

SUBDIVISIONS

FIRST SUBDIVISION—	
Air Line Jct. to Pittsburg.....	124.0 Miles
SECOND SUBDIVISION—	
Pittsburg to Watts.....	106.6 Miles
K. O. G. Junction to Baxter Springs.....	20.4 Miles
THIRD SUBDIVISION—	
Watts to Heavener.....	102.1 Miles
FOURTH SUBDIVISION—	
Heavener to De Queen.....	95.3 Miles
FIFTH SUBDIVISION—	
De Queen to Deramus Yard.....	121.3 Miles
SIXTH SUBDIVISION—	
Deramus Yard to Leesville.....	115.1 Miles
SEVENTH SUBDIVISION—	
Leesville to Port Arthur.....	117.5 Miles
LAKE CHARLES SUBDIVISION—	
De Quincy to Lake Charles.....	22.3 Miles
Kansas City Southern Mileage	824.6 Miles
Arkansas Western Mileage	31.9 Miles
F. S. & V. B. Branch	20.7 Miles

**SAFETY Is of FIRST
IMPORTANCE in the
Discharge of Duty**

J. L. DEVENEY, Trainmaster	
First and Second Subdivisions.....	Pittsburg, Kans.
JOE WEBB, Trainmaster	
Third Subdivision.....	Heavener, Okla.
T. F. HOOPER, Trainmaster	
Fourth and Fifth Subdivisions.....	Shreveport, La.
F. A. GRIMMETT, Trainmaster	
Sixth and Seventh Subdivisions.....	Shreveport, La.
S. T. SCOTT, Terminal Trainmaster.....	Shreveport, La.
H. F. BAILEY, Asst. Trainmaster.....	Shreveport, La.
H. S. McHENRY, Asst. Trainmaster.....	Pittsburg, Kans.
A. W. HALL, Traveling Engineer.....	Shreveport, La.
Traveling Engineer has the authority of Trainmaster.	
L. M. HOUGH, Chief Dispatcher.....	Shreveport, La.
J. E. HUTTO, Dispatcher.....	Shreveport, La.
P. J. NEAL, Dispatcher.....	Shreveport, La.
J. Y. LYNCH, Dispatcher.....	Shreveport, La.
O. S. PLOTT, Dispatcher.....	Shreveport, La.
B. M. DEEVER, Dispatcher.....	Shreveport, La.
B. R. THOMPSON, Dispatcher.....	Shreveport, La.

KANSAS CITY SOUTHERN LINES

THE KANSAS CITY SOUTHERN RAILWAY COMPANY
ARKANSAS WESTERN RAILWAY COMPANY
F. S. V. B. RAILWAY COMPANY

ALL SUBDIVISIONS

TIME TABLE

NO. 1

EFFECTIVE AT 12:01 A. M.

SUNDAY, DEC. 9, 1962

FOR EMPLOYEES ONLY

R. J. BLAIR,
General Manager,
Kansas City, Mo.

C. M. MARTIN,
Sup't. of Transportation,
Shreveport, La.

G. M. SWITZER,
Superintendent,
Shreveport, La.

R. D. FRETWELL, Genl. Supt.,
Milw.-K.C.S. Joint Agency,
Kansas City, Mo.

O. GANTT, Acting Asst. Supt.
of Terminals,
Port Arthur, Tex.

D. K. OWEN,
Sup't. of Safety, Rules
Examiner,
Shreveport, La.

KANSAS CITY SOUTHERN EMPLOYEES' HOSPITAL ASSOCIATION STAFF

F. W. Nichols, Supervisor, Room 204, Kansas City Southern Building, Kansas City, Mo.

Dr. Carl D. Enna, Chief Surgeon, 636 Argyle Bldg.	Kansas City, Mo.	Dr. W. Wilson, Local Physician	Gravette, Ark.
Dr. Joseph M. Masucci, Asst. Chief Surgeon, 636 Argyle Bldg.	Kansas City, Mo.	Dr. B. L. Hall, Local Physician	Gravette, Ark.
Dr. F. E. Wade, Local Physician (Eye)	Kansas City, Mo.	Dr. A. L. Peacock, Local Physician	Gentry, Ark.
Dr. C. J. Curts, Local Physician (Eye)	Kansas City, Mo.	Dr. Billy J. Puckett, Division Surgeon	Siloam Springs, Ark.
Dr. A. N. Altringer, Ear, Nose & Throat	Kansas City, Mo.	Dr. Charles H. Stinnett, Local Physician	Siloam Springs, Ark.
Dr. J. S. Knight, Ear, Nose & Throat	Kansas City, Mo.	Dr. Cal D. Gunter, Local Physician	Siloam Springs, Ark.
Dr. W. P. Bunting, Ear, Nose & Throat	Kansas City, Mo.	Dr. H. M. Flickinger, Dentist	Siloam Springs, Ark.
Dr. R. D. Williams, Ear, Nose & Throat	Kansas City, Mo.	Dr. J. R. Graves, Dentist	Westville, Okla.
Dr. B. A. Nelson, Ear, Nose & Throat	Kansas City, Mo.	Dr. R. D. Manning, Local Physician	Westville, Okla.
Dr. Wm. A. Staggs, Urologist	Kansas City, Mo.	Dr. Burdge F. Green, Local Physician	Stilwell, Okla.
Dr. J. P. Frick, Dermatologist	Kansas City, Mo.	Dr. J. D. McAnally, Dentist	Sallisaw, Okla.
Dr. Otho Duncan, Dentist	Kansas City, Mo.	Dr. J. A. Morrow, Local Physician	Sallisaw, Okla.
Dr. W. A. Bewley, Dentist	Kansas City, Mo.	Dr. R. W. Minor, Local Physician	Spiro, Okla.
Dr. C. C. Sebert, Dentist	Kansas City, Mo.	Dr. Eldon D. Pence, Jr., Division Surgeon	Ft. Smith, Ark.
Dr. S. S. Hill (c), Dentist	Kansas City, Mo.	Dr. A. F. Hoge, Local Physician	Ft. Smith, Ark.
Dr. L. M. Tillman (c), Local Physician	Kansas City, Mo.	Dr. W. C. Eberle, Local Physician	Ft. Smith, Ark.
Dr. K. L. Shireman, Local Physician	Kansas City, Mo.	Dr. H. H. Smith, Local Physician	Ft. Smith, Ark.
Dr. C. W. Robinson, Dentist	Kansas City, Mo.	Dr. Thomas P. Foltz, Local Physician	Ft. Smith, Ark.
Dr. Ray B. Riley, Local Physician	Kansas City, Kans.	Dr. W. L. Shippey, Local Physician	Ft. Smith, Ark.
Dr. F. J. Strick, Local Physician	Kansas City, Kans.	Dr. E. Z. Hornberger, Local Physician	Ft. Smith, Ark.
Dr. C. W. Alexander (c), Local Physician	Kansas City, Kans.	Dr. Chas. S. Lane, Eye, Ear, Nose, Throat	Ft. Smith, Ark.
Dr. G. L. O'Connell, Local Physician	Grandview, Mo.	Dr. E. C. Moulton, Jr., Eye, Ear, Nose, Throat	Ft. Smith, Ark.
Dr. Chas. F. Grabske, Local Physician	Independence, Mo.	Dr. L. M. Henry, Eye, Ear, Nose, Throat	Ft. Smith, Ark.
Dr. V. E. Link, Local Physician	Independence, Mo.	Dr. Louise M. Henry, Eye, Ear, Nose, Throat	Ft. Smith, Ark.
Dr. K. A. Mangels, Local Physician	Independence, Mo.	Dr. R. B. Lee, Dentist	Ft. Smith, Ark.
Dr. Martin V. Robbins, Local Physician	Cleveland, Mo.	Dr. C. C. Collier, Dentist	Ft. Smith, Ark.
Dr. A. W. Sandidge, Local Physician	Mulberry, Kans.-Mo.	Dr. R. W. Lowrey, Division Surgeon	Poteau, Okla.
Dr. D. J. Lyons, Division Surgeon	Pittsburg, Kans.	Dr. C. S. Cunningham, Division Surgeon	Poteau, Okla.
Dr. C. H. Smith, Asst. Division Surgeon	Pittsburg, Kans.	Dr. R. L. Winters, Division Surgeon	Poteau, Okla.
Dr. C. Mart Montee, Local Physician	Pittsburg, Kans.	Dr. W. K. Baker, Dentist	Poteau, Okla.
Dr. C. H. Fain, Local Physician, Eye, Ear, Nose, Throat	Pittsburg, Kans.	Dr. J. E. McAlister, Local Physician	Poteau, Okla.
Dr. M. F. Stock, Eye, Ear, Nose, Throat	Pittsburg, Kans.	Dr. K. R. Alexander, Local Physician	Poteau, Okla.
Dr. J. C. Mays, Dentist	Pittsburg, Kans.	Dr. S. C. Dean, Local Physician	Howe, Okla.
Dr. H. B. Allmon, Dentist	Pittsburg, Kans.	Dr. E. N. Fair, Division Surgeon	Heavener, Okla.
Dr. R. R. Nevitt, Local Physician	Fort Scott, Kans.	Dr. Harold B. Wright, Local Physician	Waldron, Ark.
Dr. O. L. Alberty, Local Physician	Carl Junction, Mo.	Dr. Joe R. Luther, Dentist	Waldron, Ark.
Dr. H. L. Bogan, Local Physician	Baxter Springs, Kans.	Dr. Pierre Redman, Local Physician	Mena, Ark.
Dr. V. Dale Alquist, Local Physician	Baxter Springs, Kans.	Dr. John P. Wood, Local Physician	Mena, Ark.
Dr. R. R. Brookshire, Dentist	Baxter Springs, Kans.	Dr. J. L. Grace, Dentist	Mena, Ark.
Dr. G. A. Schulte, Division Surgeon	Joplin, Mo.	Dr. G. W. Goforth, Dentist	Mena, Ark.
Dr. Lloyd H. McPike, Asst. Div. Surgeon	Joplin, Mo.	Dr. G. L. Kimball, Division Surgeon	DeQueen, Ark.
Dr. W. W. Hurst, Local Physician	Joplin, Mo.	Dr. Chas. N. Jones, Asst. Division Surgeon	DeQueen, Ark.
Dr. Winfred L. Post, Eye, Ear, Nose, Throat	Joplin, Mo.	Dr. Wayne G. Pullen, Local Physician	DeQueen, Ark.
Dr. L. N. Goff, Dentist	Joplin, Mo.	Dr. E. A. Joseph, Local Physician	DeQueen, Ark.
Dr. M. C. Bowman, Local Physician	Neosho, Mo.	Dr. J. F. Daniel, Local Physician	DeQueen, Ark.
Dr. Harold C. Lentz, Local Physician	Neosho, Mo.	Dr. R. C. Dickinson, Local Physician	Horatio, Ark.
Dr. F. F. Whitehead, Local Physician	Neosho, Mo.	Dr. N. W. Peacock, Local Physician	Ashdown, Ark.
Dr. L. T. Taylor, Local Physician	Neosho, Mo.	Dr. H. M. Carney, Division Surgeon	Texarkana, Tex.
Dr. T. E. Walkup, Local Physician	Neosho, Mo.	Dr. Eugene T. Ellison, Asst. Division Surgeon	Texarkana, Ark.
Dr. James R. Carter, Local Physician	Neosho, Mo.	Dr. Karlton Kemp, Local Physician	Texarkana, Tex.
Dr. H. R. Bridges, Dentist	Neosho, Mo.	Dr. C. A. Thompson, Local Physician	Texarkana, Tex.
Dr. J. J. Royce, Local Physician	Noel, Mo.	Dr. M. L. Williams, Local Physician (Eye)	Texarkana, Tex.
		Dr. John S. Griffin, Local Physician	Texarkana, Tex.
		Dr. Frank P. Cantrell, Local Physician	Texarkana, Tex.
		Dr. J. W. Burnett, Local Physician	Texarkana, Tex.
		Dr. W. E. Shields, Local Physician	Texarkana, Tex.
		Dr. W. R. Patterson, Dentist	Texarkana, Tex.

