

PINE BLUFF SUBDIVISION (0447)

Mile Post	Rule 6.3	CP #'s	Radio Display:		Sta. #'s	Siding Feet
			WEST	EAST		
			Pine Bluff to CP A388 -9696			
			CP A388 to CP A387 -2020			
			CP A387 to Big Sandy -9696			
			▼ STATIONS	▲		
263.2	YL	CB263	PINE BLUFF YD. (3.2)	BTY	JH404	
266.4	YL 2MT ABS		PINE BLUFF SHOPS (1.0)		JH404	
267.4	CTC	A388	S. UP CONN (1.4)	X		
268.8	2MT	A387	N. UP CONN (2.2)	X		
271.0	CTC	CB271	WEST PINE BLUFF (8.9)		JH416	
279.9		CB280	RONE	!	JH425	7371
281.5		CB282	(7.9)			
287.8		CB288	RISON	!	JH434	8963
289.6		CB290	(9.0)			
296.8		CB297	SALINE	!	JH442	6763
298.3		CB298	(10.4)			
307.2		CB307	(X)F&P(Z) (0.0)			
307.2		CB307	FORDYCE	!	JH452	6980
308.8		CB309	(5.3)			
312.5		CB312	THORNTON	!	JH458	8392
314.3		CB314	(8.9)			
321.4		CB321	BEARDEN	!	JH466	8350
323.2		CB323	(6.0)			
327.4		CB327	EAGLE MILLS	!	JH474	6354
328.5		CB329	(10.2)			
336.7		CB337	CAMDEN	!	JH482	10220
338.7		CB339	(2.2)			
338.9			(X)UP(A) (1.0)			
339.9		CB340	HERBERT		JH485	4716
340.9		CB341	(9.2)			
349.1		CB349	BUENA VISTA	!	JH494	7328
350.6		CB351	(7.7)			
356.8		CB357	STEPHENS	!	JH503	10159
358.9		CB359	(10.0)			
366.8		CB367	McNEIL	T!	JH513	11197
369.1		CB369	(9.2)			
376.0		CB376	LUMBER	!	JH527	9084
377.9		CB378	(8.6)			
384.6		CB385	STAMPS	!	JH530	8869
386.4		CB387	(4.5)			
387.7		CB388	LEWISVILLE	!	JH534	11820
390.3		CB390	(14.1)			
401.8		CB402	McKINNEY	!	JC548	8977
403.4		CB404	(12.6)			
414.4		CB414	EAST TEXARKANA (2.0)			
416.4	YL ABS	CB416	GERTRUDE (2.3)			
418.7			TEXARKANA YARD (0.4)	BY	TP000	
419.1	CTC	R001	(X)UP(Z) (0.1)			
419.2		CB419	(X)KCS(Z) (4.1)			
419.9		CB420	WEST TEXARKANA (3.1)			
423.0		CB423	EYLAU	!	JC568	8500
424.9		CB425	(12.9)			
435.9		CB436	MAUD	!	JC582	8056
437.6		CB438	(15.3)			
451.2		CB451	DARDEN	!	JC596	7927
452.8		CB453	(12.9)			
464.1		CB464	OMAHA	!	JC610	9036
466.0		CB466	(14.2)			

478.3	CTC	CB478	MT PLEASANT	!	JC624	6927
479.8		CB480	(1.9)			
480.2		CB481	DALLAS JCT. (9.3)			
489.5		CB489	EAST PITTSBURG	!	JC634	6709
490.9		CB491	(1.5)			
491.0			(X)KCS(A) (9.6)			
500.6		CB500	SMITH	!	JC646	8492
502.0		CB502	(11.8)			
512.2		CB512	SUFFOLK	!	JC657	6574
513.6		CB514	(12.8)			
525.0		CB925	(X)UP(Z) (0.1)			
525.1		CB525	BIG SANDY	!	TP113	8077

(260.9)

SI-01 MAIN TRACK AUTHORITY

CTC Between MP 267.4 and MP 416.4;
MP 419.1 and MP 525.0;

Yard Limits Between MP 263.2 and MP 267.4
(includes 2MT between MP 265.7 and MP 267.4); MP
416.4 and MP 419.1.

