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.

(Employees carrying Special Instructions No. 2 in their pocket should place inside of Timetable.)

ST. LOUIS SOUTHWESTERN RAILWAY COMPANY

SPECIAL INSTRUCTIONS
No. 2

Effective 12:01 A.M.
MONDAY, JANUARY 1, 1962
CENTRAL STANDARD TIME

Governing Employees in Train, Engine, Yard, Station, Telegraph Service and Maintenance of Way and Structures

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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. 1, 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.

W. H. HUDSON, Vice Pres.

J. L. HUMPHREYS, Supt. Transportation

J. R. HOLDEN, General Superintendent

D. F. CARPENTER, Asst. Genl. Supt.

ST. L. S. W. OPERATION OVER FOREIGN LINES:

Between Valley Jct., and North Jct., use of Missouri Pacific tracks;

Train and engine men will be governed by Uniform Code of Operating Rules, Mo. Pac. Timetable, Special Instructions and General Orders.

Between North Jct., and Illmo, use of Southern Illinois and Missouri Bridge Company tracks;

Train and engine men will be governed by Uniform Code of Operating Rules, SI&MB Special Instructions and General Orders.

Between Cotton Belt Jct., (Brinkley), and Briark, use of C.R.I. & P.R.R. tracks;

Train and engine men will be governed by Uniform Code of Operating Rules, C.R.I. & P. Timetable, Special Instructions and General Orders.

Between Briark and the east line of Florida St. on Railroad Ave., (Broadway), Memphis, use of Arkansas and Memphis Railway Bridge and Terminal Company tracks;

Train and engine men will be governed by Uniform Code of Operating Rules, Arkansas and Memphis Railway Bridge and Terminal Company Timetable, Special Instructions and General Orders.

Between St.L.S.W. Main Track Connection, 1200' north of Frisco Depot, and Frisco Depot, Leachville, Ark., use of St.L.S.F.R.R. tracks; See Timetable Rule 12, item H-8 herein.

Between Bridge No. 418.98½ and Texarkana Union Station Trust tracks, use T. & P. Ry. passenger main track from cross-over switch east of Bridge No. 418.98½ to 100 feet east of Elm Street viaduct, thence Texarkana Union Station Trust tracks.

Between Sherman and Plano, use of S. P. Lines; train and engine men will provide themselves with copies of and be governed by Rules and Timetable of S. P. Lines.

Between St. L. S. W. R. R. Jct. and Double track Jct., (Cadiz St.), Dallas, use of Union Terminal Company; Train and engine men will be governed by Rules and Regulations of the Union Terminal Company.

Between St.L.S.W. connection near Wall Street, Dallas, east of G.C.&S.F. Tower 19, and S.P. connection near Tower 10, use Joint G.C.&S.F.-S.P. track. From Tower 10 to St.L.S.W. wye connection, near Logan Street, use S.P. track. Train and engine men will be governed by rules of the G.C.&S.F. Ry. and S.P. Lines.

Between Tower and 5th Street Station, Ft. Worth, use of F. W. & D. Ry.; train and engine men will be governed by rules and timetable of F. W. & D. Ry.

OPERATION OF FOREIGN LINE TRAINS OVER ST.L.S.W. TRACKS:

Between Illmo and Frisco Jct., use of St.L.S.W. tracks by C&EI.

Between Illmo and Rockview Jct., use of St.L.S.W. tracks by Mo-Ill.

Between Illmo and Paragould Jct., use of St.L.S.W. tracks by Mo. Pac.

Between PG Jct., and JN. Jct., use of St.L.S.W. tracks by Mo.Pac.

Between Kent and Camden, use of St.L.S.W. tracks by C.R.I.&P.

Between Silver Lake Jct., and L. & A. Jct., use of St.L.S.W. tracks by L. & A.

Between Reo and Fifth Street Station, Ft. Worth, use of St.L.S.W. tracks by F.W.&D. Ry.

Between Tower and St.L.S.F.&T.R.R., main track switch north of freight depot at North Ft. Worth, use of St.L.S.W. Ry. tracks by St.L.S.F.&T.R.R., S.P. Lines, C.R.I.&P.R.R.&G.C.&S.F. Ry.

Between Jax Jct. and Rusk, use of St.L.S.W. Ry, tracks by S.P. Lines.

Use of joint track through Lufkin Yard by T.S.E.R.R. and A. & N. R.R.R.

Between Brazos Jct. and East Waco, use of St.L.S.W. Ry. tracks by S.P. Lines.

S.P., Mo.Pac, Mo-Ill, C.&E.I., C.R.I.&P., L.&A., F.W.&D., G.C.& S.F., St.L.S.F.&T., T.S.E., and A.&N.R., train and engine men will be governed by The Uniform Code of Operating Rules, Timetable, Special Instructions and General Orders of St.L.S.W. Ry.

TRAIN DISPATCHERS

W. R. Howard ..... Chief Train Dispatcher
F. Timpner ..... Night Chief Dispatcher
C. L. Ellis ..... Night Chief Dispatcher
A. L. Underhill ..... Relief Chief Dispatcher
E. B. Morgan ..... Relief Chief Dispatcher
W. L. Jones ..... Asst. Chief Dispatcher

G. C. Stevens	F. L. Arnold	J. E. Whitsell
C. B. Miller	B. M. Martin	G. J. Satterfield
A. M. Colyer	J. L. Calloway	F. L. Maxwell
L. Z. Mallory	A. B. Dawson	J. O. Dafft
R. W. Bradsher	A. J. Vaughn	H. G. Roberts
J. S. Leach	J. F. Wyatt	G. E. Atkinson, Jr.

STANDARD CLOCKS

E. St. Louis:
(VJ) Yard Office
Engr's Reg. Room
Illmo:
(SO) Tel. Office
Yard Office
Malden
Paragould
Jonesboro
Brinkley

Memphis:
Iowa Ave. Yard
I.C. R'house
Stuttgart
N. Little Rock Yard
Pine Bluff Yard:
Tel. Office
Ready Room
Pine Bluff Shops:
Dispr's Office
Relay Office

Camden
Shreveport Yard
Texarkana Yard
Mt. Pleasant
Tyler Yard
Lufkin
Corsicana
E. Waco Yard
Commerce
Hodge
Dallas Yard

GENERAL ORDER BOARDS

E. St. Louis:
(VJ) Yard Office
Engr's Reg. Room
Illmo:
Yard Office
Engr's Wash Room
Malden
Paragould
Hornersville
Blytheville
Jonesboro
Brinkley

Memphis:
Iowa Ave. Yard
I.C. R'house
Stuttgart
N. Little Rock Yard
Pine Bluff Yard:
Yard Office (crest)
Ready Room
Engr's Ready Room
Camden
Shreveport Yard

Texarkana:
Yard Office
Engr's Wash Room
Mt. Pleasant
Tyler:
Yard Office
Engr's Reg. Room
Jacksonville (S.P.)
Corsicana
E. Waco Yard
Commerce
Hodge
Dallas

CHARACTERS

"D" – Day Train-Order Office
"DN" – Day and Night Train-Order Office.
"N" – Night Train-Order Office
"X" – Track Scale.
"T" – Turntable.
"Y" – Wye.
"O" – Diesel Oil.
Ⓑ – Radio Base Station.

FLASHING LIGHT TRAIN ORDER SIGNALS

Subdivision	Location
Illmo	Illmo Yard Office
Illmo	Malden
Illmo	Paragould
Jonesboro	Brinkley
Jonesboro	Crest-Pine Bluff Yard
Pine Bluff	Dispr's Office - Pine Bluff Shops
Dallas	Plano
Ft. Worth	Carrollton

SPEED TABLE

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
41"	87.8	1'01"	59	1'25"	42.4
42"	86.7	1'02"	58.1	1'30"	40
43"	85.7	1'03"	57.1	1'35"	37.9
44"	81.8	1'04"	56.2	1'40"	36
45"	80	1'05"	55.4	1'45"	34.3
46"	78.3	1'06"	54.5	1'50"	32.7
47"	76.6	1'07"	53.7	1'55"	31.3
48"	75	1'08"	52.9	2'00"	30
49"	73.5	1'09"	52.2	2'15"	26.7
50"	72	1'10"	51.4	2'30"	24
51"	70.6	1'11"	50.7	2'45"	21.8
52"	69.2	1'12"	50	3'00"	20
53"	67.9	1'13"	49.3	3'30"	17.1
54"	66.7	1'14"	48.6	4'00"	15
55"	65.5	1'15"	48	5'00"	12
56"	64.3	1'16"	47.4	6'00"	10
57"	63.2	1'17"	46.8	7'00"	8.6
58"	62.1	1'18"	46.2	7'30"	8
59"	61	1'19"	45.6	8'00"	7.5
1'00"	60	1'20"	45	10'00"	6

1. EQUIPMENT NUMBERS

	TERRITORY WHERE MAY BE OPERATED
Diesel 304 Diesels 308-360 Diesels 800-831, 850-859 Diesels 925-975 Diesels 1000-1027, 1050-1061 Relief Cranes 96004, 96005, 96006	Any Portion of System
Diesels 260, 270-272	Any Portion of System except Malden to Wyatt, Lilbourn to New Madrid, Hornersville to Trumann

2. LOCATION, CAPACITY AND WEIGHT OF RELIEF CRANES

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

3. SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in SPEED RESTRICTIONS FOR TRAINS:

SPEED RESTRICTIONS FOR ENGINES 800 to 831 INCLUSIVE

BETWEEN	MPH
Malden and Trumann	20
Deering and Caruthersville	20
Paragould and MP P-123	35
MP P-123 and MP P-132	20
MP P-132 and Blytheville	35
Stuttgart and Gillett	30
Altheimer and MP N-295	35
Lufkin Jct. and MP E-568	35
MP E-568 and MP E-590	20
MP E-590 and Lufkin	35
Corsicana and Waco	35

SPEED RESTRICTIONS FOR ENGINES 800 to 831 INCLUSIVE (Continued)

Waco and Gatesville	20
Over Bridge 43.43 near Catron	10
Over Bridges W-129.62 and W-130.44, near Caraway	10

Engines 800 to 831 inclusive, when moving through sidings between St. Francis and Tyler, must not exceed speed of 35 MPH; between Tyler and Corsicana must not exceed speed of 15 MPH.

Engines 800 to 819 inclusive, further restricted in sidings as follows:

SIDING	MPH
Alden Bridge	15
Winfield	15
Sulphur Springs	15
Ridgeway	15
Greenville	15
Clinton	15
Nevada	35
Wylie	15
Plano	15
Addison	35
Grapevine	15

4. Maximum speed of trains in territory appearing in Rule 5 herein is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing in Rule 3 above, MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on Page 4. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by General Order.

All trains must run carefully during and after heavy storms, particularly when track is apt to be affected. When fog, storms, or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

5. **SPEED RESTRICTIONS**

Maximum Speed (MPH) Permissible:

	Authorized Expedited Trains	Freight Trains
Illmo to Corsicana	65	60
Corsicana to Waco		45
Waco to Gatesville		35
Tyler to Lufkin		40
Mt. Pleasant to Dallas		49
Addison to Hodge		45
Altheimer to MP N-295		40
MP N-295 to N. Little Rock Yd.		20
Stuttgart to DeWitt		35
DeWitt to Gillett		30
Malden to Wyatt		35
Lilbourn to New Madrid		25
Paragould to Hornersville		45
Hornersville to Blytheville		40
Malden to Trumann		35
Deering to Caruthersville		25
Lewisville to Shreveport Yd		49
Entering or leaving through No. 20 Equilateral turnout Ancell	65	60
All Subdivisions:		
Entering and/or leaving siding or other tracks, Nos. 15, 16 or 20 turnouts	35	35
Other Turnouts	15	15
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."

Between Illmo and Corsicana "BSM", "AMS" and "CB-X", when so designated by Clearance will observe Maximum Speed permissible for Authorized Expedited Trains.

MAXIMUM SPEED (MPH) PERMISSIBLE BETWEEN:

Mile Post	Plus Poles	and	Mile Post	Plus Poles	Authorized Expedited Trains	Freight Trains
I-16	5		I-16	13	40	40
I-67	9		58	11	20	20
102	25		104	5	See Note .	
123	29		126	6	See Note .	
198	9		199	3	See Note .	
232	20		233	21	See Note .	
242	10		242	16	60	60
260	26		261	5	60	55
263	21		270	0	20	20
286	13		286	25	60	55
286	25		287	12	55	50
306	28		307	2	45	40
307	3		307	6½	35	30
308	19		309	21	60	55
309	27		311	17	50	45
311	17		312	5	60	55
316	23		317	3	60	55
335	13		335	22	60	55
336	19		339	3	35	35
339	23		339	27	50	45
341	24		341	29	55	50
342	10		342	13	50	45
347	9		350	1	55	50
350	1		350	25	60	55
352	17		353	5	55	50
354	15		354	21	60	55
356	12		356	16	55	50
356	21		358	25	60	55
364	5		364	10	55	50
365	22		365	25	60	55
366	15		366	20	55	50
367	0		367	8	60	55
368	9		369	21	60	55
378	2		378	6	60	55
396	20		397	1	55	50
404	3		404	12	60	55
410	18		411	13	60	55
464	10		464	16	60	55
465	34		466	7	60	55
466	30		467	9	55	50
472	9		472	21	60	55
476	28		476	33	50	45
481	28		482	5	55	50
490	28		491	21	See Note .	
494	22		494	27	55	50
496	1		496	8½	55	50
500	10½		500	16½	55	50
500	25		501	0	55	50
504	29		505	6	55	50
507	17		507	27	50	45
507	27		508	9	55	50
509	15		510	15	See Note	
511	8		511	19	60	55
523	28		524	4	55	50
524	9		524	14	55	50
525	1		525	22	50	45
532	12		532	18	60	55
537	12		537	22	60	55
550	13		550	21	55	50
551	19		551	24	55	50
573	0		573	27	55	50
583	14		584	6	See Note	
619	0		620	16	20	20
636	15		639	0		30
708	18		709	1		25
C-598	16		C-598	28		15
C-607	0		C-607	10		35
C-625	34		C-626	6		35
E-570	8		E-570	13		30
E-575	6		E-575	10		35
E-575	17		E-575	23		40
E-598	29		E-599	27		25
L-603	0		L-610	29		35
M-255	20		M-255	26		10
P-103	0		P-104	1		30
P-123	23		P-132	10		30

NOTE: All trains and engines must proceed at a speed not exceeding 20 MPH between the following mile posts, until engine has passed these mile post locations.