KANSAS CITY SOUTHERN EMPLOYEES' HOSPITAL ASSOCIATION STAFF — Continued

Dr. B. S. Ingram (c), Dentist	Texasarkana, Tex.	Dr. J. L. Grindle, Local Physician	Mansfield, La.
Dr. J. I. Allen, Local Physician	Bloomburg, Tex.	Dr. M. S. Stephens, Local Physician	Hornbeck, La.
Dr. J. B. Birdwell, Division Surgeon	Shreveport, La.	Dr. Edgar M. Shaw, Division Surgeon	Leesville, La.
Dr. R. E. Rushing, Asst. Division Surgeon	Shreveport, La.	Dr. I. O. Winfree, Dentist	Leesville, La.
Dr. R. H. Middleton Jr., Asst. Div. Surgeon	Shreveport, La.	Dr. P. F. Strecker, Local Physician	DeRidder, La.
Dr. S. P. Gautier, Dentist	Shreveport, La.	Dr. D. J. Drez, Local Physician	DeQuincy, La.
Dr. H. L. Rounsaville, Local Physician	Shreveport, La.	Dr. H. L. Snider, Local Dentist	DeQuincy, La.
Dr. Otis Broyles, Local Physician	Shreveport, La.	Dr. J. Earl Bailey, Dentist	Lake Charles, La.
Dr. Mye Haddox (c), Local Physician	Shreveport, La.	Dr. Steve F. Price, Local Physician	Lake Charles, La.
Dr. W. Griffin Jones, Ear, Nose & Throat	Shreveport, La.	Dr. E. A. Skarke, Division Surgeon	Beaumont, Tex.
Dr. Edgar W. Booth, Local Physician (Eye)	Shreveport, La.	Dr. Geo. H. Pratt, Asst. Division Surgeon	Beaumont, Tex.
Dr. W. W. Smith, Dermatologist	Shreveport, La.	Dr. John H. Carter, Eye, Ear, Nose, Throat	Beaumont, Tex.
Dr. John C. Hardin, Dentist	Shreveport, La.	Dr. C. F. Clark, Dentist	Beaumont, Tex.
Dr. G. L. Faler, Dentist	Shreveport, La.	Dr. Henry E. Jones (c), Dentist	Beaumont, Tex.
Dr. Michael Balistrella, Dentist	Shreveport, La.	Dr. J. Q. Blackwood, Dermatologist	Beaumont, Tex.
Dr. James H. Campbell, Urologist	Shreveport, La.	Dr. J. J. Tritico, Division Surgeon	Port Arthur, Tex.
Dr. E. W. Duncan (c), Dentist	Shreveport, La.	Dr. J. Y. Harper, Eye, Ear, Nose, Throat	Port Arthur, Tex.
Dr. Howard Sims (c), Dentist	Shreveport, La.	Dr. J. B. Matthews (c), Local Physician	Port Arthur, Tex.
Dr. E. D. McKay, Local Physician	Blanchard, La.	Dr. S. J. Dixon (c), Dentist	Port Arthur, Tex.
Dr. Wayne Shepard Local Physician	Blanchard, La.	Dr. F. L. Watts, Dermatologist	Port Arthur, Tex.
Dr. J. S. Segura, Local Physician	Mansfield, La.	Dr. Benny Fontana, Local Dentist	Port Arthur, Tex.

OFFICIAL WATCH INSPECTORS

National Ry. Time Service Co., General Time Insp., 926 Sterick Building.....	Memphis, Tenn.
Martin Jewelers, Inc., System Time Insp.....	Shreveport, La.
John Martin, Traveling Insp.....	Shreveport, La.
Adams Jewelry & Sport Store.....	Kansas City, Mo.
Leo Conner Jr., Jeweler.....	Kansas City, Kans.
Drenon Jewelry.....	Independence, Mo.
Goldman's Jewelers.....	Kansas City, Mo.
Hale's Jewelry.....	Kansas City, Mo.
Martyr Jewelry.....	Kansas City, Mo.
Troost Jewelers.....	Kansas City, Mo.
Perrin's Jewelers.....	Overland Park, Kans.
Al Williams Jewelry.....	Pittsburg, Kan.
Milo-Chew Drug Incorporated	Baxter Springs, Kans.
Molloy Jewelers.....	Joplin, Mo.
Arndt's Jewelry	Noel, Mo.
Rush Jewelers.....	Neosho, Mo.
Fink Jewelry.....	Ft. Smith, Ark.
Malone Jewelry.....	Ft. Smith, Ark.
Phipps Jewelry.....	Heavener, Okla.
Garmon Jewelry Company.....	Mena, Ark.
Thomas Jewelry.....	DeQueen, Ark.
Park's Credit Jewelry.....	Texasarkana, Tex.
Clarke's Jewelry.....	Shreveport, La.
Martin Jewelers, Inc.	Shreveport, La.
Leesville Jewelry.....	Leesville, La.
Rodgers Jewelry.....	DeQuincy, La.
Almond's Jewelers.....	West Lake, La.
Gem Jewelry.....	Lake Charles, La.
Freeman Jewelry	Beaumont, Tex.
Nacol's Jewelry.....	Port Arthur, Tex.

STANDARD CLOCKS: Kansas City Union Station, Knoche Yard Office, West Wye Tower, East Kansas City Roundhouse, North Yard, Pittsburg, Kans., Ticket Office, Joplin Union Depot, Neosho, Watts, Ft. Smith, Heavener, DeQueen Psgr. Depot, Trigg Street, Leesville, DeQuincy, Lake Charles, Beaumont, Port Arthur, Deramus Yard, roundhouse and dispatchers office, Shreveport Union Depot.

**TIME IS IMPORTANT
TAKE TIME TO BE SAFE**

SPECIAL INSTRUCTIONS: ALL POINTS

Current time table and transportation department rules of the Kansas City Terminal Ry. Co. will govern between Big Blue Jct. and Kansas City Union Station.

Kansas City Southern Lines Time Table, Rules and Instructions will govern while using Joplin Union Depot Company's tracks between Third Street and Main Street, Joplin.

S. L. S. F. Railway Company Time Table, Rules and Instructions will govern between Poteau and Ft. Smith.

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

Current joint timetable of the Kansas City Southern Railway and Mo. Pac. Ry. 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:

No. 1 is SUPERIOR to No. 16

No. 77 is SUPERIOR to No. 42 and No. 82

Inferior class trains, extra trains and engines will clear No. 1 and No. 2 at least 10 minutes. Rules 86 and S89 addition.

FIRST and SECOND CLASS TRAINS WILL NOT CARRY SIGNALS ON FIRST, SECOND, THIRD, FOURTH AND FIFTH SUBDIVISIONS.

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 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.

Trains authorized to register by register ticket will stop and conductor will register his train on train register when carrying signals for a following section as per Rule 20.

When making out register check form 227, conductors will also furnish copy to rear trainman. Rules 83-A and 83-B, addition to.

The engine whistle shall be sounded as prescribed by Rule 14-L and the engine bell shall be rung at the whistling post 1320 feet or one quarter of a mile from road crossing or street and shall be kept ringing until the engine or lead car shall have crossed such road crossing or street or until the train or cars have stopped.

If stop is made within one quarter of a mile of road crossing or street, when the engine is again started engine whistle shall be sounded as prescribed by Rule 14-L and engine bell shall be rung continuously until engine or lead car shall have crossed such road crossing or street.

Rule "L"—Trainmen and enginemen are cautioned that there are structures alongside of tracks at stations and elsewhere which do not provide clearance for a man to ride on top or side of cars or engines and they must inform themselves with locations of such structures.

Where car capacity of sidings or other tracks is shown, it is figured on the basis of 48 feet per car. On sidings, allowance is made for 4 unit diesel engine and caboose, but not on other tracks.

Rail test cars and MofWay Ballast discing machines cannot be relied on to actuate block and interlocking signals, and are defined as uninsulated equipment. Rule 99(j) is not applicable to such machines, nor can such machines occupy main track within territory where Rules 400 to 406, inclusive, are in effect on authority of block signal indications, alone.

Engines in yard or road service, with or without cars, will not follow a preceding movement over a public crossing closer than five (5) minutes unless such crossing is protected by flagman or crossing gates.

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

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 required to be cleaned and dried.

ABBREVIATIONS:

S, Scale. T, Turntable. PH, Telephone. O, Diesel fuel. W, Water. Y, Wye. ★, Mail crane.

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

TELEPHONES—LOCATION OF

Within A.B.S. Territory, at each end of sidings.

Outside A.B.S. Territory, in depots or phone booths.

TRAINS HANDLING

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

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

Trains handling passenger equipment, exclusive of caboose, will not exceed speed authorized for passenger trains.

Foreign line steam wreckers, pile drivers, derrick cars and other heavy machinery on its own wheels, will not exceed 20 mph.

SCALE TEST CARS, not to exceed 35 mph.

KCS or L&A wreckers, boom down (except KCS wreckers No. 05 and No. 06) not to exceed 25 mph.

Southward trains handling company ballast between Joplin and Heavener will not exceed 40 mph at any point.

Southward trains handling open top hoppers loaded with coal or company ballast will not exceed 40 mph between Heavener and Texarkana.

Wreckers, pile drivers and other machinery on its own wheels, equipped with boom, must be handled in train with boom in trailing position except as otherwise authorized by Superintendent.

KCS air dump cars will be handled in the rear of train at a speed not to exceed 25 mph and will be handled in locals in the territory where that service is available.

KCS WRECKERS NO. 05 AND 06

Except as otherwise restricted by AUTHORIZED TRAIN SPEEDS, yard limits, train orders, slow boards, slow flags, general orders, special instructions or other proper notices, KCS wreckers No. 05 and No. 06 to be handled as follows except not to be used on Branch Lines and Lake Charles Subdivision unless authorized by Superintendent:

Between Kansas City and DeQueen, not to exceed 45 mph except:

Not to exceed 25 mph over Bridges:

A-108	MP-107.6
A-276	MP-275.8

Between DeQueen and Port Arthur, not to exceed 40 mph except:

Not to exceed 15 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

KCS PILE DRIVER-CLAMSHELL NO. 096

Except as otherwise restricted by AUTHORIZED TRAIN SPEEDS, yard limits, train orders, slow boards, slow flags, general orders, special instructions or other proper notices, KCS Pile Driver-Clamshell No. 096 to be handled as follows:

Between Kansas City and DeQueen, not to exceed 40 mph except:

- Not to exceed 25 mph over Bridges:
- A-108MP-107.6
- A-276MP-275.8

Not to exceed 15 mph on Branch Lines.
 Between DeQueen and Port Arthur, not to exceed 35 mph except:

- Not to exceed 20 mph over Bridges:
- A-435 (Bear Creek).....MP-434.6
- A-478MP-477.2
- B-478 (Red River).....MP-477.9
- A-540 (Caddo Lake).....MP-539.2

Not to exceed 20 mph on Lake Charles Subdivision.

