

TRAIN DISPATCHERS

W. R. Howard	Chief Train Dispatcher	
J. L. Calloway	Night Chief Dispatcher	
G. E. Atkinson, Jr.	Night Chief Dispatcher	
H. G. Roberts	Relief Chief Dispatcher	
E. B. Morgan	Relief Chief Dispatcher	
W. L. Jones	Asst. Chief Dispatcher	
A. M. Colyer	B. M. Martin	J. T. Blann
C. L. Ellis	F. L. Arnold	B. W. Powell, Jr.
L. Z. Mallory	A. B. Dawson	G. W. Miller
F. L. Maxwell	J. H. Stone, Jr.	J. D. Bradshaw
R. W. Bradsher	A. Hutchison	C. J. McClain
J. S. Leach		

STANDARD CLOCKS

E. St. Louis: Yard Office Engr's Reg. Room	Memphis: 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
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GENERAL ORDER BOARDS

E. St. Louis: Yard Office Engr's Reg. Room	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 Corsicana E. Waco Yard Commerce Hodge Dallas
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CHARACTERS

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

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

**ST. LOUIS SOUTHWESTERN
RAILWAY COMPANY**



SPECIAL INSTRUCTIONS

No. 1

SUPERSEDING SPECIAL INSTRUCTIONS NO. 3

EFFECTIVE SUNDAY, JUNE 2, 1968

AT 12:01 A. M.

CENTRAL STANDARD TIME

**THESE INSTRUCTIONS CONSTITUTE A PART
OF THE TIMETABLE CURRENTLY
IN EFFECT**

D. R. KIRK,
General Manager.

J. E. ADAMS,
Superintendent of Transportation.

W. J. LACY,
Superintendent.

SSW EMPLOYES OPERATING OVER FOREIGN LINES WILL BE GOVERNED BY THE RULES AND INSTRUCTIONS OF THAT LINE.

FOREIGN LINE EMPLOYES OPERATING OVER SSW TRACKS WILL BE GOVERNED BY RULES AND INSTRUCTIONS OF THIS COMPANY.

1. EQUIPMENT NUMBERS	} TERRITORY WHERE MAY BE OPERATED
Relief Cranes 96005, 96006	
All Diesel Units, Except Diesels 2888-2890 Inc.	} Any Portion of System
Diesel Units 2888-2890 Inc.	
	} Any Portion of System except Malden to Wyatt Lilbourn to New Madrid Hornersville to Trumann

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

Nominal classifications are descriptive of the engines as follows:

1st letter.....	Builder: A—Alco; B—BLH; E—EMD; F—Fairbanks-Morse; G—G.E.; K—Krauss-Maffei.
2nd letter.....	Type of service: F—Freight, P—Passenger, S—Switcher.
1st number.....	Number of axles.
2nd and 3rd numbers.....	Horsepower (100).
Last letter.....	Style of unit: A—Car body type with control cab. B—No control cab. No letter indicates road switcher type.

MAXIMUM SPEED FOR ENGINES

Nominal Class	Maximum Speed	Nominal Class	Maximum Speed	Nominal Class	Maximum Speed
AP620A	#75	GS407	**55	AS618	**65
EP620A	#75	EF415A	#70	AF420	**70
EP623A	#75	EP415A	#75	EF420	**70
EP624A	#75	EF415B	70	EF423	**70
AP620B	75	EP415B	75	AF624	**70
EP620B	75	EF418A	#70	EF425	**70
FP624	**70	EF418B	70	EF625	**70
GS404	35	EF415	**70	GF425	**70
ES406	45	BS615	**35*	AF628	**70
AS407	60	BS615B	35	GF628-1	70
ES408	**65	ES615	**55	EF430-1	#70
ES408B	65	ES615	**70Ⓞ	EF630-1	#70
ES409	**65	BS616	**35	EF636-1	#70
AS409	**60	BS616B	35	AF630-1	#70
AS410	60	AS416	**65	KF636A	#70
BS410	60	AS616	**65	KF636	**70
ES410	60	EF618	**70	AF640	**70
BS412	60	EF418	**70	EF850B	70
ES412	**65	EP418	**75	GF850A	#70
FS412	**60	AS418	**70	RDC	#75
ES415	**65	EF430	**70	EF636	**70

Foreign line's engine operating over SSW trackage will not exceed maximum speed prescribed in above table for engines of the same type.

Ⓞ applies to engines 2715, 2723-2742.

* Except when operating on branch lines speed restricted to 30 MPH and on all lines with less than 90 lb. rail must not exceed 25 MPH.

** When on head end of train or running light and engineer is in other than leading control cab in direction of movement, must not exceed 30 MPH.

** When operated in multiple unit control on head end of train or running light and engineer is in other than lead unit in direction of movement, must not exceed 30 MPH.

SPEED RESTRICTIONS FOR ENGINES

3641 to 3652, 4030 to 4049, 5000 to 5009, 6500 to 6519 Inc.

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
Alzheimer 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
Waco and Gatesville.....	20
Over Bridge 43.43, near Catron.....	10
Over Bridges W-129.56 and W-130.23, near Caraway.....	10

3. Maximum speed of trains in territory appearing in Rule 4 herein is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing in Rule 2 above, MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER SPEED RESTRICTIONS appearing in Rule 5. Speed must be further reduced as prescribed by speed signs, except AUTHORIZED EXPEDITED TRAINS may operate at a speed 5 MPH greater than that which is denoted on face of sign but must not exceed speed restrictions for Authorized Expedited Trains as shown in Rule 5 herein.

4. Between Ilmo and Corsicana "BSM-X" and "CB-X", when so designated by Clearance will observe Maximum Speed for Authorized Expedited Trains unless otherwise restricted by Rule 5 herein.

MAXIMUM SPEED (MPH):	Authorized Expedited Trains	Freight Trains
Between		
Ilmo and Pine Bluff—On Tangent Track and Unprotected Curves.....	70	65
Pine Bluff and Corsicana—On Tangent Track.....	70	65
Pine Bluff and Corsicana—On Unprotected Curves.....	65	65
Corsicana and Waco.....	40	
Waco and Gatesville.....	30	
Tyler and Lufkin.....	40	
Mt. Pleasant and Addison.....	49	
Addison and Hodge.....	40	
Alzheimer and MP N-273, Pole 23.....	40	
MP N-273, Pole 23 and MP N-295.....	35	
MP N-295 and North Little Rock Yard.....	20	
Stuttgart and DeWitt.....	35	
DeWitt and Gillett.....	30	
Malden and Wyatt.....	35	
Lilbourn and New Madrid.....	25	
Paragould and Hornersville.....	45	
Hornersville and Blytheville.....	40	
Malden and Trumann.....	35	
Deering and Caruthersville.....	25	
Lewisville and Shreveport Yard.....	49	
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 hand proceed signal 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 40 MPH, or slower if necessary, prepared to stop before leading wheels pass the next signal."

5. SPEED RESTRICTIONS

Mile Post	Between Poles	Plus and Poles	Mile Post	Plus Poles	Authorized Expedited Trains	Freight Trains
I-16	5		I-16	14½	50	50
I-67	9		58	11	20	20
263	21		269	3	20	20
336	19		339	3	35	35
479	6		480	1	40	40
509	12		510	15	35	35

All trains and engines must proceed at a speed not exceeding the Maximum Speed (MPH) between the following mile posts, until engine has passed these mile post locations.

Location	Mile Post	Plus Poles	Mile Post	Plus Poles	Maximum Speed
Paragould	102	12	104	5	20
Jonesboro	123	29	126	6	20
Brinkley	198	9	199	3	20
Stuttgart	232	20	233	23	20
Pittsburg	490	28	491	21	35
Tyler	544	29	548	19	25
Athens	583	14	584	6	20
Mt. Vernon	C-495	7	C-495	23	20

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	50

Engineer must sound horn, as prescribed by Rule 14 (1), approaching trestles 214.87 and 216.38 in White River bottom, near Clarendon, in each direction and at frequent intervals while moving over these trestles.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	Restricted Speed Not Exceeding MPH
Through controlled sidings Illmo to Corsicana	35
Except:	
Stamps	25
Kerens	15
Through Other Sidings, yard and other tracks, wyes and balloon tracks, and turnouts and crossovers, other than remotely controlled	15
Except:	
Spring Switch Dexter Jct., MP 1-50, Pole 3	35
Through turnouts on sidings and through sidings on New Madrid and Gatesville Subdivisions	10
Through turnouts (not remotely controlled) on other than sidings	10
Through slip switches (including tangents)	10
Old Main Track, North Little Rock (Rose City to end of track and all tracks breaking out of this Old Main Track)	10
No. 1 Track, Pine Bluff (Missouri Street to Crossover No. 19)	20
Arsenal Track (South Pine Bluff to Arsenal)	10
Connection Track, Fordyce	10
Dowco Spur, Waldo	35
Around curve, International Furniture Company Spur, MP E-575.47	5
Dallas Jct. switch, MP 479, Pole 20	35
Tracks serving utility companies at Ark-Mo Power Company, Apalco, Lynch, and LS Gas Spur and TP&L Spur, Trinidad	10
North and south leg of wye, Redwater	10
Siding Hill Yard	20
North and South leg of wye, Corsicana	10
Tradinghouse Spur, MP 668	20
Through turnouts and crossovers, remotely controlled	35
Except:	
Equilateral turnout Ancell	65
Paragould — North switch of siding	15
North Brinkley — South switch of siding	15
North Stuttgart — South switch of siding	15
Pine Bluff Yard — MP 263, Pole 6	15
South Pine Bluff — North switch of siding	15
Fordyce, East Siding — North switch	15
Stephens — Both switches of siding	15
McNeil — Both switches of siding	15
Lumber — North switch of siding	15
Stamps — Both switches of siding	15
Lewisville — North switch of siding	15
Eylau — Both switches of siding	15
Big Sandy — North switch of siding	15
Lufkin Jct, switch	15

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 WORK EQUIPMENT, RELIEF CRANES, DERRICKS, PILE-DRIVERS, ETC.