ABS Between MP 266.4 and MP 267.4; MP 416.4 and
MP 417.4.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts

263.2 and 525.1

(Except as Below)	70
263.2 and 265.7.....	20
265.7 and 267.4 No.1 & No.2.....	20
267.4 and 271.0 No.1.....	30
267.4 and 269.0 No.2.....	30
269.0 and 271.0 No.2.....	50
271.0 and 286.4.....	60
277.9 ** W.....	50+
286.4 and 287.4.....	40
287.4 and 291.7.....	60
291.7 and 292.0.....	50
292.0 and 294.6.....	55
294.6 and 294.9.....	50
294.9 and 299.4.....	60
300.4 ** E.....	50+
299.4 and 302.4.....	50
302.4 and 305.9.....	55
305.9 and 307.2.....	40
307.2 (X).....	25
307.2 and 311.5.....	45
311.5 and 312.2.....	50
312.2 and 316.8.....	55
316.8 and 317.6.....	45
317.6 and 324.3.....	60
324.3 and 325.8.....	55
325.1 ** W.....	50+
325.8 and 335.0.....	60
335.4 and 336.6.....	45
336.6 and 339.9.....	20+
339.1 and 339.9.....	35
339.9 and 344.4.....	45
344.4 and 348.9.....	40
348.9 and 359.0.....	45
359.0 and 366.0.....	50
366.0 and 369.8.....	45
369.8 and 379.8.....	65
377.9 ** W.....	55+

Between Mileposts	
263.2 and 525.1	
(Except as Below).....	70
384.8 ** E.....	65+
386.7 and 390.4.....	60
396.6 and 397.3.....	45
390.4 and 396.6.....	70
396.6 and 397.3.....	45
397.3 and 405.2.....	60
405.2 and 406.9.....	50
406.9 and 407.8.....	40
407.8 and 410.6.....	50
410.6 and 410.9.....	45
410.9 and 416.4.....	50
416.4 and 417.8.....	35
417.8 and 420.1.....	20
420.1 and 426.0.....	65
421.3 ** W.....	60+
423.0 ** E.....	50+
426.0 and 426.2.....	60
426.2 and 430.2.....	65
430.2 and 432.3.....	60
432.3 and 438.9.....	65
433.9 ** W.....	55+
436.0 ** E.....	50+
438.9 and 447.6.....	60
447.6 and 455.8.....	65
449.1 ** W.....	55+
451.3 ** E.....	55+
452.7 ** W.....	55+
455.8 and 461.7.....	50
459.2 ** E.....	55+
461.7 and 464.2.....	65
462.1 ** W.....	60+
464.2 and 465.2.....	60
465.2 and 466.3.....	45
466.3 and 472.2.....	60
472.2 and 475.2.....	55
475.2 and 476.6.....	50
476.6 and 479.0.....	45
479.0 and 480.8.....	35
480.8 and 482.7.....	55
482.7 and 488.1.....	65
488.1 and 490.9.....	55
490.9 and 491.7.....	35
491.7 and 496.3.....	50
496.3 and 504.2.....	60
498.7 ** W.....	45+
502.0 ** E.....	50+
504.2 and 507.6.....	50
507.6 and 509.3.....	45
509.3 and 510.8.....	35
510.8 and 511.7.....	45
511.7 and 521.7.....	60
512.2 ** W.....	45+
513.4 ** W.....	55+
521.7 and 525.1.....	40
** Only freight trains exceeding 80 TPOB must comply with speed restriction. Speed restriction will not apply when signal at speed restriction location displays CLEAR.	

