

THE KANSAS CITY SOUTHERN RAILWAY COMPANY

— AND —

GULF COAST LINES

JOINT TIME TABLE No. 87

BETWEEN

C. S. JUNCTION
AND
G. C. L. JUNCTION

EFFECTIVE AT 12:01 A. M.
SUNDAY, APRIL 1, 1956

FOR EMPLOYEES ONLY

F. H. HOOPER, Vice President and General Manager,
Kansas City, Missouri

R. J. BLAIR, Asst. General Manager,
Shreveport, Louisiana

R. R. SUTTER, Sup't. Transp.,
Shreveport, Louisiana

D. F. NICOLA, Asst. Sup't. Transportation,
Shreveport, Louisiana

G. M. SWITZER, Superintendent,
Shreveport, Louisiana

F. A. GRIMMETT, Transmaster,

H. W. DENBO, Sup't. of Terminals,
Port Arthur, Texas

T. D. SAAR, JR., Asst. Sup't. of Terminals,
Port Arthur, Texas

SAFETY
Is of
FIRST IMPORTANCE
in the
Discharge
of Duty

J. R. ANDERSON, Ass't Trainmaster.....	Lake Charles, La.
T. F. HOOPER, Ass't Trainmaster.....	Shreveport, La.
A. G. STUCKEY, Chief Disp.....	" "
S. C. JUSTUS, Dispatcher.....	" "
F. A. SHEARER, "	" "
J. Y. LYNCH, "	" "
O. S. PLOTT, "	" "
B. M. DEAYER, "	" "
A. W. HALL, Traveling Engineer.....	" "

C. S. JUNCTION TO G. C. L. JUNCTION

SOUTHWARD									JOINT TIME TABLE No. 87	Distance from Kansas City	Hours of Telegraph Service and Office Calls.
SECOND CLASS						FIRST CLASS			Effective 12:01 A. M. SUNDAY, APRIL 1, 1956		
361 G.C.L. Freight	63 G.C.L. Freight	369 G.C.L. Freight	81 K.C.S. Freight	79 G.C.L. Freight	77 K.C.S. Freight	15 K.C.S. Passenger	23 G.C.L. Passenger	19 G.C.L. Passenger	STATIONS		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
			Lv 12.01PM		Lv 1.30AM	Lv 3.25PM			LEESVILLE	668.2	V Continuous
Lv 11.45PM	Lv 8.30PM	Lv 5.00PM	Lv 2.00PM	Lv 11.30AM	Lv 4.10AM	Lv 4.35PM	Lv 2.52PM	Lv 4.32AM	C. S. JUNCTION	720.2	
12.05AM	8.38	6.10	2.10	11.35	4.20	4.41	2.56	4.36	HELMÉ	723.6	
12.25	8.50	5.21	2.22	11.42AM	4.33	4.47	3.01	4.41	LUCAS	727.9	
12.32	9.05	5.51	2.45	12.03PM	4.48	f 4.54	3.09	4.48	STARKS	734.8	KR 8A-5P Ex- cept Sat., Sun. & Hol.
12.42	9.15	5.57	2.58	12.10	5.08	f 5.01	3.15	4.54	RULIFF	740.1	
1.00	9.40	6.20	3.13	12.22	5.26	f 5.10	s 3.25	f 5.05	MAURICEVILLE	749.8	M 7A-3P-4P-12M Except Sun. & Hol.
1.12	9.53	6.37	3.25	12.29	5.34	5.16	3.32	5.12	G. C. L. Crossing		
1.22	10.10	6.45	3.48	12.35	5.42	5.22	3.38	5.19	DOTY	755.2	
									VIDOR	760.0	
									Sou. Pac. Crossing	764.4	
									Sou. Pac. Crossing	765.6	
1.43	10.29	6.59	4.10	12.44	6.00	5.35	3.50	5.30	BEAUMONT	766.1	BU Continuous
Ar 1.45AM	Ar 10.30PM	Ar 7.00PM	Ar 4.11PM	Ar 12.45PM	Ar 6.01AM	Ar 5.46PM	Ar 4.01PM	Ar 5.41AM	G. C. L. JUNCTION	766.2	
			Ar 5.30PM		Ar 7.30AM	Ar 6.25PM			PORT ARTHUR	785.7	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	117.5		
2.00	2.00	2.00	2.11	1.15	1.51	1.11	1.09	1.09	Time on Subdivision		

