

SUBDIVISIONS

FIFTH SUBDIVISION—	
De Queen to Deramus Yard.....	120.4 Miles
SIXTH SUBDIVISION—	
Deramus Yard to Leesville.....	116.0 "
SEVENTH SUBDIVISION—	
Leesville to Port Arthur.....	117.5 "
LAKE CHARLES SUBDIVISION—	
De Quincy to Lake Charles.....	22.3 "
Total Mileage	376.2 Miles

SAFETY
Is of
FIRST IMPORTANCE
in the
Discharge
of Duty

TRAINMASTERS AND DISPATCHERS

GEORGE STEVENS, Trainmaster, Fifth Subdivision	Shreveport, La.
F. A. GRIMMETT, Trainmaster, Sixth and Seventh Subdivisions.....	" "
A. G. STUCKEY, Chief Dispatcher.....	" "
S. C. JUSTUS, Dispatcher.....	" "
F. A. SHEARER, "	" "
J. Y. LYNCH, "	" "
O. S. PLOTT, "	" "
B. M. DEAVER, "	" "
S. T. SCOTT, Terminal Trainmaster.....	" "
A. W. HALL, Traveling Engineer.....	" "
T. F. HOOPER, Ass't Trainmaster.....	" "
J. R. ANDERSON, Ass't Trainmaster.....	Lake Charles, La.

95162—Smith-Grievess Co., Printers, K. C., Mo.

KANSAS CITY SOUTHERN LINES

THE
KANSAS CITY SOUTHERN
RAILWAY COMPANY

SOUTHERN DIVISION

43-A
TIME TABLE No. 43-A
EFFECTIVE AT 12:01 A. M.
SUNDAY
APRIL 1, 1956

FOR EMPLOYEES ONLY

- F. H. HOOPER, Vice-President and
General Manager,
Kansas City, Mo.
- R. J. BLAIR,
Ass't Gen. Manager,
Shreveport, Louisiana
- R. R. SUTTER,
Sup't Transportation,
Shreveport, La.
- D. F. NICOLA,
Ass't Sup't Transportation,
Shreveport, La.
- G. M. SWITZER,
Superintendent,
Shreveport, La.
- H. W. DENBO, JR.,
Sup't of Terminals,
Port Arthur, Texas
- T. D. SAAR, JR.,
Ass't Sup't of Terminals,
Port Arthur, Texas

KANSAS CITY SOUTHERN EMPLOYEES' HOSPITAL ASSOCIATION STAFF

F. W. NICHOLS, Supervisor, Room 202-B, Kansas City Southern Ry. Bldg., Kansas City, Mo.

Dr. Walter P. Miller..Chief Surgeon.....Kansas City, Mo. 800 Argyle Bldg.	Dr. Frank L. Bryant..Eye, Ear, Nose & Throat, Shreveport, La.
" Carl D. Enna....Asst. Chief Surgeon....." " "	" Edgar W. Booth..Local Physician (Eye).. " "
" J. J. Davis.....Local Physician....." " "	" W. W. Smith....Dermatologist....." "
" M. B. Simpson...." " (Eye)... " " "	" John C. Hardin...Dentist....." "
" W. R. Eubank...." " (Eye)... " " "	" Webb H. Martin.. "....." "
" C. E. Hassig...." " (Eye)... " " Kas.	" Michael Balistrella "....." "
" A. N. Altringer...Ear, Nose and Throat... " " Mo.	" James H. Campbell.Urologist....." "
" John S. Knight... " " " " " " "	" E. W. Duncan...Dentist (Col.)....." "
" W. P. Bunting...." " " " " " "	" Howard Sims...." (Col.)....." "
" Clarence S. Capell.Urologist....." " "	" H. P. D. Curtis...Local Physician.....Mansfield, "
" E. P. Monahan...Dermatologist....." " "	" J. S. Segura....." "....." "
" G. L. Kimball....Division Surgeon.....DeQueen, Ark.	" O. L. Sanders, Jr.. ".....Converse, "
" LeRoy Callahan..Local Physician....." " "	" M. S. Stephens..Local Physician.....Hornbeck, "
" Wayne G. Pullen.. "....." " "	" Edgar M. Shaw...Div. Surgeon.....Leesville, "
" John S. Hendricks.Asst. Div. Surgeon....." " "	" I. O. Winfree....Dentist....." "
" C. M. Gore.....Dentist....." " "	" Floyd N. Beckom.Local Physician.....DeRidder, "
" O. B. Tate....." "....." " "	" Louis D. Bishop... ".....DeQuincy, "
" R. C. Dickinson...Local Physician.....Horatio, "	" D. J. Drez....." "....." "
" N. W. Peacock... ".....Ashdown "	" J. Earl Bailey....Dentist.....Lake Charles, La.
" H. M. Carney....Division Surgeon.....Texarkana, Tex.	" Steve F. Price...Local Physician....." " "
" W. H. Marritt...Asst. Div. Surgeon....." " "	" B. M. Woodard... "....." " "
" Karlton Kemp....Local Physician....." " "	" H. H. Robinson...Dentist....." " "
" C. A. Thompson... "....." " "	" E. A. Skarke....Division Surgeon.....Beaumont, Tex.
" M. L. Williams... "....." " "	" E. L. Allamon...Local Physician....." " "
" Eugene T. Ellison. "....." " "	" John H. Carter...Eye, Ear, Nose & Throat " " "
" W. R. Patterson..Dentist....." " "	" P. T. Weisbach... "....." " "
" B. S. Ingram....Dentist (Col.)....." " "	" F. P. Farrington..Dentist....." " "
" J. I. Allen.....Local Physician.....Bloomburg, "	" C. F. Clark....." "....." " "
" J. C. Willis, Jr....Division Surgeon.....Shreveport, La.	" Henry E. Jones... " (Col.)....." " "
" J. R. Brown.....Asst. Div. Surgeon....." " "	" I. T. Young.....Division Surgeon.....Port Arthur, "
" W. S. Kerlin....Local Physician....." " "	" R. J. Bourgeois..Asst. Div. Surgeon....." " "
" S. L. Gill....." "....." " "	" J. Y. Harper....Eye, Ear, Nose & Throat " " "
" J. E. Knighton, Jr. "....." " "	" J. B. Matthews...Local Physician (Col.).. " " "
" F. E. Kappen...." "....." " "	" R. F. Pickard....Dentist....." " "
" Otis Broyles....." "....." " "	" S. J. Dixon....." (Col.)....." " "

W. W. PHILLIPS, First Aid Attendant, Shreveport, La.

OFFICIAL WATCH INSPECTORS

National Railway Time Service Co., General Time Inspector,
718 Sterick Building, Memphis, Tenn.

J. H. MACE CO., System Time Inspector, Kansas City, Mo.

J. H. NORTHINGTON, Traveling Inspector, Kansas City, Mo.

RALPH S. THOMAS.....DeQueen, Ark.	WESTLAKE JEWELERS.....Westlake, La.
DABNEY JEWELERS.....Texarkana, Texas	DIAMOND SHOP.....Lake Charles, La.
W. C. YOUNGBLOOD.....Shreveport, La.	C. EDWARD ZEMP.....Beaumont, Texas
CLARKES JEWELERS.....Shreveport, La.	J. P. FREEDMAN.....Beaumont, Texas
CARTER JEWELRY CO.....Leesville, La.	GIBSON-LAYMON JEWELERS.....Port Arthur, Texas
E. M. RODGERS.....DeQuincy, La.	NACOL'S JEWELERS.....Port Arthur, Texas

SPECIAL INSTRUCTIONS

Current timetable and special instructions of the Kansas City, Shreveport and Gulf Terminal Company will govern the movement of trains and engines between North Wye Switch and/or South Wye Switch and Franklin-St.-Commerce St. Jct.

Current joint timetable of the Kansas City Southern Railway and Gulf Coast Lines will govern the movement of trains between C. S. Junction and G. C. L. Junction.

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS, except:

Fifth Subdivision—

- No. 1 is superior to No. 16 and No. 10.
- No. 77 is superior to No. 42, No. 32 and No. 88.

Road Foreman of Engines has the authority of Trainmaster.

Conductor of No. 15 will obtain clearance form 212, at Deramus Yard and deliver to outbound crew of No. 15 at Shreveport Union Depot.

South Wye Switch is Initial terminal for train No. 15 and North Wye Switch is Final terminal for train No. 16 on Sixth Subdivision.

When southward regular trains are registered at Deramus Yard, such trains will have arrived at Blanchard and Texas Jct.

When No. 16 is registered at South Wye Switch No. 16 will be considered as having arrived North Wye Switch.

Northward trains obtain clearance at Beaumont.

Northward K. C. S. trains obtain clearance at DeQuincy.

Southward K. C. S. trains obtain clearance at DeQuincy and Beaumont.

Southward G. C. L. trains obtain clearance at G. C. L. telegraph office, DeQuincy.

Train No. 242 will not be required to secure clearance at Lake Charles on Sundays and Mondays when no operator on duty.

Train No. 16 will not be required to secure clearance at Port Arthur on Sundays when no operator on duty.

SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track, except as otherwise restricted by Yard Limits, Train Orders, Slow Boards, Slow Flags, General Orders, Special Instructions, or other proper notices:		
Maximum Speed MPH—Diesel Operation		
Between DeQueen Passenger Depot and MP-556.....	70	40
EXCEPT:		
Train No. 77.....		50
Around curves not restricted by slow boards.....	65	40
Over Bear Creek Bridge, A-435, MP-434.6.....	40	40
Over Red River Bridge, B-478, MP-477.9.....	40	25
Over Caddo Lake Fill, just north of Bridge A-540.....	25	25
Over Caddo Lake Bridge, A-540, MP-539.2.....	25	25
Between MP-556 and South Wye Switch.....	40	20
Between South Wye Switch and DeQuincy.....	58	40
EXCEPT:		
Through Spring Switch at end of double track, Cedar Grove Tower.....	15	15
Between DeQuincy and Beaumont (See KCS-GCL Joint Timetable).....		
Between Beaumont and Neches Jct.....	50	35
Between Neches Jct. and Port Arthur.....	40	35
EXCEPT:		
Around curve MP-785.....	10	10
Lake Charles Branch:		
Between DeQuincy and Lake Charles.....	30	30
EXCEPT:		
Over Houston River Drawbridge A-733-B.....	15	15
Calcasieu River Drawbridge A-740-B, (After STOP).....	15	15

ALL POINTS:

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.

All trains will not exceed 40 MPH passing train order signal where train orders are to be delivered.

Trains and engines entering, moving through, and leaving sidings and/or yard tracks will not exceed **LOW SPEED**. These instructions do not relieve crews of any train or engine from exercising due precaution to avoid accidents, per Rule 101.

DEQUEEN: First class trains run at restricted speed between north lead switch, DeQueen yard, and south siding switch, DeQueen Passenger Depot.

ASHDOWN: First class trains run at restricted speed between SL-SF Railway crossing and south house track switch expecting to find SL-SF Railway trains or engines using KCS main track.

TEXARKANA: Between Trigg Street Yard office and Depot Junction, first class trains run at Restricted Speed expecting to find main track occupied by other trains or engines.

All trains and engines will not exceed six (6) MPH between Depot Junction and Union Depot, Texarkana.

SHREVEPORT: First class trains, both directions, will move at restricted speed between Harriet St. (station sign MP-556.3), and Dalzell Street (just south of South Wye Switch) expecting to find other trains or engines occupying main track without flag protection.

Freight trains, yard engines and light engines will keep informed of passenger train movements and will immediately clear main track on the approach, or, if practical, before the approach of passenger trains, avoiding all delay possible.

TWO MAIN TRACKS between South yard lead switch Deramus Yard and Cedar Grove Tower.

All movements between Harriet St. (station sign), and Deramus Yard both main tracks, either direction, will be governed by signal indications.

Between Harriet St., and Cedar Grove Tower, the current of traffic will be on right-hand track in direction of movement

EXCEPT:

TRAIN NO. 1 WILL USE NORTHWARD MAIN TRACK AGAINST CURRENT OF TRAFFIC FROM HARRIET ST. TO NORTH WYE SWITCH unless otherwise routed by signal indication at Harriet St.

Other movements will not be made against current of traffic unless protected by flag or authorized by Yardmaster.

All trains and engines will run at restricted speed not to exceed 20 MPH on east main track (signal controlled territory) between Harriet St. (station sign) and Spillway MP-555.

MANSFIELD: Trains and engines will not exceed 15 MPH over first street crossing north of depot.

DEQUINCY: First class trains run at restricted speed between DeQuincy Passenger Depot and C. S. Junction.

LAKE CHARLES BRANCH: All trains will come to full STOP before proceeding over Calcasieu River draw bridge A-740-B.

BEAUMONT: All trains and engines move at Restricted Speed, not to exceed 12 MPH, between Neches River Bridge C-766, MP-765.9, and north switch Chaison Junction.

First class trains move at Restricted Speed between north switch Chaison Junction and SP Railway crossing, MP-770.4.

Second and Third Class, Extra trains and engines move at Restricted Speed between north switch Chaison Junction and MP-774. Rule 93 applies.

PORT ARTHUR: Passenger trains arriving Port Arthur will head down freight inbound main track and around north leg of wye to passenger station. This movement must be made at Low Speed.

MAXIMUM SPEED OF TRAINS OVER RAILROAD CROSSINGS

Railroad	Crossing	M. P.	At or Near Station	Not to Exceed MPH	
				Pass.	Freight
D&E Ry.	Interlocked	433.8	DeQueen.....	35	30 eng. only
SL-SF Ry.	Interlocked (Automatic)	468.7	Ashdown.....	35	20 eng. only
T&P Ry.	Interlocked	488.4	Texarkana.....	35	20
StLSW Ry.	Interlocked	488.5	Texarkana.....	35	20
TP-ICC.....	Interlocked (Automatic)	490.4	Texarkana.....	35	30 eng. only
T&P Ry.....	Interlocked (Automatic)	564.4	Cedar Grove Tower...	20	15 eng. only
MRT Co.....	Gated.....	593.2	Mansfield.....	20	20 eng. only
T&P Ry.....	Interlocked	594.4	South Mansfield.....	35	30 eng. only
J&E.....	Gated.....	690.5	DeRidder.....	20	20
GCL.....	Interlocked	750.9	Mauriceville.....	35	30 eng. only
SP.....	Interlocked (Automatic)	765.5	Beaumont.....	35	30 eng. only
SP.....	Rule 98, Stop	766.7	Beaumont.....	20	20 eng. only
BWT.....	Rule 98, Stop	767.3	Beaumont.....	12	12 eng. only
SP.....	Interlocked	770.4	Chaison Junction.....	35	20
SP.....	Interlocked	785.6	Port Arthur.....	15	10 eng. only
Lake Charles Branch:					
GCL.....	Interlocked (Automatic)	720.2-B	DeQuincy.....	20	20
SP.....	Interlocked	741.6-B	Lake Charles.....	20	20
SP.....	Interlocked	741.9-B	Lake Charles.....	20	20

Engines; Freight road service, when backing or when controlled from rear unit, will not exceed 30 MPH.

Freight engines or freight units, when used with higher speed units, will not exceed 65 MPH.

Freight engines or freight units, when used in passenger service will not exceed 65 MPH.

Switch engines, except General Purpose engines, will not exceed 45 MPH in either forward or backward movements.

General Purpose engines, series 40, 150 and 160, will not exceed 65 MPH in either forward or backward movements.

CITY ORDINANCES

Limited speed of trains as follows:

DeQueen	25 MPH	**Shreveport	20 MPH
Ashdown	25 "	Converse	25 "
*Texarkana	20 "	Leesville	15 "
Bloomburg	30 "	DeRidder	12 "
Rodessa, Main St.	25 "	Lake Charles	20 "
Vivian	20 "	Beaumont	20 "
Oil City	40 "	Nederland	20 "
		Port Arthur	10 "

*Texarkana, also, over 14th Street crossing, 10 MPH.

**Shreveport, also, not to exceed 10 MPH for a distance of not less than 300 feet before reaching St. Vincent Avenue, and Hollywood Street crossings until engine or lead car has passed over crossings.

MAXIMUM SPEED—TRAINS HANDLING

Passenger trains handling box cars equipped for passenger train service, except KCS 400 class and L&A-36017 and 36148, will not exceed 60 MPH. (KCS 400 class cars and L&A-36017 and 36148 are good for maximum speed.)

Trains handling: Foreign steam wreckers, Pile Drivers, Derrick Cars, and other heavy machinery on its own wheels, will not exceed 20 MPH.

Company wreckers, except wrecker 05, boom down, 25 MPH.

Scale test cars, 35 MPH.

Company wrecker 05:

Between DeQueen and Port Arthur, 30 MPH.

EXCEPT: Not to exceed 10 MPH over Bridges:

A-435 (Bear Creek).....	MP-434.6
A-478	MP-477.2
B-478 (Red River)	MP-477.9
A-540 (Caddo Lake).....	MP-539.2

Wrecker 05 will not be operated on Lake Charles Branch except on special instructions of Superintendent.

Southward trains handling loaded hopper cars between DeQueen Yard and Texarkana will not exceed 40 MPH at any point.

Freight trains handling mixed freight and passenger equipment will not exceed speed authorized for freight trains.

All 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.

Referring to anti-whistling ordinances (as shown in Special Instructions pamphlet form), Texarkana, Shreveport, Leesville, Lake Charles, and Beaumont:

Use of engine whistle may be made when there is imminent danger of accident. In any case of impending danger, where it is felt an accident might be avoided by an additional warning, the whistle must be used.

Another source of accidents in Beaumont is that our trains run against the red traffic lights. While railroads are not required to obey the street traffic signals, nevertheless, enginemen are obligated to use due care with the dangers and circumstances surrounding any hazardous situation.

HIGH WATER:

Maximum depth of water over top of rail through which equipment may be handled is as follows, except where greater depths are authorized by proper authority:

Diesel engines	4 inches
Passenger cars	9 inches
Freight cars	25 inches

When trains are operated through water a maximum speed of five (5) MPH must not be exceeded. A greater depth than four (4) inches should not be authorized for Diesel engines. If authority is given to operate air conditioned passenger cars through a greater depth than nine (9) inches, proper inspection should be made to ascertain if the apparatus requires to be cleaned and dried.

