

**ARKANSAS & MEMPHIS
RAILWAY BRIDGE AND
TERMINAL COMPANY**

**SPECIAL INSTRUCTIONS
No. 4**

Effective 12:01 P.M., Friday, June 16, 1950

Superseding Special Instructions
No. 3 Dated December 20, 1946,
and all Supplements thereto.

**SUPPLEMENTARY TO
THE UNIFORM CODE
OF OPERATING RULES,
Dated May 1, 1950**

**W. E. LAMB
President.**



**DESCRIPTION OF FACILITIES OF THE
ARKANSAS & MEMPHIS RAILWAY
BRIDGE AND TERMINAL COMPANY.**

(Referred to in these Instructions as Bridge Company; see Sketch Map attached to inside of front cover.)

TRACKAGE:

TWO MAIN TRACKS, extending from Kentucky Street (Memphis, Tenn.), to connections with Missouri Pacific Railroad Company and The Chicago, Rock Island & Pacific Railroad Company, distances of approximately 2.85 and 2.88 miles, respectively, at Briark, Ark.

WEST SIDING, extending from Bridge Junction, Ark., to Briark, Ark., a distance of approximately 0.61 miles.

EAST SIDING, extending from Kansas Street, Memphis, to East end of Harahan Bridge, a distance of approximately 0.45 miles.

GOVERNMENT SPUR, located near Briark, Ark., leading off West Siding.

JUNCTIONS AND CONNECTIONS:

BRIARK, ARK., connections with Missouri Pacific Railroad Company, and The Chicago, Rock Island & Pacific Railroad Company.

BRIDGE JUNCTION, ARK., junction with St. Louis-San Francisco Railway Company.

KENTUCKY AND PENNSYLVANIA STREETS, MEMPHIS, TENN., connections with St. Louis-San Francisco Railway Company, and The Chicago, Rock Island & Pacific Railroad Company.

INTERLOCKING:

BRIARK, ARK., Controlled Electric Interlocking.

BRIDGE JUNCTION, ARK., Manual Interlocking.

PENNSYLVANIA STREET, Controlled Electric Interlocking.

BRIDGE:

HARAHAN BRIDGE, with approaches, over Mississippi River, length 0.93 miles.

1. MOVEMENT OF TRAINS AND ENGINES:

(a) Between Briark, Ark., and Signals 3779-R and 3779-L at a point 220 feet west of Pennsylvania Street, opposing and following movements of trains and engines will be governed by Rules 400 to 406, inclusive.

(b) Between a point 220 feet west of Pennsylvania Street and east end of Bridge Company tracks at Kentucky Street, (which is designated as a Restricted Speed Zone), trains and engines will move in either direction on each of Two Main Tracks, designated at North Track and South Track, at Restricted Speed, in accordance with the following paragraphs (b-1) to (b-3), inclusive:

EASTWARD TRAINS AND ENGINES:

(b-1) **Indications of Low Signals west of Kansas Street:** Eastward Low Signals located just west of Kansas Street, manually operated from Kentucky Street, are two-indication, color light signals (Red indicating "Stop" and Yellow indicating "Proceed at

Restricted Speed"). Eastward trains and engines using these tracks will not pass Low Signal governing the track being used until "Proceed at Restricted Speed" indication of signal is displayed and, in addition, a hand proceed signal with a yellow flag or a yellow light is received from the Operator-Switchtender located at Kentucky Street.

In case of emergency, movement beyond this Low Signal indicating stop may be authorized by Operator-Switchtender located on ground at the signal.

WESTWARD TRAINS AND ENGINES:

(b-2) **Entrance to Bridge Company Tracks:** Westward trains or engines will approach Florida Street at Restricted Speed, and will not proceed until after receiving a hand proceed signal with a yellow flag or a yellow light from the Operator-Switchtender, located at Kentucky Street.

(b-3) **Movement Over Railroad Crossing at Kansas Street:** Operator-Switchtender will not give westward trains or engines approaching Florida Street a proceed signal until it is known that no conflicting movements are being made over crossing with Frisco at Kansas Street and electric light signal over Bridge tracks at Kansas Street displays a green light. Westward trains or engines will then proceed at Restricted Speed, if no conflicting movements are being made over crossing with Frisco at Kansas Street.

2. SPEED RESTRICTIONS:

- (a) **Main Tracks:** Speed of trains or engines must not exceed 25 miles per hour over main tracks.
- (b) **Turnouts and Crossovers:** Speed of trains and engines must not exceed:
 - 25 miles per hour through No. 15 turnouts and crossovers;
 - 10 miles per hour through No. 10 or less than No. 10 turnouts and crossovers.

3. SUPERIORITY OF TRAINS:

Trains have no superiority on Bridge Company tracks.