Location	Mile Post	Plus Poles	Mile Post	Plus Poles
Paragould	102	25	104	5
Jonesboro	123	29	126	6
Brinkley	198	9	199	3
Stuttgart	232	20	233	21
Pittsburg	490	28	491	21
Gilmer	509	15	510	15
Athens	583	14	584	6

Over Bridges and Trestles - All Trains	MPH
White River Bridge Draw Span. Bridge No. 214.76, to MP 215, just south of Clarendon	35
Arkansas River Bridge No. 261.25	45
Red River (Draw span) Bridge No. 397.06 MP 397.06	25

Bridge 214.87 and 216.38 in White River bottom near Clarendon, patrolled 24 hours daily by bridge watchman on motor car to guard against fires. In addition to complying with Uniform Code Rule 14 (1), engineers will sound horn approaching this trestle in each direction and at frequent intervals while moving over these trestles.

OTHER RESTRICTIONS – Trains or Engines	MPH
Arsenal Track, South Pine Bluff to Pine Bluff Arsenal	10
Connection Track Fordyce	8
Switching on Tracks at Apalco	10
North leg of Wye, Shreveport Jct, MP K-390 Pole 8 to Pole 15	15
North or South leg of Wye Redwater	5
Around curve, Int. Furn. Co. industry track, MP E-575.47	4

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

7. FOLLOWING INSTRUCTIONS WILL GOVERN IN HANDLING RELIEF CRANES, DERRICKS, PILE-DRIVERS, ETC.

(a). Work equipment, derricks, cranes, etc.: Trains handling 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

(b). 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 and 96006 on territories listed below.

TERRITORY	Relief Crane 96005 MPH	96006 MPH
Illmo to Corsicana	40	45
Corsicana to Waco	25	25
Waco to Gatesville	25	25
Mt. Pleasant to Dallas	35	35
Addison to Hodge	25	25
Lewisville to Shreveport	40	45
Malden to Wyatt	25	25
Lilbourn to New Madrid	20	20
Malden to Hornersville	20	20
Hornersville to Trumann	25	25
Deering to Caruthersville	20	20
Paragould to Blytheville	25	25
Stuttgart to Gillett	20	20
Altheimer to MP N-295	35	35
MP N-295 to North Little Rock Yard	20	20
Tyler to Lufkin	30	30
Over Bridges 15.64, 17.32, 26.43, 38.13 and 43.43	10	10
Over Bridge W-74.99	10	10
Over Bridge W-129.56 with empty ahead and an empty behind crane	10	10
Over Bridge W-130.23	10	10
Over Bridges P-108.37, P-117.03, P-124.86 & P-124.95	25	25
Over Bridge E-623.51	20	20
Over Bridge 690.14 and Hood Govt. Bridge MP 716-Leon River	10	10

8. INSTRUCTIONS GOVERNING MOVEMENT OF DIESEL ENGINES RUNNING LIGHT, BACKING UP, IN TOW, ETC. IN ROAD MOVEMENT:

(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 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.

When Diesel engines are ready for movement, and in proper condition therefor, the proper Mechanical Department representative will designate such Diesel Engine to 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, 800 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, running light, backing up, must not exceed a speed of 20 MPH by day, or 15 MPH by night. Rule 36 herein must be observed.

(e). Single or multiple unit Diesel general purpose type engines, 270, 800 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). 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.

(g). 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.

(h). 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.

(i). 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.

(j). 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.

(k). 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.

9. CITY ORDINANCES

North Little Rock: Horns on yard engines will not be sounded except to give the signals prescribed by Uniform Code Rules 14 (g) and 14 (p), and such signals when sounded must not consume more than 5 seconds overall time. Yard engines approaching crossings are not permitted to sound the regulation crossing signal, but must sound the signal prescribed by Rule 14 (p) whenever persons or vehicles are seen on or approaching the crossing.

Horns on trains will not be sounded except to give the signals prescribed by Uniform Code Rules 14 (d), 14 (e), 14 (g), must not consume more than 5 seconds overall time. Trains approaching crossings are permitted to sound the regulation crossing signal, but the signal must not consume more than 5 seconds overall time.

The bell must be rung as required by Uniform Code Rule 14 and 30. Good judgment must be used in sounding horn within city limits of North Little Rock and sounding of greater intensity and duration than is necessary should be avoided.

Pine Bluff and Camden: Within city limits of Pine Bluff and Camden, following instructions will govern sounding of engine bell and horn.

Bell will be started ringing as engine approaches Road Crossing Sign, and continue until engine passes over crossing. Bell will be sounded also as a warning to persons on or near the track at other points, as may be required.

Horn will not be sounded for any crossing, or at other points, except in an emergency, where persons or vehicles are on or near crossing or track, and apparently are unaware of approaching train or engine.

In addition to sounding engine horn, as prescribed, to prevent a serious crossing or other accident, horn will be sounded where safety of trains or passengers are involved, in observance of Rules 14 (c), 14 (d), 14 (e), and 14 (k), and when answering latter signal also at MoP crossing MP 268.79.

Good judgment must be used in sounding horn in Pine Bluff and Camden, and avoid sounding of greater intensity and duration than is absolutely necessary.

Bearden: Within city limits of Bearden, horns on all trains shall not be sounded except two short signals at the approach to each street, highway, or road crossing, unless an emergency exists.

Bossier City: 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, AND WHERE BARKSDALE BOULEVARD CROSSES GREASE PLANT SPUR, ARE PROTECTED BY FLASHING LIGHT SIGNALS.

Uniform Code Rules 14-(1) and 30 are modified as pertains to ringing bell and sounding locomotive whistle in the town or 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.

Shreveport: Following instructions will govern sounding of engine bell and whistle or horn:

Bell will be started ringing as engine approaches Road Crossing Sign, and continue until engine passes over crossing. Bell will be sounded also as a warning to persons on or near the track at other points, as may be required.

Whistle or horn will not be sounded for any crossing, or at other points, except in an emergency, where persons or vehicles are on or near crossing or track, and apparently unaware of approaching train or engine.

In addition to sounding engine whistle or horn, as prescribed, to prevent a serious crossing or other accident, whistle or horn will be sounded where safety of trains or passengers are involved, in observance of Rules 14 (c), 14 (d), 14 (e) and 14 (k), and when acknowledging latter signal.

Good judgment must be used in sounding whistle or horn in Shreveport, and avoid sounding of greater intensity and duration than is absolutely necessary.

Texarkana: City Ordinance prohibits the sounding of whistle or horn signal within corporate limits of the City of Texarkana; except, the sounding of a distress whistle or horn signal in order to avoid striking a person, automobile or other object on or near track, and, as necessary for movement through interlocking, or making up of trains or acknowledgement of signals passed by trainman and others, and provides a penalty for violation thereof except Diesel horn may be sounded over the following street crossings:

Lake Drive, Lelia Street (Cemetary Crossing) and Robinson Road.

Good judgment should be used in sounding the horn at these locations, using only short blasts while approaching and occupying the crossings.

10. STREET AND HIGHWAY CROSSING SIGNALS.

DeWitt: All movements over Highway No. 1, house main, DeWitt, will be protected by member of crew on the ground at the crossing.

Shreveport: The following instructions will govern in the movement of trains, engines or cars over the following street crossings at Shreveport; Jordan Street and Louisiana Avenue:

(a) No railroad movements over Jordan Street will be made until the gates protecting these crossings have lowered. Between the hours of 7:00 A.M. and 8:00 A.M., 12:00 Noon and 1:00 P.M., and 5:00 P.M.

and 6:00 P.M., a switch movement will not enter either of these crossings immediately after another movement has been made on the above crossings until vehicular traffic has had a chance to move for a short period of time, which will be decided by the towerman in the tower, at which time he will lower the gates for the movement to proceed. All trains, engine and switch moves must approach these crossings under control prepared to stop.

(b) The towerman located at Louisiana Avenue is assigned 7:00 A.M. to 11:00 P.M. daily, and when this man is on duty he controls the traffic signals, and in addition the overhead light in the middle of the street only has a green aspect. During the hours that man is on duty, a train, engine or switch move will not move over Louisiana Avenue until the overhead light shows a green or proceed aspect. The practice of flagging over the crossing when the towerman is on duty must be discontinued, as this employee is receiving instructions to block switch moves during the rush hours of the day. During the period that the towerman is not on duty a flagman must proceed each movement and flag vehicular traffic on this crossing.

(c) When a freight train or switch movement is stopped on any of the above crossings, and will be delayed longer than 10 minutes, arrange to cut the crossings as quickly as possible and let the vehicular traffic proceed while the movement is being delayed.

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.

North Fort Worth: Flasher light signals protect movements over North Main Street crossing, Fort Worth. Movement in either direction over this crossing must be protected in accordance with Uniform Code Rule 103 and Rule 36 herein.

11. FLASHER LIGHT SIGNALS EQUIPPED WITH TIME-OUT DEVICES:

One or more of the Approach Circuits to the Flashing Light Signals protecting the crossings listed below are equipped with time-out devices, which will cause the Flashing Lights to stop flashing if the Approach Circuit is occupied by engine or cars for more than three minutes. The tracks and Approach Circuits equipped with such time-out devices are as shown below.

Restart Circuits are installed in the main track at some of these crossings and are marked with yellow paint at insulated joints and on ties adjacent thereto. The crossings at which restart circuits are provided, the track and side of the crossing on which located and the length of each Restart Circuit are shown below.

Location	Mile Post	Plus Poles	Street or Highway	Track & Side Of Crossing	Location & Length Of Restart Circuit
Paragould	103	25	Hwy 25	Main Track, North Side	300' North Side
Jonesboro	124	28	Main St.	Main Track, South Side	100' South Side
Jonesboro	126	10	Gee St.	Main Track, South Side	200' South Side
Stuttgart	232	16	Hwy 1868	Main Track & Siding North side both Tracks	No Restart
Fordyce	307	12	Chief St.	East Siding, South Side	No Restart
Mt. Pleasant	479	24	First St.	Main Track, North Side	570' North Side
Tyler	546	29	Spring St.	Main Track, North and South Side	270' South Side
Tyler	546	31	Broadway	Main Track North and South Side	260' South Side 100' North Side
Tyler	546	33	College	Main Track, North and South Side	No Restart
Tyler	546	36	Bois'd Arc	Main Track, North Side	No Restart
Tyler	543	25	FM-1803	Main Track, North and South Side	300' Both Sides of Crossing
Trinidad	598	24	FM-764	Main Track, North and South Side	150' Both Sides of Crossing
Waco			3,4,5,6,7,8, 11 & 13th St.	Main Track, North and South Side	No Restart
Rusk	E-592	6	FM-752	Main Track, North Side	No Restart
Rusk	E-592	1	FM-23	Main Track, South Side	No Restart
Sulphur Springs	C-517	30	Church St.	Main Track, North and South Side	No Restart
Greenville	C-551	30	Johnson St.	Main Track, North Side	No Restart
Greenville	C-552	28	Wellington	Siding North & South Side	No Restart
Plano	C-589	22	US 75	Main Track, South Side	No Restart
Plain D'ling	K-422	6	Palmetto St.	Siding South Side	No Restart
Bossier City	K-450	2	Barksdale Blv.	Main Track, North Side	200' North Side
Addison	L-589	24	Belt Line Rd.	Main Track, North and South Side	No Restart
Dallas	L-509	3	Maple Ave.	Main Track, South Side	791' South Side

When Flasher Light Signals stop flashing, movement over crossing must then be protected as required by Rule 36 herein.

12. INSTRUCTIONS PERTAINING TO ALL SUBDIVISION:

A 1. Movement by Block Signals does not affect the Initial stations of schedule.

A 2. Trains entering St.L.S.W. tracks at Rockview Jct., Frisco Jct., Dexter Jct., PG Jct., JN Jct., Fordyce or Kent, will be governed by Uniform Code Rule 400 and other rules applicable.

A 3. Authority must be obtained from Train Dispatcher before trains or engines enter main track at Rockview Jct. or Frisco Jct.

A 4. When Northward trains or engines are ready to depart from Illmo yard tracks, a member of crew will communicate with St.L.S.W. Train Dispatcher, for authority to depart.

A 5. When Southward trains are ready to depart via Ancell lead, a member of crew will communicate with Train Dispatcher for authority to depart and Yellow call-on signal, west side of lead MP I-4, Pole 13, must be illuminated before departure.

A 6. When Southward trains are ready to depart from Mo.Pac. Yard Paragould, a member of crew will communicate with the St.L.S.W. Train Dispatcher for authority to depart. When Yellow call-on signal, west side of Mo.Pac. main track near south end yard, is illuminated, this will be authority for movement to Southward inoperative approach signal located 1680 feet north of St.L.S.W. Absolute Signal, PG Jct. and then be governed by indication of this signal and Southward Absolute Signal, St.L.S.W., MP 105, Pole 28.

