



De Queen And Eastern

Railroad Company

Texas, Oklahoma & Eastern

Railroad Company

# SAFETY FIRST

## TIME TABLE NO. 3

Effective 12:01 A.M.

December 2, 1979

The Railroads Reserve The Right To Vary From  
It At Their Pleasure

**STOP  
DAMAGE TO FREIGHT  
BY COUPLING CARS  
NOT OVER 4 MPH**

FOR EMPLOYEES ONLY  
SUPERSEDES ALL PREVIOUS TIMETABLES

J.L. FLEMMING  
Vice-President

L.R. BELL  
Vice-President  
and  
General Manager

T.R. SIMS  
Assistant General Manager

N.D. BOONE  
Senior Trainmaster

D.N. HOGG  
Trainmaster

A.A. PARKER  
Chief Dispatcher

TIME TABLE NO. 3  
Effective 12:01 AM  
Dec. 2, 1979

EASTWARD			FREIGHT SERVICE ONLY			WESTWARD		
SECOND CLASS			FREIGHT SERVICE ONLY			SECOND CLASS		
4	6	10				3	7	9
Daily Except Sun.	Daily Except Sun.	Daily Except Sun.	SC	STATIONS	Stat. No.	Daily Except Sat.	Daily Except Sun.	Daily Except Sun.
			Yd	Valliant	0			
LV 1:30A			Yd.	N. Valliant	1	AR 9:05P		
		LV 2:00P	Yd.	Wright City	8	8:45P		AR 11:05A
			38	Golden	14			
2:30A		2:30P	Yd	Broken Bow	24	8:00P		10:30A
			Yd	Craig	30			
				Eagletown	34			
			28	Thirty Eight	38			
				West Line	41			
				Process City	48			
AR 3:30 A	LV 8:00A	AR 3:30P	Yd. DS	DeQueen	50	LV 6:30P	AR 3:00P	LV 9:00A
			40	Lockesburg	61			
				Provo	68			
	10:15A		Yd.	Dierks	76		2:00P	
				Briar	84			
	AR 10:40A			Perkins	86		LV 1:30P	

"YD"-Yard Limit

"DS"-Dispatcher's Office, DeQueen-Telephone-335

"SC"-Siding Capacity-Approximate

Service Stations-DeQueen-Dierks-Wright City-Valliant

WYE-Valliant-Wright City-Craig-DeQueen-Briar

Locations of Yard Limits: Valliant, Wright City, Broken Bow, Craig, Process City, DeQueen, Lockesburg, Dierks, Briar and Perkins

**SPECIAL INSTRUCTIONS**

Eastward trains are superior to Westward trains of same class except:

- Train no. 3 is superior to Train no. 4
- Train no. 9 is superior to Train no. 10

Train no. 7 is authorized to leave Perkins without clearance card. (See Rules 6 and 83 (a))

Rule (L) - Trainmen and Enginemen are cautioned that there are structures along side of tracks at stations and elsewhere which do not provide clearance for a man to ride on top or side of cars or engines and they must inform themselves of locations of such structures.

Rule 93 will apply between: Wright City and Valliant  
Dierks and Perkins

Clearance cards and train orders are not required for dodger movements between Wight City and North Valliant and/or between Dierks and Perkins.

Authority for station to station movement of dodgers must be obtained from dispatcher on duty.

Register stations located at Valliant, Wright City, DeQueen, Dierks and Perkins.

Bulletin Books are located at Valliant, Wright City, DeQueen and Dierks.

Yard limit locations: Valliant, Wright City, Broken Bow, Craig, Process City, DeQueen, Lockesburg, Dierks, Briar and Perkins. Rule 93 applies to these stations.

KCS crossing at DeQueen is governed by block signal.

Standard clock is located at DeQueen, Arkansas.

Unless otherwise instructed by the trainmaster on duty, the conductors and engineers must see that their trains are tied up under the Hours of Service Law.

## SPEED LIMITS AND RESTRICTIONS

Maximum speed: DeQueen to Valliant - 35 MPH  
DeQueen to Perkins -30 MPH

Maximum speed for the following exceptions:

Log Train - 25 MPH except 5 MPH entire train through all overhead bridges.

13 MPH two or more units through all overhead bridges (units only).

15 MPH entire train through underpass at Lockesburg.

15 MPH while passing or meeting another train occupying a siding.

10 MPH entire train through turnouts and crossovers.

Within yard limits from first switch to last switch in yard at:

Dierks-15 MPH, DeQueen-15 MPH, Broken Bow-25 MPH, Wright City-15 MPH  
and Valliant-all tracks south of Highway 70 Crossing-8 MPH.

## SWITCHING

When switching cars and the engine brakes only are used to control the cut of cars, crew must not handle more cars than can be safely stopped by the independent brake.

Engines are to be handled from the lead unit, except when making short switching moves, then the brakeman will protect the lead unit.

## ENGINE RESTRICTIONS

Engine restrictions for high water: Two inches over top of rail is maximum depth through which engines may be operated except when authorized by proper authority.

When trains are operated through water, a maximum speed of 5 MPH MUST NOT be exceeded.

## ENGINES-TOWING DEAD IN TRAIN

Enginememen are responsible to see that all controls are in proper positions for towing engines.

## TRAIN HANDLING

Trains handling wreckers, pile drivers, cranes and other heavy machinery on its own wheels will not exceed 25 MPH.

Wreckers, pile drivers, cranes and other heavy machinery on its own wheels, equipped with boom, must be handled in train with boom in trailing position except as otherwise authorized by trainmaster.

## SPEED TABLE

Conductor will keep engineer advised when the train includes car restricted to less than maximum speed.

This table is for information in determining speed per mile and in no way affects rules or special instruction governing speed of trains.

Min.	Sec.	MPH	Min.	Sec.	MPH	Min.	Sec.	MPH
6	0	10	2	43	22	1	56	31
5	0	12	2	36	23	1	52	32
4	0	15	2	30	24	1	49	33
3	45	16	2	24	25	1	45	34
3	31	17	2	18	26	1	42	35
3	20	18	2	13	27	1	40	36
3	9	19	2	8	28	1	37	37
3	0	20	2	4	29	1	34	38
2	51	21	2	0	30	1	33	39

# **SAFETY FIRST**

For men to be safe they must be taught by a competent, courteous teacher. Each conductor, engineer and foreman is a teacher and has the obligation to require rules observance and safety in the performance of duty by men under their supervision.

**Strict observance of the rules is necessary for the protection of life and limb, and the employees who are mindful of this not only reflect credit upon themselves and the railroad, but theirs is a real service to mankind.**

**ALERT TODAY...**

**ALIVE TOMORROW**