Operation by Signal Indications
Rules 400 to 406

G. C. L. JUNCTION TO C. S. JUNCTION

Capacity of Other Than Sidings, Fuel Stations, Turn Tables, Wyes and Track Scales.	Capacity of Sidings.	Distance from Port Arthur.	JOINT TIME TABLE No. 87 Effective 12:01 A. M. SUNDAY, APRIL 1, 1956		NORTHWARD																	
					FIRST CLASS			SECOND CLASS														
					16 K.C.S. Passenger	24 G.C.L. Passenger	20 G.C.L. Passenger	42 K.C.S. Freight	62 G.C.L. Freight	360 G.C.L. Freight	78 G.C.L. Freight	370 G.C.L. Freight	82 K.C.S. Freight									
					STATIONS																	
		117.5	LEESVILLE		Ar	1.20PM									Ar	7.00AM					Ar	1.10AM
Connection		65.5	52.0	C. S. JUNCTION	Ar	12.10PM	Ar	12.20PM	Ar	12.35AM	Ar	4.10AM	Ar	4.15AM	Ar	7.20AM	Ar	3.15PM	Ar	9.30PM	Ar	10.47PM
	6	104	62.2	3.3	HELMÉ	12.06	12.14	12.30	4.02	4.10	7.17	3.08	9.15	10.42								
	5	104	57.8	4.4	LUCAS	12.01PM	12.10	12.25	3.52	4.01	7.12	3.01	8.50	10.35								
	20	109	50.9	6.9	STARKS	11.53AM	12.03PM	12.18	3.35	3.45	7.04	2.45	8.25	10.23								
	34	104	45.6	5.3	RULIFF	11.45	11.55AM	12.12	3.25	3.35	6.56	2.38	8.01	10.13								
Y 28 Connection Interlocked		224	35.9	9.7	MAURICEVILLE	11.33	11.45	12.05AM	3.08	3.18	6.42	2.20	7.20	10.01								
	20	75	30.6	5.4	DOTY	11.25	11.39	11.58PM	2.56	3.06	6.32	2.10	7.00	9.53								
	20	171	25.7	4.8	VIDOR	11.19	11.35	11.54	2.40	2.50	6.25	2.01	6.45	9.45								
Interlocked		21.3		4.4	Sou. Pac. Crossing																	
		20.1		1.2	Sou. Pac. Crossing																	
O. Y. Yd.	34	19.6		0.5	BEAUMONT	11.05	11.25	11.45	2.20	2.26	6.11	1.46	6.02	9.30								
Connection		19.5		0.1	G. C. L. JUNCTION	10.54AM	11.14AM	11.34PM	2.19AM	2.25AM	6.10AM	1.45PM	6.01PM	9.29PM								
				19.5	PORT ARTHUR	10.20AM			1.00AM					8.00PM								
				117.5	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily								
					Time on Subdivision	1.16	1.06	1.01	1.51	1.50	1.10	1.30	3.29	1.18								

SPECIAL INSTRUCTIONS

MOVEMENT OF TRAINS

Rules of K. C. S. Ry. will govern.

Initial station for southward KCS trains—Leesville.

Initial station for southward GCL trains—C. S. Junction.

Initial station for northward KCS trains—Port Arthur.

Initial station for northward GCL trains—G. C. L. Junction.

Northward trains are superior to southward trains of the same class.

Addition to Rules 83(a) and 83(b), When making out register check form 227, conductors will also furnish copy to rear trainman.

All trains will register at Beaumont, except that conductors of freight trains not carrying signals, may register by ticket handed off to operator; when carrying signals for following section conductor must personally register.

Northward trains obtain clearance at Beaumont.

Southward KCS trains obtain clearance at DeQuincy.

Southward GCL trains obtain clearance at GCL telegraph office DeQuincy.

Stations protected by Yard Limit, Rule 93 applies: Beaumont (which includes GCL Jct.), and C. S. Junction.

Movement over Neches River Drawbridge C-766 is governed by interlocked signals equipped with derails located each end of bridge.