A 7. When Northward trains are ready to depart from yard tracks or main track south of Gee Street, Jonesboro, a member of crew will communicate with Train Dispatcher for authority to depart. Yellow call-on signal, on east side of main track, just south of Gee Street, must be illuminated before departure.

A 8. Northward trains, called to depart Jonesboro on tracks north of Gee Street, will communicate with Train Dispatcher for authority to depart. Trains departing from main track will be governed by indication of Block Signal No. 1248, MP 124, Pole 26. Trains departing from yard tracks, in addition to receiving authority to depart, will be governed by indication displayed by Yellow call-on signal at MP 124, Pole 27, which will authorize movement on main track to next signal governing in same direction.

A 9. Yellow call-on signal is located at crossover to main track, just south of Culberhouse Street Jonesboro, governing movement of Southward trains from yard tracks north of Gee Street. When this signal is illuminated it will be authority to proceed on main track to next signal governing in same direction.

A 10. Northward trains moving through Brinkley Siding, must receive open the switch signal "S" to govern movements from Brinkley Siding to main track and will be authority to proceed on main track to next signal governing in same direction, except this will not apply to trains en route C.R.I.&P.R.R. moving via Memphis Jct.

A 11. When Northward trains are ready to leave Pine Bluff Yard a member of crew will communicate with Yardmaster by radio or speaker system for route and authority to depart. When authority is received to leave the yard, this will authorize movement to Northward Absolute Signal, MP 263, Pole 6 or to Northward Absolute Signal, MP 261, Pole 25, and then be governed by indication.

Departing trains must not foul lead or adjacent tracks until authorized by Yardmaster to depart.

A 12. When Southward trains are ready to leave Pine Bluff Yard a member of crew will communicate with Yardmaster by radio or speaker system for route and authority to depart. When authority is received to leave the yard, this will authorize movement to Southward Absolute Signal, MP 267, Pole 18 and then be governed by indication.

Departing trains must not foul lead or adjacent tracks until authorized by Yardmaster to depart.

A 13. Yard engines and trains to and from Arsenal, may make movement via Third Avenue after securing line up, but must clear main track promptly upon approach of a train from either direction.

A 14. Before L.&N.W. trains occupy siding at McNeil, it will be necessary for crew on L.&N.W. train to get authority to do so from the Agent or Operator at McNeil. Agent or Operator will secure authority from Train Dispatcher before permitting L.&N.W. trains to occupy siding.

A 15. Yard engines switching or occupying main track north of Southward Signal No. 4171, MP 417, Pole 3, Texarkana, must secure line-up or authority from Train Dispatcher and clear time of such line-up or authority five (5) minutes before the time shown for the arrival of train.

A 16. Southward trains except Advance MS, BSM, and Main Line MS, arriving Texarkana Yard will be moved through Gertrude siding "A" and "B" lead to track No. 22, unless otherwise instructed.

A 17. When Advance MS, BSM or Main Line MS is moved on main track to Texarkana Yard, train will move to Long One and to No. 1. track. When moved through Gertrude siding or on main track from north end Gertrude siding to crossover at MP 417, Pole 14, train will use "A" lead to No. 1 track unless otherwise instructed.

A 18. When Northward trains are ready to leave Texarkana Yard, a member of crew will communicate with Train Dispatcher for authority to depart and Yellow call-on signal, east side of Gertrude siding, MP 417, Pole 15, must be illuminated before departure. When Yellow call-on signal is illuminated this will be authority for movement on main track to Absolute Signal MP 417, Pole 15.

A 19. Northward trains leaving Texarkana Yard must proceed on main track, unless directed by Train Order to proceed through Gertrude siding. When authorized by Train Order to proceed through Gertrude siding, train will not receive Yellow call-on signal indication. Instead, a member of crew will communicate with Train Dispatcher, when such train is ready to depart.

A 20. When Southward trains are ready to leave Texarkana Yard, a member of crew will communicate with Train Dispatcher for authority to depart and Yellow call-on signal, west side of main track, MP 419, Pole O, must be illuminated before departure. Such trains will then be governed by Interlocking Signals and Automatic Block Signals to Southward Absolute Signal, MP 419, Pole 31.

A 21. When Northward Absolute Signal, MP 419, Pole 33, displays Yellow indication, trains or engines handling more than 30 cars will proceed at Low Speed and if Absolute Signal South of K.C.S. crossing, MP 419.19, displays Stop indication, such trains or engines will stop south of Lake Shore Drive, MP 419, Pole 27, and sound horn or whistle signal for interlocking and then be governed by signal indication of Absolute Signal south of K.C.S. crossing.

A 22. All engines, using T.&P. Ry. 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 T. & P. Ry. and bulletined instructions of the Union Station Trust Trainmaster.

A 23. Rules in the Uniform Code of Operating Rules, current Special Instructions and General Orders govern movement of trains and engines over tracks at Red River Ordinance Depot and Lone Star Defense Corporation between Redwater and Defense, unless in conflict with instructions or regulations issued by Government Authorities. Trains and engines will move at Restricted Speed not exceeding 20 MPH.

A 24. Trains or engines switching or entering main track between Southward Absolute Signal, North end Mt. Pleasant siding, MP 478,

Pole 10 and Northward Absolute Signal, MP 480, Pole 21, Tyler Subdivision, must secure line-up or authority from Train Dispatcher and clear main track and close all main track and crossover switches at least five (5) minutes before through trains are due to arrive.

A 25. Yard engines may use main track between north switch Tyler Yard and Absolute Signal, MP 544, Pole 16, when making up or breaking up trains, when Signal 5452, MP 545, Pole 6, indicates yellow. Before switching industry tracks between north switch Tyler Yard and Absolute Signal, MP 544, Pole 16, Yard engines must secure line-up from Train Dispatcher and clear the time on such line-up five (5) minutes before through trains are due to arrive.

A 26. Yard engines switching or entering main track between MP 546, Pole 27, Tyler Yard and Southward Absolute Signal MP 548, Pole 20, Lufkin Jct., must secure line-up or authority from Train Dispatcher and clear time of such line-up or authority five (5) minutes before through trains are due to arrive.

A 27. When Northward trains are ready to leave Tyler Yard, a member of crew will communicate with Train Dispatcher for authority to depart. When Yellow call-on signal, west side of main track north end Tyler Train Yard, MP 545, Pole 6, is illuminated, this will be authority for movement on main track to Block Signal No. 5462, MP 545, Pole 6.

A 28. When Southward trains are ready to leave Tyler Yard, a member of crew will communicate with Train Dispatcher for authority to depart. When Yellow call-on signal, east side of track MP 546, Pole 13, is illuminated, this will be authority for movement on main track to Southward Signal No. 5469 located 242' south of Bois d' Arc Street, then be governed by Automatic Block Signals to Southward Absolute Signal located MP 548, Pole 20, Lufkin Jct.

A 29. Southward Absolute Signal south switch Hill Yard, MP 620, Pole 14, will be controlled by Operator at St.L.S.W.-B.R.I. interlocking station and will only protect movement from south switch Hill Yard to Northward Signal, MP 620, Pole 16.

When such signal displays Stop indication, Southward trains or engines will stop and call for signal by whistle signal 14 (j). If signal does not change to Proceed in a reasonable time, a member of crew will communicate with Train Dispatcher.

A 30. Southward Low Signal, located at clearance point of south switch Hill Yard, will govern movement out of yard tracks Nos. 1 or 2. Signal will indicate yellow for movement from No. 1 track to main track and will indicate lunar for movement from No. 2 track to main track. Switches must be lined before signal will indicate proper aspect.

A 31. When Northward trains are ready to depart from yard tracks Hill Yard, member of crew will communicate with Train Dispatcher for authority to depart.

CLEARANCE (FORM 3143), TRAIN ORDERS AND TRAIN ORDER SIGNALS

B 1. Trains entering St. L.S.W. tracks Rockview Jct., Frisco Jct., Dexter Jct., PG Jct., JN Jct. or Kent will not require Train Orders or Clearances.

B 2. No train order signal maintained at Jonesboro, Texarkana Yard, Tyler Yard or St.L.S.W.-B.R.I. Tower Corsicana. All departing trains will secure Clearance.

B 3. Train order signal Illmo applies only to Mo. Pac., Mo–Ill. and C.&.E.I. trains. When train order signal displays Stop-Indication, Northward Mo.Pac. and Mo-Ill. trains will secure St.L.S.W. and Mo. Pac. Clearance.

Northward St.L.S.W. trains departing Illmo will secure St.L.S.W. and Mo. Pac. Clearance.

B 4. Southwwrd trains will not require Clearance at Illmo in the absence of train order signal, or when train order signal displays Proceed indication, except Southward St.L.S.W. trains departing Illmo will secure Clearance.

B 5. Southward Mo–Ill. crews assigned to or ordered for trains en route Ste. Genevieve via Rockview Jct.,and the Frisco, must receive Frisco Clearance before departing Illmo. In addition, when train order signal at Illmo is in Stop indication, St. L.S.W. Clearance must be received.

B 6. Trains will not require Clearance at Malden, Paragould, Brinkley or Camden, in the absence of train order signal, or when train order signal displays Proceed indication, except trains originating Malden, Brinkley or Camden will secure Clearance.

B 7. At England Jct., schedules will be assumed by crews assigned to or ordered for Trains Nos. 51 and 567, which may leave without Clearance.

B 8. Trains departing Pine Bluff Yard will not require Clearance when train order signal governing their movement displays Proceed indication, except crews assigned to or ordered for trains, Little Rock Subdivision, will secure Clearance.

Train order signals governing Northward trains departing Pine Bluff Yard are located; one on right side of track immediately opposite Crest yard office for trains departing from east side of yard via East lead; the other just west of Crest yard office for trains departing from west side of yard.

Train order signal governing Southward trains is located near southeast corner of Train Dispatcher's office Pine Bluff Shops.

Train order signal Pine Bluff Shops will not apply to trains en route Pine Bluff Arsenal.

B 9. Northward trains departing Lewisville from Shreveport Subdivision will not require Train Orders or Clearance.

B. 10. Train order signal Mt. Pleasant applies only to trains on Tyler Subdivision. Trains originating at Mt. Pleasant must secure Clearance.

B 11. Crews arriving Addison on No. 17 from Dallas Subdivi- will assume the schedule of No. 17 on Ft. Worth Subdivision.

Crews arriving Addison on No. 18 from Ft. Worth Subdivision will assume the schedule of No. 18 on the Dallas Subdivision.

Crews arriving Addison on No. 23 from Dallas Subdivision will assume the schedule of No. 23 on the Ft. Worth Subdivision.

Crews arriving Addison on No. 24 from Ft. Worth Subdivision will assume the schedule of No. 24 on the Dallas Subdivision.

Crews arriving Addison on No. 344 will assume the schedule of No. 317 on Dallas Subdivision.

Crews on above schedules will retain all Train Orders and leave Addison without Clearance when train order signal displays Proceed indication. These schedules may be assumed in this manner only, or as authorized by Train Order.

Extra trains arriving Addison from Ft. Worth Subdivision may leave Addison on Dallas Subdivision and extra trains arriving Addison from Dallas Subdivision may leave Addison on Ft. Worth Subdivision without Clarence, provided their Train Orders so authorize and train order signal displays Proceed Indication. This will not relieve extra trains from checking train register at Addison when necessary, unless Train Order register check Form V received.

TRAIN REGISTERS

C 1. Mo. Pac., Mo–Ill. and C.&.E.I. trains will register at Illmo by ticket.

C 2. Malden is register station for trains originating and terminating at Malden only.

C 3. Paragould is register station for Mo. Pac. trains and trains of Blytheville Subdivision. Mo. Pac. trains will register by ticket.

C 4. Mo.Pac. Yard, Paragould, is register station for Mo.Pac. Wynne Subdivision trains using St.L.S.W. trackage.

C 5. Camden is register station for trains Nos, 65, 66, 67, 68, 69, 70 and C.R.I.&P. trains, other trains will register by ticket.

C 6. All trains will register by ticket at Lewisville except trains arriving from Shreveport Subdivision will stop and register when Operator is not on duty.

SWITCHES

D 1. Malden: Normal position of crossover leading from No. 1 track to East track at north end of No. 1 track Malden is for Wyatt Subdivision. Normal position of crossover leading from No. 1 track to East track at south end of No. 1 track Malden is for Frisco transfer.

D 2. Pine Bluff Yard: Normal position Main track switch, Pine Bluff Yard, MP 263, Pole 6, is for movement from Main track to No. 1 track. Switch will be lined and locked in this position when not in use, per Uniform Code Rule 104 (1).

Trains using switch at north end of No. 1 track, MP 263, Pole 6, will leave switch as last used.

Normal position of switch, leading from No. 1 track to No. 49 lead, near crossover No. 20, Pine Bluff Yard, will be for through movement from No. 1 track to No. 49 lead.

Normal position of crossover No. 19 switches will be for movement from Main track to No. 1 track.

Normal position of switch, leading from No. 1 track to No. 6 track, will be for No. 6 track. This switch will be left lined in this position when not in use.

D 3. Texarkana Yard: Normal position of switch leading from "A" lead to "B" lead, located opposite MP 417, Pole 26, is for "B" lead. Switch light and target is yellow when lined for "B" lead and must be left lined in this position.

Normal position of switch at north end of Old Passenger Main track, MP 417, Pole 26, is for Old Main track. Switch light and target is Red when lined for Old Main track and must be left lined in this position except trains departing north from Old Passenger Main track will leave switch in position last used.

Normal position of switch at south end of Old Passenger Main track, MP 419, Pole 1, is for "A" lead. Switch light and target is Red when lined for "A" lead and must be left lined in this position except trains departing south from Old Passenger Main track will leave switch in position last used.

D 4. Tyler Yard: North and south lead switches at each end Tyler Train Yard will be lined against main track. Switch light and target on both switches will indicate Red in this position.