(a). Trains handling work equipment, relief cranes, derricks, pile-drivers, etc., on their own wheels, must not exceed 24 MPH.

(NOTE: Chief Dispatcher may authorize train handling Pile Driver SSW 96403 to operate at a speed of 30 MPH after having been specifically authorized by the Chief Engineer or his representative and that the boom is in trailing position and properly tied down.)

(b). Trains handling Locomotive Cranes on their own wheels, must not exceed:

- 35 MPH — With boom disconnected heavy end forward.
- 20 MPH — With boom disconnected light end forward.
- 25 MPH — With boom in place either end forward.

Where speed on any subdivision or part thereof, is lower than the above, the lower speed will govern.

On curves where authorized speed is more than 15 MPH, speed must be reduced 5 MPH less than shown on speed signs.

(c). Scale Test Car must be handled next to Caboose, must not exceed 30 MPH.

(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.)

(d). The Maximum speed (MPH), with no variation is authorized for trains handling Relief Cranes 96005 and 96006 on territories listed below.

TERRITORY

Between	Crane 96005 MPH	Crane 96006 MPH
Illmo and Corsicana	40	45
Corsicana and Waco	25	25
Waco and Gatesville	25	25
Mt. Pleasant and Addison	35	35
Addison and Hodge	25	25
Lewisville and Shreveport	40	45
Malden and Wyatt	25	25
Lilbourn and New Madrid	20	20
Malden and Hornersville	20	20
Hornersville and Trumann	25	25
Deering and Caruthersville	20	20
Paragould and MP P-123	25	25
MP P-123 and MP P-132	20	20
MP P-132 and Blytheville	25	25
Stuttgart and Gillett	20	20
Altheimer and MP N-295	35	35
MP N-295 and North Little Rock Yard	20	20
Tyler and 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 Bridges W-129.56 and W-130.23 with empty ahead and an empty behind crane	10	10
Over Bridge E-623.51	20	20
Over Bridge 690.14 and Hood Govt. Bridge MP 716-Leon River	10	10

Boom of Relief Cranes 96005 and 96006 must be in a trailing position from terminal and/or intermediate point unless specifically authorized by Chief Dispatcher to move with boom in forward position.

Trains handling Relief Cranes 96005 and 96006 with boom in forward position must not exceed speed of 20 MPH.

Where speeds on any subdivision or part thereof are lower than the above, the lower speed will govern.

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

(a). When necessary to handle Diesel engines dead or in tow Chief Dispatcher will be furnished written instructions by proper mechanical representative, who will also advise appropriate transportation representative of conditions, speed and other restrictions governing such movement.

(b). Light engines may be operated at Freight Train Speed not exceeding 65 MPH, except that single or multiple

F or car-body type Diesel engines, constructed for forward movement in one direction only, when running light backing up must not exceed 20 MPH by day and 15 MPH by night. Uniform Code Rule 103 must be observed in such cases.

(c). Rules and instructions governing operation of Diesel engines through water, parking Diesels in freezing weather, and parking Diesels unattended or near wooden structures, as published in Mechanical Department General Orders and Circulars and Diesel Operating Manuals must be complied with.

(d). 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. Transportation employes will comply with instructions of Road Foremen of Engines in connection with train and engine movements.

10. Movement by Block Signals does not affect the initial and terminal stations of schedule.

be trained other than immediately ahead of caboose when practical to do so.

Employes whose duties are in any way connected with the Transportation of Explosives or Other Dangerous Articles must provide themselves with and observe ALL Regulations of the Interstate Commerce Commission covered by I.C.C. B. E. Pamphlets 20-F or 20-G.

15. 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.

16. At many stations and within yards, there are various buildings, structures, pipes, gates and other facilities, located adjacent to industrial and other tracks, which will not clear man on top of or side of car or engine. Employes 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 employe to familiarize himself with the location of all these obstructions, and exercise necessary precaution to prevent personal injury to himself or to his fellow employes.

17. AIR BRAKE RULES — ADDITIONS, MODIFICATIONS AND REVISIONS.

RULE 102. On departure from engine maintenance facility, enginemen must determine, by making running air brake test, that the independent and automatic brakes are operating effectively.

RULE 305. The following series of cars are equipped with AB brake system which has automatic change-over feature to provide proper function when car is loaded and when empty:

SSW 75700 - 75799	Gondolas
SSW 78500 - 78599	Hoppers (Open Top)
SP 333500 - 334399	Gondolas
SP 337500 - 337599	Gondolas
SP 345000 - 345669	Gondolas
SP 354000 - 354399	Gondolas
SP 463500 - 463999	Hoppers (Open Top)
SP 467500 - 467549	Hoppers (Open Top)
SP 480000 - 480193	Hoppers (Open Top)
SP 491000 - 491059	Hoppers (Covered)
SP 492000 - 492039	Hoppers (Covered)
SP 500604	Flat Car
SP 590000 - 590099	Flat Cars

Before leaving a station or point where such cars have been added to the consist, engineer must actuate the automatic change-over feature by reducing brake pipe pressure to below 20 pounds whether cars are loaded or empty.

RULE 1006. When temperature is 32 degrees above zero or less, air brake system on engine must be blown out before coupling to train, as follows:

Place automatic brake valve handle in running position, then open angle cock at rear of engine, move brake valve handle suddenly to release position, causing heavy flow of air throughout the brake pipe, which should blow out any condensation that may have accumulated in the brake system.

Before road test is made on any freight train after engine has been coupled thereto, blow out air brake pipe hoses on head end of train as follows:

After making brake pipe reduction, close angle cocks between second and third cars, uncouple air hose; close angle cocks between first car and engine, uncouple air hose; then recouple hoses and reopen all angle cocks. During this test engineer must drain condensation from drain cocks on air compressor intercooler and aftercooler, main reservoir, control reservoir, dirt collectors, air filters, and strainers on lead unit.

Enginemen taking charge of engine(s) at location where maintenance forces are on duty, are relieved of requirement for preparation of their engine(s), except they will put units on line, check to see that cut-out cock on brake valve is properly positioned, check to see that brake shoes contact wheels and brake pistons are extended, and release hand brakes.

RULE 1017. Enginemen will not change to control unit on opposite end of diesel assembly after arriving terminals Pine Bluff and East St. Louis. After units have been

11. FIXED SIGNALS

The following signals will appear where conditions require their use.

Signals will appear when —



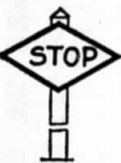
11-A. Indication. Regulate speed and be prepared to comply with Rules. Name — Yard Limit Sign.

Beginning of limit of yard. See "Yard Limits" herein, also Uniform Code Rules 93, 93(a) and D-93.



11-B. Indication. Regulate speed and be governed by Rules. Name — Railroad Crossing One Mile Sign.

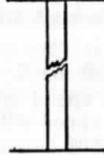
Point one mile from non-interlocked railroad crossing at grade designated on time-table. See Uniform Code Rule 98.



11-C. Indication. Stop when required by Rules. Name — Stop Sign.

Necessary for trains to stop. See Rule 98. In the Uniform Code of Operating Rules.

55



11-D. Indication. Reduce speed in accordance with Special Instructions. Name — Permanent Speed Restriction Sign.

Point not less than 4,000 feet from place at which speed is reduced by Special Instructions. Point where restriction ends. (Uniform Code Rule 10 (h). Maximum authorized speed for all trains and engines except, authorized expedited trains may operate at a speed 5 MPH greater than that which is denoted on face of sign but must not exceed speed restrictions for authorized expedited trains as shown in Rule 5 herein. Where used to authorize an increase in speed will be located at the point where higher permissible speed commences. Restriction must be maintained until entire train has passed the speed sign.



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

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



11-F. Indication. Sound whistle and ring bell for highway crossing at grade. Name — Road Crossing Sign.

Point one-fourth mile from highway crossing. See Uniform Code Rules 14, 14 (1) and 30.



11-G. Indication. Whistle for Station. Name — Station Whistling Sign.

Point one mile before outside switch of station is reached.

12. Employes 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.

13. 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.

14. Make up of Freight Trains:

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

Messenger Diesel engines with motors running and mechanically cooled refrigerator cars with motors running should

detached from inbound train, enginemen will continue to operate engine assembly to designated tie-up track from control unit used in handling train into these terminals. A trainman will protect the return movement to the tie-up track from a location on the rear unit in accordance with existing rules.

RULE 1205. Engines must not be left on grades unless protected in descending directions by derail or spur track switch lined for diverging track. Air brake must be applied and hand brake on each unit of consist must be applied.

RULE 1508. Standard brake pipe pressure for freight and switch service is 90 lbs.