YARD LIMITS

At the following stations Rule 93 applies:
 Air Line Jct. to one-half mile south of Leeds

North Yard	} one yard	Baxter Springs Branch
Pittsburg, Kans.		Watts
Joplin		Heavener
Neosho		The A & W Ry
Ft. Smith*		FSVB Branch

DeQueen Yard-DeQueen Psgr. Depot, one yard
 *Ft. Smith terminal yard limits extend from SF Jct. to Garland Ave. Jct.

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

Second Class, Extra Trains, and engines will move at Restricted Speed between MP B-733 and Yard Limit board six poles south MP B-737, Lake Charles Branch Rule 93 applies.
 Between North Switch Chaison Junction and Mile Post 774.

ENGINES

Road service freight engines, when backing or when controlled from rear unit, not to exceed 30 mph.
 Light engines moving forward will not exceed freight train speed or the maximum speed authorized (whichever is lower) for the class engine on the subdivision movement is being made, except on special instructions of the Superintendent.
 Road service freight engines or freight units, when used with higher speed units, not to exceed 65 mph.
 Road service freight engines, when used in passenger service, not to 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, 100, 150 and 160, will not exceed 65 mph in either forward or backward movements.
 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.

GENERAL ORDER BOOKS:

- | | |
|-------------------------------|-----------------------------|
| Kansas City Union Station | DeQueen Psgr. Depot and |
| Knoche Yard Office | Roundhouse |
| East Kansas City Roundhouse | Trigg Street and Roundhouse |
| North Yard and Roundhouse | Deramus Yard; Yard Office |
| Pittsburg, Kan., Ticket Ofs. | and Roundhouse |
| Joplin Union Depot, Telegraph | Shreveport, Union Depot |
| Neosho | Leesville and Roundhouse |
| Watts Telegraph | Beaumont telegraph |
| Ft. Smith Telegraph | Port Arthur and Roundhouse |
| Heavener and Roundhouse | Lake Charles and Roundhouse |

REGISTER STATIONS

- | | |
|----------------------------|-----------------------------|
| Kansas City Union Station | Leesville |
| West Wye Tower | DeQuincy; (only for crews |
| North Yard | operating over Lake Charles |
| Joplin Union Depot; (Only | Branch) |
| for trains originating and | Beaumont |
| terminating Joplin) | Port Arthur |
| Watts | Lake Charles |
| Ft. Smith | Deramus Yard |
| Heavener | Shreveport Union Depot |
| DeQueen Psgr. Depot | |

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.

A train or engine requiring the use of this switch when telegrapher not on duty Trigg Street will secure permission to operate this dual controlled switch from train dispatcher and will be governed by Rule 104(b).

Trainmen must restore this switch for main track movement and dual control selector lever to normal (power) position after using.

G. C. L. Junction switch, Beaumont, MP-766.6, is a remote dual controlled switch. There are no approach signals to absolute signals governing this switch. Trains, both Mo. Pac. and KCS, approach this junction switch at Restricted Speed. Rules 98, 104-B, 104-C, 350 and other rules applicable will govern.

AUTOMATIC BLOCK SYSTEM

Rule 350 and other rules applicable will govern.

Sub-division	From (Station)	Mile Post	To (Station)	Mile Post
First.....	Just north of Tie-Plant (Koppers).	8.7	Just north of North Yard, north yard lead switch.....	127.1
Second.....	Just south of south St. L. S. F. Ry. Crossing Pittsburg.....	129.9	Gentry.....	221.3
Fifth.....	Just south of DeQueen Psgr. Depot.....	433.4	Trigg St.....	486.0
Fifth.....	St. L. S. W. Ry. Crossing Texarkana.....	488.5	North Siding Sw. Blanchard...	547.5

AUTOMATIC BLOCK SYSTEM

Operation by signal indication opposing and following movements.

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

Sub-division	Between (Station)	Mile Post	And (Station)	Mile Post
First.....	Air Line Jct.....	5.3	Big Blue.....	6.1
Second.....	Gentry.....	221.3	Watts.....	236.0
Third.....	Watts.....	236.0	Heavener.....	338.0
Fourth.....	Heavener.....	338.5	DeQueen Yard....	431.7
Fifth and Sixth.....	North siding Sw. Blanchard..	547.5	Harriet St.....	557.1
Seventh.....	C. S. Jct.....	720.2	First automatic signal north of Neches River Bridge.....	765.6

SPECIAL INSTRUCTIONS

KANSAS CITY: When northward first class trains register at Kansas City Union Station such register covers arrival of such trains at Big Blue Junction and this register may be accepted by inferior trains or engines.

Foreign line trains coming onto or leaving KCS tracks at Pittsburg, Kans., will secure train orders, clearance, and register at North Yard office, 23rd street.

All trains will secure clearance before departing North Yard.

Second Subdivision freight trains cleared at North Yard will not be required to secure clearance at Pittsburg, Kans.

Conductors of first class trains and Passenger Extra trains will leave register ticket with operator at North Yard.

Conductors of first class trains will register by ticket at Watts and Deramus Yard.

Conductors of first class and psgr. extra trains will receive at North Yard southward, two sets of orders and clearance. Conductors will deliver one set to engineer handling train out of Pittsburg, with any other orders or instructions in his possession affecting the movement of his train.

Northward first class and psgr. extra trains arriving Pittsburg, Kans., will retain their identity and proceed from passenger depot, Pittsburg, to yard office at North Yard, at which point they will receive a clearance and any orders affecting their movement.

Color light train order signal in service at Joplin, located west of KCS main track in vicinity of location of train order transmitter, and effects the movement of through trains, except first class and passenger extra trains using JUD main track and JUD psgr. siding. The signal is equipped with two indications in each direction, and will display green when there are no orders for delivery and red when there are orders for delivery as provided for in Operating Rules 221 & 232. First class and psgr. extra trains using JUD main track and siding, and trains starting will continue to obtain a clearance together with any orders affecting their movement before departing Joplin.

When southward regular trains are registered at Watts, such trains will have arrived at Gentry.

Southward trains cleared on Second Subdivision and Northward trains cleared at Watts will obtain clearance together with any train orders for delivery and, unless otherwise instructed, will retain their identity in moving from or to signal controlled territory.

All trains secure clearance before departing Watts.

The following will govern on Baxter Springs and FSVB Branches and Arkansas Western Ry. Operating Rule 88(a) is amended accordingly:

Baxter Springs Branch: Unless otherwise restricted, all trains and engines run at Restricted Speed, not to exceed 25 MPH between KOG Jct. and Baxter Springs.

Ft. Smith and Van Buren Branch: Unless otherwise restricted, all trains and engines run at restricted speed not to exceed 20 MPH between Coal Creek and End of Line MP-40.7.

Arkansas Western Ry.: Unless otherwise restricted, all trains and engines run at restricted speed, not to exceed 20 MPH between Heavener and End of Line, MP-35.1.

When an engine is given a clearance designating the branch on which movement is to be made, under the examples shown below, no further authority to operate as an extra on that particular branch will be required: Example: Eng. 162 Baxter Branch—Eng. 162 FSVB Branch—Eng. 162 AW Branch.

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 Shreveport 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.

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 Mo. Pac. trains obtain clearance at Mo. Pac. telegraph office, DeQuincy.

No. 242 is authorized to leave Lake Charles without a clearance.

Between Big Blue Jct. and DeQueen, except for regular No. 77, the maximum speed of freight trains around curves restricted by slow boards is restricted to ten (10) MPH below that indicated on slow boards, except Ten Degree Curve, Mile 197.

KANSAS CITY: All northward trains will not exceed 15 MPH between 17th Street and until the engine or head car of the movement passes over 12th Street. All southward trains will not exceed 15 MPH passing over 12th Street and until the engine or head car of the movement passes over 15th Street.

EASTWOOD: Freight trains moving into Kansas City for passenger trains will stay at Eastwood unless they can make Big Blue Jct. at least thirty (30) minutes before these trains are due at Big Blue Jct.

GRANDVIEW: KCS trains or engines using StLSF Ry. main track between siding switches must do so under flag protection or authority of StLSF Ry. Dispatcher.

GRANDVIEW: Missouri Public Service Commission order authorizing the crossing at Main St. at Grandview, Mo., provides: "No opposing train movements on the main track or passing tracks will enter upon the Main Street crossing earlier than 30 seconds after a train moving on either the main track or passing track has cleared the crossing." Crews in charge of trains will be held responsible for full compliance with the above quoted condition of the order. The two westerly tracks at Grandview are in no way connected with the flasher lights and crews should furnish flag protection when working over this crossing on these two tracks.

EVE: New connection at Eve restricted to 10 MPH due to sharp curvature in track.

MULBERRY: Approaching Frisco Railway Crossing, MP 119.3, southward passenger trains reduce speed to 60 MPH and southward freight trains reduce speed to 40 MPH at the southbound approach signal to this crossing.

NORTH YARD: The time of first class trains (in time table or train order) will apply at the Yard Office (M. P. 128.2) at North Yard. The ruling switches will be at crossover switch just north and just south of Yard Office.

PITTSBURG, KANS.: The current of traffic for all except Kansas City Southern first and second class trains, using double track between Santa Fe Ry. crossing at Fourth Street overpass Pittsburg and M. P. 128.2 will be on the right. KCS first and second class trains will use the track on the west for movement in either direction. The normal position of main track switches at each end of this double track will be lined and locked for the southward or track on the west.

Engines moving light between Seventh Street and North Yard may, under the protection of Yard Limit Rule 93, use the southward or track on the west to reach crossover just south of Yard Office, North Yard.

The northward or track on the east will be used as a siding between Fourth Street overpass and Twenty-Third Street, Pittsburg, but when first class trains are to meet at Pittsburg on Train Orders, the order will designate which train shall take siding and at what point.

PITTSBURG, KANS.: First class trains run at restricted speed between ATSF Ry. connection at Fourth Street overpass and North Yard, Yard Office.

JOPLIN: First class trains run at restricted speed on Joplin Union Depot Company's tracks, expecting to find foreign line trains or engines occupying JUD main tracks.

JOPLIN: At Joplin, first class trains will use the Joplin Union Depot Company's tracks between Main Street and Third Street.

KCS switches will be left set and locked for KCS freight main track.

The switches in the Joplin Union Depot yard will be set and locked for the Joplin Union Depot main track.

JOPLIN: KCS first class trains will arrive and depart on JUD main track Joplin Union Depot. Time applies at switches to and from JUD main track.

CRESTLINE: Do not exceed 10 MPH over Highway 96 crossing Mile 149L and flag all switch movements over this crossing.

NEOSHO: Northward trains except first class and passenger extra trains, will stop at south yard limit board MP-174.7 and will not proceed until the train line has been fully recharged.

NEOSHO: All movements on the Ozark Terminal Spur Mile 172.1, are restricted to 6 mph and because of the heavy grades in this track no movement will be made until the automatic brakes are cut in and operative.