D 5. Corsicana: North switch to Shed track and north switch to Transfer track, located immediately south of Highway 75 at Corsicana, may be left lined in position last used.

D 6. East Waco Yard: South lead switch East Waco Yard may be left lined in position last used.

D 7. Mt. Pleasant: Switch at Dallas Jct., MP 479.58 will be lined for Tyler Subdivision. Switch light and target will indicate Green in this position.

D 8. Commerce: South switch Commerce Yard may be left lined in position last used.

D 9. Addison: Switch at Ft. Worth Jct., will be lined for Dallas Subdivision. Switch light and target will indicate Green in this position.

D 10. At Addison, the scheduled time of all trains applies at Ft. Worth Jct. switch. Trains holding restricting orders at Addison will not pass clearance of Ft. Worth Jct. switch until the orders held by such trains have been fulfilled, superseded or annulled.

DERAILS

E 1. Derails are on engine or service tracks Paragould, Brinkley, Wyatt, Trumann, Hornersville and Blytheville to protect engines when unattended. These derails must be locked in off position in lieu of Uniform Code Rule 104 (8) and will only be locked in derailing position when protecting engine unattended.

Instructions Pertaining to Wyatt Subdivision

F 1. Due to the high speed maintained by vehicular traffic on Missouri Highway No. 61, all trains and engines will approach the crossings with this highway at Ristine, Mile Post 31, pole 14½ Wyatt Subdivision, and at Mile Post A-41, pole 13½, New Madrid Subdivision,

at such speed that movement can be stopped before reaching the crossing if it is apparent that by not doing so there is a likelihood of striking a highway vehicle. Members of crews performing switching over the crossing at Ristine must see that crossing is properly protected by having a member of crew at the crossing before switch movements are made over this highway crossing.

F 2. At Wyatt, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance when train order signal displays Proceed indication.

Instructions Pertaining to New Madrid Subdivision

G 1. At Lilbourn and New Madrid, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance when train order signal displays Proceed indication.

Instructions Pertaining to Trumann and Caruthersville Subdivision

H 1. At Trumann, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance when train order signal displays Proceed indication.

H 2. The switch at intersection between Trumann Subdivision and Wyatt Subdivision, Malden Yard, must be left lined for trains of Wyatt Subdivision.

H 3. The switch at north and south leg of Wye at Deering Jct. must be left lined for trains of Trumann Subdivision.

Do not exceed 15 MPH through south Wye switch Deering Jct.

East Wye switch at Deering Jct. will be left lined for route last used.

H 4. At Caruthersville, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance when train order signal displays Proceed indication.

H 5. At Deering Jct., schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance.

H 6. Due to the high speed maintained by vehicular traffic on Missouri Highway No. 61 over Railroad Crossing, MP R-92, Pole 26, all trains and engines will approach this crossing with the Highway at MP R-92, Pole 26, Caruthersville Subdivision, at such speed that movement can be stopped before reaching the crossing if it is apparent that by not doing so, there is a likelihood of striking a highway vehicle.

H 7. The switches at intersections between Trumann Subdivision and Blytheville Subdivision at Hornersville Jct. and Leachville Jct. must be left lined for trains of Blytheville Subdivision.

H 8. St.L.S.W. trains use the tracks of the St.L.S.F.R.R. Co. between the connection of St.L.S.W. main track 1200 feet north of St. L.S.F. depot and extending south to the St.L.S.F. depot at Leachville. St.L.S.W. trains and engines will move at Restricted Speed on the St.L.S.F.R.R. as prescribed by Rule 93.

Instructions Pertaining to Blytheville Subdivision

I 1. **Capacity in cars of tail tracks to Wyes:**
Hornersville .....MP-P-124.45 – 8 Cars
Blytheville .....MP-P-139.10 – 9 Cars

I 2. At Blytheville, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance when train order signal displays Proceed indication.

Instructions Pertaining to Stuttgart Subdivision

J 1. At Gillett, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance when train order signal displays Proceed indication.

Instructions Pertaining to Little Rock Subdivision

K 1. The switch of tail of Wye at Altheimer will be left lined for route last used.

K 2. At North Little Rock Yard, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance when train order signal displays Proceed indication.

K 3. England Jct. is register station for trains Nos. 567 and 568 only.

Instructions Pertaining to Shreveport Subdivision

L 1. When fulfilling Train Orders at Shreveport Jct., , southward trains must not pass crossover at south end of Lewisville Siding until Train Orders have been fulfilled, superseded or annulled.

L 2. A CALLING-ON INDICATOR SIGNAL, shown under Uniform Code Rule 231, in service just south of north switch of Wye at Shreveport Jct., Shreveport Subdivision, and this signal will be used for the following purpose:

If Yellow Light is displayed in this indicator, trains will proceed, complying with Rule L-3 Below.

If no light is displayed in CALLING-ON INDICATOR SIGNAL, trains must stop and communicate with Train Dispatcher for instructions before entering Lewisville Siding.

This CALLING-ON INDICATOR SIGNAL will be controlled by Train Dispatcher located at Pine Bluff.

L 3. Shreveport Subdivision trains arriving Lewisville will proceed through siding, unless otherwise instructed.

L 4. All trains (including first-class) and engines will proceed at Restricted Speed between L. & A. Jct. MP K-449.07 and Silver Lake Jct. MP K-451.07.

Inferior trains and engines will clear time of first-class trains as prescribed by the rules, but may proceed at Restricted Speed when a first-class train is 10 minutes overdue. Inferior trains and engines will give way promptly and clear main track immediately on approach of superior trains.

L 5. **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.

L 6. **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 yardman 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.

L 7. Red Jct: To prevent opposing trains and/or engines meeting between Red Jct. and L. & A. Jct., Northward trains and/or engines will wait 10 minutes at Red Jct. when Block Signal displays Stop indication, before proceeding as prescribed by Uniform Code Rule 350.

Northward Absolute Signals are located at clearance point of track No. 21, L. & A. inbound track, L. & A. outbound track, and St. L. S. W. main track, MP K-451.

Northward L. & A. trains and/or engines using L. & A. outbound track will actuate signal for movement approximately 200 feet south of signal.

Northward L. & A. trains and/or engines using L. & A. inbound track for movement onto St. L.S.W. main track will actuate signal by member of crew operating push button, located on West side of the Low Signal governing movement from this track.

Northward trains and/or engines using main track will be governed by Northward Absolute Signal, located at clearance point at Red Jct., MP K-451.

Northward Absolute Signal, located at clearance point North end No. 21 track, Shreveport Yard, will govern movement out of track No. 21, when switch is lined for movement onto main track.

Instructions Pertaining to Lufkin Subdivision

M 1. Time shown at Tyler Yard is for information only.

M 2. All trains daily, except Sunday, arriving Jacksonville when Operator is on duty must secure Clearance before departing.

M 3. Jax Jct. and Rusk are register stations for S.P. trains only.

Instructions Pertaining to Corsicana Subdivision

N 1. North Switch of Shed Track and also of Transfer Track, both located immediately south of Highway No. 75 at Corsicana, may be left lined in position last used. All trains and engines should approach either or both of these switches prepared to stop, and know the switch or switches are lined properly for prospective movement. Uniform Code Rule 93 must be strictly observed.

Instructions Pertaining to Gatesville Subdivision

O 1. Trains and engines moving over Government Tracks at Cantonment will proceed at Restricted Speed and be governed by rules and regulations of the Uniform Code of Operating Rules and current Special Instructions, unless in conflict with instructions or regulations issued by Government authority.

O 2. Crew arriving Gatesville on No. 615 will retain all Train Orders and assume schedule of No. 616 without Clearance when train order signal displays Proceed indication.

O 3. **Waco:** All trains and engines making through moves will use the passing track from Fourth Street to Crossover at Eighth Street, thence main track to South Switch near Twelfth Street. Switch targets and switch lights will indicate Green for this movement and switches will be lined for this route.

Instructions Pertaining to Dallas Subdivision

P 1. Dallas Union Terminal Rule 45-B provides that when a stop is made within interlocking limits of the Union Terminal interlocking, Dallas, reverse movement must not be made without permission from the Towerman.

Instructions Pertaining to Pine Bluff Gravity Yard

Q 1. Following equipment must not be humped:

Cars placarded "Explosive"; "Poison Gas"; "Cars containing livestock"; "Passenger cars"; "Outfit cars"; "Scale Test Cars"; "Work equipment, such as pole drivers locomotive cranes, power shovels, ditchers, spreaders and steam derricks".

Q 2. The following equipment may be humped, subject to following provisions:

Cars in excess of 70' must be humped manually.

Tank cars loaded with Acid must be detached one at a time.

Multiple and overhanging loads may be humped unless restricted by car inspectors.

Equipment with brake shoes on the outside of wheel must not be humped as the first car into a clear track. Car Inspectors will notify Engine Foreman when such cars appear in hump cut so that such arrangements as are necessary may be made to comply with these instructions.

Q 3. Humping and trimmer signals must be kept in position displaying their most restrictive indication, except when displayed for immediate movement.

Q 4. Appliances must be operated only by those charged with that duty. If any irregularity is detected, their use must be discontinued and signals be displayed to give their most restrictive indications until repairs are made.

Q 5. Retarder Operator must not make or permit unauthorized repairs, alterations or additions to car retarder plant. Before making repairs to power switches or retarders, personnel making repairs must notify car Retarder Operator and secure authority. Maintainers and Maintenance of Way employes will not enter tracks in Hump area with on-track equipment without notifying Retarder Operator.

When it is safe to do so, retarders and signals may be operated on request of Signal Supervisor or Maintainer.

Q 6. Retarders must be tested before humping starts to see that they are operating properly. Retarder Operator must keep Humping Signal Lever in STOP position until retarders have been tested and ONE LONG BLAST OF AIR WHISTLE SIGNAL given to clear yard for humping.

Q 7. Retarder Operator will open retarders when engines are operated through them, or when cars are pulled or shoved northward through them.

Q 8. When indicator on car retarder machine indicates low air pressure, movements must not be permitted through power stitches of bowl tracks. Low air pressure will cause these switch points to stand open.

Q 9. Except when authorized by yardmaster, Car Retarder Operators must not leave the Control Room until relief Car Retarder Operator is in the tower.

Q 10. Sand must not be used or water allowed to run from engine between Crest of the Hump and location of Skates South end bowl tracks.

Q 11. AIR WHISTLE SIGNALS:

1 LONG BLAST - Clear Yard for humping.
2 SHORT BLASTS - All engines in Humping Yard STOP IMMEDIATELY.
3 SHORT BLASTS - Call Signal Maintainer.
1 SHORT, 1 LONG BLAST - Trimmer engine move off switch circuits.
1 LONG, 1 SHORT BLAST - Green Trimmer Signal displayed for Northbound movement.

Q 12. HUMPING SIGNALS:

In humping operations, stop indications of fixed signals supersede hand signals or oral instructions to proceed or back except, when signals fail, engine foreman must notify engineer that signals have failed and are out of service. Movement will then be governed by instructions of Engine Foreman

Name and Aspect	Indication
A – Aspect Green	Proceed toward Hump at restricted speed.
B – Aspect Yellow	Proceed at humping speed – 2½ MPH.
C – Aspect Red	STOP
D – Aspect Flashing Red	Back up.

Humping signals are located at crest of hump and at 1,500 ft. intervals NORTH of Hump for three locations along Humping leads. These signals are mounted back to back and govern movements from either direction. These signals are applicable to humping operations only.

Humping Signals will not provide track occupancy, and Uniform Code of Operating Aspects will not govern.

Q 13. When the leading car in the cut being humped reaches a point 325 ft. from the crest, an alerting signal will be displayed on hump yard machine. As cars reach a point about 400 ft. North of apex, they will move over a dragging equipment detector. When this device is activated by dragging equipment such as brake beam down, a stop indication will automatically be displayed on the wayside humping signals. Also, the Engine Foreman will receive this information by an indication on the machine. When dragging equipment detector at hump functions, all movements must be immediately stopped, and movement must not be resumed until the equipment has been checked and it is known that it is safe to proceed.

Q 14. West hump lead will not be used for humping unless authorized by Yardmaster.

TRIMMER SIGNALS:

Name and Aspect	Indication
Aspect – Green	Proceed with movement from Bowl Tracks Northward over Hump.
Aspect – Red	STOP.

Trimmer Signals located on south side of tower at crest and repeater signals are located WEST side of Bowl Tracks, adjacent to Car Retarder Tower, and on EAST side of Bowl Tracks adjacent to North Clearance Point of the receiving and departure tracks on EAST side of yards.

Q 15. TRIMMING OPERATIONS, SOUTH END OF BOWL TRACKS:

Yard engines must not enter South end of Bowl Tracks without authority of the Yardmaster.

Yardmaster will not authorize or instruct engine to enter Bowl Tracks until he has been informed by the Car Retarder Operator that the track is locked out.

When car is rolling for track when request is received to lock it out, move must not be made until car or cars stop rolling.

Track must not be unlocked until authorized by Yardmaster, who will not give such authority until track is protected by skates.

Yardmasters and Retarder Operators will maintain record of track locked out on Form provided for that purpose.

Q 16. TRACK SKATES:

Skates must be placed on rail, at point indicated by markers on ties about 400 ft. from Clearance Point at South end of Bowl Tracks, except when removed to pull or shove a track. The Crew removing a Skate will be responsible for it again being placed on track. Rail should be sanded for a distance of not less than 10 ft. south of Skate. A supply of sand is placed between rails of each track for sanding rails.

Q 17. CLEARANCE (SHOVE) INDICATOR LIGHTS:

Clearance Indicators are located adjacent to Tracks 4, 5, 6, 47, 48 and 49, and will govern northward shove movements on these tracks. These indicators are located to the right of and adjacent to the track which they govern.