Bridge tenders have been instructed to flag trains over the Southern Pacific crossing at the south end of Neches River Bridge at Beaumont. All trains will approach this crossing at restricted speed and will stop unless they receive a proceed signal from bridge watchman stationed on the crossing. In the absence of bridge watchman, movement over the crossing must be made under flag protection by member of crew, Rule 98.

KCS General Orders, and notices relating to the movement of trains between GCL Jct. and CS Jct. are posted in GCL General Order Books at DeQuincy and West Yard. GCL train and enginemen must acquaint themselves with the contents of such notices, Rule 6.

Abbreviations: S, Scale; T, Turntable; PH, Telephone; O, Diesel Fuel; Y, Wye.

The following letters before figures of schedule indicate: "s" regular stop, "f" flag stop to receive or discharge revenue passengers.

Freight trains will not carry passengers except:

- Attendants and others when specified by passenger tariffs.
- Employees of KCS Ry. holding annual passes.
- Parties holding free transportation endorsed "Good on freight trains."
- Will not make extra stops to pick up or discharge passengers.

SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track, except as otherwise restricted by yard limits, train orders, slow orders, slow flags, general orders, special instructions or other notices: Maximum Speed MPH—Diesel Operation:		
Between C. S. Jct. and Sabine River Bridge A-739.....	75	KCS 40, GCL 50
Between Sabine River Bridge A-739, MP-738.7 and MP-745.....	65	KCS 40, GCL 50
Between MP-745 and GCL Jct.....	75	KCS 40, GCL 50
EXCEPT:		
All trains approach Sabine River Drawbridge A-739, MP-738.7 at restricted speed and be governed by signal indication on bridge and do not exceed 40 MPH over metal draw span.	40	40
Between north siding switch Vidor and MP 761.1.....	45	40
Over Neches River draw bridge C-766, MP-765.9 (Interlocked).....	25	25
Beaumont City Limits (City Ordinance).....	20	20

All trains and engines move at restricted speed not to exceed 12 MPH between GCL Jct. switch and Neches River Bridge MP 765.9.

Engines, freight road service, when backing or when controlled from rear unit not to exceed 30 MPH.

Except where other restrictions require a slower speed, passenger trains will not exceed 50 MPH, and freight trains 35 MPH while meeting or passing another train occupying a siding.

Trains and engines entering, moving through, and leaving sidings and yard tracks, will not exceed Low Speed (not to exceed 15 MPH).

Train No. 16 reduce speed to 20 MPH passing station platform Vidor to permit Railway Mail Clerk to detrain U. S. Mail.

Trains handling pile driver, steam derrick, or like heavy machinery on its own wheels will not exceed 20 MPH, except while handling KCS wrecker No. 05.

Trains handling KCS wrecker No. 05 will not exceed 30 MPH.

Trains handling scale test car will not exceed 35 MPH.

Diesel engines (road or switch) for movement in tow must have all switches open, main fuse removed, reversing drums and main power contactors blocked.

STEAM ENGINES: Emergency or detour movements of foreign line steam engines will only be handled on special instructions of the superintendent.

These instructions do not relieve crews of any train or engine from exercising due precaution to avoid accidents, per Rule 101.

Automatic Block System for opposing and following movements, Rule 400 to 406 and other rules applicable will govern between C. S. Jct. and the first automatic signal (MP 765.6) north of Neches River Bridge, which is the northward approach signal of automatic interlocker at Sou. Pac.-KCS Ry. crossing MP 764.4.

GCL Jct. switch is a dual controlled switch protected by signals. Rule 98.

Movements must not be made in either direction against these signals when displaying STOP indication without authority from dispatcher or control operator, per Rule 350.

This switch must not be handled by hand without permission from control operator, per Rule 104(b).

All movements must approach this junction expecting to find signals in stop position.

REGISTER STATIONS: Beaumont
DeQuincy GCL

STANDARD CLOCKS: Beaumont
DeQuincy GCL

GENERAL ORDER BOOKS: Beaumont
DeQuincy and West Yard GCL

Location of Mail Cranes

	Mile No.
Starks	735
Mauriceville	750
Vidor	761

Drawbridges

	No.	MP
Sabine River Bridge.....	A-739	738.7
Neches River (Interlocked).....	C-766	765.9

Tracks Not Shown on Face of Timetable

	Mile	Car Copy.
Lunita	PH 731	22