ELLIFF: Northward train holding main track at Elliff that is to meet or wait for a southward freight train, will remain south of station board until the southward freight train begins its movement into the siding.

GRAVETTE: SPRING SWITCHES are located at each end of Gravette yard. The current of traffic for northward movements is on the East track, and southward movements on West track. Maximum speed of 30 mph, entire train through turnouts and over spring switches in either direction. Rule 104(a) and other rules applicable will govern.

WESTVILLE: Train No. 2 will reduce speed to not exceed 30 mph passing depot in order to exchange heavy volume of U. S. Mail.

MARBLE CITY: Do not exceed 10 mph over Sallisaw Creek bridge on Quarry spur track.

FT. SMITH: All main track switches will be kept set and locked for Passenger Station Yard. Switch at end of double track will be kept set for track No. 1.

SALLISAW: Northward passenger trains will not exceed 58 mph and Northward freight trains will not exceed 40 mph, passing northward signal located 70 feet south of south siding switch, Sallisaw.

HEAVENER: All train and engine movements, both directions, move at restricted speed, not to exceed 20 mph, between south siding switch Heavener, and the 20 mph slow board located west side of main track, approximately 1790 feet south of MP-337.

DeQUEEN YARD-DeQUEEN PSGR. DEPOT: First class trains run at restricted speed between north lead switch DeQueen Yard and south siding switch DeQueen Psgr. Depot.

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 PASSENGER 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 15 cars will stay at Wade for southward first class trains unless can make DeQueen Yard and be in clear for those trains.

WINTHROP-WILTON: All freight trains, except No. 77, reduce speed to 25 mph between North siding switch, Winthrop, and South siding switch, Wilton.

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

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

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.

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

ZWOLLE: All trains reduce speed to 15 mph over three street crossings—Port Arthur and Obrie crossings north and south of depot, and West Hammond Street just south of overpass.

After the three above crossings have been covered by the engine or cars, normal speed may be resumed. Any abuse of this speed restriction will result in enforcement of the law and resumption of the original ordinance to cover entire city limits.

In some cases with long trains, and if in judgment of the engineer it is necessary to stop before releasing train brakes, the stop should be made before blocking the crossing.

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

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

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

VIDOR: No. 16 reduce speed to 20 MPH passing station platform to permit RPO clerk to detrain U. S. Mail and No. 15 stop at Vidor daily except Sundays to pick up U. S. Mail.

MAURICEVILLE: No. 15 will exchange U. S. Mail at Mauriceville by crane daily except Sunday.

BEAUMONT: All trains and engines move at Restricted Speed, not to exceed 12 mph, between Automatic Block Signal at MP-765.6 and North switch Chaison Junction.

First class trains move at Restricted Speed between north switch Chaison Junction and SP Railway crossing, MP-769.8.

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

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.

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.

SPECIAL INSTRUCTIONS: 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 (which includes South Wye Switch).

All movements, opposing and following, between Harriet St. (station sign), and Blanchard (Texas Jct.), will be made by signal indications. Rules 400 to 406 incl., and other rules applicable will govern.

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

All trains and engines will not exceed 20 mph on east main track from Spillway, MP-555 to Deramus Yard (south lead switch).

All trains and engines will not exceed 15 mph entire north leg of wye Shreveport.

All trains and engines must approach Jordan Street crossing, Shreveport, KCS-G.T. tracks prepared to stop if crossing is not clear of traffic and crossing gates down.

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 indicates 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.

SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track except as otherwise restricted by yard limits, slow orders, slow boards, slow flags, general orders, special instructions or other proper notices:		
Maximum Speed MPH—Diesel Operation:		
FIRST SUBDIVISION		
Between Big Blue Jct. and MP-24.....	65	40
Except: MP-11 to MP-11.5.....	55	40
MP-16 to MP-17.....	55	30
Bridge B-23, MP-22.7 to Bridge C-23, MP-22.8.....	55	40
Between MP-24 and Pittsburg.....	78	40
Except: Around curves not protected by slow boards.....	70	40
Bridge A-43, MP-42.0.....	45	40
Bridge A-74, MP-73.2.....	45	40
When handling No. 77.....	..	50
SECOND SUBDIVISION		
Between Pittsburg and McElhany.....	75	50
Except: Around curves not restricted by slow boards.....	65	50
Between McElhany and Watts.....	65	48
Except: Ten degree (10°) curve mile 197... Bridge A-206, MP 205.2.....	20	15
Bridge A-234, MP 234.0.....	40	40
.....	45	45
THIRD SUBDIVISION		
Between Watts and Sallisaw.....	65	48
Between Sallisaw and Heavener.....	70	48
Except: Bridge A-307, MP 306.8.....	40	40
FOURTH SUBDIVISION		
Between Heavener and Mena.....	65	48
Between Mena and Grannis.....	60	40
Except: When handling No. 77.....	..	48
Between Grannis and DeQueen.....	60	35
Except: When handling No. 77.....	..	48
FIFTH SUBDIVISION		
Between DeQueen Passenger Depot and MP-556.....	70	35
EXCEPT:		
Train No. 77.....	..	50
Around curves not restricted by slow boards. Over Bear Creek Bridge, A-435, MP-434.6.....	65	40
Over Red River Drawbridge, B-478, MP-477.9, and do not use brakes while passing over this bridge except in emergency....	40	40
Over Caddo Lake Fill, just north of Bridge A-540.....	40	25
Over Caddo Lake Drawbridge, A-540, MP-539.2.....	25	25
SIXTH SUBDIVISION		
Between MP-556 and South Wye Switch (Shreveport).....	40	20
Between South Wye Switch and Leesville....	58	35
EXCEPT:		
Through Spring Switch at end of double track, Cedar Grove Tower.....	15	15
SEVENTH SUBDIVISION		
Between Leesville and DeQuincy.....	58	35
Between Daub and Ft. Polk.....	20	20
Between DeQuincy and Beaumont (See KCS-MoPac 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

MAXIMUM SPEED OF TRAINS OVER RAILROAD CROSSINGS

Railroad	Crossing	M.P.	At or Near Station	Not to Exceed M.P.H.	
				Passenger	Freight
First Subdivision:					
Mo.Pac. Ry....	Rule 98. Stop.	5.4	Air Line Jct... 20	20	
Mo.Pac. Ry....	Gated	5.5	Air Line Jct... 20	20	
G.M.O. Ry....	Interlocked	5.7	Air Line Jct... 20	20	
K.C.T. Ry....	Interlocked	6.1	Big Blue Jct... 20	20	
A.T.&S.F. Ry..	Interlocked	6.1	Big Blue Jct... 20	20	
Sheffield Steel	Interlocked	6.7	Big Blue Jct... 20	20	
Mo.Pac. Ry....	Gated	7.7	Big Blue Jct... 35	20	
Mo.Pac. Ry....	Interlocked (Automatic)	93.9	Richards..... 50	30 eng. only	
St.L.S.F. Ry...	Interlocked (Automatic)	114.6	Mulberry..... 50	30 eng. only	
St.L.S.F. Ry...	Interlocked (Automatic)	119.3	Mulberry..... 50	30	
Mo.Pac. Ry....	Interlocked (Automatic)	123.0	Mulberry..... 50	30 eng. only	
A.T.&S.F. Ry..	Gated	128.9	Pittsburg..... 20	20 eng. only	
Mo.Pac. Ry....	Gated	129.0	Pittsburg..... 20	20 eng. only	
Second Subdivision:					
A.T.S.F. Ry....	Gated	129.4	Pittsburg..... 20	20 eng. only	
St.L.S.F. Ry...	Gated	129.5	Pittsburg..... 20	20 eng. only	
St.L.S.F. Ry...	(2) Gated	129.6	Pittsburg..... 20	20 eng. only	
St.L.S.F. Ry...	Gated	129.8	Pittsburg..... 20	20 eng. only	
St.L.S.F. Ry...	Interlocked (Automatic)	147.0	Gulfton..... 40	30 eng. only	
St.L.S.F. Ry...	Rule 98. Stop.	154.8	Joplin..... 20	20 eng. only	
St.L.S.F. Ry...	Rule 98. Stop.	154.9	Joplin..... 20	20 eng. only	
St.L.S.F. Ry...	Interlocked (Automatic)	172.7	Neosho..... 35	20	
Third Subdivision:					
Mo.Pac. Ry....	Interlocked (Automatic)	290.3	Sallisaw..... 50	30 eng. only	
M.V. Ry....	Gated	317.3	Panama..... 20	20 eng. only	
St.L.S.F. Ry...	Interlocked (Automatic)	325.5	Poteau..... 35 eng. only	25 eng. only	
C.R.I.&P. Ry..	Interlocked	333.0	Howe..... 40	30 eng. only	
Baxter Springs Branch:					
St.L.S.F. Ry...	Gated	L-148.5	Crestline..... 20	20	
M.K.&T. Ry...	Gated	L-152.7	Crestline..... 20	20	
St.L.S.F. Ry...	Interlocked (Automatic)	L-158.7	Baxter Springs 20	20	
Ft. Smith					
Mo. Pac. Ry.	Rule 98—Stop.	326.9A	Ft. Smith..... 20	20	
St. L. S. F.	Two Crossings Interlocked-Electric				
	Locked Gate				
St. L. S. F. (Spur)	Rule 98—Stop	Stem Wye	Ft. Smith..... 10	10	
		Stem Wye	Ft. Smith..... 10	10	
M. V. Ry. (3 Crossings)	Rule 98—Stop	Garland Ave.	Ft. Smith..... 15	15	
St. L. S. F.	Rule 98—Stop	Garland Ave.	Ft. Smith..... 15	15	
F.S.&V.B. Branch:					
M. V. Ry.	Gated	27.0	Bokoshe..... 20	20	
Fifth Subdivision					
D&E Ry.....	Interlocked	433.8	DeQueen..... 35	30 eng. only	
SL-SF Ry.....	Interlocked (Automatic)	467.6	Ashdown..... 35	20 eng. only	
T&P Ry.....	Interlocked	487.4	Texarkana..... 20	20	
StLSW Ry.....	Interlocked	487.5	Texarkana..... 20	20	
TP-ICC.....	Interlocked	489.4	Texarkana..... 35	30 eng. only	
Sixth Subdivision					
T&P Ry.....	(Automatic) Interlocked	563.5	Cedar Grove Tower..... 20	15 eng. only	
T&P Ry.....	Interlocked (Automatic)	593.5	So. Mansfield 35	30 eng. only	

Railroad	Crossing	M. P.	At or Near Station	Not to Exceed M.P.H.	
				Passenger	Freight
Seventh Subdivision					
J&E.....	Gated	689.8	DeRidder.....	20	20
Mo. Pac.....	Interlocked	750.2	Mauriceville..	35	30 eng. only
SP.....	Interlocked (Automatic)	764.9	Beaumont.....	35	30 eng. only
SP.....	Rule 98. Stop.	766.0	Beaumont.....	20	20 eng. only
BWT.....	Rule 98. Stop.	766.7	Beaumont.....	12	12 eng. only
SP.....	Interlocked	769.8	Chaison Jct... 20	20	
SP.....	Interlocked	785.0	Port Arthur... 15	15	10 eng. only
Lake Charles Branch:					
Mo.Pac.....	Interlocked (Automatic)	719.6-B	DeQuincy.....	20	20
SP.....	Interlocked	Mat' Spr	West Lake... 20	20	
SP.....	Interlocked	741.0-B	Lake Charles.. 20	20	
SP.....	Rule 98. Stop.	741.3-B	Lake Charles.. 20	20	

SPEED THROUGH CITY LIMITS

Speed of trains restricted as follows by City Ordinance:

Kansas City	25 mph	Ashdown	25 mph
Drexel, Psgr.	50 mph	*Texarkana	20 mph
Drexel, Frt.	40 mph	Bloomburg	30 mph
Amsterdam, Psgr.	40 mph	Rodessa, Main St.	25 mph
Amsterdam, Frt.	35 mph	Vivian	20 mph
Pittsburg, Kans.	15 mph	Oil City	40 mph
Joplin	25 mph	**Shreveport	20 mph
Neosho	30 mph	Converse	25 mph
Goodman	25 mph	Leesville	15 mph
Anderson	20 mph	DeRidder	12 mph
Noel	20 mph	Lake Charles	20 mph
Stilwell	25 mph	Beaumont	20 mph
Mena (4th, Mena, 7th and 10th streets)	15 mph	Nederland	20 mph
DeQueen	25 mph	Port Arthur	10 mph

*Texarkana, also over 3rd and 14th Street Crossings, 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.