SI-03 OTHER SPEED RESTRICTIONS		
Maximum Speed		MPH
1. Thru Sidings & Turnouts		
Big Sandy - connecting track to Dallas Sub.....		15
Herbert, Mt Pleasant.....		10
Camden.....		20
2. Dual Control Switch Turnouts		
Texarkana: East switch Gertrude to east switch "B" lead.....		20
3. Misc. Speed Restrictions		
Connecting track between Yard 8 (Track 110) McGehee Sub and Yard 10 (Track 348) Pine Bluff Sub.....		10
DOWCO Spur , Waldo.....		20
F & P Railroad.....		10
Connection at Texarkana to No.1 MT on Little Rock Sub.....		5
At Big Sandy on connecting track to Dallas Sub.....		30
SI-04 MAIN TRACK DESIGNATIONS		
Two Main tracks between MP 265.7 and MP 271.0.		
SI-05 MILEPOST EQUATIONS		
MP 267.4 = MP 349.7 on McGehee Sub.		
MP 268.8 = MP 348.5 on White Bluff Sub.		
SI-06 DTC BLOCK LIMITS - None.		
SI-07 ITEM 13 TRAIN DEFECT DETECTORS		
(#) 276.6	(#) 381.1	% 494.3
% 285.7	(#) &395.0	% 498.2
(#) 291.2	& 399.6	(#) 505.5
% 300.2	# 408.8	(#) 519.0
(#) 304.2	% 412.2	& 520.7
% 310.5	(#) 421.2	
(#) 315.2	% 427.5	
% 325.0	(#) 431.8	
(#) 332.1	(#) 443.1	
& 334.3	% 448.2	
& 338.8	(#) 457.8	
(#) 344.3	% 462.1	
% 352.3	(#) 472.2	
(#) 362.9	% 475.9	
% 371.4	(#) 483.4	

PINE BLUFF SUBDIVISION (0447)

SI-08 RULES ITEMS

Rule 6.28 Tracks serving Red River Arsenal and Lone Star Depot are protected by a gate located about one mile east of UP main track and equipped with a private lock. Movement through this gate is made by calling guard house, telephone No. 334-2911, from Texarkana.

Movements within Red River Arsenal area between 8:00 AM and 5:00 PM are made only upon the authority of arsenal yardmaster who can be contacted inside the arsenal area on Arsenal telephone No. 2319.

Rule 6.32.6 Pine Bluff: When flashing white light at MP 269.1, governing eastward movements on No.1 and No.2 Tracks is illuminated, movement may proceed being governed by signal indications. When white light is not flashing, stop must be made short of 17th Street crossing and communicate with UP Train Dispatcher and Pine Bluff Yard for instructions. Flashing white indicator does not convey any information as to aspect of controlled signal at CP A387, MP 268.8.

Rule 8.12 (Crossover Switches): Exception - No Normal Position for crossover switches at MP 265.1 (No.19 Crossover) and MP 265.9 (Compress Crossover). These crossovers may be left lined and locked as last used but must be left either for crossover movement or for straight through movement.

Rule 9.2.3 On Pine Bluff Subdivision the indication of signal Rule 9.2.3 as shown in System Special Instructions is revised to read: "PROCEED PREPARED TO STOP AT SECOND SIGNAL AND BE PREPARED TO ADVANCE ON DIVERGING ROUTE AT NEXT SIGNAL AT PRESCRIBED SPEED THROUGH TURNOUT UNLESS THE NEXT SIGNAL DISPLAYS AN ASPECT MORE FAVORABLE THAN DIVERGING APPROACH OR APPROACH."

SI-08 RULES ITEMS (CONTINUED....)

Symbol (Z) shown in the station column (SI-00) indicates a Manual Interlocking also equipped with a Release Box for trains and, when equipped, a MofW Key Release Box. Special instructions for the operation of each location with this type interlocking are shown in SI-08 of the Subdivision Special Instructions. When authorized to pass signal displaying a Stop indication at these locations, employees will be governed by these special instructions and the instructions in the proper Release Box. Foul Time and/or CTC rules do not apply within the interlocking limits at these locations.

When authorized to pass signal displaying Stop indication:

1. For train or engine movement, crews will be governed by instructions in the Release Box located at the crossing. Release Box operation will force the signals on conflicting routes to display a Stop indication.
2. For MofW movement, MofW employees will be governed by Rule 42.7.2 (Automatic Interlockings) and report to the train dispatcher when clear of interlocking limits.

(X) F&P (Z) at MP 307.2 (CP CB307): When interlocking signal displays STOP indication, comply with instructions outlined for interlockings indicated with the (Z) symbol.