AIR BRAKE INSTRUCTIONS

Freight trains handling cars with single capacity brakes (*), with tonnage exceeding 80 tons per operative brake, must not exceed 45 MPH, except:

- (1) On 1.4 to 1.8% ruling grade, maximum speed must not exceed 25 MPH,
- (2) On ruling grade in excess of 1.8%, maximum speed must not exceed 20 MPH.

Descending grades where restrictions in Items 1 and 2 apply will be shown under appropriate subdivision by mile post location.

Tonnage of operating unit(s) not in dynamic braking is not to be used in determining tons per operative brake.

(*) Loaded cars with empty-load brakes are to be considered the equivalent of one and one-half (1½) cars in determining tons per operative brake.

18. UNIFORM CODE OF OPERATING RULES — ADDITIONS, MODIFICATIONS AND REVISIONS.

GENERAL RULE S. In case of grade crossing accident it is permissible for crew members, on request of law enforcement officers, to furnish their names, occupations and addresses; identification of the train; direction and approximate speed of the train; confirmation that the whistle, bell and headlight or headlights were operating; and direction of the vehicle. Signed statements are not to be given. Should police officers desire any additional information they should be courteously referred to Claims Department representative.

RULE 2, Fourth paragraph. Standard Time Circular No. 5, dated Pine Bluff, Arkansas, January 1, 1967, will govern.

RULE 11. The following is added as first paragraph Rule 11:

WITHIN ABS TERRITORY a train or engine finding a fusee burning on or near its track may proceed without stopping, but must not exceed Low Speed for one-half mile from point where fusee is displayed.

RULE 26. East St. Louis and Pine Bluff Gravity Yard: Blue signs reading, "Men at Work" permanently installed on base of indicator lights at each end of car repair facility Tracks 1, 2 and 3. When indicator lights display blue aspect, protection will be afforded as required by Rule 26. When indicator lights display yellow aspect, blue sign reading "Men at Work" will not apply to these tracks.

Absence of blue and yellow aspect in these indicators must be regarded as the most restrictive indications that can be given by that indicator and blue sign respected in accordance with Rule 26.

RULE 34 and 34 (a). Revised as follows:

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

On freight trains powered by Diesel engines brakeman must not be absent from the control cab when the train is proceeding on main track between stations.

RULE 36 (4). LETTER TYPE INDICATORS:

Letter indicators "H" and "W" are used in connection with Hot Box Detectors, trains will be governed as follows:

When letter "H" is illuminated, it is an indication of hot bearing. Train must immediately reduce speed to not exceeding 15 MPH and stop at Read Out Panel and be governed by instructions posted inside case.

When letter "W" is illuminated, train must stop and not proceed until light is extinguished or permission is obtained from Train Dispatcher. After stopping speed of 10 MPH or more should be obtained, if possible, before passing detector, provided restrictions permit.

When a flashing white light is displayed on detector instrument house, it indicates train has hot bearing and instructions applying to letter "H" must be complied with.

If letter "H" is illuminated, or a flashing white light is displayed and a false indication or no number indication is shown on Read Out Panel, all journals on train must be inspected.

A white light displayed on track side of detector instrument house indicates system is operative. When white light is not displayed, train must reduce speed to 15 MPH and stop at first siding, and inspection made of all bearings both sides of train except, when Read Out Panel or major structure is located between detector and next siding, stop and inspection will be made at Read Out Panel or before passing major structure.*

*NOTE: The above paragraph will not apply to Hot Box Detectors at:

MP I-62, Pole 15, when movement is Northward
MP 61, Pole 24, when movement is Southward
MP 252, Pole 28, when movement is Northward
or Southward

MP 276, Pole 18, when movement is Northward
or Southward

MP 408, Pole 23, when movement is Southward
MP 431, Pole 27, when movement is Northward
MP 533, Pole 17, when movement is Southward
MP 553, Pole 20, when movement is Northward
MP K-445, Pole 0, when movement is Northward
or Southward.

When Hot Box Detector is actuated, following information must be reported at next open telegraph office, in message form, addressed jointly to Superintendent, Chief Dispatcher and Signal Supervisor, Pine Bluff:

1. Date and time actuated, and MP location.
2. Train identification.
3. Car number and location in train.
4. Journal location (1, 2, 3 or 4 from trailing end of car in direction of movement, type of bearing and which side of train.)
5. Disposition of car. (If set out, state where. If inspection shows that it was not necessary to set out even though journal was warm enough to activate the detector, advise what corrective action was taken to permit movement of car.)
6. Report all cases where train passes detector without an indication having been displayed, but developing a hot box between detector and a point 20 miles beyond detector.

RULE 36. Following is added as Item (5).

Wide Load, or Dragging Equipment Indicators—

Aspect	Indication
Blue, or Rotating Red light	Load with excessive width or equipment dragging

When signal displays Blue, or Rotating Red Aspect, stop train and before proceeding, inspect entire train for dragging equipment, or for cars with loads of excessive width. After train has been inspected, member of crew will communicate with Train Dispatcher or Operator at first point of communication, or may communicate by radio, reporting cause of delay.

RULE 99 (d) is authorized on the following Subdivisions:

Wyatt	Blytheville	Lufkin
New Madrid	Stuttgart	Waco
Caruthersville	Little Rock	Gatesville
Trumann		

RULE 99 (k) is authorized in territory where ABS rules are in effect. See rules 20 and 21 herein.

RULE 104 (5). Automatic "V" type switches must not be run through while snow is on the ground at such depth that might prevent switch from properly functioning unless switch is lined for intended move, trains or engines making a trailing point move through such "V" type switch must stop and switch lined by hand.

RULE 104 (d). When mechanical release seal is broken, or found broken or missing, report must be made to Train Dispatcher promptly, who must notify Signal Supervisor by wire to replace seal.

RULE 206. Fourth paragraph does not apply to SP engines.

RULE 214. First paragraph revised as follows:

When a train order has been repeated, including the initials of the Train Dispatcher and before "Complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until "Complete" has been given.

RULE 284. Modified as follows:

After passing signal displaying flashing yellow and next signal can be seen to be displaying proceed indication, per Rule 281, may proceed at maximum speed.

RULE 285. Modified as follows:

After speed has been reduced to 40 MPH and the next signal can be seen to be displaying proceed indication, per Rule 281, maximum speed may be resumed.

RULE 510 (1). Revised as follows:

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

RULE 510 (2). Revised as follows:

Employees are prohibited from getting on top of any house or other box cars not equipped with a roof running-board except when necessary to make repairs.

Employees may ride on roof of cars equipped with roof running board only when necessary during switching operations but must not cross from the roof of one car to another while in motion.

19. MAINTENANCE OF WAY RULE 99 (g). Added to Rules and Regulations For the Maintenance of Way and Structures:

Within signal indication territory (CTC) when main track or controlled siding is obstructed or impassable or in any way is to be made unsafe for the passage of trains or engines, or when main track or controlled siding is occupied by roadway machine (including track cars), track and time limits will be secured from Train Dispatcher, to afford protection against trains and engines without flag protection as required by Rule 99 (e).

Track and time limits to be worded for example:

"Track and time limits granted on East track 8:01 AM until 11:59 AM between North Switch NM Jct. and South Switch SM Jct.," or "between North Switch Smith Siding and South Switch Smith Siding."

Employee requesting track and time limits, will state his name, occupation and location, and when received, will repeat such track limits and time granted to the Train Dispatcher, and if correct, he will give his "OK" with his initials and the time.

If track and time limits cannot be granted, Train Dispatcher will reply "Cannot grant track limits. Call back at (for example) 7:45 A.M."

When track and time limits are granted Maintenance of Way employees, the track must be cleared, or made safe for trains and engines before the expiration of time granted and the Train Dispatcher so notified, when practicable. If additional time is required, authority must be obtained from Train Dispatcher, including additional track and time limits, before the authorized time limit has expired. If some unforeseen condition or emergency prevents clearing the track before expiration of time granted and additional track and time limits cannot be secured, protection by flagman must be afforded in both directions as prescribed by Rule 99 (e) of Rules and Regulations of MofW&S.

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

Train Dispatcher must not grant track and time limits to Maintenance of Way employees when such track limits are occupied by a train or engine except:

Track and time limits may be granted Maintenance of Way employees for protection against trains and engines after definite understanding has been had that all trains or engines which have entered the track limits on signal indication have

passed the location where track is to be obstructed or made unsafe; or,

Before track and time limits are granted to a train or engine and to a roadway machine or Maintenance of Way employe within the same limits, both must be notified. Such trains or engines occupying these track limits within time granted may move in either direction without flag protection but must move at LOW SPEED, expecting to find trains engines, roadway machines, track cars or other obstructions therein.

When track and time limits have been granted roadway machines and track cars, employes operating such equipment 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.

If track and time limits are not secured, flag protection must be afforded as required by Rule 99 (e), except track and time limits, or flag protection required by Rule 99 (e), will not be required when protected by a Form "U" train order.

20. AUTOMATIC BLOCK SYSTEM

Between

- MP 123, Pole 29, and MP 127, Pole 17.
- 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 544, Pole 16, and MP 545, Pole 6, (Tyler Yard.)
- MP 546, Pole 27, and MP 548, Pole 20, (Tyler Yard.)
- MP 618, Pole 29, and MP 620, Pole 16.
- MP 676, Pole 10, and MP 676, Pole 17, (Brazos River Bridge.)

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 inclusive; 325 to 332 inclusive; 340 to 345 inclusive; 350 to 356 inclusive; and other rules applicable, will govern.