Clearance Indicator displaying Lunar Aspect indicates that the North end of the track is unoccupied for a distance of 300 feet from the Clearance Point. When indicator light indicates Lunar Aspect, the shove movement may be continued until light goes out, or Indicator is dark. When light in Indicator is extinguished, shove movement must be stopped and then pulled slowly in the opposite direction until that Indicator is again illuminated.

Q 18. Before cut of cars is shoved, it must be known that all cars are coupled.

Q 19. Uniform Code Rule 103 (a) (3) reading: "Before shoving yard tracks, know there is sufficient room to hold the cars. When shoving entire length of track see that cars are coupled and, unless otherwise provided, send a man to head end to protect the movement," will not apply to tracks on which shove indicators are in use.

13. In all rules in the Uniform Code of Operating Rules, Safety Rules and Air Brake Rules where the title "Superintendent" is shown, the title of "General Superintendent" will be applicable.

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

15. 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.

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

A member of head end crew on trains waiting at meeting points will go to opposite side of main track or siding for purpose of train inspection of passing train if practicable.

17. 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.

18. 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.)

19. The use of rear view mirrors on diesel engines for the following purpose is prohibited:

(a) To observe hand signals.

(b) To observe indication of fixed signals.

(c) To maintain lookout ahead when operating control compartment is on trailing end of a diesel engine.

20. Definitions of Medium Speed and Low Speed are revised as follows:

Medium Speed – A speed not exceeding 40 miles per hour.

Low Speed – A speed that will permit stopping short of train, engine, obstruction or switch not properly lined and looking out for broken rail, but not exceeding 20 miles per hour.

21. Third paragraph of Uniform Code Rule 2, is cancelled and in lieu thereof, Item 3, Standard Time Circular No. 3, dated Tyler, Texas, November 1, 1955 will govern.

22. Uniform Code Rule 11 is revised as follows:

Sixth paragraph of Uniform Code Rule 11 is cancelled.

(NOTE: Between Brinkley and Memphis while operating over Rock Island; between Illmo and Valley Junction while operating over Missouri Pacific, fusses burning RED must not be used for hand signals other than STOP signal.)

23. Uniform Code Rule 12 (J) is revised as follows:

Five-minute yellow fusees may be used for hand signals in lieu of green fusees between Brinkley and Memphis while operating over Rock Island; between Illmo and Valley Junction while operating over Missouri Pacific, except yellow fusees must not be used within interlocking limits.

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

24. 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.)

25. Uniform Code Rule 19 is modified as follows:

Conventional markers on freight trains may be replaced with a single electric cupola marker of prescribed type, which must show red to the rear from sunset to sunrise, and as prescribed by Uniform Code Rule 9, except that OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY ONLY, when train is clear of main track to be passed by a following train, the lighted marker must show GREEN to the rear as prescribed by Uniform Code Rule 19 (a). At end of run when train is clear of the main track and hand operated switch closed, light must be extinguished.

(Note: Between Brinkley and Briark while operating over the Rock Island

a single electric cupola marker of prescribed type, may be used as authorized above.)

26. 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.

27. 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.

28. Uniform Code Rules 34 and 34 (a) are revised as follows:

In addition to observing other requirements of Uniform Code Rules 34 and 34 (a), the following instructions must be observed:

On freight trains powered by Diesel-electric locomotives, both the fireman and brakeman must not be absent at the same time from the control cab, when the train is moving on main track between stations.

29. 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, following signals will be used by flagmen:

Day Signals will consist of ..... { A red flag / Not less than 10 Torpedoes / Not less than 6 Fusees

Night Signals will consist of ..... { A white light / Not less than 10 Torpedoes / Not less than 6 Fusees

Red and white lights will be maintained for immediate use, but not lighted on engines and cabooses.)

30. Uniform Code Rule 93.

On the following territory where Rules Governing Opposing and Following Movements of Trains and Engines by Block Signals are in effect, Uniform Code Rule 93 will not apply:

Between

Illmo, MP I-3, Pole 3, and Jonesboro, MP 123, Pole 29.

Jonesboro, MP 127, Pole 17, and MP 261, Pole 25.

North Switch South Pine Bluff Siding, MP 268, Pole 25, and North Switch Gertrude Siding, MP 416, Pole 10½.

Texarkana Yard, MP 419, Pole 31, and Mt. Pleasant, MP 478, Pole 10.

Mt. Pleasant, MP 480, Pole 21, and Tyler, MP 544, Pole 16.

Tyler, MP 548, Pole 20, and Hill Yard, MP 618, Pole 29.

31. Uniform Code Rule 99 is revised as follows:

Between Illmo, MP 1-3, Pole 3, and Northward Absolute Signal, MP 618, Pole 29, Hill Yard.

When a train or engine is on a main track with at least two Automatic Block Signals to the rear, the requirements of first paragraph of Rule 99 with respect to dropping lighted red fusees from a moving train, or the leaving unattended red fusees at rear of train when a movement is started after having been stopped, is not required.

This exception does not modify or eliminate the use of lighted red fusees if or when required:

(a) By flagmen of a standing train or engine to stop an approaching train or engine.

(b) When entering onto a main track and required by Rules 99 (e) or 104 (a).

(c) When required by Rule 88 (g) for the protection of trains or engines moving on adjacent tracks.

(d) By flagmen of work train extras, or flagmen of any equipment which does not actuate the block signals.

32. 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.

33. Uniform Code Rule 99 (d) is revised as follows:

When through freight or local freight trains are handling business cars on rear of train flag protection against a following train or engine will have been afforded when flagman has complied with Uniform Code Rule 99 (j) and Rule 34 herein.

This revision does not relieve flagman from affording flag protection for trains handling passengers on caboose or passenger trains.

34. Uniform Code Rule 99 (j) is revised as follows:

In addition to observing other requirements of Uniform Code Rule 99 (j), the following instructions will apply.

When rear of train is standing between opposing Absolute Signals at a station or within interlocking limits, flag protection to the rear is not required.

35. Uniform Code Rule 99 (j) is in effect as follows:

Between MP 1-3, Pole 3, and Jonesboro, MP 123, Pole 29.

Between MP 127, Pole 17, and MP 261, Pole 25.

Between North Switch, South Pine Bluff siding, MP 268, Pole 25, and North Switch of Gertrude Siding, MP 416, Pole 10½.

Between Southward Absolute Signal, MP 419, Pole 31, Texarkana, and Southward Absolute Signal MP 478, Pole 10, Mt. Pleasant, and between Southward Absolute Signal, MP 480, Pole 21, Mt. Pleasant, and Southward Absolute Signal, MP 544, Pole 16, Tyler.

Between Southward Absolute Signal, MP 548, Pole 20, Lufkin Jct., and Northward Absolute Signal, MP 618, Pole 29, Hill Yard.

36. Uniform Code Rule 103 is revised as follows:
Rule 103 (1) 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 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.

37. Uniform Code Rule 104 (b) is revised as follows:

In addition to observing other requirements of Uniform Code Rule 104 (b), the following instructions must be observed:

Train Dispatcher must not operate a dual control switch for switching moves requiring more than one reverse and one normal movement of the switch. When switching is to be done and more than one reverse and one normal movement of the switch is required, switch will be hand operated.

38. Uniform Code Rule 104 (c), Item 62 of Instructions for Train Dispatchers and Item No. 3 of Instructions for Operators are revised to the effect that the following will become second paragraph of Uniform Code 104 (c):

Unless dual control switch has been placed in hand operation per Rule 104 (b), train dispatcher (Control Operator) will not give information to train or engine that will permit movement over dual control switch until indication on control board denotes that switch is over and locked.

39. Uniform Code Rule 206 is revised as follows:

Fifth paragraph of such rule is changed to read:

When two or more diesel units equipped with identifying numbers are coupled together and used on a train, the number of one unit only will be used in Train Orders and this will be the engine number of the train and such identifying numbers equipped for illumination, must be illuminated, while engine is in train service.

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

41. 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.

42. Uniform Code Rules 281 to 292A, inclusive revised August 15, 1960. Block Signal Rules, Block and Interlocking Aspects, and Indications, as shown on Pages 96 and 97, of the Uniform Code of Operating Rules, were revised and pasters for those pages authorized.

43. Uniform Code Rule 375 (10) is revised as follows:

When track and time limits are granted roadway machines or Maintenance of Way gangs, and in the absence of advice that track has been cleared by or before expiration of track and time limits granted, the Train Dispatcher (Control Operator) is authorized to consider the track clear at expiration of the time limits and remove red markers or blocking devices from control machine at such time. Employes governed by Rules and Regulations for the Maintenance of Way and Structures, Effective September 1, 1947, will consider Rule 141 therein modified accordingly.

44. 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).

45. Uniform Code Rule 510 and Safety Rule 193 Governing Train, Engine and Yardmen are revised as follows:

Employes are forbidden to ride on footboards of engines, except when necessary to uncouple car next to engine.

46. Rule 25 Instructions for Operators is revised as follows:

In addition to observing other requirements of Rule 25 of Instructions for Operators, the following instructions must be observed:

When a train order office is opened, in emergency, at hours other than established by timetable, General Order or Train Order, the Operator will use stop signals (red flag or red fusee) in addition to, or in lieu of train order signal, to stop trains and if view is restricted, will use torpedoes so placed as to give ample warning.

47. Rule 32 Instructions for Operators is cancelled, and the following instructions will govern:

A specific place on Operators' table must be provided to be used **exclusively** for **all** train orders on hand for delivery to trains.

Each Train Order on hand, regardless of separation by divisions or railroads, must be checked by Operator before writing order numbers on Clearance, to be positive **all** orders affected are included on Clearance.

Where practicable, clerical work should be done on other than train order table.

Care should be used to see that train order pads are not stuck together which might cause Operator to pick up two pads of orders at one time.

48. Revision of Form Y Protection Orders: Form Y Train Orders are authorized on the following Subdivisions:

Wyatt	Little Rock	Stuttgart
Trumann	New Madrid	Waco
Blytheville	Caruthersville	Gatesville

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.

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

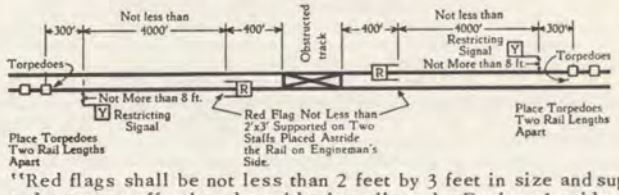
Wyatt	Stuttgart	Ft. Worth
New Madrid	Little Rock	Lufkin
Trumann	Shreveport	Waco
Caruthersville	Commerce	Gatesville
Blytheville	Dallas	

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 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."

50. REVISION OF RULE 99 (e) IN RULES AND REGULATIONS FOR THE MAINTENANCE OF WAY AND STRUCTURES.

Within territory where Rules Governing Movement of Trains and Engines by Block Signals (CTC Territory) are in effect, Rule 99 (e) in Rules and Regulations For The Maintenance of Way and Structures, Effective September 1, 1947, is amended as follows:

When track in such Territory is obstructed, or otherwise unsafe, or is to be made unsafe for the passage of trains and/or engines, protection against trains and engines will be afforded, when track and time limits have been granted. (See NOTE)

Train Dispatcher (Control Operator) must be notified and authority obtained, including track and time limits, before protection will be effective and then only within limits stated.

(NOTE: Track and time limits may be granted roadway machines (including heavily loaded track cars), or when track is obstructed, or otherwise unsafe, or is to be made unsafe for the passage of trains and/or engines, in Signal Indication (CTC) Territory. Such track and time limits may authorize roadway machines or track cars to occupy the main track, or to afford protection against trains and/or engines, within specified limits for time periods authorized by Train Dispatcher (Control Operator) specifying track and time limits and track or tracks to be used (to be worded for example: "Track and time limits granted on North Track 8:01 AM until 11:59 AM between north and south switches of AB siding," or "between Signal No. 625 and Signal No. 655".

Employe requesting track and time limits in manner prescribed herein, will state his name, occupation and location.

When track and time limits are granted, employe receiving will repeat such track limits and time granted to the Train Dispatcher (Control Operator), who will then give his "OK."

If track and time limits cannot be granted, Train Dispatcher (Control Operator) will reply: "Cannot grant track limits. Call back at (for example) 7:45 A.M." If additional time is required, or necessary, authority must be obtained from Train Dispatcher (Control Operator) before authorized time limit has expired.)

When track and time limits are granted Maintenance of Way gangs, the track must be cleared, or made safe for trains and/or engines, before expiration of time limits and the Train Dispatcher (Control Operator) so notified, when practicable, unless some unforeseen condition or emergency prevents clearing the track before expiration of time limits, in which event protection by flagmen must be afforded in both directions.

When track and time limits have been granted Maintenance of Way gangs, and in the absence of advice that track has been cleared by or before expiration of track and time limits granted such Maintenance of Way gang, the Train Dispatcher (Control Operator) is authorized to consider the track clear at expiration of the time limits and remove red markers or blocking devices from control machines at such time.

When the Train Dispatcher (Control Operator) has received verbal information reporting track clear, such information will be entered in ink by Train Dispatcher (Control Operator) on form prescribed, with name of employe reporting track clear, and time.

Train Dispatcher (Control Operator) must not grant track and time limits to Maintenance of Way gang when such track limits are occupied by a train or engine except that:

Track and time limits may be issued to Maintenance of Way gangs for protection against trains or engines after a definite understanding has been had that all trains or engines which have entered the track limits on signal indication have passed the gang requesting track and time.

When track and time limits have been granted roadway machines (including heavily loaded track cars), Maintenance of Way gang operating motor cars will move within such track limits expecting to find track limits occupied by a train or engine working on track and time moving at LOW SPEED.