(X) UP (Z) at MP 419.1 (CP R001): When interlocking signal displays STOP indication, comply with instructions outlined for interlockings indicated with the (Z) symbol.

(X) UP (Z) at MP 525.0 (CP CB925): When interlocking signal displays STOP indication, communicate with Pine Bluff Sub train dispatcher:

1. For movement either direction through the interlocking comply with instructions outlined for interlockings indicated with the (Z) symbol;

OR

2. For westward movement through the connecting track:

- * Contact Pine Bluff Sub train dispatcher for authority to enter connecting track;
- * Contact Dallas Sub train dispatcher for authority to enter Dallas Sub main track unless signal indicates proceed.

(X) KCS (Z) at MP 419.2 (CP CB419): When interlocking signal displays STOP indication, comply with instructions outlined for interlockings indicated with the (Z) symbol.

Pine Bluff Terminal: ITEM 4A, System Special Instructions (page 13) - Exception: last paragraph revised to read:

Do not move or switch more than eight locomotives within locomotive servicing facilities. However, within Pine Bluff Terminal area, not more than twelve locomotives may be moved between the locomotive servicing facility and the train yards when authorized by a local manager.

PINE BLUFF SUBDIVISION (0447)

SI-09 FRA EXCEPTED TRACKS

Pine Bluff: Diesel Service Facility tracks; West leg of old Wye Track; Old House Track; Southern Bag Company Track; Port tracks; B&B Lead Track; All Old Rip Tracks; Storeroom Tracks; and all tracks, Class Yard; Pine Bluff Sand & Gravel Tracks.

Rison: House Track.

Fordyce: House Track.

Camden: Yard Tracks Nos.2,3,5, and 6 and Rock Island Lead Track.

Herbert: Paper Mill Tracks.

Stephens: Team Track.

Texarkana: All tracks except Main Track, Old Main Track, B-Lead and No.22 Rail.

Maud: Pulpwood Track.

Naples: Custom Roofing Track.

Mt Pleasant: Yard Tracks Nos. 4,5,and 6.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Hixon Lumber Co	267.6	. . .
Millville	326.4	JH472
Waldo	373.3	JH523
Spirit Lake	394.4	JC539
Redwater	431.8	JC576
Naples	461.6	JC603
Pittsburg (W).....	491.2	JC636
Gilmer	511.7	JC654

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 158 tons

Freight trains having over:
 120 TPOB must not exceed 60 MPH;
 132 TPOB must not exceed 45 MPH.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

1. Pine Bluff Terminal: All trains operating within Pine Bluff terminal must contact the Yardmaster via Radio Display-2222.

2. When trains are ready to leave Pine Bluff Yard, a member of crew will communicate with yardmaster for route and authority to depart. Conductors and/or engineers on eastbound trains arriving Pine Bluff Yard will contact Pine Bluff Tower for yarding instructions when crossing Missouri Street.

3. When westward trains are ready to leave Texarkana Yard, a member of crew will communicate with train dispatcher for authority to depart.

4. Six axle locomotives are not to be operated on tracks listed below:
 Pine Bluff - All tracks local yard; all tracks off Port lead; Old Yard tracks 4-7; Hollywood Team Track; Planters Cotton Seed; all old Rip and Shop Tracks; all tracks Belt Lead and Class Yard; Hixon Lumber tracks 817, 818, 843, 571, 570, old yard track 293 and Pine Bluff Sand & Gravel tracks.

Eagle Mills - Team track; East and west legs of Wye Track.

Camden - east switch of Nos. 1, 2, 3, 4, 5, and 6, Rock Island Lead, Rock Island Pocket and West switches of Nos. 1, 2, and 3.

Herbert - All switches of IP Company and Celotex Corp.

Stephens - Tie Spur.

McNeil - Tracks Nos. 1, 2, 3 and 4.

Texarkana - Texarkana Industrial Lead, Kerr-McGee, and Hostler Track.

South Texarkana - Both legs of Wye; Lone Star Lead at Redwater

Mt. Pleasant Yard - Tracks Nos. 4 and 5, and scale track.

Gilmer - Dean Lumber Track.