WHERE TIME APPLIES—RULE 5:

DEQUEEN YARD. Track No. 2, DeQueen Yard, is designated as Siding and switches will be designated as "South Lead Switch" and "North Lead Switch," DeQueen Yard.

DEQUEEN PSGR. DEPOT:

The track parallel to main track on east side, extending from just north of D & E Ry. crossing to north end of station platform at DeQueen Psgr. Depot, is designated as "DeQueen Psgr. Depot Siding."

Northward freight trains with more than 20 cars will stay at Wade for southward first class trains unless can make DeQueen Yard for those trains.

TRIGG STREET. The track parallel to main track west side, between first switch, just north of Yard Office and power switch near 40th street underpass, is designated as siding.

DEQUINCY: Track No. 1, DeQuincy yard, is designated as northward siding.

CHAISSON JUNCTION: Train order and timetable restrictions for northward trains will apply at the double crossover switch and is to be considered as the north siding switch.

YARD LIMITS—continued page 5

At the following stations Rule 93 applies:

DeQueen	Leesville	Beaumont
Ashdown	DeRidder	Port Arthur
Texarkana	DeQuincy	Lake Charles
Shreveport—	C. S. Junction	
Deramus Yard		

YARD LIMITS—Continued

Between Neal Springs and Horatio.

Between Daub and Fort Polk, including all tracks at Fort Polk.

Between North Switch Chaison Junction and Mile Post 774.

SPRING SWITCH: North Wye is equipped with spring switch. Normal position for north leg of wye. Northward movements may run through points in accordance with Rules 104-A and 104-F.

A spring switch is in service at end of double track just north of T&P-KCS crossing, Cedar Grove Tower. Normal position is for northward main track. Southward movements on southward main track may run through points in accordance with Rules 104-A and 104-F. Do not exceed LOW SPEED over this switch in either direction.

BLOCK SIGNAL indications will govern the following movements in vicinity of North Wye Switch, Shreveport:

Signal No. 6, located between northward main track and north leg of wye, will govern movements to be made from main track onto north leg of wye and from No. 1 yard track onto north leg of wye. When RED aspect on signal is shown, it indicated north leg of wye is occupied.

Signal No. 8, located on pier of T&P-T&NO passenger lead overhead bridge on east side of KCS northward main track to govern all northward movements on northward track.

Signal No. 9, located east of northward main track just south of crossover switch to north leg of wye. This is a repeater of Signal No. 6. Signals 9 and 6 govern southward movements through north leg of wye.

Where stop indication is displayed and does not change to "Proceed at Low Speed" indication within five (5) minutes, movements may proceed under flag protection, but must allow time for flagman to get through block before movement is started.

AUTOMATIC BLOCK SYSTEM

Subdivision	Between (Station)	Mile Post	And (Station)	Mile Post
FIFTH....	Just south of De-Queen Psgr. Depot	433.4	Trigg St.....	486.0
".....	St. L. S. W. Ry. Crossing Texarkana	488.5	Deramus Yard.....	553.3
SIXTH....	Deramus Yard.....	553.3	Harriet St.....	557.1

Rule 350 and other rules applicable will govern.

AUTOMATIC BLOCK SYSTEM

Operation by signal indication opposing and following movements.

Rules 400 to 406 inclusive and other rules applicable will govern.

Subdivision	Between (Station)	Mile Post	And (Station)	Mile Post
FIFTH....	North siding switch Blanchard.....	547.5	Harriet St.....	556.3
SIXTH....				
SEVENTH..				
	C. S. Jct.....	720.2	First automatic signal north of Neches River Bridge.....	765.6

REMOTE CONTROLLED SWITCHES

North siding switch, Trigg Street, is a remote dual controlled switch, controlled from yard office, Trigg Street. Rules 104-B, 104-C, 350 and other rules applicable will govern.

G. C. L. Junction switch, Beaumont, MP-766.2, is a remote dual controlled switch. There is no northward approach signal to absolute signal governing this switch. Northward trains, both G. C. L. and K. C. S., approach this junction switch at Restricted Speed. Rules 98, 104-B, 104-C, 350 and other rules applicable will govern.

DRAWBRIDGES—LOCATION OF

River	Bridge Number	Mile Post Location	Subdivision
Red River.....	B-478	477.9	Fifth
Caddo Lake.....	A-540	539.2	Fifth
Houston River.....	B-733-B	732.6-B	Lake Charles Branch
Calcasieu River (STOP).....	A-740-B	739.4-B	Lake Charles Branch

REGISTER STATIONS

DeQueen Passenger Depot; Beaumont
 Deramus Yard; Port Arthur
 Shreveport Union Depot; Lake Charles
 Leesville;
 DeQuincy, only for crews operating over Lake Charles Branch;

No. 15 outbound and No. 16 inbound will register at South Wye Switch.

Conductors of first class trains will register by ticket with operator at Deramus Yard, except when green signals (Rule 20) are displayed for a following section, train will stop and conductor will register.

When making out register check, Form 227, conductors will also furnish copy to rear trainman.

CAPACITY OF SIDINGS

Capacity of sidings as shown on schedule pages is based on average length of 45.5 feet per car and allows for four-unit Diesel engine and caboose.

TELEPHONES—LOCATION OF

Within A.B.S. Territory, at each end of sidings.
 Outside A.B.S. Territory, in depots or phone booths.

STANDARD CLOCKS—LOCATION OF

DeQueen Passenger Depot; Leesville;
 Trigg Street; DeQuincy;
 Deramus Yard, Beaumont;
 Roundhouse and Port Arthur;
 Dispatchers Office; Lake Charles.
 Shreveport Union Depot;

GENERAL ORDER BOOKS—LOCATION OF

DeQueen Passenger Depot and Roundhouse; Shreveport Union Depot; Leesville and Roundhouse;
 Trigg Street and Roundhouse; Beaumont;
 Deramus Yard; Yard Office and Roundhouse; Port Arthur and Roundhouse; Lake Charles and Roundhouse.

ABBREVIATIONS

- S—Scale
- T—Turntable
- PH—Telephone
- O—Diesel Fuel
- W—Water
- Y—Wye

The following letters before figures of schedule indicate:

- s—Regular Stop.
- f—Flag Stop to receive or discharge revenue passengers.

FIFTH SUBDIVISION—DeQueen to Deramus Yard

		SOUTHWARD						TIME TABLE No. 43-A Effective SUNDAY, APRIL 1, 1956	Distance from Kansas City.	Office Calls.	Hours of Telegraph Service.		
		SECOND CLASS			FIRST CLASS						STATIONS	Week Days.	Sundays and Holidays.
81 Manifest Freight	77 Merchandise Special	41 Manifest Freight	9 Passenger	15 The Flying Crow	1 Southern Belle	Daily	Daily							Daily
	Lv	Lv	Lv	Lv	Lv	Lv	PH. DE QUEEN YD...	432.9					
	10.30PM	12.01PM	4.30AM	6.59PM	8.29AM	12.29AM	0.4 DE QUEEN Pgr. Depot	433.3	YD	Continuous	Continuous		
				7.00 7.10	8.30 8.40	12.30 12.35	0.5 .D. & E. Ry. Crossing.	433.8					
	10.40	12.08	4.40	7.16	8.46	12.40	4.4 ... WADE	438.2					
	10.48	12.14	4.48	7.22	8.53	12.45	4.9 ... NEAL SPRINGS	443.1					
	11.01	12.26	5.00	7.29	9.01	12.52	7.3 ... WINTHROP	450.4	WN	8A-5P	Except Sat., Sun. & Hol.		
	11.12	12.36	5.11	7.36	9.09	1.00	8.7 ... ALLENE	457.1					
	11.23	12.45	5.21	7.43	9.18	1.08	8.8 ... WILTON	463.9					
	11.33	12.54	5.33	7.51	9.26	1.13	4.8 ... St. L. & S. F. Cross.	468.7					
	11.45	1.05	5.47	7.59	9.34	1.20	0.3 ... ASHDOWN	469.0	ND	8A-12M	8A-12M		
	11.55PM	1.15	5.58	8.08	9.41	1.27	7.6 ... OGDEN	476.6					
	12.29AM	1.36	6.35	8.13	9.48	1.32	6.6 ... WHATLEY	483.2					
				8.15	9.50	1.33	4.8 ... TRIGG STREET	488.0	GY	Continuous	Continuous		
				8.20 8.35	9.55 10.10	1.36 1.40	0.3 ... DEPOT JUNCTION	488.3					
				8.40	10.15	1.44	0.6 PH. Texarkana Union Depot	488.9					
							0.1 ... DEPOT JUNCTION	488.3					
							0.1 ... T. & P. Crossing	488.4					
							0.1 ... St. L. S. W. Crossing	488.5					
							1.0 ... I. C. & C. Co. Cross	490.4					
							0.0 ... T. & P. Crossing	490.4					
	12.45	1.48	6.50	8.48	10.23	1.51	3.5 ... JURY	498.9					
	12.57	1.59	7.05	8.56	10.31	1.57	7.2 ... SPENCER	501.1					
	1.10	2.12	7.20	9.04	10.38	2.03	7.1 ... BLOOMBURG	508.2	BG	8A-5P	Except Sat., Sun. & Hol.		
					10.43		5.3 ... RAVANNA	513.5					
	1.30	2.24	7.53	9.14	10.47	2.12	4.4 ... SANDRA	517.9					
					10.51		2.5 ... RODESSA	520.4	MC	730A-430P	Except Sat., Sun. & Hol.		
					10.56		3.4 ... MYRTIS	523.8					
	1.38	2.32	8.10	9.21	10.56	2.17	4.0 ... VIVIAN	527.8	VN	7A-11P	7A-11P		
	1.45	2.39	8.18	9.27	11.03	2.21	5.0 ... SHORELINE	532.8	WS	8A-5P	Except Sat., Sun. & Hol.		
	1.53	2.47	8.28	9.32	11.08	2.25	4.0 ... OIL CITY	536.8	CH	730A-430P	Except Sat., Sun. & Hol.		
	2.00	2.52	8.35	9.37	11.13	2.29	3.5 ... MOORINGSPOINT	540.3	KX	8A-5P	Except Sun., Mon. & Hol.		
	2.07	2.59	8.45	9.42	11.18	2.33	8.8 ... BLANCHARD	549.1					
	2.22	3.12	9.05	9.51	11.26	2.40	0.0 ... TEXAS JCT.	549.1					
	2.23	3.13	9.06	9.52	11.27	2.41	4.2 ... DERAMUS YD.	553.3	SY	Continuous	Continuous		
	Ar 2.40AM	Ar 3.30PM	Ar 9.30AM	Ar 9.56PM	Ar 11.31	Ar 2.45AM	Operation by Signal Indica- tions Rule 400						
	Daily	Daily	Daily	Daily	Daily	Daily	120.4						
	4.10	3.29	5.00	2.57	3.02	2.16	Time on Subdivision						