21. CENTRALIZED TRAFFIC CONTROL (CTC)

Between

- Illmo, MP I-3, Pole 3, and Jonesboro, MP 123, Pole 29.
- Jonesboro, MP 127, Pole 17, and MP 263, Pole 6.
- 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 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., are designated "West Track" and "East Track" and both tracks signaled for movement in both directions.

When trains and engines clear the main track or controlled siding 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.

22. STANDARD MANUAL INTERLOCKINGS.

Subdivision	Location	Mile Post	Foreign Line
Tyler	Texarkana Yard	419.10	TP
Tyler	Texarkana Yard	419.19	KCS
Corsicana	Corsicana	620.95	BRI
Corsicana	Corsicana	621.25	SP
Gatesville	†East Waco	675.20	MKT
Ft. Worth	N. Ft. Worth	C-632.08	FWD
Ft. Worth	N. Ft. Worth	C-632.14	RI
Ft. Worth	N. Ft. Worth	C-632.15	FW Belt
Ft. Worth	N. Ft. Worth	C-632.20	GC&SF

† East Waco: Hand throw interlocking device protects Old Main track crossing with MKT, MP 675.29. Normal position of derails are against three SSW tracks, and employes must operate the one-lever device before crossing MKT on any of the three tracks.

23. AUTOMATIC INTERLOCKINGS.

Subdivision	Location	Mile Post	Other Line
Illmo	S. of Rockview Jct.	I- 10.73	SLSF
Illmo	††N. of Jonesboro	122.62	SLSF
Jonesboro	Fair Oaks	172.67	MoPac
Jonesboro	Brinkley	199.0	RI
Pine Bluff	Pine Bluff	268.79	MoPac
Pine Bluff	Fordyce	307.20	RI
Pine Bluff	Camden	338.93	MoPac
Pine Bluff	Stamps	385.22	L&A
Trumann	Trumann	W-139.99	SLSF
Shreveport	Bossier	K-449.44	IC
Ft. Worth	*Fergus	C- 553.17	MKT
Ft. Worth	**Plano	C- 589.66	SP
Ft. Worth	***Carrollton	C- 603.21	SLSF
Ft. Worth	Carrollton	C- 603.21	MKT
Ft. Worth	N. of Hodge	C- 627.73	TP
Tyler	Pittsburg	491.04	L&A
Tyler	Big Sandy	525.07	TP
Corsicana	Athens	583.77	SP
Waco	East Waco	674.05	MoPac
Gatesville	East Waco	676.21	MKT
Gatesville	McGregor	696.06	GC&SF
Lufkin	Jacksonville	E- 576.61	MoPac

Rule 344, and other rules applicable, will govern.

†† Jonesboro: Engines returning to Jonesboro yard from Colson Manufacturing Company Spur will find Southward Absolute Signal governing movement over SLSF 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 SLSF crossing.

* Fergus: When switching over SSW-MKT crossing Fergus and Southward Absolute Signal governing movement over MKT 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.

** 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 fails to clear after pushing button at the above locations, Rule 344 and other rules applicable will govern.

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

24. RAILROAD CROSSINGS AT GRADE GATED AND NOT GATED.

Foreign Railroad	Mile Post Location	Gated Against	Not Gated
RI	South leg wye	RI	
	N. Brinkley		
SLSF	W- 65.14	SSW	
SLSF	W- 78.94	SSW	
SLSF	W-111.80		Not Gated
SLSF	R- 98.44	SSW	
SLSF	48.49	SSW	
SLSF	P- 117.18	SLSF	
SLSF	P- 139.11		Not Gated
RI	M-233.61	RI	
MoPac	N. Little Rock		Not Gated
MoPac	546.47	MoPac	
SP	676.55	(Gated)	
L&A	C- 551.62	(Gated)	
SP	D- 537.01	(Gated)	
SLSF	D- 589.02	SSW	
TSE	E- 589.92	TSE	
SP	E- 635.99	SSW	
	Compress Spur Track		
L&A	Sulphur Springs		Not Gated

Rule 98 and other rules applicable, will govern.

SPECIAL INSTRUCTIONS — ILLMO SUBDIVISION

A-1. Yard limit is established at the following station: Jonesboro, MP 123, Pole 29, to MP 127, Pole 17.

A-2. Southward SSW trains will secure MoPac Clearance at Valley Jct.

A-3. Train order signal Illmo applies only to MoPac and C&EI trains. When train order signal displays Stop Indication, Northward MoPac and C&EI trains will secure SSW and MoPac Clearance.

Northward SSW trains departing Illmo will secure SSW and MoPac Clearance.

A-4. Southward trains will not require Clearance at Illmo when train order signal displays Proceed Indication, except Southward SSW trains departing Illmo will secure Clearance

A-5. MoPac and C&EI trains will register at Illmo by ticket.

A-6. When Northward trains or engines are ready to depart from Illmo yard tracks, a member of crew will communicate with SSW Train Dispatcher, for authority to depart.

A-7. Southward trains ready to depart Illmo yard via Ancell lead may proceed when Yellow call-on signal, West side of lead MP I-4, Pole 13 is illuminated and the signal at Ancell is seen to be displaying a Proceed Indication authorizing movement to main track. If unable to see that signal at Ancell is displaying a Proceed Indication, member of crew must communicate with Train Dispatcher for authority to depart.

A-8. Non Electrically Locked Switches:

Illmo	Wettereau Groc. Co.	MP I-4, Pole 16
Bernie	MFA	MP I-59, Pole 7
Bernie	Missouri Assn.	MP I-59, Pole 18

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

A-9. Trains entering SSW tracks at Rockview Jct., Frisco Jct., Dexter Jct., PG Jct. or JN Jct. will be governed by Uniform Code Rule 400 and other rules applicable.

A-10. Trains entering SSW tracks Rockview Jct., Frisco Jct., Dexter Jct., PG Jct. or JN Jct. will not require Train Orders or Clearances.

A-11. Mechanical Crossing Protection: When Absolute Signal governing movement over MoPac crossing at Delta, MP I-16, Pole 4; MoPac crossing at Dexter Jct., MP I-50, Pole 7, and SLSF crossing at Malden, MP 58, Pole 11, displays Stop Indication, all trains and engines must stop and comply with requirements of Uniform Code Rule 350.

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 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.

A-12. Malden is register station for trains originating and terminating at Malden only.

A-13. Trains will not require Clearance at Malden or Paragould when train order signal displays Proceed Indication, except trains originating Malden will secure Clearance.

A-14. Malden: Normal position of crossover leading from No. 1 track to East track at North end of No. 1 track is for Wyatt Subdivision. Normal position of crossover leading from No. 1 track to East track at South end of No. 1 track is for transfer.

A-15. Paragould is register station for Blytheville Subdivision trains only.

A-16. MoPac yard, Paragould, is register station for MoPac, Wynne Subdivision, trains using SSW trackage.

A-17. Trains using Paragould siding must clear lead on South end of MoPac yard, Paragould, if train length will permit. Normal position of switch breaking out of this siding will be lined and locked for siding.

A Yellow call-on signal is located on the West side, South end of Paragould siding near lead switch to MoPac yard tracks. When this signal is illuminated, it will be authority to proceed to the Southward Absolute Signal located at MP 105, Pole 28.

A Yellow call-on signal is located on West side, North end of Paragould siding, MP 104, Pole 1. When this signal is illuminated, it will be authority to proceed to the Northward Low Absolute Signal located at MP 103, Pole 24.

Call-on signal must be illuminated or authority received from Train Dispatcher before trains depart Paragould siding for main track movement.

When Southward MoPac trains are ready to depart from MoPac yard, Paragould, a member of crew will communicate with the SSW Train Dispatcher for authority to occupy Paragould siding.

Paragould siding is not bonded and signal governing movement through switch when entering Paragould siding in either direction only indicates track occupancy to the clearance point.

A-18. No train order signal maintained at Jonesboro. All departing trains will secure Clearance.

A-19. 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-20. 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-21. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Station	No.	Location
Miss. River	Thebes	(MoPac)	MP 121.14
Whitewater River	Perkins	I- 24.47	MP I- 24.47
Castor River	Avert	I- 35.88	MP I- 35.88

SPECIAL INSTRUCTIONS — WYATT AND NEW MADRID SUBDIVISIONS

B-1. Yard limit is established at the following station: Malden Jct. Junction with Illmo Subdivision to MP 56, Pole 22.

B-2. 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.

B-3. At Wyatt, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance.

B-4. Derails are on engine or service track Wyatt 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.

B-5. Mechanical Crossing Protection, Lilbourn: Semaphore Type Indicator in service at SLSF crossing, MP 36, Pole 19, Wyatt Subdivision, and MP A-37, Pole 9, New Madrid Subdivision.

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

B-6. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Station	No.	Location
Drainage Ditch	Catron	43.43	MP 43.43

SPECIAL INSTRUCTIONS — TRUMANN AND CARUTHERSVILLE SUBDIVISIONS

C-1. Yard limits are established at the following stations:
 Malden Jct. Junction with Wyatt Subdivision to MP W-58, Pole 4.
 Hornersville Jct. Junction with Blytheville Subdivision to MP W-98, Pole 15.
 Leachville Jct. Junction with Blytheville Subdivision to MP W-101, Pole 16.
 Deering Jct. MP W-83, Pole 18 to MP W-85, Pole 4.
 Deering Junction with Trumann Subdivision to MP R-86, Pole 5.