Referring to anti-whistling ordinances 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.

A 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.

FIRST SUBDIVISION—Air Line Junction to Pittsburg

SOUTHWARD				NORTHWARD								
SECOND CLASS		FIRST CLASS		Capy. Other Tracks, S. T. PH, O, W. Y	Capacity of Sidings.	Mile Post Location.	TIME TABLE No. 1 Effective SUNDAY, DEC. 9, 1962	Office Calls.	FIRST CLASS		SECOND CLASS	
77 Merchandise Special	41 Manifest Freight	15 Passenger	1 Southern Belle						16 Passenger	2 Southern Belle	82 Manifest Freight	42 Manifest Freight
Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily
		Lv 10.15PM	Lv 9.25AM			0	KANSAS CITY, U. S.	US	Ar 7.00AM	Ar 7.45PM		
						5.0	WEST WYE TOWER	WY				
Lv 8.10PM	Lv 9.35AM					5.3	AIR LINE JCT.				Ar 2.00PM	Ar 6.15PM
						5.4	Mo. Pac. Crossing					
						5.5	Mo. Pac. Crossing					
						5.7	G. M. O. Crossing					
						6.1	K. C. T. Crossing					
				Connection		6.1	A. T. & S. F. Crossing					
8.15	9.45	Lv 10.27PM	Lv 9.35AM	Connection		6.1	BIG BLUE JCT.		Ar 6.43AM	Ar 7.34PM		
						6.7	Sheffield Steel Crossing					
						7.4	Fifteenth Street					
						7.7	Mo. Pac. Crossing					
		10.33	9.41			9.8	LEEDS.		6.36	7.28		
8.28	10.00	10.36	9.44	3	88	12.6	EASTWOOD		6.33	7.25	1.30	5.45
8.40	10.16	10.42	9.49	6	101	17.8	BRYANT		6.27	7.20	1.20	5.35
8.55	10.33	10.48	9.55	Yard Y Connection	280	23.5	GRANDVIEW	VG	6.21	7.15	1.10	5.25
9.07	10.48	10.57	10.03	3	116	32.7	JAUDON		6.11	7.06	12.53	5.02
9.17	11.01	11.03	10.09	19	112	38.8	CLEVELAND		6.05	7.00	12.40	4.50
9.33	11.20	11.12	10.18	14	103	48.2	LISLE		5.56	6.50	12.20	4.32
9.41	11.30	11.17	10.23	31	125	53.1	DREXEL	★ DX	5.50	6.45	12.10PM	4.22
9.54	11.47	11.26	10.32	29	137	62.4	AMSTERDAM	★ DA	5.39	6.36	11.47AM	4.02
10.03	11.59AM	11.32	10.38	20	118	68.9	AMORET		5.32	6.30	11.10	3.51
10.18	12.16PM	11.45	10.49	Yard Y	153	80.7	HUME	★ HM	5.22	6.19	10.49	3.32
10.38	12.32	11.55	10.57	6	118	89.4	STOTESBURY	★	5.13	6.11	10.01	3.15
		11.59PM	11.01	16		93.6	RICHARDS	★	5.08	6.07		
						93.9	Mo. Pac. Crossing					
10.53	12.50	12.06AM	11.06	76	210	98.9	EVE		5.03	6.02	9.40	2.55
11.06	1.15	12.16	11.16	M.K.-T. Con.	12	119	HARR		4.53	5.53	9.12	2.35
						114.6	St. L. & S. F. Crossing					
11.18	1.30	12.26	11.24	16	116	118.1	MULBERRY	★	4.43	5.43	8.55	2.20
						119.3	St. L. & S. F. Crossing					
						122.9	Mo. Pac. Crossing					
Ar 11.35PM	Ar 1.50PM	12.36	11.33	Yd. OWST	Yard	128.2	NORTH YARD	NY	4.32	5.32	Lv 8.30AM	Lv 2.00PM
						128.9	A. T. & S. F. Crossing					
				Connection		129.0	Mo. Pac. Crossing					
		Ar 12.40AM	Ar 11.35AM	YARD		129.2	PITTSBURG		Lv 4.30AM	Lv 5.30PM		
Daily	Daily	Daily	Daily				129.2		Daily	Daily	Daily	Daily
3.25	4.15	2.25	2.10				Time on Subdivision		2.30	2.15	5.30	4.15

Tracks not shown on face of time table.

No. 1 is superior to No. 16
No. 77 is superior to No. 42 and No. 82

Hours of Telegraph Service

Kansas City, West Wye Tower and North Yard—Continuous
Grandview—8A-5P, Daily
Drexel—6A-3P, Except Sat., Sun., Hol.
Amsterdam—8A-5P, Except Sat., Sun., Hol.
Hume—8A-5P, Daily

CONDITIONAL FLAG STOPS

Nos. 15 and 16 will stop on flag at Cleveland, Lisle, Drexel, Merwin, Amsterdam, Amoret, Hume, Stotesbury, Richards and Mulberry for revenue passengers from Kansas City or Pittsburg and beyond.

	Mile No.	Car Capcy.
Western Elec.	22.2	14
Merwin★	58.5	0

SECOND SUBDIVISION—Pittsburg to Watts

SOUTHWARD				Capy. Other Tracks, S, T, PH, O, W, Y	Capacity of Siding.	Mile Post Location.	TIME TABLE No. 1 Effective SUNDAY, DEC. 9, 1962	Office Calls.	NORTHWARD			
SECOND CLASS		FIRST CLASS							FIRST CLASS		SECOND CLASS	
77 Merchandise Special	41 Manifest Freight	1 Southern Belle	15 Passenger						16 Passenger	2 Southern Belle	82 Manifest Freight	42 Manifest Freight
Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	
Lv 11.50PM	Lv 2.50PM	11.33AM 11.35	12.36AM 12.40	Yard OWST	128.2	NORTH YARD	NY	4.32AM 4.30	5.32PM 5.30	Ar 6.15AM	Ar 1.15PM	
		Lv 11.45AM	Lv 12.55AM	Yard	129.2	PITTSBURG		Ar 4.15AM	Ar 5.20PM			
				Connection	129.4	A. T. & S. F. Crossing						
					129.5	St. L. & S. F. Ry. Crossing						
					129.6	St. L. & S. F. Crossing						
				Connection	129.7	St. L. & S. F. Crossing						
12.06AM	3.10	11.53	1.04	13	144	KNIVETON		4.02	5.11	5.50	12.50	
		11.55	1.08	Branch	139.0	K. O. G. JCT.						
12.13	3.20	11.58AM	1.10	10	143	ASBURY	*	3.56	5.06	5.40	12.40	
		12.04PM	1.17	11	147.2	GULFTON						
						St. L. & S. F. Crossing						
12.40	3.43	12.25	1.45	S Yard Connection	110	JOPLIN Union Depot	JO	s 3.40	s 4.50	5.15	12.25PM	
					154.8	St. L. & S. F. Crossing						
					154.9	St. L. & S. F. Crossing						
12.56	4.00	12.41	2.01	10	68	TIPTON FORD		3.06	4.26	4.51	11.40AM	
1.03	4.20	12.46	2.06	Connection	134	DALBY		3.00	4.20	4.42	11.30	
					172.7	St. L. & S. F. Crossing						
						NEOSHO	ON	s 2.55	s 4.15	4.32	11.20	
1.12	5.00	1.00	2.25	OYW Yard	76	McELHANY		2.37	3.53	4.08	11.03	
1.28	5.20	1.09	2.37	17	111	GOODMAN	*	2.31	3.49	3.59	10.55	
1.34	5.27	1.13	2.42	75	62	ELLIFF		2.25	3.43	3.45	10.45	
1.39	5.34	1.17	2.47	100	188.3	ANDERSON	RS	f 2.19	3.38	3.35	10.38	
1.46	5.41	1.22	2.52	75	66	LANAGAN	*	f 2.12	3.33	3.25	10.30	
1.52	5.47	1.27	2.57	40	85	NOEL	NE	s 2.03	3.24	3.08	10.15	
2.03	5.59	1.36	3.08	41	135	SULPHUR SPRGS.	*	f 1.55	3.16	2.52	10.00	
2.25	6.07	1.42	3.16	4	30	GRAVETTE	BO	f 1.49	3.10	2.42	9.50	
2.42	6.24	1.50	3.26	39	133	DECATUR	DE	f 1.39	3.00	2.17	9.35	
2.53	6.37	1.58	3.35	25	36	GENTRY		f 1.32	2.53	2.07	9.25	
3.05	6.50	2.05	3.43	47	154	SILCOAM	SX	s 1.23	2.45	1.55	9.10	
3.15	7.00	2.20	4.03	Yard	163	WATTS	WS	Lv f 1.07AM	Lv 2.30PM	Lv 1.35AM	Lv 8.50AM	
Ar 3.30AM	Ar 7.15PM	Ar 2.30PM	Ar f 4.13AM	W Yard	251							
Daily	Daily	Daily	Daily			106.8		Daily	Daily	Daily	Daily	
3.40	4.25	2.45	3.18			Time on Subdivision		3.08	2.50	4.40	4.25	

No. 1 is superior to No. 16
No. 77 is superior to No. 42 and No. 82

Tracks not shown on face of time table.