Train Dispatcher (Control Operator) may grant track and time limits to a train or engine to occupy main track when such track and time limits are granted to Maintenance of Way gangs after a definite understanding has been had that track and time limits have been granted to Maintenance of Way gang.

While occupying track limits within time granted, trains and engines may move in either direction without flag protection but must move at LOW SPEED, expecting to find trains, engine, roadway machines and motor cars therein.

In Signal Indication (CTC) Territory, when track and time limits are not effective, and in other territories outside of Signal Indication (CTC) Territory, the provisions of Maintenance of Way & Structure Rule 99 (e) are effective, and must be strictly observed.

51. Temporary Speed Restriction Chart on Page 130 of the Uniform Code of Operating Rules revised to the effect that reflectorized yellow and green signs or yellow and green lights will be displayed by night on temporary speed restriction signs.

52. MAKE UP OF FREIGHT TRAINS

Outfit cars will be handled in train as directed by Chief Dispatcher.

Livestock and Emigrant outfits will be handled next to engine when practicable to do so, otherwise, must be handled as near the engine as possible; other loads and empties should be blocked in accordance with current instructions.

53.

YARD LIMITS	FROM		TO	
	MP	POLE	MP	POLE
Illmo Subdivision:				
Illmo-Ancell, Both Main Tracks	SIMB-123	23	I-5	7
Jonesboro	121	28	129	00
Wyatt Subdivision:				
Malden Jct.	Junction with Illmo Subdivision		56	22
Trumann Subdivision:				
Malden Jct.	Junction with Wyatt Subdivision		W-58	22
Homersville Jct.	Junction with Blytheville Subdivision		W-98	15
Leachville Jct.	Junction with Blytheville Subdivision		W-101	16
Deering Jct.	W-83	18	W-85	4
Blytheville Subdivision:				
Blytheville Jct.	Junction with Illmo Subdivision		P-104	8½
Hornersville Jct., Hornersville-Leachville Jct.	P-122	23	P-126	12
Blytheville	P-135	19	End of Track	
Caruthersville Subdivision:				
Deering	Junction with Trumann Subdivision		R-86	5
Jonesboro Subdivision:				
Pine Bluff Yard	263	0	270	27
Stuttgart Subdivision:				
Stuttgart	Junction with Pine Bluff Subdivision		M-235	25
Little Rock Subdivision:				
N. Little Rock-N. Little Rock Yard	N-295	11	End of Track	
England	N-273	23	N-275	21
Altheimer	Junction with Jonesboro Subdivision		N-257	6
Pine Bluff Subdivision:				
Pine Bluff Yard	263	0	270	27
Texarkana Yard	417	3	420	2
Shreveport Subdivision:				
Shreveport Jct.	Junction with Pine Bluff Subdivision		K-391	12
Bossier-L&A Jct.-Louisiana Jct.-Red Jct.-Silver Lake Jct.-Shreveport Yard	K-446	8	End of Track	
Tyler Subdivision:				
Texarkana Yard	417	3	420	2
Mt. Pleasant	478	10	482	15
Tyler	544	15	548	20
Corsican Subdivision:				
Tyler-Lufkin Jct.	544	15	548	20
Hill Yard-Corsicana	618	29	623	25
Waco Subdivision:				
Eastco-E. Waco	673	15	679	15
Gatesville Subdivision:				
E. Waco-Waco	673	15	679	15
McGregor-S. McGregor	695	13	699	0
Gatesville	721	25	End of Track	
Commerce Subdivision:				
Mt. Pleasant	Junction with Tyler Subdivision		C-482	0
Sulphur Springs	C-515	10	C-519	7
Commerce	C-535	10	C-537	24
Dallas Subdivision:				
Commerce	C-535	10	C-537	24
Greenville	C-550	19	C-552	9
Plano	C-588	0	C-590	10
Addison	C-597	22	L-599	13
Dallas	L-607	27	End of Track	
Ft. Worth Subdivision:				
Hodge-N. Ft. Worth-Ft. Worth	C-627	5	End of Track	
Addison	C-597	22	C-599	14
Lufkin Subdivision:				
Lufkin Jct.	Junction with Corsicana Subdivision		E-549	24
Jacksonville	E-576	3	E-578	3
Rusk	E-591	12	E-592	23
Lufkin	E-634	13	End of Track	

54. AUTOMATIC BLOCK SYSTEM

Between

MP 123, Pole 29, and MP 127, Pole 17.
MP 261, Pole 25 and MP 263, Pole 6.
MP 416, Pole 10 (Gertrude) and MP 417, Pole 15 (Texarkana Yard)
MP K-448, Pole 29, (L. & A. Jct) and MP K-451, Pole 10, (Shreveport Yard)
MP 419, Pole 10, and MP 419, Pole 31, (Texarkana Yard)
MP 478, Pole 10, and MP 480, Pole 21, (Mt. Pleasant Yard)
MP 544, Pole 16, and MP 545, Pole 6, (Tyler Yard)
MP 546, Pole 27, and MP 548, Pole 20, (Tyler Yard)
MP 616, Pole 29, and MP 620, Pole 16
MP 676, Pole 10, and MP 676, Pole 17, (Brazos River Bridge)

All trains moving on main track on the above territory except, between MP K-448, Pole 29 (L & A Jct.) and MP K-451, Pole 10 (Shreveport Yard) and MP 676, Pole 10 and MP 676, Pole 17, (Brazos River Bridge); will be governed by signal indication and move without timetable or train order authority.

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

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

Between

Illmo, MP I-3, Pole 3, and Jonesboro, MP 123, Pole 29.
Jonesboro, MP 127, Pole 17, and MP 261, Pole 25.
North Switch South Pine Bluff siding, MP 268, Pole 25, and North Switch Gertrude siding, MP 416, Pole 10.
Texarkana Yard, MP 419, Pole 31, and Mt. Pleasant, MP 478, Pole 10.
Mt. Pleasant, MP 480, Pole 21, and Tyler, MP 544, Pole 16.
Tyler, MP 548, Pole 20, and Hill Yard, MP 618, Pole 29.

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

Two main tracks between Illmo and Ancell, Paront and Dexter Jct., NM Jct. and SM Jct., and NC Jct. and SC 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.

56. Texarkana Yard: 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.

57. 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.

58. 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 Mo. Pac. and T. & P. Rys., when occupying tracks of such Companies.

Movement of trains and engines in both directions between Southward Signals Nos. 4887 R & L and Northward Signals Nos. 4900 R & L will be governed by Rules 375, 400 to 406 inclusive, and other rules applicable.

Southward Absolute Signals Nos. 4887 R & L can display signal indications per Rules 292, "Stop" and 290, "Proceed at Low Speed", only.

Northward Stop and Proceed Signals 4900 R & L can display indications per Rules 291, "Stop, then proceed at Low Speed" and 290, "Proceed at Low Speed", only.

When Signals Nos. 4900 R & L display indication per Rule 291, northward trains and engines, after stopping for signal, must not proceed at Low Speed until track and time limits, per Rule 402, are obtained from Control Operator at Hope, which instructions modify Rules 291 and 375.

59. 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.
Corsicana	Corsicana	620.95	B.R.I.
Corsicana	Corsicana	621.25	S.P.
Gatesville	†East Waco	675.20	M.K.T. of T.
Ft. Worth	N. Ft. Worth	C-632.08	Ft. W.&D.
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.

†East Waco: Hand throw interlocking device protects Old Main Track crossing with M.K.T. of T, MP 675.29. 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. of T. on any of the three tracks.

60. 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
B-Lead to Wye Siding	–oo–
Wye Siding to B-Lead	–oo–
Main Track to A-Lead	ooo–
A-Lead to Main Track	ooo–
Main track through Crossover No. 6 to A-Lead	–ooo–
A-Lead through Crossover No. 6 to main track	–ooo–
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.

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	–

St. L. S. W. – S. P.

Proceed on C.B. Main Track	o o –
From or Into Elevator Track	–o
Proceed Through Scale Track	o – o

61. AUTOMATIC INTERLOCKINGS.

Subdivision	Location	Mile Post	Other Line
Illmo	S. of Rockview Jct.	I-10.73	St. L.–S.F.
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	Fordyce	307.20	C.R.I.&P.
Pine Bluff	Camden	338.93	Mo. Pac.
Pine Bluff	Stamps	385.22	L.&A.
Trumann	Trumann	W-139.99	St. L.–S.F.
Shreveport	Bossier	K-449.44	I.C.
Dallas	*Fergus	C-553.17	M.K.T. of T.
Dallas	**Plano	C-589.66	S.P.
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. of Hodge	C-627.73	T.&P.
Tyler	Pittsburg	491.04	L.&A.
Corsicana	Athens	583.77	S.P.
Waco	Eastco	673.55	Mo. Pac.
Gatesville	East Waco	676.21	M.K.T. of T.
Gatesville	McGregor	696.06	G.C.&S.F.
Lufkin	Jacksonville	E-576.61	Mo. Pac.

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 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.

††Jonesboro: Engines returning to Jonesboro yard from Colson Manufacturing Company Spur will find Southward Absolute Signal governing movement over Frisco crossing at Stop Indication. A push button housed in a box painted chrome yellow attached to instrument case near Southward Absolute Signal, MP 122, Pole 15, locked with a standard switch lock, is to be used to clear signal for return movement over Frisco crossing.

If signal does not clear after pushing this button, Rule 344 and other rules applicable will govern.

*** Fergus:** When switching over St. L.S.W. – M.K.T. of T. crossing Fergus and Southward Absolute Signal governing movement over M.K.T. of T. crossing displays Stop indication, a member of crew will operate push button, located on north side underneath instrument case and hold depressed for 2 seconds.

If signal does not clear, rule 344 and other rules applicable will govern.

**** Plano:** A push button is located on Southward Absolute Signal mast at Interlocking Plano. When Southward and Northward trains meet at Plano and the Southward approach circuit is occupied before the train met has cleared this circuit, it will be necessary to operate this push button and hold depressed for 2 seconds.

If signal does not clear, rule 344 and other rules applicable will govern.

*****Carrollton:** Southward Inoperative Approach Signal, located MP C-602, Pole 8, will indicate yellow only and will not indicate track occupancy.

Southward Absolute Signal, located MP C-603, Pole 10, will indicate Red or Green.

Northward Absolute Signal, located MP C-603, Pole 13, will indicate Red or Green.

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

Northward Inoperative Approach Signal, located MP C-604, Pole 16, will indicate yellow only and will not indicate track occupancy.

Should Absolute Signal display Red aspect for movement over M.K.T. of T.-St.L.S.F. Crossing, a member of crew should proceed to crossing and manipulate push button located in metal box labeled "St.L.S.W." on the front of concrete instrument house (Rule 344). Instructions for manipulation of push button and light will be posted inside of metal box.

62. 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.)

63. 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 Dexter Jct., MP I-50, Pole 7, and St. L.S.F. crossing at Malden, MP 58, Pole 11, and L.&A. crossing at Bossier, MP K-449.93, displays Stop indication, all trains and engines must stop and comply with requirements of Unifrom 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, 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.

Stuttgart and Warner: When Absolute Signal governing movement on main track and yard track No. 8 over C.R.I. & P. crossing at Stuttgart, MP 232, Pole 21: C.R.I.&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.

When granted authority to proceed and should no train or engine be occupying the crossing and derails on conflicting route are in derailing position train may proceed over crossing.

By night and when conditions require by day, member of crew will first protect properly against trains or engines on conflicting route.

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.

Lilbourn: Semaphore Type Indicator in service at St. L-S.F. Crossing, MP 36, Pole 19, Wyatt Subdivision, and MP A-37, Pole 9, New Madrid Subdivision, Lilbourn, Missouri.

Trains or engines stop clear of crossing and if Indicator displays Stop Indication, a member of crew will communicate with Frisco Train Dispatcher and be governed by his instructions. If Indicator is clear, a member of crew will open gate and proceed.

Blazer: Railroad crossing gate at St.L.S.W.-St.L.S.F. crossing MP R-92.28, Blazer, equipped with electric lock. Trains will stop short of gate or "STOP" sign, open door of gate lock and operate in line with following instructions:

Electric Locked gate at St.L.S.F.-St.L.S.W. crossing – Blazer, Mo.

1. If indicator light is lighted, push button marked "RELEASE".
2. Indicator in electric clock should then display "UNLOCKED," and lock lever may be moved to full reverse position to unlock gate arm.
3. After movement over crossing is completed, return and lock gate arm in normal position.
4. Indicator light, when lighted, indicates no Frisco trains approaching. If indicator light is not lighted, contact Frisco Train Dispatcher at Chaffee, Mo. from phone booth at crossing, and be governed by his instructions.

In event of failure of communications when indicator light is not lighted, if no Frisco train is seen to be approaching, operate push button. If indicator does not then indicate "UNLOCKED," wait 5 minutes 45 seconds after which indicator should display "UNLOCKED." If, after this operation, gate lock fails to release, break seal in button located above lock lever and hold button in, while lock lever is moved to reverse position.

If indicator lamp is not lighted, movement over crossing must be protected by flagman in both directions on St. L.S.F.

When emergency seal is broken, notify Frisco Train Dispatcher, Chaffee, Mo. at first available point of communication.

64. Crossing Gates.

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).

Industrial railroad crossing of St. L.S.W. and M.K.T. of T. at East Waco, MP 676, Pole 7, just south of M.K.T. of T.R.R. Railroad Crossing within interlocking limits, is protected by an electrically locked gate and normal position lined and locked against M.K.T. of T.

When Absolute Signal governing movement over M.K.T. of T. crossing, MP 676, Pole 6, displays Stop indication, a member of the crew must go to the crossing and should ascertain if gate is set against St. L.S.W. and there is no train or engine on conflicting route and no conflicting movement is evident, gate should then be changed to Stop position on the conflicting route.

