train or engine must be preceded by a flagman."

Rule 93: "Within yard limits the main track may be used, protecting against first-class trains.

Second and inferior class trains, extra trains, and engines must move with caution within yard limits.

When not protected by block signals or when moving against the current of traffic, first-class trains must move with caution within yard limits."

342 (a). Corsicana: Signals of both the Semaphore Type and Light Type are in use, and are described as follows:

SEMAPHORE TYPE: A HOME SIGNAL is equipped with arm painted red with white stripe and indicates "Stop"

SPECIAL INSTRUCTIONS – SOUTHERN DIVISION (Concluded)

when in horizontal position, and in addition, a red light by night; "proceed" when at an angle of 45 degrees downward, and in addition, a green light by night.

A DISTANT SIGNAL is equipped with arm painted yellow, with black stripe and forked end, and governs the approach to one or more Home Signals; such signal indicates "caution" when in horizontal position, and in addition, a yellow light by night; "proceed" when at an agle of 45 degrees downward, and in addition, a green light by night.

When the light fails in a semaphore block signal, speed must be reduced sufficiently to permit obedience to the indication displayed by the semaphore arm.

LIGHT TYPE: A RED light indicates "Stop".
A YELLOW light indicates "Proceed with caution".
A GREEN light indicates "Proceed".

When the light fails in a light signal, the signal must be regarded as displaying its most restrictive indication.

Before fouling the main track or setting a switch for movement to main track, Automatic Block Signal indications must be observed to determine whether or not main track is occupied.

If block signals indicate a train is approaching, or main track occupied, crews of the St.L.S.W.Ry. must not foul or occupy the main track except under flag protection.

Lineup of train movements must be obtained from the Chief Train Dispatcher at Ennis, through the operator at T&NO train-order office, located in passenger station.

T&NO main track must not be fouled or used by crews of St. L. S. W. Ry. when it is known that it will cause delay to the movement of T&NO trains.

Train and engine movements on any T&NO track must be made WITH CAUTION, and, in addition, movements on main track will be governed by Automatic Block Signal indications.

The east switch of the T&NO siding is a Spring Switch, designated by two targets: one, hexagon shape, painted white, bearing letters "SS"; the other standard red target, and is normally set for main track movement. (T&NO Rules governing the use and operation of Spring Switches are comparable with Uniform Code Rule 104 (a), and must be observed.)

342 (b). **Dallas, Waco, Commerce and Greenville:**

No Automatic Block System on T&NO tracks at the above four stations. St. L. S. W. trains and engines using T&NO tracks at these stations must do so WITH CAUTION.

All switches and derails in T&NO Yards at Commerce and Greenville, used jointly by St. L. S. W. crews, are equipped with toggle bars and St. L. S. W. switch locks.

342 (c). **Lufkin:** No Automatic Block System on T&NO tracks. St. L. S. W. trains and engines (including those of the T&SE Railway), using T&NO tracks must do so WITH CAUTION, and before fouling T&NO main track must provide proper protection against following movements on T&NO track, and obtain a check of overdue first-class trains, or provide ample protection against such trains.

T&NO main track must not be fouled or used by St. L. S. W. crews (including those of the T&SE Railway) when it is known that it will cause delay to the movement of T&NO trains.

343. Carload shipments will be delivered to the A&NR at Keltys and Lufkin as follows:

Interstate traffic routed Cotton Belt and A&NR must be delivered to the A&NR at junction point specified on the waybill, regardless of the destination.

Interstate traffic destined Lufkin, routed Cotton Belt and A&NR, but no junction point specified on waybill, must be delivered to A&NR at Keltys.

Interstate traffic destined Keltys, routed Cotton Belt and A&NR, but no junction point specified on waybill, must be delivered to A&NR at Lufkin.

Intra-State traffic routed Cotton Belt and A&NR, destined Lufkin or Keltys, with either station as junction point, may be delivered to A&NR at either station, regardless of routing.

THINK! THINK! THINK!

FIRST AID, PROMPTLY AND PROPERLY ADMINISTERED, PREVENT MANY MINOR INJURIES FROM DEVELOPING INTO SERIOUS INFECTED INJURIES.