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

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

East Wye switch at Deering Jct., will be left lined in position last used.

C-4. At Deering Jct., schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance.

C-5. At Caruthersville, Hornersville and 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.

C-6. Railroad crossing gate at SSW-SLSF crossing MP R-92.28 Blazer equipped with electric lock. Trains will stop short of "STOP" sign, open door of gate lock and be governed by instructions posted therein.

C-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.

C-8. SSW trains use the tracks of the SLSF between the connection of SSW main track 1200 feet north of SLSF depot and extending south to the SLSF depot at Leachville. SSW trains and engines will move at Restricted Speed on the SLSF as prescribed by Rule 93.

C-9. At Leachville, trains and engines must approach and move at RESTRICTED SPEED between North switch of house track and SLSF connection track, located just North of SSW-SLSF crossing, expecting to find main track occupied by SLSF trains or engines moving to or from SSW-SLSF interchange track.

C-10. Derails are on engine or service tracks Trumann 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.

C-II. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Station	No.	Location
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

SPECIAL INSTRUCTIONS — BLYTHEVILLE SUBDIVISION

D-1. Yard limits are established at the following stations:
 Blytheville Jct. Junction with Illmo Subdivision MP P-104, Pole 3½.

Hornersville Jct.,
 Hornersville-
 Leachville Jct. MP P-122, Pole 23, MP P-126, Pole 12.
 Blytheville MP P-135, Pole 19, End of Track.

D-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.

D-3. Derails are on engine or service tracks Paragould, 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.

D-4. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Station	No.	Location
Drainage Ditch	Bard	P-107.79	MP P-107.79
Drainage Ditch	Bard	P-109.77	MP P-109.77

SPECIAL INSTRUCTIONS — JONESBORO SUBDIVISION

E-1. Yard limits are established at the following stations:

Jonesboro MP 123, Pole 29, to MP 127, Pole 17.
Pine Bluff Yard MP 263, Pole 0, to MP 268, Pole 25.

E-2. No train order signal maintained at Jonesboro. All departing trains will secure Clearance.

E-3. 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.

E-4. 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 RI moving via Memphis Jct.

E-5. Trains will not require Clearance at Brinkley when train order signal displays Proceed Indication, except trains originating Brinkley, will secure Clearance.

E-6. Northward trains setting out and/or picking up from RI connection through North Brinkley siding must leave a hand operated switch to the siding open or have track of North Brinkley siding occupied while switching is being performed. This required in order to be able to receive a lunar signal when work is completed for reverse movement through interlocking and onto train standing on main track South of Ash Street.

Northward trains stopping South of Ash Street on main track for the purpose of setting out and/or picking up from RI connection through North Brinkley siding, must communicate with Train Dispatcher before making reverse movement back through interlocking and onto train and request that signal be displayed for reverse movement. After communicating with Train Dispatcher, trainmen will operate a Hand-Push-Button located on mast of Southward Absolute Signal governing movement from North Brinkley siding, holding push button down two seconds.

E-7. A Calling-On Indicator Signal, in service at clearance point MP 198, Pole 18, on South leg of Wye, Memphis Jct., Brinkley and is used for the following purpose:

If yellow light is displayed in this indicator, trains arriving Brinkley from Memphis will proceed through Brinkley siding to next signal governing in the same direction.

Open the switch signal (Illuminated "S"), placed in service at MP 198, Pole 20, between main track and Belt Extension track, Memphis Jct., (Brinkley.) When this signal is displayed, it will govern movement from Belt Extension track to main track through crossover No. 3-B, MP 198, Pole 21, and will be authority to proceed on main track to next signal governing in the same direction.

If neither the Call-On Indicator Signal nor the Open Switch Signal (Illuminated "S") lights are displayed, train must stop and a member of the crew must communicate with Train Dispatcher for instructions.

E-8. Normal position of switch breaking off Brinkley siding to connection with RI will be lined and locked for connection.

E-9. Trains setting out or picking up at Brinkley enroute to or from Memphis will move via Brinkley siding, South Leg of Wye and Cotton Belt Jct.

E-10. A dual control switch and signal protecting movement over switch at BR Jct. is in charge of Control Operator, Brinkley.

E-11. When Eastward Absolute Signal at BR Jct., displays Proceed Indication and orders have been received, this will provide authority and time necessary for trains to enter RI main track and advance to Cotton Belt. Jct.

E-12. A CALLING-ON INDICATOR SIGNAL, Uniform Code Rule 231, has been placed in service at MP 199, Pole 4, immediately North of Ash Street to the right of and adjacent to Brinkley siding. This signal will be used for the following purpose:

If yellow light is displayed in this indicator, train will proceed to Eastward Absolute Signal at BR Jct.

If no light is displayed in CALLING-ON INDICATOR SIGNAL, train must stop in clear of Ash Street unless authorized by Control Operator to proceed.

When Westward Absolute Signal at BR Jct., displays Diverging Approach, or When Control Operator at Brinkley authorizes movement in accordance with Rules 340, 350 and 375, this will govern Southward movements from BR Jct. to Brinkley siding and will be authority to proceed on Brinkley siding to next signal governing movement in same direction.

Control Operator at Brinkley must receive authority from Train Dispatcher, Pine Bluff, before authorizing movement from BR Jct. through Brinkley siding.

E-13. Flashing light train order signal located adjacent to connection track, Brinkley, MP 198, Pole 29, applies only to Southward train moving through BR Jct. enroute SSW.

E-14. Clarendon Drawbridge Interlocking: Interlocking and Block Signal protection for Clarendon Drawbridge, and between MP 214, Pole 23, and MP 214, Pole 29.

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 except, when no Drawbridge Tender on duty, movement through draw span must be preceded by member of crew who will inspect bridge to ascertain if draw span is in proper position. After inspection is made, communicate with Train Dispatcher by telephone located in Drawbridge Tender's shanty at North end of bridge or in the booth located in center of bridge.

Assignment of Drawbridge Tenders is 6:30 AM to 10:30 PM daily except, an additional tender will be on duty 10:30 PM, Thursday, to 6:30 AM, Friday.

E-15. Mechanical Crossing Protection—Stuttgart: When Absolute Signal governing movement on main track and yard track No. 8 over RI crossing at Stuttgart, MP 232, Pole 21, 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.

E-16. New track constructed paralleling the East Hump lead is designated as North 49 lead.

Southward trains entering yard tracks 47, 48 or 49 will be governed as follows: When track indicator displays Numbers 47, 48 or 49 with letter "E" train will move through East Hump lead into track designated.

When track indicator displays Numbers 47, 48 or 49 without letter "E" train will move through North 49 lead into track designated.

E-17. 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 of signal.

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

Fouling point for track circuits on North end of East and West humping leads and on North 49 lead are marked by yellow luminous paint on rail joints and on end of ties.

E-18. Northward 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.

E-19. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Sta.	No.	Location
White River	Clarendon	214.76	MP 214.76
Arkansas River	Rob Roy	261.25	MP 261.25

A canopy and overhead walkway constructed over loading spout on side of Empire Rice Mill Building, Fair Oaks, will not clear man on side or top of car or engine.

E-20. Memphis:

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

(b) For the information and guidance of SSW engine and train men who operate into and out of IC, Iowa Avenue yard at Memphis, IC Operating Rule 93, quoted below, must be complied with, while using IC 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 third 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.

Trains 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 timetable.)

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

SPECIAL INSTRUCTIONS — STUTTGART SUBDIVISION

F-1. Yard limit is established at the following station:

Stuttgart, Junction with Jonesboro Subdivision to MP M-235, Pole 25.

F-2. 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.

SPECIAL INSTRUCTIONS — LITTLE ROCK SUBDIVISION

G-1. Yard limits are established at the following stations:

N. Little Rock N. Little Rock yard MP N-294, Pole 20, to end of track.

Altheimer Junction with Jonesboro Subdivision to MP N-257, Pole 6.

G-2. The switch of tail of Wye at Altheimer will be left lined for route last used.

G-3. 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.

G-4. At England Jct., schedules will be assumed by crews assigned to or ordered for Trains Nos. 51 and 567, which may leave without Clearance.

G-5. England Jct. is discontinued as a Register Station.

G-6. North Little Rock: Mechanical crossing protection in effect where SSW Old main track crosses RI main track. Instructions prescribing manner of operating derails and protective devices governing SSW trains and engines are posted inside of door of locked box, located in Southeast angle of crossing intersection.

G-7. North Little Rock: City ordinance restricts sounding of the engine horn within city limits. In observing this ordinance the horn should be sounded to give necessary operating signals and should be sounded for all crossings, but such signals must not consume more than 5 seconds overall time unless a person or vehicle is seen on or approaching crossing or track and in the judgment of the engineer additional sounding of the horn may prevent an accident.

G-8. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDING:

Name	Near Sta.	Location
RI Overhead	N. Little Rock	MP N-298.33
MoPac Overhead	N. Little Rock	MP N-298.76
Main St. Overhead	N. Little Rock	MP N-298.94

SPECIAL INSTRUCTIONS — PINE BLUFF YARD

H-1. Yard limit is established at the following station: Pine Bluff yard MP 263, Pole 0, to MP 268, Pole 25.

H-2 Pine Bluff City Ordinance: Rule 14 (1) — Horn signal 14 (1) should not be sounded within the city limits of the city of Pine Bluff between the hours of 10:00 PM and 6:00 AM except in case of an emergency or when a person or vehicle is seen on or approaching the crossing or track and in the judgement of the engineer the sounding of the horn may prevent an accident.