Tracks not shown on face of timetable.

Mile No.	Car Capac.
PH. Horatio. 441	40
Stewart Lbr. Co. 486	40
International Creosote Works 490	28
Barold Sales Co. ... 491	20
Hoot Spur ... 494 Conn	16
Cass ... 504	16
Rufus ... 521	9
Mag. Pet Co. 522	16
Caddo Parish Gravel Spur 528	7
PH. Superior. 532	36
Southwestern Gas & Elec. Co. 539	30
Arklatex ... 542	5
Brian ... 545	67

No. 1 is superior to No. 16 and No. 10
No. 77 is superior to No. 42, No. 82 and No. 88

CONDITIONAL FLAG STOPS

Nos. 9 and 10 will stop on flag at Neal Springs to pick up and discharge revenue passengers to and from Spiro or beyond and to and from Texarkana or beyond, tickets issued to or from Horatio.

All passengers to and from Horatio will entrain or detrain at Neal Springs and will be handled to and from Horatio by highway conveyance. Mail, express and baggage will also be handled to and from Horatio by highway conveyance.

FIFTH SUBDIVISION—Deramus Yard to DeQueen

Capacity of Other Tracks, Location Water, Fuel Stations, Turntables, Track Scales and Wyes.		Capacity of Sidings.		Distance from Part Arthur.		NORTHWARD							Location of Mail Cranes. Mile No			
						TIME TABLE No. 43-A										
						Effective SUNDAY, APRIL 1, 1956										
						STATIONS		FIRST CLASS			SECOND CLASS					
		10 Passenger	16 The Flying Crow	2 Southern Belle	82 Manifest Freight	42 Manifest Freight	88 Manifest Freight									
		Daily	Daily	Daily	Daily	Daily	Daily									
T W O Y Yard		353.8	PH. DE QUEEN YD.	Ar	10.02AM	Ar	8.33PM	Ar	1.37AM	Ar	3.20PM	Ar	10.30PM	Ar	4.20AM	
		353.4	DE QUEEN		10.00		8.30		1.35							
			Psgr. Depot		9.55		8.20		1.30							
		352.9	D. & E. Ry. Crossing.													
		347.8	WADE		9.47		8.11		1.24		3.09		10.17		4.10	
7		343.6	NEAL SPRINGS		9.42	s	8.06		1.18		3.02		10.10		4.02	
8		336.3	WINTHROP		9.33	f	7.59		1.09		2.50		10.00		3.45	
29		329.6	ALLENE		9.26	f	7.51		1.00		2.40		9.50		3.34	
114		322.8	WILTON		9.18	f	7.43		12.53		2.29		9.40		3.23	
Connection		318.0	St. L. & S. F. Cross.													
Yard		317.7	ASHDOWN	f	9.12	s	7.31		12.48		2.20		9.30		3.13	
14		310.1	OGDEN		9.04		7.20		12.41		2.05		9.15		2.68	
3		303.5	WHATLEY		8.56		7.13		12.34		1.53		9.00		2.46	
S T W O Y Yard		298.7	TRIGG STREET		8.50		7.08		12.29		1.36		8.50		2.35	
		298.4	DEPOT JUNCTION		8.48		7.03		12.28				8.25			
		299.0	PH. Texarkans Union Depot.		8.45		7.00		12.25							
		298.4	DEPOT JUNCTION		8.25		6.40		12.16							
		298.3	T. & P. Crossing.													
		298.2	St. L. S. W. Crossing.													
		296.3	I. C. & C. Co. Cross.													
		296.3	T. & P. Crossing.													
7	140	292.8	JURY		8.18		6.30		12.09		12.45		8.10		1.51	
	84	285.6	SPENCER		8.10		6.22		12.02AM		12.30		7.55		1.20	
61	100	278.5	BLOOMBURG		8.03	f	6.13		11.55PM		12.20		7.45		1.10	
12		273.2	RAVANNA				6.05									
38	140	268.8	SANDRA		7.53		6.01		11.46		12.05PM		7.22		12.48	
39		266.3	RODESSA		7.51	f	5.57		11.44							
60	107	262.9	MYRTIS		7.47		5.52		11.41		11.53AM		7.10		12.36	
59	77	258.9	VIVIAN	f	7.43	s	5.47		11.37		11.43		7.02		12.28	
93	140	253.8	SHORELINE		7.36		5.39		11.32		11.33		6.50		12.16	
71	50	249.9	OIL CITY		7.32	f	5.34		11.28		11.26		6.42		12.07AM	
29	76	246.4	MOORINGSPOURT		7.28	f	5.29		11.24		11.18		6.35		11.57PM	
15	140	237.6	BLANCHARD		7.18		5.18		11.16		10.45		6.20		11.40	
		237.6	TEXAS JCT.		7.17		5.17		11.15		10.43		6.19		11.39	
S W O Y Yard		233.4	DERAMUS YD.	Lv	7.14AM	Lv	5.14PM	Lv	11.12PM	Lv	10.30AM	Lv	6.10PM	Lv	11.30PM	
		120.4			Daily		Daily		Daily		Daily		Daily		Daily	
			Time on Subdivision		2.48		3.19		2.25		4.50		4.20		4.50	

No. 1 is superior to No. 16 and No. 10
No. 77 is superior to No. 42, No. 82 and No. 88

SIXTH SUBDIVISION—Deramus Yard to Leesville

SOUTHWARD					TIME TABLE No. 43-A Effective SUNDAY, APRIL 1, 1956	Distance from Kansas City	Office Calls	Hours of Telegraph Service		
SECOND CLASS		FIRST CLASS						STATIONS	Week Days	Sundays and Holidays
77 Merchandise Special	81 Manifest Freight	9 Passenger	15 The Flying Crow	1 Southern Belle						
Daily	Daily	Daily	Daily	Daily						
Lv 8.30PM	Lv 7.00AM	Lv 9.56PM	Lv 11.31AM	Lv 2.45AM	Operation by Signal India- tion Rule 400.	DERAMUS YD. 3.0	553.3	SY	Continuous	Continuous
		10.00	11.37	2.49		HARRIET ST. 3.0	556.3			
				Ar 2.54	NORTH WYE SW. 0.4	559.3				
		Ar 10.15PM	Ar 11.55AM	Ar 3.00AM	1.4 SHREVEPORT Union Depot	560.7				Via KCS&G Term
			Ar 12.35PM							
		Ar 10.05PM	Ar 11.44AM		0.4 SOUTH WYE SWITCH	559.7				
			Ar 12.43PM		4.7 Cedar Grove Tower End of Double Track P. T. & P. Crossing	564.4				
8.55	7.25		12.52		2.4 PH. FORBING	566.8				
9.00	7.30		f 12.56		10.4 PH. FRIERSON	577.2				
9.31	7.50		f 1.08		3.9 KINGSTON	581.1				
			f 1.13		5.0 PH. HOLLY	586.1				
9.55	8.05		1.19		6.2 PH. MANSFIELD	592.3	D	8A-5P	8A-5P	
10.11	8.25		1.28		0.9 M. Ry. & T. Co. Cross.	593.2				
			1.31		1.2 SO. MANSFIELD	594.4				
					0.0 T. & P. CROSSING	594.4				
10.25	8.45		1.36		4.5 PH. TRENTON	598.9				
10.35	8.55		f 1.43		6.2 PH. BENSON	606.1	BE	730A-430P	Except Sat., Sun. & Hol.	
10.45	9.07		f 1.50		6.0 PH. CONVERSE	611.1	CO	730A-430P	Except Sun., Mon. & Hol.	
10.57	9.23		f 1.57		6.4 PH. NOBLE	617.5	N	730A-430P	Except Sun., Mon. & Hol.	
11.05	9.32		s 2.04		5.3 PH. ZWOLLE	622.8	UX	8A-5P	Except Sun. & Hol.	
11.12	9.40		2.09		3.8 PH. LORING	626.6				
11.25	9.54		s 2.20		7.6 PH. MANY	634.2	K	8A-5P	Except Sun. & Hol.	
11.40	10.12		f 2.32		5.6 PH. FISHER	639.8	FY	7A-4P	Except Sat., Sun. & Hol.	
11.45PM	10.18		f 2.37		8.5 PH. FLORIEN	643.3	FN	8A-5P	Except Sun., Mon. & Hol.	
12.05AM	10.37		f 2.51		9.7 PH. HORNBECK	653.0	BK	8A-5P	Except Sat., Sun. & Hol.	
12.25	10.55		f 3.00		6.5 PH. ANACOCO	659.5	GX	8A-5P	Except Sun., Mon. & Hol.	
12.36	11.06		3.07		5.8 PH. HAWTHORN	665.3				
Ar 12.50AM	Ar 11.20AM		Ar 3.15PM		4.0 PH. LEESVILLE	669.3	V	Continuous	Continuous	
Daily	Daily	Daily	Daily	Daily	116.0					
4.20	4.20	0.19	3.44	0.15	Time on Subdivision					