4. PROTECTION AS PRESCRIBED BY RULE 99:

Where ABS rules are in effect, and a train or engine is standing on a main track with at least two automatic block signals to the rear, protection against a following train or engine **on that track** will have been afforded when flagman goes back a sufficient distance to the rear of train to stop a following train or engine moving at Low Speed. This rule will not apply to any unit of equipment which will not actuate the block signals; nor does this rule modify the requirements of providing full protection: (1) Against opposing trains, when required, (2) Against following trains when making backup movement.

5. RAILROAD CROSSING AT GRADE:

Location	Other Railroad	Senior Line	Type of Signal Protection
Bridge Jct.	Frisco	Bridge Co. North Trk. Frisco South Trk.	Manual Interlocking
Kansas St.	Frisco	Frisco	Controlled Electric Signals

INSTRUCTIONS GOVERNING OPERATION OVER CROSSINGS:

5-A. Manual Interlocking:

Location	Other Railroad
Bridge Jct.	Frisco

Rules 325 to 332, inclusive; 340 to 345, inclusive (except 344), and other rules applicable, will govern.

5-B. Crossing with Controlled Electric Signals:

Location	Other Railroad
Kansas Street	Frisco

Rule 98, and Section 1, Paragraphs (b), (b-1), (b-2) and (b-3) of these Instructions, and other rules applicable, will govern.

6. CONTROLLED ELECTRIC INTERLOCKINGS:

Briark.....Connections with Missouri Pacific and Rock Island
 Pennsylvania Street.....Connection with Frisco

Rules 325 to 332, inclusive, 340 to 345, inclusive (except 344), and other rules applicable, will govern.

7. AUTOMATIC BLOCK SYSTEM:

Between Signals 3752-R and 3752-L at Briark, and Signals 3779-R and 3779-L at a point 220 feet west of Pennsylvania Street.

Rules 325 to 332, inclusive, 350 to 356, inclusive, and other rules applicable, will govern.

7-A. Operation by Signal Indication, Opposing and Following Movements:

Between	By Whom Signals Controlled.
Briark (Signals 3752-R and 3752-L) and Signals 3779-R and 3779-L, 220 feet west of Pennsylvania Street.	Control Operator at Kentucky Street.

The Two Main Tracks in this territory are designated "North Track" and "South Track."

Rules 281 to 292-A, incl., 325 to 332, incl., 350 to 356, incl., 400 to 406, incl., and other rules applicable, will govern. (See Section 10-C of these instructions for lists of Remote Controlled Switches.)

8. SIDINGS:

Name	Location	Capacity
West Siding	Briark (South of South Track)	49 Cars and Engine
East Siding	West of Kan. St. (North of North Track)	35 Cars and Engine

9. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:

Name	Location	Type of Switch
Briark Crossover (Diamond)	Briark	No. 10 (Interlocked)
West Bridge Crossover No. 1	West end of Bridge	No. 15 (Remotely Controlled)
West Bridge Crossover No. 2	West end of Bridge	No. 15 (Remotely Controlled)
Pennsylvania St. Crossover No. 5	Pennsylvania Street.	No. 10 (Interlocked)

10. SWITCHES:

Hand throw switches, other than those operated by Operator-Switchtender at Kentucky Street, are equipped with both Missouri Pacific and Rock Island switch locks. Care must be exercised to replace toggle bar and apply lock in such manner that switch may be unlocked with either Missouri Pacific or Rock Island switch key.

10-A Switches Handled by Operator-Switchtender:

Location	Switches
Kentucky Street	Crossover to Frisco
Kentucky Street	Rock Island Connection
Kentucky Street	Frisco Connection

Switches in charge of Operator-Switchtender must not be handled by other employees. These switches are operated by levers from cabin at Kentucky Street.

Note: Crossover east of Kentucky Street, and Union Railway Connection at Florida Street, are handled by Operator-Switchtender located at Kentucky Street.

10-B. Interlocked Switches:

Location	Switches Interlocked	By Whom Operated
Pennsylvania Street	East Siding to Rock Island East Siding to Frisco Crossover East Siding to Westward Main track Crossover between Main tracks Eastward main to Frisco (2)	Control Operator at Kentucky St.
Bridge Jct.	Frisco Interchange Track East end of West Siding	Leverman at Bridge Jct. Interlocking Station
Briark	Four switches of Diamond Crossover West end of West Siding	Operator at Briark Interlocking Station

10-C. Remotely Controlled Switches:

Location	Name	Type of Switch	By Whom Controlled
West end of Bridge	West Bridge Crossover No. 1	No. 15	Control Operator at Kentucky Street
	West Bridge Crossover No. 2	No. 15	

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

10-D. Hand Operated Switches Equipped With Electric Locking Devices:

Location	Controlled by
East end of Bridge (West end of East Siding)	Control Operator at Kentucky Street
Briark (East end of Pocket Track)	Control Operator at Briark

Switches at east end of Pocket Track, Briark and at west end of East Siding are equipped with pipe-connected derails.