In observing this rule between the hours of 6:00 AM and 10:00 PM, the horn should be sounded for all crossings but such signal, for each crossing, should not consume more than five seconds overall time unless a person or vehicle is seen on or approaching the crossing or track and in the judgement of the engineer additional sounding of the horn may prevent an accident.

H-3. Train order signal Pine Bluff Shops will not apply to trains en route Pine Bluff Arsenal.

H-4. Yard engines and trains to and from Arsenal, may make movement via Third Avenue after securing authority from Train Dispatcher, but must clear track promptly upon approach of a train from either direction.

H-5. Remotely Controlled Switch: Signal governing movement over Remotely Controlled Switch MP 267, Pole 18, Missouri St., Pine Bluff yard, only indicates track occupancy to the clearance point.

H-6. Trains using switch at North end of No. 1 track, MP 263, Pole 6, will leave switch lined in position last used.

Normal position of switches to crossover No. 1-A, MP 264, Pole 0, is for main track and through movement No. 1 track.

Normal position of switches to crossover No. 2-A, MP 264, Pole 8½, is for main track and through movement No. 1 track.

Normal position of switches to crossover No. 3-A, MP 264, Pole 23, is for main track and through movement No. 1 track.

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

Trains using switches to crossover No. 19 will leave switches lined in position last used except Northward trains moving through No. 1 track must leave switches to crossover No. 19 lined for main 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.

H-7. Humping Signals located to the right on West humping lead govern movements on West lead only. They do not in any way affect train movements on adjacent main track.

Humping Signals do not indicate track occupancy and Uniform Code of Operating Rules 281 to 292 inclusive, will not govern.

H-8. Switches near the middle of tracks 4, 5, 47, 48 and 49, are of the slip-switch design commonly referred to as puzzle switches, and are No. 6 turnouts. Due to the degree of curvature of turnouts of these switches and insufficient drawbar travel to compensate for this curvature, two 85 ft. TOF or Transport Cars, coupled together, cannot be moved from parallel adjacent tracks through two of these switches. In other words, two 85 ft. cars, coupled together, cannot be moved from track No. 5 to track No. 4, or from track 47 to track 48, or track 48 to track 49. Train and Yard crews handling two or more 85 ft. transports coupled together will not use the above crossovers in making moves, entering or departing yard, or in the make-up of trains.

SPECIAL INSTRUCTIONS — PINE BLUFF SUBDIVISION

I-1. Yard limits are established at the following stations: Pine Bluff Yard MP 263, Pole 0, to MP 268, Pole 25. Texarkana Yard MP 417, Pole 3, to MP 420, Pole 2.

I-2. Southward trains, departing Pine Bluff yard will not require Clearance when train order signal governing their movement displays Proceed Indication.

Train order signal governing Southward trains is located near Southeast corner of Train Dispatcher's Office, Pine Bluff Shops.

I-3. 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.

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

I-4. Trains entering SSW tracks Fordyce or Kent will be governed by Uniform Code Rule 400 and other rules applicable.

I-5. Trains entering SSW tracks Kent will not require Train Orders or Clearances.

I-6. Camden is register station for RI trains and for trains originating and terminating only.

I-7. Trains originating Camden will secure Clearance.

I-8. Camden: SSW engines are authorized to operate over the Texas Railway Equipment Company's tracks formerly referred to as Naval Ordnance Plant. Trains and engines must move at Restricted Speed not to exceed 20 MPH at any point. Movements through turnouts will not exceed a speed of 10 MPH.

Engines moving into or out of this area will approach road crossing near South leg of Wye at Eagle Mills, MP 327, at Restricted Speed, looking out for pulpwood trucks.

I-9. Dragging Equipment and Wide Load Detector Indicators located at MP 338, Pole 20, MP 338, Pole 0, MP 337, Pole 18, MP 337, Pole 4 and MP 336, Pole 18, will not stop operating until one of the push buttons is operated located on indicator poles M 338, Pole 20, MP 338, Pole 0, MP 337, Pole 18, MP 337, Pole 4 or on signal house at MP 336, Pole 21.

I-10. L&NW trains entering siding at McNeil will be governed by Uniform Code Rule 400 and other rules applicable.

I-11. Train order signal Lewisville applies only to Pine Bluff Subdivision trains and Northward trains from Shreveport Subdivision.

I-12. Northward trains departing from Shreveport Subdivision and trains originating Lewisville will not require Clearance at Lewisville when train order signal displays Proceed Indication.

I-13. Lewisville is register station for Shreveport Subdivision trains and for trains originating and terminating only.

I-14. Texarkana Yard: Track previously referred to as Old Passenger main track, is designated as main track.

Track previously referred to as Old Main track or Long One, is designated as Long One.

Main track switch North end of Long One, MP 417, Pole 26, may be left in position last used.

Normal position of "A" lead switch, South end Texarkana yard, MP 419, Pole 1, is for "A" lead and must be left lined in this position, except Southward trains departing on main track will leave switch in position last used.

I-15. No Train Order signal maintained at Texarkana yard. All departing trains will secure Clearance.

I-16. 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.

I-17. Northward trains leaving Texarkana yard must proceed on main track, unless authorized orally by the Train Dispatcher to proceed through Gertrude siding. When authorized by Train Dispatcher to proceed through Gertrude siding, train will not receive Yellow call-on signal indication. Instead, member of crew will communicate with Train Dispatcher when such train is ready to depart Texarkana yard. Before movement is authorized through Gertrude siding, Train Dispatcher must first comply with Uniform Code Rule 375 (10).

I-18. Yard engines switching or occupying main track or Gertrude siding North of Southward Signal No. 4171, MP 417, Pole 3, Texarkana, must secure authority from Train Dispatcher and clear time of such authority five minutes before the time for the arrival of train.

I-19. Camden: City ordinances restrict sounding of the engine horn within city limits. In observing these ordinances the horn should be sounded to give necessary operating signals. Horn should not be sounded for street crossings, or at other locations, except when a person or vehicle is seen on or approaching crossing or track and in the judgment of the engineer sounding of the horn may prevent an accident.

I-20. Bearden: City ordinance restricts sounding of the engine horn within city limits. In observing this ordinance the horn should be sounded to give necessary operating signals and should be sounded for all crossings, but crossing signal must not exceed two short blasts unless a person or vehicle is seen on or approaching crossing or track and in the judgment of the engineer additional sounding of the horn may prevent an accident.

I-21. Texarkana: City ordinances of both Texarkana, Texas and Texarkana, Arkansas restrict sounding of the engine horn within city limits. In observing these ordinances the horn should be sounded to give necessary operating signals and should be sounded in short blasts for the crossings of Lake Shore Drive, Lelia Street (cemetery crossing), and Robinson Road. Horn should not be sounded for other street crossings, or at other locations, except when a person or vehicle is seen approaching the crossing or track and in the judgment of the engineer sounding of the horn may prevent an accident.

I-22. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Sta.	No.	Location
Overpass	Kingsland		MP 300.33
SSW-RI Conn Track	Fordyce		MP 307.4
Overpass	Shumaker		MP 329.39
Overpass	Stephens		MP 358.05
Overpass	McNeil		MP 367.51
Elm St. Viaduct	Texarkana Yard	418.85	MP 418.85

SPECIAL INSTRUCTIONS — SHREVEPORT SUBDIVISION

J-1. Yard limits are established at the following stations:
Shreveport Jct. Junction with Pine Bluff Subdivision to MP K-391, Pole 12.

Bossier — L&A Jct. —
Louisiana Jct. — Red Jct. —
Silver Lake Jct. —
Shreveport Yard MP K-446, Pole 8 to end of track.

J-2. 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.

J-3. A CALLING-ON INDICATOR SIGNAL, shown under Uniform Code 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 J-4 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.

J-4. Shreveport Subdivision trains arriving Lewisville will proceed through siding, unless otherwise instructed.

J-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 IC 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 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 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 switch at L&A Jct.

J-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 yard man must examine spring switch and protect ahead to North end of Red River Bridge, after which train or engine may proceed through Louisiana Jct., not exceeding 15 MPH through spring switch.

J-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 SSW 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 SSW 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. To actuate Signal member of crew will operate push button located on West side of signal.

J-8. Mechanical Crossing Protection: When Absolute Signal governing movement over L&A crossing at Bossier, MP K-449.93, displays Stop Indication, trains and engines must stop and comply with requirements of Uniform Code Rule 350.

Trainman will go to the crossing, and should no train or engine be occupying the crossing, trainman will first protect properly against train or engine, 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.

J-9. Roundhouse track breaking out North end Ardis track Shreveport yard must be left lined for Ardis track.

J-10. Bossier City: Ordinance No. 292 of Bossier City dated May 5, 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 SSW 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. Shed road crosses main track about 200 feet North of L&A Jct. and crosses the old main track. ALL OF THE ABOVE PAVED STREET CROSSINGS EXCEPT WHERE MINDEN HIGHWAY CROSSES OLD MAIN TRACK, WHERE BARKSDALE BOULEVARD CROSSES GREASE PLANT SPUR AND WHERE SHED ROAD CROSSES OLD MAIN TRACK, ARE PROTECTED BY FLASHING LIGHT SIGNALS.