Tracks not shown on face of timetable.

	Mile No.	Car Capac.	Conn.
No. End D. P. C. Tracks	564		Conn.
Standard Wood Prev. Co.	565	60	
Mansfield Hardwood Lbr. Co.	622		Conn.
La. Long Leaf Lbr. Co.	640		Conn.
Brown Paper Co.	642	12	

CONDITIONAL FLAG STOPS

No. 15 will stop on flag at Noble to unload express and to handle fragile and bulky parcel post and at Fisher when necessary to unload valuable express packages.

Flag stop No. 15 at Forbing and Frierson includes loading and unloading head end traffic.

SIXTH SUBDIVISION—Leesville to Deramus Yard

Capacity of Other Tracks, Location Water, Fuel Stations, Furnishings, Track Scales and Wyes.	Capacity of Sidings.	Distance from Port Arthur	NORTHWARD					
			TIME TABLE No. 43-A Effective SUNDAY, APRIL 1, 1956					
			FIRST CLASS			SECOND CLASS		
			10 Passenger	16 The Flying Crow	2 Southern Belle	82 Freight	42 Manifest Freight	
STATIONS			Daily	Daily	Daily	Daily	Daily	
W O T S Y Yard		233.4	DERAMUS YD. 3.0	Ar 7.14AM	Ar 5.14PM	Ar 11.12PM	Ar 7.40AM	Ar 12.40PM
Yd		230.4	HARRIET ST 3.0	7.09	5.09	11.08		
		227.4	NORTH WYE SW. 0.4	Lv 7.04	Lv 5.05PM Ar 4.10PM	11.04		
Via KCS&G Term		228.8	SHREVEPORT Union Depot 1.0	Lv 7.00AM	Lv 5.00PM Ar 4.20PM	Lv 11.00PM		
		227.0	SOUTH WYE SWITCH 0.4 4.7		4.08			
		222.3	Cedar Grove Tower End of Double Track PH. T. & P. Crossing 2.4		3.58		7.06	12.10
15	76	219.9	PH. FORBING 10.4	f 3.54			7.00	12.07
35	96	209.5	PH. FRIERSON 3.9	f 3.41			6.33	11.45AM
11		205.6	KINGSTON 5.0	f 3.35				
8	92	200.6	PH. HOLLY 6.2	s 3.29			6.10	11.25
95	121	194.4	PH MANSFIELD 0.9	s 3.20			5.50	11.10
Connection		193.5	M. Ry. & T. Co. Crossing 1.2					
Connection		192.3	SO. MANSFIELD 0.0		3.13			
		192.3	T. & P. CROSSING 4.5					
15	74	187.8	PH. TRENTON 6.2		3.07		5.30	10.55
23	97	181.6	PH. BENSON 6.0	f 2.59			5.10	10.43
17	100	175.6	PH. CONVERSE 8.4	f 2.51			4.51	10.25
78	35	169.2	PH. NOBLE 5.3	f 2.44			4.23	10.10
70	73	163.9	PH. ZWOLLE 3.8	s 2.37			4.08	9.55
18	118	160.1	PH. LORING 7.6		2.30		3.58	9.40
94	102	152.5	PH. MANY 5.6	s 2.20			3.36	9.25
15	98	146.9	PH. FISHER 3.5	f 2.09			3.20	9.10
28	73	143.4	PH. FLORIEN 9.7	f 2.04			3.08	9.00
36	95	133.7	PH. HORNBECK 8.5	f 1.52			2.45	8.42
33	96	127.2	PH. ANACOCO 4.0	f 1.43			2.27	8.27
14	95	121.4	PH. HAWTHORN 4.0		1.36		2.11	8.12
S W O T Y Yard	140	117.4	PH. LEESVILLE	Lv 1.30PM		Lv 2.00AM	Lv 8.00AM	
			118 0	Daily	Daily	Daily	Daily	Daily
			Time on Subdivision	0.14	3.44	0.12	5.40	4.40

Location of Mail Cranes.

<table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">Mile No.</td> <td style="width: 50%;">Mile No.</td> </tr> <tr> <td>Benson 605</td> <td>Fisher. 639</td> </tr> <tr> <td>Converse 611</td> <td>Florien 643</td> </tr> <tr> <td>Noble. 617</td> <td></td> </tr> </table>	Mile No.	Mile No.	Benson 605	Fisher. 639	Converse 611	Florien 643	Noble. 617		
Mile No.	Mile No.								
Benson 605	Fisher. 639								
Converse 611	Florien 643								
Noble. 617									

SEVENTH SUBDIVISION—Leesville to Port Arthur

SOUTHWARD			TIME TABLE No. 43-A		Distance from Kansas City.	Office Calls.	Hours of Telegraph Service.	
SECOND CLASS		FIRST CLASS	Effective SUNDAY, APRIL 1, 1956				Week Days.	Sundays and Holidays.
77 Merchandise Special	81 Manifest Freight	15 The Flying Crow	STATIONS					
Daily	Daily	Daily						
Lv 1.30AM	Lv 12.01PM	Lv 3.25PM	PH...LEESVILLE.....	669.3	V	Continuous	Continuous	
			.....NEWILLANO.....	670.8			
1.40	12.11	3.29	PH.....DAUB.....	673.5				
1.55	12.25	3.39	PH...NEAME.....	680.4				
		f 3.44	PH..ROSE PINE.....	684.5				
2.15	12.53	s 3.55	PH..DERIDDER.....	689.9	HF	1201A-8A 9A-5P	Except Sun. Mon. & Hol. Except Sun. & Hol.	
			... J. & E. Crossing	690.5				
2.28	1.18	4.05	PH..CARSON.....	696.1				
2.43	1.33	f 4.16	PH...SINGER.....	705.4	SI	8A-5P	Except Sat, Sun. & Hol.	
2.55	1.43	4.23	PH...SEALE.....	712.0				
3.10	1.55	s 4.33	PH...DE QUINCY.....	719.8	CY	Continuous	Continuous	
Ar 3.12AM	Ar 2.00PM	Ar 4.35PM	... C. S. JUNCTION... .....HELME.....	721.3				
See Time Table.	See Time Table.	See Time Table.	.....LUCAS.....	724.6			
			.....STARKS.....	729.1			
			.....RULIFF.....	735.9	KR		
			{...MAURICEVILLE...} {...G. C. L. Crossing...}	741.2	M			
			.....DOTY.....	750.9			
			.....VIDOR.....	756.3			
			..Sou. Pac. Crossing..	761.1				
			..Sou. Pac. Crossing..	765.5				
			.....BEAUMONT.....	766.7			
6.00AM	4.10PM	5.45PM	.....G. C. L. Junction.....	767.2	BU	Continuous	Continuous
Lv 6.01AM	Lv 4.11PM	Lv 5.46PM	..B. W. & T. Crossing..	767.3				
6.30	4.40	5.50	PH CHAISON JCT..	767.3				
			..Sou. Pac. Crossing..	768.6				
7.00	5.00	f 6.00	PH NEDERLAND...	770.4				
		6.05	PH..NECHES JOT..	778.7	RX	8A-5P	Except Sat, Sun. & Hol.	
			..Sou. Pac. Crossing..	780.2				
Ar 7.30AM	Ar 5.30PM	Ar 6.25PM	..Sou. Pac. Crossing..	785.6				
Daily	Daily	Daily	...PORT ARTHUR...	786.7	PA	8:30A-4:30P 8P-4A	Except Sun. & Hol.	
6.00	5.29	3.00	117.5					
			Time on Subdivision					

Operation by Signal Indications.
Rules 400 to 408.

Tracks not shown on face of
timetable.