SOUTHWARD		NORTHWARD	
Mile Post Location	BAXTER SPRINGS BRANCH	Capacity of Sidings	Office Call
	STATIONS		
139.0	...K. O. G. JCT....	11	
L 142.3	...CARTER.....	56	
L 144.1	...LAWTON.....	10	
L 148.1	...CRESTLINE....	55	
L 148.5	St. L. & S. F. R. R. Cross..		
L 152.7	...M-K-T R. R. Cross....		
L 158.7	St. L. & S. F. R. R. Cross.		
L 159.5	...BAXTER SPRINGS...	195	X
	20.5		

	Mile No.	Car Capacity
Waco Spur	139.8	29
Long-Bell American	158	Conn 79
Ozark Term. Spur	172.1	—
Linde Spur	177	62
Aero Jet Spur	177.5	12
Ft. Crowder, Coach Track	179	34
Ft. Crowder North Conn	179.6	45
Ft. Crowder South Conn	180.7	10
Pet Milk Spurs	229	19

Hours of Telegraph Service

North Yd., Neosho and Watts, Continuous
Joplin—10A-6P—11:45P-7:45A Daily
Anderson—8A-5P, Except Sat., Sun., Hol.
Noel—9A-5P—10P-6A Daily
Gravette and Decatur—8A-5P, Except Sat., Sun., Hol.
Siloam—8A-5P Daily

THIRD SUBDIVISION—Watts to Heavener

SOUTHWARD				Capcy. Other Tracks, S, T, PH, O. W. Y.	Capacity of Sidings.	TIME TABLE No. 1 Effective SUNDAY, DEC. 9, 1962	Mile Post Location.	Office Calls.	NORTHWARD			
SECOND CLASS		FIRST CLASS							FIRST CLASS		SECOND CLASS	
41 Manifest Freight	77 Merchandise Special	1 Southern Belle	15 Passenger						2 Southern Belle	16 Passenger	42 Manifest Freight	82 Manifest Freight
Daily	Daily	Daily	Daily			STATIONS			Daily	Daily	Daily	Daily
Lv 7.25PM	Lv 3.35AM	Lv 2.30PM	Lv f 4.13AM	W Yard	251	.....WATTS.....★	236.0	WS	Ar 2.30PM	Ar f 1.07AM	Ar 8.40AM	Ar 12.35AM
		2.41	f 4.23	46	168	8.5 WESTVILLE.....★	244.4	VI	2.16	f 12.55		
		2.58	f 4.41	Yard	158	13.8 STILWELL.....★	258.2	Z	1.59	f 12.37		
		3.06	4.50	8	153	7.5 LYONS.....	265.7		1.49	12.28		
		3.13	4.57	28		5.9 BUNCH.....★	271.7		1.42	12.18		
		3.24	5.08	49	165	9.7 MARBLE CITY.....★	281.4		1.31	12.07AM		
				Connection		9.1 Mo. Pac. Crossing.....	290.4					
		s 3.40	s 5.35	S169	116	0.7 SALLISAW.....	291.1	CK	s 1.20	s 11.55PM		
		3.49	5.44	8	164	8.1 GANS.....	299.2		1.04	11.41		
				Yard Y	160	12.4 SPIRO.....	311.7		12.51	f 11.27		
		4.03	f 5.59	F.S.&V.B.Br. 88		4.0 COAL CREEK.....	315.7					
		4.09	6.05	Connection	62	1.6 PANAMA.....★	317.3	JA	12.45	11.20		
		4.12	6.08		150	2.7 Mid. Valley Crossing.....			12.42	11.16		
				Y Yard		5.6 SHADY POINT.....	320.0					
		s 4.23	s 6.23	Connection	56	0.8 St. L. & S. F. Crossing.....	325.6					
		4.31	f 6.33	Yard Y	150	6.6 POTEAU.....	326.4	AU	s 12.35	s 11.09		
Ar 10.35PM	Ar 6.30AM	Ar 4.40PM	Ar 6.40AM	Connection		0.8 C. R. I. & P. Crossing.....						
Daily	Daily	Daily	Daily	Yard Y		5.0 HOWE.....★	333.0	BX	12.27	f 10.58		
3.10	2.55	2.10	2.27	OWS		HEAVENER.....	338.0	HV	Lv 12.20PM	Lv 10.50PM	Lv 5.00AM	Lv 8.50PM
				Yard		102.0			Daily	Daily	Daily	Daily
						Time on Subdivision			2.10	2.17	3.40	3.45

Hours of Telegraph Service
 Watts, Howe, Heavener, Continuous.
 Stilwell—8A-5P, Except Sat., Sun., Hol.
 Westville, 7:30A-4:30P, Except Sat., Sun., Hol.
 Sallisaw, 8:30A-5:30P, Daily
 Panama, 8:30A-5:30P, Except Sat., Sun., Hol.
 Poteau, 8A-5P, Except Sun., Hol.

No. 1 is superior to No. 16
No. 77 is superior to No. 42 and No. 82

CONDITIONAL FLAG STOPS
 Nos. 1 and 2 stop on flag at Westville, Stilwell, Spiro and Howe for revenue passengers to or from regular stops.
 Nos. 15 and 16 stop on flag at Bunch, Marble City, and Panama for revenue passengers to and from regular stops.

Tracks not shown on face of time table.

Baron	Mile No. 249	Car Capcy. 21
Marble City Qry. Spur	282	189
Okla. Creosoting Co.	290	Conn.
Sallisaw Stripg. Co.	293	187
Redland	306	167

FT. SMITH & VAN BUREN BRANCH

SOUTHWARD		NORTHWARD	
TIME TABLE No. 1 Effective SUNDAY, DEC. 9, 1962			
Distance from Coal Creek	STATIONS	Mile Post.	
0.0	.....COAL CREEK.....	20.0	
	7.0 M. V. Ry. Crossing.....		
7.0	.....BOKOSHE.....	27.0	
	11.0 McCURTAIN.....		
18.0	.....End of Line.....	40.7	
20.7			
	20.7		

Tracks not shown on face of time table

Panama Vein Spur	M.P. 29.6
Milton	31.7
Evans Coal Co.	38.4
Lone Star Spur	40.1

FOURTH SUBDIVISION—Heavener to DeQueen

SOUTHWARD				Capacity of Sidings.	TIME TABLE No. 1 Effective SUNDAY, DEC. 9, 1962	Mile Post Location.	Office Calls.	NORTHWARD			
SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS	
41 Manifest Freight	77 Merchandise Special	1 Southern Belle	15 Passenger					2 Southern Belle	16 Passenger	42 Manifest Freight	82 Manifest Freight
Daily	Daily	Daily	Daily	Capacity of Sidings.	STATIONS	Mile Post Location.	Office Calls.	Daily	Daily	Daily	Daily
Lv 11.35PM	Lv 6.55AM	Lv 4.45PM	Lv 6.50AM	Yard Y OWS	.....	338.0	HV	Ar 12.15PM	Ar 10.40PM	Ar 4.05AM	Ar 8.00PM
		4.50	6.55	11	102	342.2		12.09PM	10.34		
		5.07	7.12	15	133	354.7		11.53AM	10.20		
		5.16	7.22	5	99	361.3		11.45	10.12		
		5.25	7.30	23	118	367.3		11.38	10.04		
		5.33	7.38	8	107	374.8		11.27	9.52		
		5.45	7.50	204	128	379.8	NA	11.20	9.45		
		6.00	8.04	53	135	386.3					
		6.05	8.09	28	97	392.2	HD	11.00	9.26		
		6.11	8.15	21	21	396.9	FO	10.55	9.20		
		6.20	8.24	36	103	401.8	JS	10.49	9.14		
		6.35	8.39	51	108	408.8	KD	10.40	9.05		
		6.39	8.43	24	104	421.3	G	10.25	8.51		
Ar 3.30AM	Ar 10.10AM	6.48	8.53	10	92	425.0		10.21	8.46		
		6.50PM	8.55AM	YWO Yard	Yard	432.9		10.12	8.37	Lv 12.40AM	Lv 4.00PM
						433.3	YD	10.10AM	8.35PM		
Daily	Daily	Daily	Daily			95.3		Daily	Daily	Daily	Daily
3.55	3.15	2.05	2.05					2.05	2.05	3.25	4.00

Tracks not shown on face of time table.

No. 1 is superior to No. 16
No. 77 is superior to No. 42 and No. 82

No. 15 stop Gillham daily except Sunday to unload U. S. Mail.

	Mile No.	Car Capcy.
Stapp	349	7
Three States Lumber Co.	381	17
Joslyn Mfg. Co.	383	31
Rehold Spur	397	17
Hatton★	404	24
Grannis★	414	17

Hours of Telegraph Service

Heavener—DeQueen—Continuous. Hatfield, Vandervoort—8A-5P, Except Sat., Sun., Hol. Cove, Wickes—7A-4P, Except Sat., Sun., Hol. Mena—6:30A-3:30P, Except Sun., Hol. Gillham—7A-4P, Except Sat., Sun., Hol.

THE ARK. WESTERN RY.
SOUTHWARD NORTHWARD

Capacity of Sidings.	Distance from Heavener.	TIME TABLE No. 1 Effective SUNDAY, DEC. 9, 1962	STATIONS	Telegraph Service.
9	0.0	HEAVENER	WALDRON 8A-5P Ex. Sun., Mon. & Hol.
12	10.0	.....	COALDALE
9	13.5	.....	BATES
	19.1	.....	CAUTHRON
2	21.3	.....	OLIVER
6	25.9	.....	HON
24	31.9	.....	WALDRON
Y 43		.....	
	35.1	.....	End of Line
		.....	35.1

Tracks not shown on face of time table.

	Mile No.	Car Capcy.
Lee Taylor Coal Spur	8	4
Royal Superior Coal Siding	9	7
Oronoga Mutual Mine		
Tracks	14	25

SPECIAL INSTRUCTIONS

The Operating Rules of the Kansas City Southern Lines, effective July 1, 1954, will govern on this railway.
Trains and engines run at restricted speed at all times not to exceed 20 MPH at any point. Rule 93 applies.
Trains handling wrecker or pile driver, must not exceed ten (10) MPH at any point.

FIFTH SUBDIVISION—DeQueen to Deramus Yard

Copy, Other Tracks, S, T, PH, O, W, Y	SOUTHWARD				Capacity of Siding.	Mile Post Location.	TIME TABLE No. 1 Effective SUNDAY, DEC. 9, 1962	Station Number.	Office Calls.	NORTHWARD			
	SECOND CLASS		FIRST CLASS							FIRST CLASS		SECOND CLASS	
	77	41	1	15						2	16	82	42
	Merchandise Special	Manifest Freight	Southern Belle	Passenger						Southern Belle	Passenger	Manifest Freight	Manifest Freight
Daily		Daily		Daily		Daily		Daily					
WOY Yard	Lv 10.30AM	Lv 4.30AM	6.48PM	8.53AM	432.9	433.9	433	YD	10.12AM	8.37PM	3.00PM	12.10AM	
			6.50	8.55	30	433.3	433	YD	10.10	8.35			
			Lv 6.55PM	Lv 9.05AM		433.8	433	YD	Ar 10.05AM	Ar 8.30PM			
						438.7	438						
6	10.40	4.40	7.01	9.12	133	438.7	438		10.00	8.19	2.45	11.53PM	
	10.47	4.48	7.07	9.20	68	442.8	443		9.55	8.13	2.37	11.45	
7	10.59	5.00	7.15	9.29	133	449.3	450	WN	9.46	8.03	2.25	11.32	
26	11.10	5.11	7.22	9.39	132	456.0	457		9.39	7.54	2.12	11.16	
116	11.20	5.21	7.29	9.47	148	463.0	464		9.32	7.46	2.00	11.00	
Connection						467.6	467						
Yard	11.30	5.33	7.37	9.55	155	467.9	469	ND	9.26	7.37	1.50	10.50	
14	11.45AM	5.47	7.45	10.02	128	475.4	477		9.18	7.26	1.35	10.35	
STWOY Yard	12.10PM	6.35	7.57	10.14	229	487.0	488	GY	9.05	7.14	1.10	10.15	
			7.58	10.16		487.3	488	GY	9.03	7.12			
			8.00	10.20		487.3	489		9.00	7.10			
			8.20	10.40		487.3	489		8.45	6.55			
			8.25	10.45		487.3	489		8.40	6.46			
						487.4	489						
						487.5	489						
						489.4	494						
6	12.23	6.50	8.32	10.52	132	492.8	494		8.33	6.38	12.45	9.43	
	12.33	7.05	8.40	11.00	80	499.3	501		8.25	6.30	12.33	9.30	
57	12.45	7.20	8.47	11.08	95	507.2	508	BG	8.18	6.22	12.12PM	9.15	
12				11.13		512.5	514			6.16			
19	12.59	7.38	8.56	11.17	132	516.8	518		8.08	6.12	11.57AM	8.56	
35			8.58	11.20		519.4	520		8.06	6.10			
17	1.07	8.02	9.01	11.23	102	522.8	524		8.02	6.06	11.48	8.34	
54	1.14	8.18	9.06	11.29	73	526.8	528	VN	7.58	6.02	11.42	8.26	
82	1.21	8.28	9.10	11.34	133	531.8	533		7.51	5.56	11.34	8.16	
72	1.27	8.35	9.14	11.38	48	535.8	537	CH	7.47	5.52	11.26	8.08	
25	1.34	8.45	9.18	11.42	72	539.3	540	KX	7.43	5.48	11.18	8.00	
13	1.48	9.05	9.26	11.50	133	548.1	549		7.34	5.39	10.55	7.42	
	1.49	9.06	9.27	11.51		549.0	549		7.33	5.38	10.52	7.40	
SWOY Yard	Ar 2.05PM	Ar 9.30AM	Ar 9.30PM	Ar 11.55AM		553.3	554	SY	Lv 7.29AM	Lv 5.34PM	Lv 10.45AM	Lv 7.30PM	
	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	
	3.35	5.00	2.35	2.50					2.36	2.56	4.15	4.40	