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

J-11. The following instructions will govern in the movement of trains, engines or cars over Jordan Street, McNeil Street and Louisiana Avenue, Shreveport:

Automatic crossing signals work in conjunction with traffic lights for vehicular traffic. Actuating circuits are as follows:

Jordan Street:

WEST MAIN

Approximately 800 feet East of crossing for Westward movement.

Approximately 200 feet West of crossing for Eastward movement.

EAST MAIN

Approximately 240 feet West of crossing for Eastward movement.

Approximately 800 feet East of crossing for Westward movement.

McNeil Street and Louisiana Avenue:

Approximately 800 feet on both sides of crossings both EAST and WEST main.

Indicator lights will display green signal when traffic lights for vehicular traffic are displayed red. If green indicator is not displayed, all movements over these crossings must be made under flag protection.

For a reverse movement over crossings, after signals stop operating, engine or cars must re-enter insulated area, which is indicated by yellow marks on rail approximately 30 feet each side of crossing, and remain ten seconds to reactivate signals. It must be known that traffic lights and crossing signals are operating and the crossing clear of vehicular traffic before reverse movement is made.

J-12. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Sta. No.	Location
Red River	Shreveport K-450.34	MP K-450.34
Spring St. Viaduct	Shreveport	
Market St. Viaduct - Span A	Shreveport	
Market St. Viaduct - Span B	Shreveport	

J-13. Between SP yard limit sign, MP 225.84 and SP Jct., West Shreveport, trains and engines will be governed by SP current Timetable, Special Instructions, and Rules and Regulations of the Transportation Department.

J-14. Between SP Jct., West Shreveport and Spring Street Jct., SP and SSW trains and engines operate over IC main tracks and will be governed by IC Timetable, Special Instructions and Operating Rules.

Trains and engines approaching IC main track from SSW 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. 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.

IC spring switches in service at the following locations at Shreveport:

SPRING STREET JUNCTION: (Intersection of SSW yard lead with IC main track.) Normal position of switch for straight-way movement of IC 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 is straight-way movement on Eastward main track.

J-15. Within SSW yard Shreveport, trains and engines will be governed by SSW current Timetable, Special Instructions, Uniform Code of Operating Rules and instructions issued by SSW Trainmaster, Shreveport.

SPECIAL INSTRUCTIONS—TYLER SUBDIVISION

K-1. Yard limits are established at the following stations:
 Texarkana Yard MP 417, Pole 3, to MP 420, Pole 2.
 Tyler MP 544, Pole 15, to MP 548, Pole 20.

K-2. Texarkana: City ordinances of both Texarkana, Texas and Texarkana, Arkansas restrict sounding of the engine horn within city limits. In observing these ordinances the

horn should be sounded to give necessary operating signals and should be sounded in short blasts for the crossings of Lake Shore Drive, Lelia Street (cemetery crossing), and Robinson Road. Horn should not be sounded for other street crossings, or at other locations, except when a person or vehicle is seen on or approaching the crossing or track and in the judgment of the engineer sounding of the horn may prevent an accident.

K-3. No train order signal maintained at Texarkana yard or Tyler yard. All departing trains will secure Clearance.

K-4. **Texarkana Yard:** Track previously referred to as Old Passenger Main track, is designated as Main track.

Track previously referred to as Old Main track or Long one, is designated as Long One.

Main track switch north end of Long One, MP 417, Pole 26, may be left in position last used.

Normal position of "A" lead switch, South end Texarkana yard, MP 419, Pole 1, is for "A" lead and must be left lined in this position, except Southward trains departing on main track will leave switch in position last used.

K-5. 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 0, 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.

K-6. When Northward Absolute Signal, MP 419, Pole 33, displays Yellow Indication, trains or engines handling more than 30 cars and Absolute Signal South of KCS 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 KCS crossing.

K-7. **Texarkana Yard:** Automatic Block Signals govern movements through SSW connection crossover, leading from the SSW Union Station lead, to and from TP Passenger main track. Hand throw switches to this crossover will be lined and locked for movement to and from SSW Union Station lead and TP Passenger main track.

K-8. **Texarkana:** A one-unit, two-indication (Red and Lunar) high signal, located at clearance point of Freight House lead switch, govern movements from Freight House lead track to Union Station lead track.

K-9. 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.

K-10. Tracks serving Red River Arsenal are protected by a gate located about one mile North of SSW main track and equipped with a private lock. Movement through this gate is made by calling Guard House, telephone No. 32-7122, extension 2911, from Texarkana.

Movements within Red River Arsenal area between 8:00 A.M. and 5:00 P.M. daily are made only upon the authority of Arsenal Yardmaster who can be contacted inside the Arsenal area on Arsenal telephone No. 2391.

Movement to Lone Star Ordinance Plant is not restricted after passing through the first gate.

K-11. Train order signal Mt. Pleasant applies only to trains on Tyler Subdivision. Trains originating at Mt. Pleasant must secure Clearance.

K-12. Mt. Pleasant is register station for trains originating and terminating and for trains of the Commerce Subdivision only.

Through trains departing Mt. Pleasant on the Commerce Subdivision will register by ticket.

K-13. Mt. Pleasant siding is not bonded and signal governing movement through siding in either direction only indicates track occupancy to clearance point.

K-14. **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.

K-15. **Tyler Yard:** North and South lead switches at each end Tyler train yard will be left lined in position last used.

K-16. 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 authority from Train Dispatcher and clear the time of such authority five minutes before through trains are due to arrive.

K-17. 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 authority from Train Dispatcher and clear time of such authority five minutes before through trains are due to arrive.

K-18. 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.

K-19. Non Electrically Locked Switches:

Mt. Pleasant	MP 481, Pole 18
Pittsburg	Cotton Oil Mill Track
Pittsburg	L&A Transfer Track
Gilmer	MP 511, Pole 9
Gilmer	Spur track, MP 511, Pole 21

While performing switching at these 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.

K-20. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Sta.	No.	Location
Elm St. Viaduct	Texarkana Yd.	418.85	MP 418.85
Overpass	Owentown		MP 537.42
Wilkes Overpass	Tyler		MP 544.50

The four rack tracks and barrel house track at refinery, Mt. Pleasant, have overhead pipes with impaired clearance.

K-21. To minimize fire hazards, engineers of trains and engines approaching and passing over Trestle 507.21, located between Gilmer and Smith, must handle trains in such a manner as to not require application of brakes other than dynamic brakes while passing over this structure.

SPECIAL INSTRUCTIONS — LUFKIN SUBDIVISION

L-1. Yard limits established at the following stations:

Lufkin Jct.	Junction with Corsicana Subdivision to MP E-552.
Jacksonville	MP E-576 Pole 3, to MP E-578, Pole 3.
Lufkin	MP E-634, Pole 13, to End of Track.

L-2. Time shown at Tyler yard is for information only.

L-3. Trains daily, except Sunday, arriving Jacksonville when Operator is on duty must secure Clearance before departing.

L-4. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Sta.	Location
SP Overhead Bridge	Jacksonville	MP E-578.32

L-5. **Lufkin:** SSW trains and engines (including those of the TSE), using SP tracks must do so WITH CAUTION, and before fouling SP main track must provide proper protection against following movements on SP track.

L-6. Restrictions covered by (1) and (2) of Item 17 (Air Brake Instruction), page 5 herein, applies to ruling grade, as follows:

Northward			Southward		
Lufkin to Gresham			Gresham to Lufkin		
MP	MP	MPH	MP	MP	MPH
636.10	556.02	20	556.02	636.10	20

L-7. **Jacksonville:** Kickapoo, Canada and Tena Streets are not protected by flasher light signals. Due to the density of vehicular traffic on such streets, trains and engines will approach crossings with these streets at LOW SPEED and be able to stop before reaching such crossings if it is apparent that by not doing so there is a likelihood of striking a highway vehicle. Switch movements over these crossings must be protected by a member of crew at the crossing and movements made only on his signal.

L-8. Siding Rusk is a spur track with a capacity of 15 cars, including engine and caboose. Direction of entry is South.

L-9. Trains handling cars loaded with ore at McCrossin must not exceed speed of 30 MPH between McCrossin and Lufkin. Trains not handling ore loaded at McCrossin may operate at Maximum Speed.

SPECIAL INSTRUCTIONS — CORSICANA SUBDIVISION

M-1. Yard limits established at the following stations:

Tyler-Lufkin Jct. MP 545, Pole 15, to MP 548, Pole 20.
Hill Yard Corsicana MP 618, Pole 29, to MP 623, Pole 25.

M-2. Tyler Yard: North and South lead switches at each end Tyler train yard will be left lined in position last used.

M-3. No train order signal maintained at Tyler yard or SSW-BRI Tower Corsicana. Departing trains will secure Clearance.

M-4. 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.

M-5. Kerens: Flasher signals protecting Highway 31 crossing, on track serving Lone Star Producing Company located at MP 601, Pole 9, are equipped with an 80 foot approach circuit on each side of crossing with joints painted yellow.

Engines or cars approaching this Highway crossing must stop after fouling circuit and wait 30 seconds before occupying crossing and a member of crew must protect the crossing from a point on the ground at the crossing, and each movement over crossing must be made on his signal.

M-6. Southward Absolute Signal South switch Hill yard, MP 620, Pole 14, will be controlled by Operator at SSW-BRI 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 horn signal 14 (j). If signal does not change to proceed in a reasonable time, a member of crew will communicate with Train Dispatcher.

M-7. 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.