	Mile No.	Car Capac.
Coopers	675	8
Lunita-PH	731	22
Garrison	770	68
Zummo	770	11
Team Track	771	34
Spindletop	771	..
Dowling	772	11
Dupont	774	Conn.
Sun-PH	775	59
Griffing-PH	782	13
Henning & Gilbert.....	782	..
Chaison Branch-Mag. Pet. Co.	C-769	Conn.
Haliburton-Spur	C-769	20

SEVENTH SUBDIVISION—Port Arthur to Leesville

Capacity of Other Tracks, Location Water, Fuel Stations, Turntables, Track Stakes and Wyes.	Capacity of Siding.	Distance from Port Arthur.	NORTHWARD				
			TIME TABLE No. 43-A		FIRST CLASS	SECOND CLASS	
			Effective SUNDAY, APRIL 1, 1956		16 The Flying Crow	42 Manifest Freight	82 Manifest Freight
			STATIONS	Daily	Daily	Daily	
W O T S Y Yard	140	117.4	PH. LEESVILLE	Ar 1.20PM	Ar 7.00AM	Ar 1.10AM	
10		115.9	NEWLLANO				
Y		113.2	PH. DAUB	1.12	6.38	12.56	
17	140	106.3	PH. NEAME	1.04	6.20	12.40	
12		102.2	PH. ROSE PINE	f 12.59			
101	83	96.8	PH. DE RIDDER	s 12.53	5.58	12.08AM	
Connection		96.2	J. & E. Crossing				
10	81	90.0	PH. CARSON	12.42	5.45	11.55PM	
30	147	81.3	PH. SINGER	f 12.32	5.25	11.35	
11	83	74.7	PH. SEALE	12.24	5.10	11.20	
Y Yard	N-53	66.9	DE QUINCY	s 12.15	4.50	11.00	
Connection	8-06	65.4	C. S. JUNCTION	lv 12.10PM	lv 4.10AM	lv 10.47PM	
5	104	62.1	HELME	See Time Table.	See Time Table.	See Time Table.	
5	104	57.7	LUCAS				
20	100	50.8	STARKS				
34	104	45.5	RULIFF				
Y32			MAURICEVILLE				
Connection	224	35.8	G. C. L. Crossing				
20	75	30.4	DOTY				
20	171	25.0	VIDOR				
		21.2	Sou. Pac. Crossing				
		20.0	Sou. Pac. Crossing				
O Y Yard	34	19.5	BEAUMONT	10.55AM	2.20AM	9.30PM	
Connection		19.4	G. C. L. Junction	Ar 10.54	Ar 2.19AM	Ar 9.29PM	
BY 185	178	18.1	B. W. & T. Crossing				
43	59	16.3	PH. CHAISON JCT.	10.48	2.10	9.20	
Connection		10.0	Sou. Pac. Crossing				
		6.5	PH. NEDERLAND	f 10.36	1.30	8.25	
Connection		1.1	PH. NECHES JCT.	10.31			
O Y S W Yard			Sou. Pac. Crossing				
			PORT ARTHUR	lv 10.20AM	lv 1.00AM	lv 8.00PM	
			117.5	Daily	Daily	Daily	
			Time on Subdivision	3.00	6.00	5.10	

Location of Mail Cranes.

	Mile No.
Newllano	670
Rose Pine	684
Starks	735
Ruliff	741
Mauriceville	750
Vidor	761

Operation by Signal Indications.
Rates add to apt.

LAKE CHARLES SUBDIVISION—De Quincy to Lake Charles

Capacity of Other Tracks, Location Water, Fuel Stations, Turntables, Track Scales and Weighs.	SOUTHWARD					Capacity of Sidings	Distance from Kansas City.	TIME TABLE No. 43-A Effective SUNDAY, APRIL 1, 1956			Distance from Lake Charles.	Office Calls.	NORTHWARD				
					SECOND CLASS								SECOND CLASS				
					277 Freight								242 Freight				
				Daily					STATIONS								
Y Yard Connection					Lv 4.00 ^{AM}		719.8	PH... DE QUINCY...	22.3	CY	Ar 1.35 ^{AM}						
							720.2	. Gulf Coast Line Cross.	21.0								
						724.0	... PERKINS ...	18.1									
				4.40	55	729.4	... BUHLER ...	12.7									
				5.05		736.4	... MOSSVILLE ...	5.7									
				5.15		739.7	PH.. WEST LAKE ...	2.4									
						741.6	.. Sou. Pac. Crossing	0.5									
						741.9	.. Sou. Pac. Crossing	0.2									
				Ar 5.30 ^{AM}		742.1	PH.. LAKE CHARLES...	8A	Lv 12.05 ^{AM}								
				Daily		22.3			Daily								
				1.30		Time on Subdivision			1.30								

HOURS OF TELEGRAPH SERVICE		
STATIONS		
DE QUINCY.....	Con- tinuous	
LAKE CHARLES.....	6P-2A	Except Sat. Sun. & Hol.

TONNAGE RATING, SOUTHERN DIVISION

SUB-DIVISION	Direc- tion	FROM STATION	TO STATION	Adjust- ment Per Car in Tons	PASS. LOCOS. 21-29, Incl.		DIESEL FREIGHT LOCOMOTIVES							
					A	B	1500		4000		4500		6000	
							A	B	A	B	A	B	A	B
FIFTH	South	DeQueen.....	Texarkana.....	10	2750	2450	3020	2720	8060	7250	9070	8160	12100	10890
		Texarkana.....	Shreveport.....	10	2750	2450	2850	2560	7600	6840	8550	7690	11400	10260
	North	Shreveport....	Texarkana.....	10	2750	2450	2850	2560	7600	6840	8550	7690	11400	10260
		Texarkana.....	DeQueen.....	10	2750	2450	3020	2720	1630	7250	9070	8160	12100	10890
SIXTH	South	Shreveport....	Leesville.....	5	1700	1500	1790	1630	4770	4350	5370	4890	7160	6520
	North	Leesville.....	Mansfield.....	5	1900	1700	2360	2180	6300	5800	7095	6535	9460	8710
		Mansfield....	Shreveport.....	5	2100	1900	2360	2180	6300	5800	7095	6535	9460	8710
SEVENTH	South	Leesville.....	DeQuincy.....	10	3300	3100	2960	2820	7840	6980	8820	7860	11760	10480
	North	DeQuincy.....	Leesville.....	10	3400	3200	3000	2870	8000	7100	9000	8000	12000	10670
	South	DeQuincy.....	Beaumont.....	12	5000	4400	3050	2580	8130	6750	9150	7750	12200	10170
	North	Beaumont....	DeQuincy.....	12	5000	4400	3100	2560	8260	7140	9300	7700	12400	10270
	South	Beaumont....	Port Arthur....	12	6000	5200	3050	2430	8130	6473	9150	7306	12200	9720
	North	Port Arthur....	Beaumont.....	12	6000	5200	3100	2480	8260	6600	9300	7440	12400	9920
LAKE CHARLES	South	DeQuincy.....	Lake Charles..	12			2650	2120	7060	6060	7950	6350	11000	8870
	North	Lake Charles..	DeQuincy.....	12			2650	2120	7060	6060	7950	6350	11000	8870

Note.—(a) "A" rating is to be used when conditions are favorable, weather clear and mild with but little wind.
 (b) "B" rating is to be used when weather below thirty degrees above zero, high wind or otherwise unfavorable weather.
 (c) Manifest trains use "B" rating during favorable weather and reduce five per cent during unfavorable weather.

CLASSIFICATION OF LOCOMOTIVES

CLASS	Locomotive Numbers	Tractive Power in Pounds	Weight on Drivers in Pounds	Total Weight on Loco. Loaded in Pounds	Cooper's Rating Per Unit
Diesel-Psgr.	21, 22, 24, 25	53,240	212,960	316,400	E-40
"	23, 26, 27, 28, 29	53,465	213,860	321,000	E-40
"	30-A-B	122,425	489,700	489,700	E-50
"	31-A-B	123,400	493,600	493,600	E-50
"	32-A-B	123,200	492,800	492,800	E-50
"	33-A	61,150	244,600	244,600	E-50
" -Frt.-Pass.	33-B	59,150	236,600	236,600	E-50
"	40-41	63,478	253,910	253,910	E-50
" -Freight	50-A-B-C-D	226,520	906,080	906,080	E-46
"	51-A-B-C-D	226,110	904,440	904,440	E-46
"	52-A-B-C-D	227,255	909,020	909,020	E-46
"	53-A-B-C-D	226,235	904,940	904,940	E-46
"	54-A-B-C-D	226,540	906,160	906,160	E-46
"	55-A-B-C-D	226,720	906,880	906,880	E-46
"	56-A-B-C-D	226,900	907,600	907,600	E-46
"	57-A-B-C-D	226,498	905,990	905,990	E-46
"	58-A-B-C-D	226,225	904,900	904,900	E-48
"	59-A-B-C-D	226,313	921,080	921,080	E-46
"	60-A-B-C	181,378	725,513	1,036,447	E-46
"	61-A-B-C	180,944	723,777	1,033,967	E-46
"	62-A-B-C	179,957	719,828	1,019,073	E-46
"	70-A-B-C	175,850	707,400	707,400	E-46
"	71-A-B-C	174,741	698,960	698,960	E-46
"	72-A-B-C-D	229,390	917,560	917,560	E-46
"	73-A-B-C-D	229,290	917,160	917,160	E-46
"	74-A-B-C-D	228,228	912,910	912,910	E-46
"	75-A-B-C-D	227,021	908,100	908,100	E-46
"	76-A-B-C-D	229,640	918,580	918,580	E-46
"	77-B-C	114,940	459,770	459,770	E-46
"	78-B-C	112,080	448,320	448,320	E-46
"	79-B	56,030	224,120	224,120	E-46
" GP-7 Gen. Pur.	150 to 162	60,615	242,460	242,460	E-49