Tracks not shown on face of time table.

	Mile No.	Car Capcy.
Horatio	441	29
International Cresote Works	490	27
Baroid Sales Co.	491	11
Hoot Spur	494	Conn
Caddo Parish Gravel Spur	528	7
PH. Superior	532	32
Southwestern Gas & Electric Co.	539	28
Arklatex	542	7
Brian	545	3

No. 1 is superior to No. 16

No. 77 is superior to No. 42 and No. 82

CONDITIONAL FLAG STOPS

Nos. 1 and 2 will stop on flag at Neal Springs to pick up and discharge revenue passengers to and from Spiro and beyond and to and from Texarkana or beyond, with tickets issued to or from Horatio.

Hours of Telegraph Service

DeQueen, Deramus—Yd., Con.
 Horatio—8A-5P, Except Sat., Sun., Hol.
 Winthrop, Bloomburg—8A-5P Except Sat., Sun., Hol.
 Ashdown—8A-5P, Vivian 7A-4P, Daily.
 Oil City, 7:30A-4:30P, Except Sat., Sun., Hol.
 Mooringsport—8A-5P, Except Sun., Mon., Hol.
 Frigg St., 7A-3P, 5P-1A Daily.

SIXTH SUBDIVISION—Deramus Yard to Leesville

Copy. Other Tracks, S, T, Ph, O, W, Y	SOUTHWARD				Capacity of Sidings.	Mile Post Location.	TIME TABLE No. 1 Effective SUNDAY, DEC. 9, 1962	Station Number.	Office Calls.	NORTHWARD			
	SECOND CLASS		FIRST CLASS							FIRST CLASS		SECOND CLASS	
	77 Merchandise Special	81 Manifest Freight	1 Southern Belle	15 Passenger						2 Southern Belle	16 Passenger	82 Manifest Freight	42 Manifest Freight
	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily
WOSY Yard	Lv 8.30PM	Lv 1.30AM	Lv 9.30PM	Lv 11.55AM	553.3	DERAMUS YD. 3.0	554	SY	Ar 7.20AM	Ar 5.34PM	Ar 7.40AM	Ar 12.40PM	
Yard			9.34	11.59	556.3	HARRIET ST. 1.9			7.24	5.29			
					558.2	NORTH WYE SW. 0.6			Lv 7.20AM	Lv 5.25PM			
Via KGS&G Term.			Ar 9.50PM	Ar 12.20PM		1.6 SHREVEPORT Union Depot 1.0	560		Lv 7.15AM	Lv 5.20PM			
			Ar 9.39PM	Ar 12.08PM	558.8	SO. WYE SWITCH 4.7				4.28			
	8.55	1.55		1.12	563.5	Cedar Grove Tower End of Double Track PH. T. & P. Crossing 2.4			4.16	7.08	12.10		
8	9.00	2.00		1.16	565.6	FORBING 10.7	567		4.12	7.00	12.07PM		
36	9.31	2.20		1.28	576.3	FRIERSON 3.7	577		3.58	6.33	11.45AM		
11				1.33	580.1	KINGSTON 4.4	581		3.53				
7	9.55	2.35		1.38	584.5	HOLLY 6.8	586		3.47	6.10	11.25		
83	10.11	2.50		1.48	591.3	MANSFIELD 2.2	592	D	3.40	5.50	11.10		
					593.5	SO. MANSFIELD 0.0	594						
Connection					593.5	T. & P. CROSSING 4.5							
15	10.25	3.10		1.56	598.0	TRENTON 6.5	599		3.28	5.30	10.55		
24	10.35	3.20		2.03	604.5	BENSON 5.6	605		3.21	5.10	10.43		
15	10.45	3.30		2.10	610.1	CONVERSE 6.4	611	CO	3.14	4.51	10.25		
43	10.57	3.41		2.18	616.6	NOBLE 5.2	618	N	3.07	4.23	10.10		
64	11.05	3.50		2.26	621.8	ZWOLLE 4.2	623	UX	3.00	4.08	9.55		
18	11.12	3.58		2.31	625.9	LORING 7.4	627		2.53	3.58	9.40		
91	11.25	4.25		2.44	633.3	MANY 5.6	634	K	2.44	3.36	9.25		
14	11.40	4.38		2.51	638.9	FISHER 3.5	640	FY	2.36	3.20	9.10		
25	11.45PM	4.50		2.56	642.4	FLOREN 9.7	643	FN	2.32	3.08	9.00		
46	12.05AM	5.15		3.08	652.1	HORNBECK 6.5	653	BK	2.21	2.45	8.42		
28 SWOTY Yard	12.25	5.35		3.16	658.6	ANACOCO 9.8	660	GX	2.12	2.27	8.27		
	Ar 12.50AM	Ar 6.00AM		Ar 3.30PM	668.4	LEESVILLE	669	V	Lv 2.00PM	Lv 2.00AM	Lv 8.00AM		
	Daily	Daily	Daily	Daily		115.1			Daily	Daily	Daily	Daily	
	4.20	4.30	0.20	3.35		Time on Subdivision			0.14	3.34	5.40	4.40	

Hours of Telegraph Service

Deramus Yard—Continuous
 Mansfield—8A-5P, Daily
 Converse—7:30A-4:30P, Except Sat., Sun.,
 Hol.
 Noble—7:30A-4:30P, Except Sun., Mon.,
 Hol.
 Zwolle—7A-4P, Except Sat., Sun., Hol.
 Many—8A-5P, Except Sun., Hol.
 Fisher—7A-4P, Except Sat., Sun., Hol.
 Floren—8A-5P, Except Sun., Mon., Hol.
 Hornbeck—8A-5P, Except Sat., Sun., Hol.
 Anacoco—8A-5P, Except Sun., Mon., Hol.
 Leesville—8A-4P, 11P-7A, Daily.

No. 77 is superior to No. 82 and No. 42

CONDITIONAL FLAG STOPS

No. 15 stop at Frierson, Noble and Fisher when necessary to handle head end traffic.

Tracks not shown on face of time table.

	Mile No.	Car Capcy.
No. End D. P. C. Tracks	564	Conn
Lakeland Lumber	570	5
Standard Wood Pres. Co.	565	60
La. Long Leaf Lbr. Co.	640	Conn
Brown Paper Co.	642	3
Gandy Spur	645	16
L.I.D.A. Spur	667	10

SEVENTH SUBDIVISION—Leesville to Port Arthur

Capcy. Other Tracks, S, T, PH, O, W, Y	Southward		TIME TABLE No. 1 Effective SUNDAY, DEC. 9, 1962		Station Number.	Office Calls.	Northward			
	FIRST CLASS	Capacity of Siding.	Mile Post Location.	STATIONS			FIRST CLASS	Daily		
	15 Passenger						16 Passenger			
Daily										
WOTSY Yard	LV	3.40 PM	Yard	668.4	669	V	AR	1.50 PM		
11				669.9	671					
Y		3.45		672.6	674			1.42		
17		3.53	134	679.8	680			1.34		
13		3.58		684.0	685			1.29		
87	s	4.09	79	689.2	690	HF	s	1.23		
Connection				689.8						
12				695.4	696			1.12		
30	f	4.28	140	705.1	705		f	1.02		
13		4.35	79	711.6	712			12.54		
Y Yard	s	4.45	51 N 89 S	719.1	719	CY	s	12.45		
Connection	AR	4.47 PM		720.3			LV	12.40 PM		
5		See Time Table	95	723.5	725			See Time Table		
5			95	728.4	729					
20			160	735.2	736	KR				
20			95	740.6	741					
Y 28 Connection			209	750.2	751	M				
24			160	760.4	761					
			Conn.	764.9						
				766.0						
OY Yard			5.55 PM	32	766.5	767	BU			11.35 AM
	LV		5.58 PM		766.6				AR	11.34 AM
Connection				766.7						
SY Yard		6.00	Yard	767.9	769			11.28		
				769.8						
41	f	6.10	55	776.1	777	RX	f	11.16		
		6.15		779.6	780			11.11		
Connection				784.9						
OYSW Yard	AR	6.35 PM		786.1	787	PA	LV	11.00 AM		
		Daily						Daily		
		2.55						2.50		
								Time on Subdivision		

LAKE CHARLES SUBDIVISION
—DeQuincy to Lake Charles

Capacity of Other Tracks, Location Water, Fuel Sta- tions, Turntables, Track Scales and Wyes.	SOUTHWARD		TIME TABLE No. 1 Effective SUNDAY, DEC. 9, 1962		Office Calls.	NORTHWARD		
	SECOND CLASS	Capacity of Siding.	Mile Post Location.	STATIONS		SECOND CLASS	Daily	
	277 Freight					242 Freight		
Daily								
Y Yard Connection	LV	4.00 AM		719.1	CY	719	AR	1.35 AM
				719.6				
		4.40	53	728.7	B729			12.45
7		5.05		735.6	B736			12.30
100 Connection		5.15	Yard	739.1	B740			12.15
				741.2				
				741.3				
WSO Yard	AR	5.30 AM		741.4	SA	B742	LV	12.05 AM
		Daily						Daily
		1.30						1.30
								Time on Subdivision

Hours of Telegraph Service

Port Arthur—8:30A-4:30P-7P-3A Daily
 Nederland—8A-5P, Except Sat., Sun., Hol.
 Beaumont—Continuous
 DeQuincy—12MN-8A, 9A-5P, Daily
 DeRidder—8A-5P, Except Sun., Hol.
 Leesville—8A-4P, 11P-7A, Daily
 Lake Charles—8P-5A, Except Sat., Sun., Hol.

Tracks not shown on face of timetable.