M-8. When Northward trains are ready to depart from yard tracks Hill yard, member of crew will communicate with Train Dispatcher for authority to depart.

M-9. Corsicana: North switch to Shed track, located immediately South of Highway 75, will be left lined for Shed track. Do not exceed 15 MPH through Shed track.

M-10. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Sta.	No.	Location
Overhead Viaduct			MP 554.12
Overhead Viaduct	Chandler		MP 559.24
Overhead Viaduct	South Athens		MP 585.34
Trinity River	Trinidad	599.48	MP 599.48

M-11. Corsicana: There are two gates on South side of Paymaster Cotton Oil Mill track 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 is 15 ft. 9 in.

Certain class engines cannot be used for switching under the shed at Paymaster Cotton Oil Company. Engines must be stopped and inspection made to see that engine clears.

M-12. Corsicana: Spring switch at connection track (Shed track) at SP siding is not equipped with facing point lock.

Normal position of switch is for SP siding. Switch can be trailed through in movement from Shed track to SP 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 action taken, until the switch has been lined by hand.

SPECIAL INSTRUCTIONS — WACO AND GATESVILLE SUBDIVISIONS

N-1. Yard limits are established at the following stations:
Hill Yard — Corsicana MP 618, Pole 29, to MP 623, Pole 25.
Eastco — E. Waco MP 673, Pole 15, to MP 679, Pole 15.
McGregor — S. McGregor MP 695, Pole 13, to MP 699, Pole 10.

N-2. No train order signal maintained at SSW-BRI Tower Corsicana, departing trains will secure Clearance.

N-3. Corsicana: North switch to Shed track, located immediately South of Highway 75, will be left lined for Shed track.

Do not exceed 15 MPH through Shed track.

N-4. E. Waco Yard: South lead switch may be left lined in position last used.

N-5. Waco: Trains and engines making through moves will use the siding 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.

N-6. Industrial railroad crossing of SSW and MKT at East Waco, MP 676, Pole 7, just South of MKT crossing within interlocking limits, is protected by an electrically locked gate and normal position lined and locked against MKT.

When Absolute Signal governing movement over MKT 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 SSW 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 Indications after gate has been set against the conflicting route requirements of Uniform Code Rule 344 must be complied with.

N-7. Waco: Due to density of vehicular traffic on 26th Street, all trains and engines will approach this crossing at LOW SPEED and be able to stop before reaching such crossing if it is apparent that by not doing so there is a likelihood of striking a highway vehicle. Switching movements over this crossing must be protected by a member of the crew on the ground at the crossing and each movement made only on his signal. This crossing is equipped with Automatic Flasher Signals.

N-8. 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.

N-9. Crew arriving Gatesville on No. 615 will retain Train Orders and assume schedule of No. 616 and leave without Clearance when train order signal displays Proceed Indication.

N-10. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Sta.	No.	Location
Brazos River	Waco	676.42	MP 676.42
Overhead Viaduct	Ritchie		MP 685.11
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

SPECIAL INSTRUCTIONS — COMMERCE SUBDIVISION

P-1. Yard limits are established at the following stations:
Mt. Pleasant Junction with Tyler.
Subdivision to MP C-482, Pole 0.
Commerce MP C-535, Pole 10, to MP C-537, Pole 24.

P-2. 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.

P-3. Train order signal Mt. Pleasant applies only to trains on Tyler Subdivision. Trains originating at Mt. Pleasant must secure Clearance.

P-4. Mt. Pleasant is register station for trains originating and terminating and for trains of the Commerce Subdivision only.

Through trains departing Mt. Pleasant on the Commerce Subdivision will register by ticket.

P-5. Refinery siding has been extended North to include track formerly referred to as Coal track No. 1, increasing capacity of Refinery siding to 100 cars.

Inside crossover switch, MP C-481, must be left lined for the siding.

Normal position of North and South switch, Coal track No. 2, is for siding.

North switch to siding is now located MP C-480, Pole 13.

Crews using siding to perform switching must leave siding clear after switching is completed.

P-6. Commerce: Southward through trains will use main track to their trains unless otherwise instructed.

SPECIAL INSTRUCTIONS — FT. WORTH SUBDIVISION

Q-1. Yard limits are established at the following stations:

Commerce	MP C-535, Pole 10, to MP C-537, Pole 24.
Greenville	MP C-550, Pole 19, to MP C-552, Pole 9.
Plano	MP C-588, Pole 0, to MP C-590, Pole 10.
Addison	MP C-597, Pole 22, to MP C-599, Pole 14.
Hodge-N. Ft. Worth- Ft. Worth	MP C-627, Pole 5, to End of track.

Q-2. Greenville: Trains and engines must approach L&A 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).

Q-3. Plano: Trains using switch leading from siding Plano to SP connection track may leave switch lined in position last used.

Q-4. Dal-Nor: Two industry tracks within the metropolitan industrial area. Inwood road crosses both of these tracks at grade. From sunset to sunrise and during inclement weather, when making movements over Inwood Road, stop must be made short of crossing and a member of crew must protect the crossing from a point on the ground at the crossing and movement over crossing must be made only on his signal.

Do not exceed speed of 10 MPH over this crossing.

Q-5. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Name	Near Sta.	No.	Location
MKT Overpass	Greenville		MP C-522.21
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

Q-6. North Ft. Worth: Hobbs Manufacturing Company located on Houston Street, North Ft. Worth, has installed removable I-beams over track which are to be removed except when crane is in operation. All yardmen and enginemen should watch for this overhead obstruction when switching this track as I-beam might be left in place.

Q-7. Movements over Southward FWD main track between Rio, MP C-632.76, and Fifth Street Station, MP C-634.84, and over Northward FWD main track between Fifth Street Station and Rio, are governed by Automatic Block Signals and Rules in FWD timetable.

When an engine leaves Fifth Street Station for Northward movement through crossovers and onto Northward FWD main track, engine must stop in clear of signal governing movement from SSW 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 employe will line South switch of crossover between Southward main track and middle track, complying with Uniform Code Rule 104 (15), and remain in charge of switches until five 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 five minute interval, SSW 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 five minute interval has elapsed, following opening of South switch of crossover as described, then SSW employe will proceed to North switch of crossover between middle track and Northward main track, and line such switch for proposed movement of SSW 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.

Q-8. North Ft. Worth: Yard engines moving South approaching Deen Road Crossing will not exceed speed of fifteen (15) MPH until engine has occupied crossing.

PHYSICAL EXAMINATION AND TREATMENT OF ON-DUTY INJURIES

With the termination of the St. Louis Southwestern Railway Lines Hospital Trust on September 8, 1967, arrangements were made with its successors, the Cotton Belt Employees Hospital Association and the Four States Memorial Hospital, for their Chief Surgeon, District Surgeons and the Local Surgeons to continue to perform all physical examinations required by the Railway Company and to treat on-duty injuries.

LOCAL TIME INSPECTORS

St. Louis, Mo. F. U. Hugunin, Inc. General Time Inspector	Memphis, Tenn. Gene Lott Jeweler 550 S. Main St.
Wiggins Jewelry Co. 123 N. 18th Street	Brinkley, Ark. Walter Whiteside
East St. Louis, Ill. Zerweck Jewelry Co. 210 Collinsville Ave.	Stuttgart, Ark. Floyd A. Denman 227 West Cypress St.
Illmo, Mo. H. A. Margraf 409 Broadway Cape Girardeau, Mo.	N. Little Rock, Ark. Leverett Jewelers 413 Main St.
Malden, Mo. R. Ferguson 115 S. Madison St.	Pine Bluff, Ark. Banks & Winkler Jewelers 325 Main St.
Paragould, Ark. M. R. Arnold 229 S. Pruett St.	Camden, Ark. Stimson, J. M. & Sons, Mrs.
Blytheville, Ark. Guard Jewelry Co.	Shreveport, La. Martin Jewelers, Inc. 627½ Milam St.
Jonesboro, Ark. H. T. Purvis & Son, Inc. 412 South Main St.	Texarkana, Ark.-Tex. Hack, Mrs. A. R. 113 W. Broad St.
Commerce, Texas Keener's Jewelry 1124½ Main St.	Mt. Pleasant, Texas H. C. Shoemaker
Tyler, Texas Murphy Jewelers 219 North Spring St.	Ft. Worth, Texas J. B. Riddle Jeweler 108 West 5th St.
Waco, Texas Armstrong, R. D. 727 Austin Ave.	Corsicana, Texas Sam Daiches Jewelry Co. 216 N. Beaton St.
Sherman, Texas T. M. Van Pelt	

Oral authorization and acknowledgments, between foremen and engineers, for trains to pass "Red Conditional Stop" signs, must be worded in the following forms:

FOREMAN'S FORM U TRAIN ORDER CLEARANCE

This is SSW Foreman _____ in charge of work at MP _____ calling (Train or Engine No.) _____ (after train answers giving his identification) _____.

This is SSW Foreman _____ in charge of the work between MP _____ and MP _____ Train Order No. _____. We are in the clear and you may proceed past the red conditional stop sign and through the limits of the order at _____ MPH.

ENGINEER'S RESPONSE

This is engineer of SSW Train _____. I may proceed past the red conditional stop sign and through the limits of Order No. _____ between MP _____ and MP _____ at _____ repeat _____ miles per hour.
(speed) (speed)

Foreman must acknowledge Engineer's response as follows: SSW TRAIN NO. _____, O.K. ON ORDER NO. _____.