SPEED TABLE

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

Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in	
	Mins.	Sec.		Mins.	Sec.		Mins.	Sec.
6	10	0	32	1	52	53	1	7
8	7	30	33	1	49	54	1	6
10	6	0	34	1	45	55	1	5
12	5	0	35	1	42	56	1	4
15	4	0	36	1	40	57	1	3
16	3	45	37	1	37	58	1	2
17	3	31	38	1	34	59	1	1
18	3	20	39	1	33	60	1	0
19	3	9	40	1	30	61	0	59
20	3	0	41	1	27	62	0	58
21	2	51	42	1	25	63	0	57
22	2	43	43	1	23	64	0	56
23	2	36	44	1	21	65	0	55
24	2	30	45	1	20	67	0	54
25	2	24	46	1	18	68	0	53
26	2	18	47	1	16	69	0	52
27	2	13	48	1	15	70	0	51
28	2	8	49	1	13	72	0	50
29	2	4	50	1	12	73	0	49
30	2	0	51	1	10	75	0	48
31	1	56	52	1	9			

Diesel Units Equipped With Boiler

21, 22, 23, 24
25, 26, 27, 28, 29
30-A, 30-B
31-A, 31-B
32-A, 32-B
33-A, 33-B
40, 41
60-B
62-A, 62-C
76-B, 76-C
77-B

Diesel Units With Steam Connection But No Boiler

59-A, 59-B, 59-C
70-B
71-B
72-B, 72-C
73-B, 73-C
74-B, 74-C
75-B, 75-C

K. C. S. AND L. & A. WRECKERS

Number	Location	Capacity	Cooper's Rating
01	Kansas City.....	100 Ton	E-40
04	Pittsburg.....	120 Ton	E-48
03	Heavener.....	120 Ton	E-45
05	Shreveport.....	250 Ton	E-70
W-1	Minden.....	100 Ton	E-27
02	New Orleans.....	100 Ton	E-40

WEIGHT OF EMPTY PASSENGER CARS

CLASS	Numbers	Length in Feet	Tons
Baggage and Express	1	61	54
" " "	2	61	51
" " "	4	69	62
" " "	13	61	53
" " "	15	61	52
" " "	19 to 23	61	54
" " "	32	54	52
" " "	35	60	55
" " "	37, 38, 39	60	55
" " "	40, 41	61	57
" " "	361 to 368	60	46
" " "	400, 401, 403	54	25
" " "	36017	54	25
" " "	36148	54	25
Mail-Baggage-Express	3	70	64
" " "	5	70	63
" " "	60 to 63	71	71
" " "	64 to 66	85	48
" " "	67	85	68
Coaches-Partitioned	264	68	51
" " "	265	69	66
Chair-Coach, Partitioned, A-C	230 to 233	75	56
" " " " " "	234 to 238	85	51
" " " " " "	239	85	62
Chair-Coach, A-C	241 to 244	85	61
Coach, Ice-A-C	350 to 353	82	84
" " " " " "	355 to 358	82	84
Chair Cars	46	77	68
" " " " " "	221, 223, 225 and 226	60	58
Coach-Lounge, A-C	200, 201	82	80
Parlor-Lounge, Ice, A-C	500, 501	83	84
Lounge-Diner, A-C	50, 51	80	95
" " " " " "	52, 53	80	91
Observation-Tavern, A-C	54, 55	85	53
Observation-Diner, A-C	56	85	53
Diner, A-C	48, 49	82	88
" " " " " "	57, 58	85	69
Sleeping Car, A-C	Barksdale, Mena, State Capitol, Siloam Springs, Sulphur Springs	83	92
Sleeping Car, A-C	Ancon, Chagres	82	86
Sleeping Car, A-C	Job Edson, Leonor Loree, Harvey Couch, Col. Fordyce, Stuart Knott, Arthur Stilwell, Wm. Buchanan, Wm. Edenborn	85	64
Official Car	99	67	98
" " " " " "	Kay See	76	104

LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS

Car Number	Journal Size	Load Limit at Rail	Weight of Car	Carrying Capacity of Car
1	5 x 9	136,000	107,500	28,500
2	5 x 9	136,000	102,000	34,000
4	5 x 9	204,000	124,800	79,200
13	5 1/2 x 10	169,000	104,500	64,500
15	5 x 9	136,000	103,600	32,400
19	5 x 9	136,000	108,700	27,300
20	5 1/2 x 10	169,000	106,500	62,500
21	5 x 9	136,000	108,700	27,300
22	5 1/2 x 10	169,000	109,000	60,000
23	5 1/2 x 10	169,000	109,000	60,000
32	5 x 9	136,000	103,300	32,700
35	5 x 9	136,000	110,000	26,000
37	5 x 9	136,000	110,000	26,000
38	5 x 9	136,000	110,000	26,000
39	5 x 9	136,000	115,000	21,000
40-41	5 x 9	136,000	114,000	22,000
361	5 1/2 x 10	169,000	92,900	70,000
362	5 1/2 x 10	169,000	91,900	70,000
363	5 1/2 x 10	169,000	91,900	70,000
364	5 1/2 x 10	169,000	92,900	70,000
365	5 1/2 x 10	169,000	91,700	70,000
366	5 1/2 x 10	169,000	92,000	70,000
367	5 1/2 x 10	169,000	91,800	70,000
368	5 1/2 x 10	169,000	91,900	70,000
400	5 1/2 x 10	120,700	50,700	70,000
401	5 1/2 x 10	120,700	50,700	70,000
403	5 1/2 x 10	120,700	50,700	70,000
36017	5 1/2 x 10	120,200	50,200	70,000
36148	5 1/2 x 10	120,200	50,200	70,000

RECAPITULATION OF PASSENGER EQUIPMENT

Baggage and Express	28
Mail-Baggage-Express	12
Coach, Partitioned	2
Chair-Coach, Partitioned, Air-Conditioned	10
Chair-Coach, Air-Conditioned	4
Coach, Ice Air-Conditioned	8
Chair Cars	5
Coach-Lounge, Air-Conditioned	2
Parlor-Lounge, Ice Air-Conditioned	2
Lounge-Diner, Air-Conditioned	4
Observation-Tavern, Air-Conditioned	2
Observation-Diner, Air-Conditioned	1
Diner, Air-Conditioned	4
Sleeping Car, Air-Conditioned	15
Official Car	2
Total	101

SPECIAL SAFETY RULES FOR EMPLOYES IN TRAIN ENGINE AND YARD SERVICE IN ADDITION TO RULE 510

1. Safety is of first importance in the discharge of duty.
2. Avoid all risks. Watch for unsafe conditions and correct and report them.
3. Look both ways before crossing any track. Avoid crossing track in front of movement after signal is given to move. Do not stand or walk on track when avoidable.
4. Step over rails, frogs, switch guard rails, interlocking machinery or connections and not on them. Do not sit on rails or ties or take refuge under car.
5. Look out for approaching movements and alight outside of rails when getting off engine or car.
6. When alighting from or boarding rear end of freight train, use rear platform of caboose.
7. When boarding or alighting from a locomotive, caboose, or car face in, as on a ladder. Observe footing and clearances before alighting from moving or standing engine or car. Keep firm grip on handhold until foot is firmly placed on ground or other support when engine or car is standing.
8. Keep away from side or end while riding top of car, except for time required to operate brake or perform other duty there.
9. Do not ride on facing end of leading car or trailing end of rear car when possible to avoid it.
10. When riding side or top of car, keep a close watch for unsafe clearances.
11. Before going under or between standing cars or engines, first see or know they will not be moved. Otherwise obtain suitable protection. No signal should be given to move engine or cars when anyone is under or between.
12. Do not ride on footboard on forward end in direction engine is moving.
13. Do not ride on buffer plates, drawbars, brake beams, brake wheels, end ladders, and on end of car containing load that may shift.
14. Firm grip and safe foothold are essential to safety when on sillstep, side ladder, end platform, or in transferring or changing position.
15. When alighting from moving equipment extreme care should be exercised. Avoid getting off in an awkward manner that will result in strains or sprains.
16. When engineman sees or knows that ground man is about to get on or off, he will regulate speed down to point of assured safety. Consider the footing, visibility and other conditions.
17. In setting or releasing brakes, be alert to the hazard of slipping or losing hold, sudden lurch, stop or start of car, brake club breaking or slipping, brake chains kinking or overlapping, also grabbing or kicking of brake. (Study the peculiarities and proper handling of different types of brakes.) Pressure on brake should be exerted toward body of car. Do not hold brake tension by hand—use the dog and ratchet.
18. Leave cars in clear and tied down to avoid possibility of fouling other tracks or man on side of car. Do not leave cars standing on tracks too near street or highway crossing, preferably 75 feet away from the crossing.
19. Be prepared constantly for sudden start or stop and for the shock of brake or slack action.
20. Use cut-lever to uncouple cars. If lever is inoperative, tie the movement down before crossing to opposite side.
21. It is prohibited to use foot or hand to adjust drawbar, knuckle or lock pin while car or locomotive is in motion or when another car is approaching within a car length.
22. Angle cocks will be closed before uncoupling air hose when there is pressure in train line. When setting brakes by turning angle cock, keep firm grip on hose.
23. Do not place hands, feet, or any part of body between inside end of car and lumber, pipe, or other lading likely to shift. Keep clear of unsecured drop end doors. Do not use gate of a gondola for handhold.
24. Slack cuts apart half car length before going between couplers to make adjustments of knuckles or for other purposes.
25. Do not attempt to cross track close in front of moving engine or car.
26. Wear safe shoes and other apparel, and use suitable clear (or Calobar) goggles when needful to protect against sand, cinders, or other eye hazards.
27. Keep feet in clear of the path of counterweights on ground throw switch levers. Do not handle switch stand lever when switch is being run through.
28. A habit of too much idle conversation across cab or caboose may contribute to serious accident.
29. Keep the mind on the work and have a clear and mutual understanding of the moves to be made.