If Absolute Signals continue to display Stop indication after gate has been set against the conflicting route requirements of Uniform Code Rule 344 must be complied with.

65. Non Electrically Locked Switches:

Non electrically locked hand operated switches in territory where trains or engines are governed by signal indication opposing and following movements, where maximum authorized speed exceeds 20 MPH.

Location	Mile Post	Plus Poles	Type of Switch
Mt. Pleasant	481	18	No. 10
Gilmer	511	9	No. 7

While performing switching at the above locations, the main track must be occupied or main track switch must be left open. Trains or engines must not meet or pass at these locations.

66. Spring Switches

Location	Mile Post	Plus Pole	Type of Switch	Normal Position
Dexter Jct. (Mo. Pac. Northward Conn.)	I-50	3	No. 16	For main track movements
Alden Bridge	K-431	29	No. 10	Main track
Shreveport Yard Red Jct. (L&A inbound track	K-450	29	No. 10	L&A inbound track
Red Jct.	K-450	28	No. 10	Main track
Louisiana Jct. (L&A connection)	K-450	12	No. 12	Main track
L&A Jct. (L&A connection)	K-449	0	No. 12	Main track
North Ft. Worth Frisco Connection	C-632	19	No. 10	Main track

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

67. Remotely Controlled Switches.

Subdivision	Location	Type of Switch
Illmo	Illmo – North lead	No. 16
Illmo	Ancell – Yard entrance	No. 16
Illmo	Ancell – End of two main tracks (Equilateral Turnout)	No. 20
Illmo	Quarry – Both switches of siding	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 swtiches 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	PG. Jct.	No. 16
Illmo	Brookland – Both switches of siding	No. 16
Illmo	JN. Jct.	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
Jonesboro	Altheimer – Both switches of siding	No. 16
Jonesboro	Pine Bluff Yard – MP 261, Pole 25	No. 16
*Pine Bluff	Pine Bluff Yard – MP 267, Pole 18	No. 16
Pine Bluff	South Pine Bluff – North switch	No. 10
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 – Both switches of siding	No. 16
Pine Bluff	Eagle Mills – Both switches of siding	No. 16
Pine Bluff	NC Junction	No. 16
Pine Bluff	SC Junction	No. 16
Pine Bluff	Herbert – Both switches of siding	No. 16
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 – North switch	No. 10
Pine Bluff	Lumber – South switch	No. 16
Pine Bluff	Stamps – South switches of siding	No. 10
Pine Bluff	Lewisville, North switch of siding	No. 10
Pine Bluff	McKinney, Both switches of siding	No. 16
Pine Bluff	Gertrude, North switch	No. 16
Tyler	Eylau, Both switches of siding	No. 10
Tyler	Maud, Both switches of siding	No. 16
Tyler	Darden, Both switches of siding	No. 16
Tyler	Omaha, Both switches of siding	No. 16
Tyler	Mt. Pleasant, North switch of siding	No. 20
Tyler	No. Pittsburg, Both switches of siding	No. 16
Tyler	Smith, Both switches of siding	No. 16
Tyler	Suffolk, Both switches of siding	No. 16
Tyler	Big Sandy, North switch	No. 10
Tyler	Big Sandy, South switch	No. 16
Tyler	Owentown, Both switches of siding	No. 16
Corsicana	Lufkin Jct. switch	No. 10
Corsicana	Chandler, Both switches of siding	No. 16
Corsicana	Murchison, Both switches of siding	No. 16
Corsicana	Dauphin, Both switches of siding	No. 16
Corsicana	Kerens, Both switches of siding	No. 16
Corsicana	Hill Yard, North switch	No. 16

*Pine Bluff, MP 267, Pole 18, Signal governing movement over Remotely Controlled Switch only indicates track occupancy to the clearance point.

68. 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. Pac.)	MP 121.14
Overpass	Ancell		MP I- 5.38
Overpass	S. of Frisco Jct.		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	Mo. Jct.		MP I- 48.72
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
Overpass	Brinkley		MP 200.68
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
SSW-RI Conn Track	Fordyce		MP 307.4
Overpass	Shumaker		MP 329.39
Ouachita River	Camden	336.52	MP 336.52
Overpass	Camden		MP 339.40
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. Pac. 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
Red River	Garland City	397.06	MP 397.06
Underpass	Garland City	398.32	MP 398.32
Red River	Shreveport	K-450.34	MP K-450.34
Elm St. Viaduct	Texarkana Yd.	418.85	MP 418.85
Sabine River	Big Sandy	527.54	MP 527.54
N. Bonner Avenue Underpass	Tyler	546.98	MP 546.98
West Erwin Underpass	Tyler	547.43	MP 547.43

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

NAME	NEAR STA.	NO.	LOCATION
Overhead Viaduct			MP 554.12
Overhead Viaduct	Chandler		MP 559.24
Underpass	Athens	584.16	MP 584.16
Overhead Viaduct	South Athens		MP 585.34
Trinity River	Trinidad	599.48	MP 599.48
Tehuacana Creek	Eastco	670.56	MP 670.56
Brazos River	Waco	676.42	MP 676.42
Overhead Viaduct	Ritchie		MP 685.11
S. Bosque River	South Bosque	688.16	MP 688.16
Harris Creek	South Bosque	690.04	MP 690.04
1st Leon River	Bridge	707.52	MP 707.52
2nd Leon River	Bridge	712.24	MP 712.24
M-K-T Overpass	Greenville		MP C-552.21
Rowlett Creek	Murphy	C-585.61	MP C-585.61
White Rock Creek	Addison	C-597.23	MP C-597.23
Elm Fork	Carrollton	C-605.05	MP C-605.05
Underpass	Grapevine	C-613.67	MP C-613.67
S. P. Overhead Br.	Jax. Jct.		MP E-578.23

There are two gates on south side of Southland Cotton Oil Mill and one gate over tracks serving their plant on north side equipped with gate latching devices and switch locks. Trainmen will see that these gates are properly lined and secured before shoving cars in on these tracks and also see that gates are closed and locked when work is completed. Overhead clearance at Oil Mill track is 15 ft. 9 in.

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.

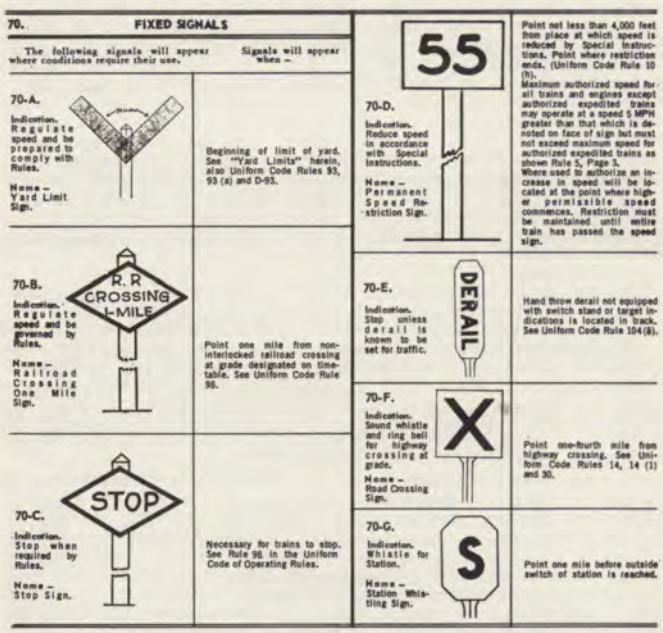
69. Railroad Crossings At Grade — All Subdivisions

Foreign Railroad	Mile Post Location	Gated Against	Not Gated Interlocked
St.L.S.F.R.R.	I- 10.73		Automatic
Mo.Pac.-St.L.S.F.R.R.	I- 16.08	Mo.Pac-St.L.S.F.*	
Mo.Pac.R.R.	I- 16.14	Mo.Pac.*	Automatic
Mo.Pac.R.R.	I- 50.22	Mo.Pac.*	
St.L.S.F.R.R.	58.37	St.L.S.F.*	
St.L.S.F.R.R.	122.62		Automatic
Mo.Pac.R.R.	172.67		Automatic
C.R.I.&P.R.R.	South leg wye No. Brinkley	C.R.I.&P.R.R.	
C.R.I.&P.	199.00		Not Gated
C.R.I.&P.	232.70		Mechanical
Mo.Pac.R.R.	268.79		Automatic
C.R.I.&P.R.R.	307.20		Automatic
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	St.L.S.W.	
St.L.S.F.R.R.	W- 78.94	St.L.S.W.	
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.F.R.R.	P-139.11		Not Gated
C.R.I.&P.R.R.	M-233.61	C.R.I.&P.	
C.R.I.&P.R.R.	Old Main Track		Mechanical
Mo.Pac.R.R.	N. Little Rock		Not Gated
T.&P.Ry	418.62	St.L.S.W.	
T.&P.Ry	419.10		Interlocked
K.C.S.Ry	419.19		Interlocked
L.&A.R.R.	491.04		Automatic
T.&P.Ry	525.07		Interlocked
Mo.Pac.R.R.	546.47	Mo.Pac.R.R.	
S.P.Lines	583.38		Automatic
B.R.I.R.R.	620.95		Interlocked
S.P.Lines	621.25		Interlocked
Mo.Pac.R.R.	673.75		Automatic
M.K.T.R.R.ofT.	675.20		Interlocked
M.K.T.R.R.ofT.	676.21	M.K.T.ofT.	
S.P.Lines	676.55	(Gated)	
G.C.&S.F.R.R.	696.06		Automatic
L.&A.R.R.	C-551.62	(Gated)	
M.K.T.R.R.ofT.	C-553.17		Automatic
S.P.Lines	C-589.66		Automatic
St.L.S.F.&T.R.R.	C-603.21		Automatic
M.K.T.R.R.ofT.	C-603.21		Automatic
T.&P.Ry.	C-627.73		Automatic
Ft.W.&D.Ry.	C-632.08		Interlocked
C.R.I.&P.R.R.	C-632.14		Interlocked
F.W.B.R.R.	C-632.15		Interlocked
G.C.&S.F.R.R.	C-632.20		Interlocked
I.C.R.R.	K-449.44		Automatic
L.&A.R.R.	K-449.93	L.&A.R.R.*	Mechanical
S.P.Lines	D-537.01	(Gated)	
St.L.S.F.&T.R.R.	D-589.02	St.L.S.W.*	
T.&P.Ry.	L-610.98		Interlocked
G.C.&S.F.R.R.	L-613.04		Interlocked
S.P.Lines	L-613.70		Not Gated
S.P.Lines	L-614.50		Not Gated
Mo.Pac.R.R.	E-576.61		Automatic
S.P.Lines	E-589.92	(Gated)	
S.P.Lines	E-635.99	St.L.S.W.	
L.&A.R.R.	Compress Spur Track, Sulphur Springs		#Not Gated
G.C.&S.F.R.R.	Near Lamar Street Dallas Yard		#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.

Before proceeding over crossings all engines must stop and a member of the crew protect movement over crossing, unless a flagman is protecting movement and gives a Proceed signal.



71. INSTRUCTIONS COVERING THE USE OF SOUTHERN PACIFIC 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 before reaching a stop signal. Where circumstances require, train must be preceded by a flagman."

71. (a) Rule 93: "Within yard limits engines, after complying with provisions of Rule 81 or Rule 513, may use main track without train-order authority, clearing or protecting against first-class trains, and without flag protection against second and inferior-class trains, extra trains and engines.

Second-and inferior-class trains, extra trains and engines must move with caution on main track within yard limits, except where movements are governed by block signal indication.

Trains and engines must not move against the current of traffic within yard limits until provision has been made for protection of the movement, except where movement is within interlocking limits and interlocking signals are provided to protect the movement on such track."

71. (b) Rule 81: "A main track must not be occupied without authority and it must not be fouled, until, by observation, signal indication, block indicator indication, normal operation of electric or mechanical switch lock, or protection by flagman, the engineer or conductor, as the case may be, is assured it is safe to do so.

In yards where yardman's proceed signal is required for trains to enter main track, such signal is also an indication that protection

has been provided and yardman giving the signal must know that such protection has been provided."

71. (c) Rule 513: "Before a train or engine fouls a main track and before the main track switch is thrown it must be known by normal operation of electric or mechanical switch lock, observance of signal, block indicator, or by view of track for entire length of the block that there is no train or engine, either within or closely approaching the block to be occupied, moving toward the switch; otherwise protection by flagman must be provided in the direction or directions necessary to safeguard the movement.

The engineer or conductor, as the case may be at the fouling point must know that such protection by flagman has been provided, except in yards where yardman's proceed signal is required for trains to enter main track, such signal is also an indication that necessary protection has been provided. Yardman giving the signal must know that such protection has been provided."

71. (d) Shreveport: Before commencing westward movement from Jordan, yard crews must obtain information from Yardmaster or Dispatcher with respect to anticipated arrival and departure of other trains Supplemental information should be obtained from the Yardmaster by telephone when the lapse of time subsequent to the last information makes it necessary to insure safety of the movement to be made, if telephone is available.

Train, engine and yard crews must have in their possession, while on duty, a copy of the current timetable, and supplements thereto, if any.

Automatic Block System in service from west switch Shreveport Yard to T&P Crossing, Mile Post 225-8. No Automatic Block System in service from Jordan to west switch, Shreveport Yard.

71. (e) 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 indicating "STOP" when in horizontal position, and, in addition, a red light by night, "Proceed" when at an angle of 60° downward, and, in addition, a green light by night.

A DISTANT SIGNAL is equipped with arm painted yellow, with black stripe and forked end. This is a fixed signal used in connection with a Home Signal to govern the approach thereto; such signal when in horizontal position, and, in addition, a yellow light by night indicates "Proceed not exceeding MEDIUM SPEED, (40 mph), prepared to stop short of next Home Signal."