INSTRUCTIONS FOR HANDLING:

Pocket Track, Briark:

To enter Pocket Track from main track, secure permission from Control Operator at Briark, and follow instructions posted in Control Station.

To enter main track from Pocket Track, secure authority from Control Operator at Briark, per Rules 400 and 402, and follow instructions posted in Control Station.

West End of East Siding:

To enter siding from main track, engine or car must occupy short approach section between insulated joints painted white, and follow instructions posted in telephone booth near switch.

To enter main track from siding, secure authority from Control Operator at Kentucky Street, per Rules 400 and 402, and follow instructions posted in telephone booth near Switch.

11. FLASHING LIGHT TRAIN ORDER SIGNAL:

Train order signal at Briark is equipped with flashing lights to distinguish it from other signals. This signal does not govern eastward movements.

12. TRAIN ORDER DELIVERY DEVICE:

Location

Briark (Just west of Interlocking Station, between Missouri Pacific and Rock Island main tracks).

Passenger Trains: Engine Men will receive orders from top fork, conductors from middle fork and rear trainmen from bottom fork.

Passenger Trains Double-heading: Engine Men on lead engine will receive orders from top fork, engineers on second engine from middle fork, conductors from bottom fork, and Operator will hand up orders to rear trainmen.

Freight Trains: Engine Men will receive orders from top fork and rear trainmen from bottom fork.

Freight Trains: Double-heading: Engine Men on lead engine will receive orders from top fork, engineers on second engine from middle fork and rear trainmen from bottom fork.

13. TELEPHONES:

Telephone line between Briark and Kentucky Street:

Location	Bldg. in Which Located
Briark	Control Station
Bridge Jct. (near Signal 3757)	Booth
Bridge Jct. (near Signal 3760)	Booth
West Bridge Crossover No. 2 (near Signal 3764)	Booth
West Bridge Crossover No. 1 (near Signal 3767)	Booth
West end of Main Spans of Bridge	In box on steel girder
East end of Bridge (near Signal 3777)	Booth
Kansas Street (near Signal 3781)	Booth
Kentucky Street	Control Station
Code: One short ring—	Control Operator Kentucky Street.
Two short rings—	Leverman, Bridge Jct.
Three short rings—	Control Operator, Briark.

Telephone line between Kentucky Street and Interlocking Station, Union Station:

Location	Bldg. in Which Located
Kentucky Street	Control Station
Interlocking Station (Opposite Union Sta.)	Interlocking Station

Telephone line between Kentucky Street and Illinois Central crossing (East of Florida Street):

Location	Bldg. in Which Located
Illinois Central Crossing (East of Florida Street)	Watchman's Cabin
Kentucky Street	Control Station

14. NOTICE TO TRAIN, ENGINE AND YARD MEN:

In Using Telephone:

First: Know to whom you are talking.

Second: Identify yourself by giving your

name, occupation, location, and engine number.

Third: In territory where there are both Opposing and Following Movements by Block Signals, communicate only with Control Operator. (See Section 7-A.)

Fourth: Be brief and talk directly into transmitter.

15. SPECIAL INSTRUCTIONS GOVERNING DOUBLE-HEADING TRAINS, HELPER AND PUSHER SERVICE AND OPERATION OF AIR BRAKES:

Trains and engines will be governed by rules and instructions of the individual tenant railroad for which such train or engine is being handled, with reference to double-heading, helper and pusher service and operation of air brakes.

16. MAXIMUM PERMISSIBLE COOPER'S CLASSIFICATION OF ENGINES AND WORK EQUIPMENT WHICH MAY BE OPERATED, AND MAXIMUM GROSS WEIGHT OF CAR AND LADING WHICH MAY BE HANDLED:

Between	Engines and Work Equipment	Gross Weight of Car and Lading
Briark and Kentucky Street	E-60	240,000 lbs.

17. MOTOR, AND OTHER TRACK CARS:

Motor, and other track cars must not enter upon Bridge Company tracks without first obtaining permission of the Control Operator. This permission does not relieve operators of such track cars from keeping proper lookout and using care and caution necessary

for safety, expecting trains, engines or cars to run at any time on any track in either direction.

18. FIRE FIGHTING EQUIPMENT:

Location	Kind of Equipment
Briark Trestle.....	Water barrels
Harahan Bridge.....	Six inch water main, with hose connections each 150 feet; water barrels, sand tubs and fire extinguishers.

19. CONSISTS OF TRAINS

Consists of trains on prescribed form must be thrown off to the Control Operator at Kentucky Street.

20. GENERAL ORDERS:

General Orders affecting operation of trains or engines will be posted in Telegraph Office, Union Station, Memphis, and at proper General Order Stations on railroads using Bridge Company tracks.

21. SPEED RESTRICTING ORDERS:

When Speed Restricting Orders are necessary covering conditions on Bridge Company property, they will be issued by Train Dispatchers of the Missouri Pacific and Rock Island Lines to trains and engines using Bridge Company tracks.