DIESEL LOCOMOTIVE HAZARDS

30. Enginemen and others will use hard rubber or non-metallic cased flashlights in and around Diesel locomotives.
31. Never place hands or face near main generator or any high voltage equipment while it is working under load.
32. Do not smoke or have open flame in engine room.
33. Rings and wrist watches will not be worn while working around electrical equipment.
34. Fuses will not be pulled while under load.
35. High voltage cabinet will not be opened while motor is running, other than idling.
36. Stepping out of side doors of moving Diesel units to platform or other side elevation is prohibited.
37. At any time an engine is overheated or shut down for mechanical defect, no handhold cover plate should be removed until sufficient time has elapsed to permit engine to cool down sufficiently to prevent possibility of an explosion (minimum one hour).

THE FOLLOWING IS ALSO PROHIBITED:

Giving signal to move an engine or cars and then crossing track in front of movement.

- (a) Giving signal to move an engine or cars without first placing switch in proper position.
- (b) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engines.
- (c) Engineman drifting down too close to switches that are to be thrown.

To stand on top of a box car, covered hopper, caboose or any other similar car while such car is moving under an overhead structure.

Permitting any car with a defective or missing handhold to be moved or set out without first notifying all employes on the train and making wire report to the Superintendent. Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.

THE PROPER INTERPRETATION OF EACH AND EVERY RULE AND TRAIN ORDER IS THE ONE THAT WILL INSURE THE GREATEST DEGREE OF SAFETY TO EACH EMPLOYEE AND HIS FELLOW MAN.

The Kansas City Southern Railway Company

CONDENSED SCHEDULES OF FAST FREIGHT AND PASSENGER TRAINS

SOUTHWARD							Distance From Kansas City.	TIME TABLE No. 43-A Effective SUNDAY, APRIL 1, 1956 STATIONS	Distance From Port Arthur.	NORTHWARD					
FREIGHT			PASSENGER							PASSENGER			FREIGHT		
81	77	41	15	1	9	16				2	10	82	42	88	
Lv 11.30PM	Lv 9.45PM	Lv 10.20AM	Lv 9.30PM	Lv 4.00PM	Lv 9.00AM	0	... KANSAS CITY ... 23.4	788.7	Ar 7.30AM	Ar 10.15AM	Ar 7.40PM	Ar 1.15PM	Ar 8.00PM	Ar 2.00AM	
12.40AM	10.33	11.20AM	10.03	4.26	9.42	23.4	... GRANDVIEW ... 57.4	783.3	8.55	9.42	7.09	12.20PM	3.30	12.40AM	
2.23	11.55PM	12.58PM	11.10PM	5.19	10.40	80.8	... HUME ... 48.5	705.9	5.50	8.46	8.13	9.55AM	1.30PM	9.55PM	
4.00 8.10	1.05AM 1.25AM	2.30 8.15	12.05AM 12.20	6.10 6.15	11.30AM 11.40	129.3	... PITTSBURG ... 30.2	657.4	4.65 4.45	7.55 7.45	5.15 5.05	8.20 8.18	11.55AM 11.00	8.00 7.20	
	6.00AM					159.5	... BAXTER SPRINGS ... 25.0	669.0						1.15PM	
6.25	2.20	4.30	1.05	6.46	12.20PM	154.3	... JOPLIN ... 19.7	632.4	4.10	7.17	4.30	5.10	10.00	6.00	
7.55	3.10	5.20	1.45	7.12	12.55	174.0	... NEOSHO ... 55.3	612.7	3.25	6.48	3.55	4.10	8.15	5.20	
10.30	5.05	7.20	3.15	8.22	2.10	229.3	... SILOAM ... 6.8	557.4	1.45	6.42	2.32	1.10	7.10	2.50	
10.50 11.15AM	5.20 5.33	7.35 7.50	3.25	8.30	2.20	235.9	... WATTS ... 55.3	550.8	1.30	6.33	2.20	12.50 12.35AM	6.50 6.35	2.30 2.10	
1.47PM	7.00	9.34	4.50	9.34	3.35	291.2	... SALLISAW ... 20.5	495.5	12.13AM	4.30	1.15	11.05PM	4.10	12.10PM	
2.32	7.30	10.20	5.25	9.56	4.10	311.7	... SPIRO ... 18.5	475.0	11.45PM	4.07	12.48	10.20	3.30	11.27AM	
Passenger Service: Via Bus Ft. Smith and Sallisaw.			Lv 3.40AM Ar 5.45AM	Lv 8.40PM Ar 10.20PM	Lv 2.40PM Ar 4.30PM	328.1	... FT. SMITH ... Telegraph Service 6A-5P Daily 5.6	491.6	Ar 1.00AM Lv 11.20PM	Ar 5.45AM Lv 3.40AM	Ar 2.05PM Lv 12.20PM	Freight Service: Local Freight, Via St. L. S. F. Ry., Ft. Smith and Poteau.			
2.45	7.38	10.30	5.32	10.02	4.17	317.3	... PANAMA ... 9.0	469.4	11.27	4.00	12.36	10.02	3.20	11.13	
3.08	7.50	10.47	5.50	10.13	4.30	328.3	... POTEAU ... 6.7	460.4	11.15	3.50	12.25	9.20	3.05	10.58	
3.20	8.00	11.05	6.00	10.21	4.38	333.0	... HOWE ... 5.0	453.7	11.05	3.43	12.17	9.05	2.55	10.41	
3.40 5.00	8.10 8.30	11.20PM 12.01AM	6.10 6.20	10.28 10.30	4.45 4.50	338.0	... HEAVENER ... 41.8	449.7	10.55 10.45	3.37 3.35	12.10PM 12.06PM	8.50 8.00	2.45 2.20	10.30 8.50	
7.00	10.00	1.47	7.20	11.20PM	5.50	379.8	... MENA ... 53.5	408.9	9.43	2.45	11.10AM	6.25	12.50AM	7.20	
9.20 10.30	11.45AM 12.01PM	3.50 4.30	8.30 8.40	12.30AM 12.35	7.00 7.10	433.3	... DE QUEEN ... 34.6	353.4	8.30 8.20	1.38 1.30	10.00 9.55	4.00 3.20	10.50PM 10.30	5.10 4.20	
11.33PM	12.54	5.33	9.28	1.13	7.51	469.0	... ASHDOWN ... 19.9	317.8	7.31	12.48	9.12	2.20	9.30	3.13	
12.29AM	1.36	6.35	9.55 10.10AM	1.36 1.40	8.20 8.35	489.9	... TEXARKANA ... 71.8	299.1	7.00 6.45	12.25 12.20AM	8.45 8.30	1.36PM	6.50	2.35AM	
Ar 2.40AM Lv 7.00AM	3.30 8.30PM	Ar 9.30AM	Ar 11.55AM Lv 12.35PM	Ar 3.00AM	Ar 10.15PM	560.7	... SHREVEPORT ... 108.6	228.9	Lv 8.00PM Ar 4.20PM	Lv 11.00PM	Lv 7.00AM	10.30AM 7.40AM	6.10PM 12.40PM	Lv 11.30PM	
11.20AM 12.01PM	12.50AM 1.30		3.15 3.25			669.3	... LEESVILLE ... 20.6	117.6	1.30 1.20			2.00 1.10	6.00AM 7.00		
12.53	2.15		3.55			889.9	... DE RIDDER ... 29.9	96.9	12.53			12.08AM	5.58		
2.00	3.10		4.33			719.6	... DE QUINCY ... 22.6	87.0	12.15PM			11.00PM	4.50		
	5.30		Bus 5.30PM			742.1	... LAKE CHARLES ... 47.4	89.8	Bus 11.20AM				12.05AM		
4.10	6.00		5.35 5.45			767.2	... BEAUMONT ... 19.6	19.6	11.05AM 10.55			9.30	2.20		
Ar 5.30PM	Ar 7.30AM		Ar 6.25PM			788.7	... PORT ARTHUR ...	0	Lv 10.20AM			Lv 8.00PM	Lv 1.00AM		