Lineup of train movements must be obtained from the Chief Train Dispatcher at Houston, through the Operator at S.P. train-order office, located in passenger station.

S.P. main track must not be fouled or used by crews of St.L.S.W. when it is known that it will cause delay to the movement of S.P. trains.

Train and engine movements on any S.P. track must be made WITH CAUTION, and, in addition, movements on main track will be governed by Automatic Block Signal indications.

(a) Shed track switch leading to S.P. siding must be lined for S.P. siding unless man is left in charge of this switch.

East switch of the S.P. 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. S.P. Rules 535, 536, and 538 quoted below will apply.

Spring switch not equipped with facing point lock has been installed by S.P. at connection Shed track and S.P. siding. Normal position of switch set for movement S. P. siding. Switch can be trailed through in movement from Shed track to S.P. siding.

This spring switch is distinguished by target bearing the letters "SS". When a stop is made before entire movement is completed, a reverse movement must not be made, nor slack taken, until the switch has been lined by hand.

71. (f) "535. A spring switch will be distinguished by a target bearing the letters "SS". After trailing through a spring switch a reverse movement must not be made until it is known that both points have moved to proper position. When a stop is made before the entire movement is completed, a reverse movement must not be made, nor slack taken, until the switch has been lined by hand.

Maximum speed for trailing movement when the spring is to be actuated, and maximum speed for facing movements with switch points in normal position, as indicated in Speed Restrictions tables must not be exceeded."

71. (g) "536. When a trailing movement is to be made over a spring switch equipped with a facing point lock and the initial movement of the switch points is not to be actuated by the engine, switch must be lined for the movement. Employe so lining the switch must again line it for normal position after movement has been completed. unless he has arranged for another employe to do so.

A spring switch must not be trailed through unless switch target displays the letters "SS" in normal position, or switch has been lined for the movement."

71. (h) "538. Location and normal position of spring switches on main tracks, and designation of such spring switches equipped with facing point locks, will be listed in timetable."

71. (i) Dallas, Waco, and Commerce:

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

All switches and derails in S.P. Yards at Commerce used jointly by St.L.S.W. crews, are equipped with toggle bars and St.L.S.W. switch locks.

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

S.P. 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 S.P. trains.

72. FOLLOWING INSTRUCTIONS GOVERN OPERATIONS OF BETWEEN S.P. JCT. WEST SHREVEPORT AND SPRING STREET JUNCTION:

S.P. and St.L.S.W. trains and engines operate over IC main Tracks between S.P. Junction, West Shreveport, and Spring Street Junction.

Trains and engines approaching IC main track from St.L.S.W. at Spring Street Junction must stop and will not foul IC main track until a member of the crew, after observing that the way is clear, gives proceed signal from the switch.

Trains encountering Red Signal protecting facing point spring switches must stop and examine switch before proceeding.

Attention is called to stop signs at east end of double track and Spring Street Junction in Market Street Yards, Shreveport, La. Trains and engines must come to a stop before passing these signs. Being preceded by a flagman will not be considered as complying with these stop signs and stop must be made in every case.

Illinois Central spring switches in service at the following locations at Shreveport:

SPRING STREET JUNCTION: (Intersection of St.L.S.W. Yard Lead with Illinois Central Main Track.) Normal position of switch for straight-way movement of Illinois Central Main Track.

EAST END OF DOUBLE TRACK: Normal position of switch for westward main track.

SWITCH IN THE EASTWARD MAIN TRACK OF CROSSOVER BETWEEN WESTWARD AND EASTWARD MAIN TRACKS NEAR JORDAN STREET:

Normal position of this switch for straightway movement on Eastward Main Track.

73. 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.

74. INSTRUCTIONS GOVERNING THE USE OF GC&SF & S.P. TRACKS BY ST.L.S.W. YARD ENGINES, DALLAS.

St.L.S.W. yard engines will use joint track of GC&SF and S.P., Dallas, between St.L.S.W. connection near Wall Street, east of Tower 19 and S.P. connection near Tower 10, thence S.P. old main track to St.L.S.W. wye connection near Logan Street, for switching of all industries east or south of Ervay Street account St.L.S.W. track permanently disconnected at Ervay Street. Joint GC&SF and S.P. tracks between Tower 19 and Tower 10 are signaled for movement in either direction. Movements will be governed by signal indication. Light type signals and power operated switches are controlled from Tower 19. Movement over S.P. track near Tower 10 is governed by signal indication controlling movement over GC&SF crossing and switch governing movement into joint GC&SF and S.P. track.

There is no superiority of trains on these tracks. Trains and engines must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) Miles Per Hour. Tracks may be used not protecting against regular and extra trains and engines.

Movements through turnouts, crossovers, and curves on these tracks must not exceed fifteen (15) Miles Per Hour.

When signal does not display desired indication and cause is not apparent, member of crew will communicate with control station.

When train or engine is stopped by stop signal and cause is not apparent, member of crew will communicate with control station and will be governed by instructions. Telephones are conveniently located near each signal. If authorized to proceed, member of crew, before movement is made over them, must examine all switches and derails to next governing signal and flag over railroad crossings. If instructed to place dual control switches in hand operation and proceed, crew will be governed by instructions found in telephone box.

Uniform Code Rules 281, 285, 288 and 292 and the Operating Rules and Regulations of each Company for its respective employees, except as provided above, will govern.

75. Hodge-Fort Worth: St.L.S.W. operators at Hodge must secure line-ups and train orders from F.W.&D. 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. main track between Rio, MP C-632.76, and Fifth Street Station, MP C-634.84, and over Northward F.W.&D. main track between Fifth Street Station and Rio, are governed by Automatic Block Signals and Rules in F.W.&D. timetable.

When St.L.S.W. crews work in vicinity of Fifth Street Station, when or near time F.W.&D. 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. 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. 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. 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.

76. Memphis

(a) Arkansas & Memphis Railway Bridge and Terminal Company Special Instructions No. 5, supplementary to the Uniform Code of Operating Rules, effective 12:01 P.M., October 1, 1956.

(b) Frisco General Order provides that first-class trains move at Restricted Speed between Kentucky Street and Main Street, Memphis, Tennessee.

(c) For the information and guidance of St.L.S.W. engine men and trainmen who operate into and out of Illinois Central Iowa Avenue Yard at Memphis, Illinois Central Operating Rule 93, quoted below, must be complied with, while using Illinois Central tracks in Iowa Avenue Yard at Memphis:

"93. Within yard limits the main track may be used, clearing the time of first-class trains.

Second and thrid class, extra trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear. In case of accident, the responsibility rests with the approaching train or engine.

Train and engines occupying the main track within yard limits must be protected by flagmen during fogs, storms or other unfavorable conditions; also, where the view of an approaching train is obstructed by curvature or other conditions. Trainmen and yardmen will be held responsible for any failure to exercise reasonable precaution in protecting their trains and engines under such conditions.

(Note — Yard limits will be indicated by yard limit signs and location shown in time-table.)

D-93. When running against the current of traffic, first-class trains must move within yard limits at reduced speed, unless otherwise provided."

TRUST SURGEONS
ST. LOUIS SOUTHWESTERN RAILWAY LINES HOSPITAL TRUST
CHIEF SURGEON, Dr. Wm. Hibbitts, Texarkana, Ark-Tex.

Texarkana, Ark.-Tex.—The St. Louis Southwestern Hospital. (Patients should register at the hospital before consulting any member of the staff or any specialists in the city.)

St. Louis, Mo. — St. Luke's Hospital, 5535 Delmar Ave. (Patients should make appointment with Dr. Raymond O. Frederick, at Beaumont Building, 3720 Washington Blvd.) Dr. Raymond O. Frederick, Dist. Surgeon; Dr. R. E. Mason, Local Surgeon; and Dr. Benjamin Milder, Eye specialist; Dr. Adolph N. Conrad, Jr., Dist. Dermatologist; Dr. A.C. Stutsman and Dr. W.N. Sauer, specialists; Drs. Kenneth O. Wilson and J. Byron Beare, urologists; Dr. R. B. Jones, neurologist; Dr. O.P. Hamptom, Jr., orthopedic; and Dr. Walter Baumgarten, internist, Dr. J.B. Coston, Dr. Wm. G. Becke, Dr. Guerdan Hardy, Local Surgeons; Dr. B. W. Carter (Col.) District Surgeon, Peoples Hospital.

DISTRICT SURGEONS

East St. Louis, Ill.
Dr. Eric Lehr
Cape Girardeau, Mo.
Dr. H. V. Ashley
Illmo
Dr. J. M. Jung
Malden, Mo.
Dr. C. S. Williams
Dr. Homer Beall
Blytheville, Ark.
Dr. I. R. Johnson
Memphis, Tenn.
Dr. E. A. Canada
Dr. Thos. F. Leatherwood,
Paragould, Ark.
Dr. E. D. McKelvey
Dr. A. H. Maddox
Dr. Rex N. Moore
Jonesboro, Ark.
Dr. R. C. Shanlever
Dr. Jno. C. Faris
Dr. Gus A. Craig
Stuttgart, Ark.
Dr. M. C. John
Brinkley, Ark.
Dr. E. D. McKnight
Little Rock, Ark.
Dr. Harlan C. Holmes
Camden, Ark.
Dr. P. J. Dalton
Dr. J. L. Dedman, Jr.
Pine Bluff, Ark.
Dr. Ross E. Maynard
Dr. Benjamin Luck, Jr.
Dr. C. A. Flowers (Col.)
Dr. O. C. Raney
Dr. R. G. Sullenberger
Dr. Louis K. Hundley, E.E.N. & T. Spec.
Dr. R. E. Glasscock, E.E.N. & T. Spec.
Shreveport, La.
Dr. A. A. Herold, Sr.
Dr. A. A. Bullock, Jr.
Mt. Pleasant, Texas
Dr. Ernest L. Fender
Dr. Lee D. McKeller
Commerce, Texas
Dr. Marvin Connor
Dr. L. W. Seyler
Greenville, Texas
Dr. James E. Nicholson
Dallas, Texas
Southwest Clinic,
Dr. Viola C. Scanland, Spec.
Dr. Maxwell Thomas, Spec.
Lufkin, Texas
Dr. L. H. Denman

DISTRICT SURGEONS

North Ft. Worth, Texas
Dr. Abe Greines
Ft. Worth, Texas
Dr. Carl M. Austin
Tyler, Texas
Dr. Irving Brown
Dr. J. C. Jones
Dr. J. Lawrence Neill
Dr. C. R. Hurst
Dr. G. B. Allen, Specialist
Dr. W. C. Stephens, Consultant
Corsicana, Texas
Dr. Wm. D. Mayfield
Dr. L. E. Kelton, Jr.
Dr. J. E. Lattimore, M.D.
Dr. Cleveland H. Brooks, (E.E.N.&T. Specialist)
Waco, Texas
South-Waco
Dr. G. I. Anderson
Dr. James Foy
Dr. Erich Schwartze

In case of injury to persons, loss of life or damage to property, comply with requirements of Rule 600, Uniform Code of Operating Rules. In case of injury to employees, comply with requirements of Rule 601, Uniform Code of Operating Rules.

LOCAL SURGEONS
(Treatment-Injury cases only)

East St. Louis, Ill.
Dr. E.J. Casey (Opthalmologist)
Dr. Wm. Hanson, (E.E.N.&T. Specialist)
Dexter, Mo.
Dr. W. C. Dieckman
Dr. T. L. Waddle
Lilbourn, Mo.
Dr. Jno. H. Roberson
New Madrid, Mo.
Dr. Orville B. Chandler
East Prairie, Mo.
Dr. Gordon C. Hemphill
Gideon, Mo.
Dr. B. E. Ellis
Caruthersville, Mo.
Dr. O. W. Cook
Hayti, Mo.
Dr. L. D. Denton
Bloomfield, Mo.
Dr. R. S. Davis
Campbell, Mo.
Dr. Wallace A. Belsey
Piggott, Ark.
Dr. H. R. Duckworth
Rector, Ark.
Dr. O. H. Clopton
Cardwell, Mo.
Dr. W. D. English
Caraway, Ark.
Dr. Jno. H. Kilgore
Trumann, Ark.
Dr. Floyd A. Smith, Jr.
Jonesboro, Ark.
Dr. J. W. Webb, Specialist
McCrory, Ark.
Dr. Faye B. Milwee (Millwee)
Brinkley, Ark.
Dr. N. C. David, Jr.
Clarendon, Ark.
Dr. Benedict F. Pupsta
Stuttgart, Ark.
Dr. Paul H. Miller
DeWitt, Ark.
Dr. R. H. Whitehead
Altheimer, Ark.
Dr. James B. Searcy
England, Ark.
Dr. Henry H. Good
No. Little Rock, Ark.
Dr. Shelby Atkinson
Little Rock, Ark.
Dr. Jno. G. Watkins (E.E.N.&T. Specialist)
Rison, Ark.
Dr. J. L. Hobgood
Fordyce, Ark.
Dr. H. H. Atkinson
Camden, Ark.
Dr. R. B. Robins
Dr. R. C. Lewis (Col.)
Stephens, Ark.
Dr. Henry S. Hearnsberger
Waldo, Ark.
Dr. T. H. Jones
Stamps, Ark.
Dr. Chas. Cross
Lewisville, Ark.
Dr. R. H. Harrison
Benton, La.
Dr. Jno. B. Hall
Bossier City, La.
Dr. D. C. McCuller
Shreveport, La.
Dr's Hosp. & Research Fdn., Inc.
Dr. J. A. Wilkinson, Spec.
Omaha, Texas
Dr. James C. Smith, Jr.
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