THINK! THINK! THINK!

ACCIDENTS DON'T HAPPEN— THEY ARE CAUSED!

THINK! THINK! THINK!

SAFETY IS EVERYBODY'S JOB!

THINK! THINK! THINK!

LIGHTED CIGARS, CIGARETTES AND MATCHES WHEN THROWN AWAY CARELESSLY, CAUSE MANY FIRES AND PERSONAL INJURIES!

THINK! THINK! THINK!

EMPLOYEES LIABLE TO SUSTAIN FOOT INJURIES SHOULD ALWAYS WEAR SAFETY SHOES!

TRACK CONNECTIONS

NORTHERN DIVISION

GALE	Illinois Central R.R.
THEBES	Missouri Pacific R.R. C. & E. I. Ry.
LILBOURN	St. Louis-San Francisco Ry.
PARMA	St. Louis-San Francisco Ry.
ILLMO	Southern Illinois & Missouri Bridge
ROCKVIEW	St. Louis-San Francisco Ry.
DELTA	St. Louis-San Francisco Ry. Missouri Pacific R. R.
DEXTER JCT.	Missouri Pacific R. R.
MALDEN	St. Louis-San Francisco Ry.
CAMPBELL	St. Louis-San Francisco Ry.
PIGGOTT	St. Louis-San Francisco Ry.
PARAGOULD	Missouri Pacific R. R.
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
JONESBORO	St. Louis-San Francisco Ry.
FAIR OAKS	Missouri Pacific R. R.
FARGO	Cotton Plant-Fargo Ry.
BRINKLEY	Chicago, Rock Island & Pacific R.R. Missouri Pacifc R.R.
CLARENDON	Missouri Pacific R. R.
STUTTGART	Chicago, Rock Island & Pacific R.R.
N. LITTLE ROCK	Missouri Pacific R. R. Chicago, Rock Island & Pacific R.R.
PINE BLUFF	Missouri Pacific R. R.
FORDYCE	Chicago, Rock Island & Pacific R.R.
KENT	Chicago, Rock Island & Pacific R.R.
CAMDEN	Missouri Pacific R. R. Chicago, Rock Island & Pacific R.R.
McNEIL	Louisiana & North West R. R.
STAMPS	Louisiana & Arkansas R. R.

SOUTHERN DIVISION

SHREVEPORT	Illinois Central R.R. Kansas City Southern Ry. Texas and Pacific Ry. T. & N. O. R. R. Louisiana & Arkansas R. R.
TEXARKANA	Missouri Pacific R. R. Texas and Pacific Ry. Kansas City Southern Ry.
MT. PLEASANT	Paris & Mt. Pleasant R. R.
SULPHUR SPRINGS	L. & A. R. R. (local traffic only)
COMMERCE	T. & N. O. R. R.
GREENVILLE	M. K. T. R. R. of Texas T. & N. O. R. R. L. & A. R. R.
WYLIE	G. C. & S. F. R. R.
PLANO	T. & N. O. R. R.
CARROLLTON	M. K. T. R. R. of Texas St. L. S. F. & T. R. R.
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. F. W. & D. C. 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.)
FT. WORTH	Ft. W. & D. C. Ry. G. C. & S. F. R. R. T. & N. O. R. R. C. R. I. & G. R.R. (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.)
DALLAS	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. St. L. S. F. & T. R. R. Ft. W. & D. C. Ry.
SHERMAN	T. & N. O. R. R. M. K. T. R. R. of Texas St. L. S. F. & T. R. R. Texas and Pacific Ry.
PITTSBURG	L. & A. R. R.
BIG SANDY	Texas and Pacific Ry.
TYLER	I.-G. N. R. R.
ATHENS	T. & N. O. R. R.
CORSICANA	T. & N. O. R. R. C. R. I. & G. R. R. F. W. & D. C. Ry.
EAST WACO	I.-G. N. R. R. M. K. T. R. R. of Texas T. & N. O. R. R.
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.
McCROSSIN	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.