	Mile No.	Car Capcy.
Fort Polk	674	Yard
Coopers	675	15
Feeders Co-Op	685	4
Lunita-PH	731	14
Garrison	770	48
Zummo	770	11
Team Track	771	26
Spindletop	771	8
Dowling	772	30
Dupont	774	Conn
Sun-PH	775	30
Metal Services, Inc.	780	
Griffing-PH	782	13
Henning & Gilbert	782	
Chaison Branch-Mag. Fet. Co.	C-769	Conn
Haliburton-Spur	C-769	20
Gulf State Utilities	B-733	
Air Reduction Sales	773	11
Spindletop Engineering & Const. Co.	773	13

TONNAGE RATING

SUB-DIVISION	Direction	FROM Station	TO Station	Adjustment Per Car in Tons	PASS. LOCOS. 20-29, Incl.		DIESEL FREIGHT LOCOMOTIVES									
					A	B	1500		1750		2250		4500		6000	
							A	B	A	B	A	B	A	B	A	B
FIRST	South	MP-0... MP-23...	MP-23... MP-129.	10 10	2300 2750	2050 2450	2520 2780	2370 2500	2920 3220	2620 2900	4030 4450	3630 4000	7560 8350	6810 7500	10090 11140	9080 10000
	North	MP-129. MP-23...	MP-23... MP-0...	10 10	2300 2750	2050 2450	2780 4000	2500 3250	3220 4640	2900 4170	4450 6400	4000 5760	8350 12000	7500 9750	11140 16000	10000 13000
SECOND	South	MP-129.	MP-155.	10	2300	2050	2880	2590	3340	3000	4610	4150	8650	7780	11540	10380
		MP-155.	MP-174.	5	1400	1250	2200	1950	2550	2280	3520	3170	6620	5960	8830	7950
		MP-174.	MP-181.	2	800	700	1000	900	1160	1040	1600	1440	3000	2700	4000	3600
		MP-181.	MP-201.	2	990	900	1200	1100	1390	1250	1920	1730	3600	3300	4600	4200
		MP-201.	MP-229.	2	830	740	1000	900	1160	1040	1600	1440	3000	2700	4000	3600
		MP-229.	MP-236.	5	1320	1190	1600	1440	1850	1660	2560	2300	4800	4320	6400	5760
THIRD	South	MP-236. MP-281.	MP-185. MP-129.	3 10	850 2300	750 2050	1080 2670	970 2400	1250 3100	1120 2780	1730 4270	1560 3850	3260 8020	2930 7200	4380 10700	3900 9600
	North	MP-338. MP-281.	MP-281. MP-236.	10 5	2300 1400	2050 1250	2800 1550	2520 1390	3250 1800	2940 1620	4480 2480	4030 2230	8400 4650	7560 4180	11200 6200	10080 5580
FOURTH	South	MP-338. MP-367. MP-404.	MP-367. MP-404. MP-433.	3 4 4	860 1070 860	760 960 760	1080 1290 1540	970 1160 1410	1250 1500 1790	1120 1350 1610	1730 2060 2460	1560 1860 2220	3260 3880 4630	2930 3500 4250	4350 5180 6180	3900 4660 5660
	North	MP-433. MP-367.	MP-367. MP-338.	4 10	940 2750	840 2450	1170 3000	1050 2700	1360 3480	1220 3120	1870 4800	1690 4320	3520 9000	3170 8100	4700 12000	4230 10800
FIFTH	South	MP-433.	MP-488.	10	2750	2450	3020	2720	3500	3140	4830	4350	9070	8160	12100	10890
		MP-488.	MP-554.	10	2750	2450	2850	2560	3300	2970	4560	4100	8550	7690	11400	10260
	North	MP-554.	MP-488.	10	2750	2450	2850	2560	3300	2970	4560	4100	8550	7690	11400	10260
		MP-488.	MP-433.	10	2750	2450	3020	2720	3020	2700	4830	4350	9070	8160	12100	10890
SIXTH	South	MP-554.	MP-669.	5	1700	1500	1790	1630	2080	1870	2860	2580	5370	4890	7160	6520
	North	MP-669. MP-592.	MP-592. MP-554.	5 5	1900 2100	1700 1900	2360 2360	2180 2180	2850 2850	2560 2560	3780 3780	3400 3400	7095 7095	6535 6535	9460 9460	8710 8710
SEVENTH	South	MP-669.	MP-719.	10	3300	3100	2960	2620	3440	3100	4740	4260	8820	7860	11760	10480
	North	MP-719.	MP-669.	10	3400	3200	3000	2670	3490	3130	4800	4320	9000	8000	12000	10670
	South	MP-719.	MP-767.	12	5000	4400	4500	4050	5000	4500	7200	6480	13500	12150	18000	16200
	North	MP-767.	MP-719.	12	5000	4400	4500	4050	5000	4500	7200	6480	13500	12150	18000	16200
	South	MP-767.	MP-787.	12	6000	5200	4500	4050	5000	4500	7200	6480	13500	12150	18000	16200
	North	MP-787.	MP-767.	12	6000	5200	4500	4050	5000	4500	7200	6480	13500	12150	18000	16200
LAKE CHARLES	South	MP-719.	MP-B-742	12	6000	5200	4500	4050	7500	6750	7500	6750	13500	12150	18000	16200
	North	MP-B-742	MP-719.	12	6000	5200	4500	4050	7500	6750	7500	6750	13500	12500	18000	16200

For 1100, 1200 and 1300 class diesel engines:
 MP 178 to Sulphur Springs, Ark. 2590 Tons — Adjustment per car, 2 tons.
 MP 229 to MP 237 2590 Tons — Adjustment per car, 5 tons.

For 150, 160, 40-41 class diesel engines:
 MP 178 to Sulphur Springs, Ark. 2880 Tons — Adjustment per car, 2 tons.
 MP 229 to MP 237 2880 Tons — Adjustment per car, 5 tons.

1750 H.P. Engines—155, 162, 163, 164, 165, 60A, 60B, 60C, 61A, 61B, 61C, 62A, 62B, 40, 41

- 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	Unit Numbers	Tractive Power in Pounds	Weight on Drivers in Pounds	Total Weight on Lo co. Loaded in Pounds	Cooper's Rating Per Unit
Diesel-Passenger.....	21, 22, 24	52,684	210,733	316,098	E-40
" "	20, 23, 25, 26, 27,				
" "	28, 29	55,675	222,700	334,050	E-40
" Freight	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	123,485	493,940	493,940	E-50
" "	33-A	62,050	248,200	248,200	E-50
" "	33-B	59,150	236,600	236,600	E-50
" "	40-41	63,300	253,200	253,200	E-50
" "	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	906,120	906,120	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	226,610	906,440	906,440	E-46
" "	58-A-B-C-D	230,700	922,800	922,800	E-46
" "	59-A-B-C-D	230,250	921,000	921,000	E-46
" "	60-A-B-C	173,050	692,199	1,038,300	E-46
" "	61-A-B-C	172,450	689,800	1,034,700	E-46
" "	62-A-B-C	172,903	691,612	1,037,418	E-46
" "	70-A-B-C	179,600	718,400	718,400	E-46
" "	71-A-B-C	177,900	711,600	711,600	E-46
" "	72-A-B-C-D	230,450	921,800	921,800	E-46
" "	73-A-B-C-D	234,520	938,080	938,080	E-46
" "	74-A-B-C-D	234,550	938,200	938,200	E-46
" "	75-A-B-C-D	231,550	926,200	926,200	E-46
" "	76-A-B-C-D	239,300	957,200	957,200	E-46
" "	77-B-C	119,600	478,400	478,400	E-46
" "	78-B-C	115,250	461,100	461,100	E-46
" "	79-B	57,800	231,200	231,200	E-46
" GP-7 Gen. Pur.....	150-162	60,672	243,046	243,046	E-49
" GP-9 Gen. Pur.....	163-165	61,275	245,100	245,100	E-49
" GP-30 Gen. Pur.....	100-109	64,500	258,000	258,000	E-52

PERMANENT ENGINE NUMBERS AND MAXIMUM SPEED UNLESS OTHERWISE RESTRICTED

Eng. No.	Unit No.	Max. Speed	Eng. No.	Unit No.	Max. Speed	Eng. No.	Unit No.	Max. Speed	Eng. No.	Unit No.	Max. Speed
20	20	79 MPH	51†	51 (a)	65 MPH	65	62 (c)	65 MPH	83†	56 (d)	65 MPH
21	21	" "	52†	52 (a)	" "	70	70 (a)	" "	84	57 (d)	" "
22	22	" "	53	53 (a)	" "	71†	71 (a)	" "	85†	58 (d)	" "
23	23	" "	54	54 (a)	" "	72	72 (a)	" "	86†	59 (d)	" "
24	24	" "	55	55 (a)	" "	73†	73 (a)	" "	87†	70 (c)	" "
25	25	" "	56	56 (a)	" "	74	74 (a)	" "	88	71 (c)	" "
26	26	" "	57	57 (a)	" "	75†	75 (a)	" "	89	72 (d)	" "
27	27	" "	58	58 (a)	" "	76	76 (a)	" "	90	73 (d)	" "
28	28	" "	59	59 (a)	" "	77	50 (d)	" "	91	74 (d)	" "
29	29	" "	60	60 (a)	" "	78†	51 (d)	" "	92†	75 (d)	" "
30	30 (a)	65 "	61	61 (a)	" "	79†	52 (d)	" "	93	76 (d)	" "
31†	31 (a)	" "	62	62 (a)	" "	80†	53 (d)	" "	100-109	100-109	" "
32†	32 (a)	" "	63	60 (c)	" "	81	54 (d)	" "	150-165	150-165	" "
33	33 (a)	" "	64	61 (c)	" "	82	55 (d)	" "			
50	50 (a)	" "									

†Engines with front end connections will work as booster or control.

WRECKERS

Number	Location	Capacity	Cooper's Rating
01	Kansas City.....	100 Ton	E-40
05	Pittsburg.....	250 Ton	E-70
03	Heavener.....	120 Ton	E-45
06	Shreveport.....	250 Ton	E-70
W-1	Port Arthur.....	100 Ton	E-27

Diesel Units Equipped With Boiler	Diesel Units With Steam Connection But No Boiler
20, 21, 22, 23, 24	59-A, 59-B, 59-C
25, 26, 27, 28, 29	70-B
30-A, 30-B	71-B
31-A, 31-B	72-B, 72-C
32-A, 32-B	73-B, 73-C
33-A, 33-B	74-B, 74-C
76-B, 76-C	75-B, 75-C
77-B	

WEIGHT OF EMPTY PASSENGER CARS

CLASS	Numbers	Length in Feet	Tons
Baggage and Express.....	70-79	74	44
" " ".....	80-84-85	74	64
" " ".....	81	80	68
" " ".....	82	80	70
" " ".....	83	78	68
" " ".....	400, 401, 403	54	29
" " ".....	36017	54	26
" " ".....	36148	54	28
Mail-Baggage-Express.....	3	70	65
" " ".....	6	71	71
" " ".....	60-63	71	71
" " ".....	67	85	68
" " ".....	68-69	85	48
Chair-Coach, Partitioned, A. C.....	230-233	75	56
" " ".....	234-238	85	52
" " ".....	245-250	85	68
Chair-Coach, A. C.....	242, 251-254	85	61
Tavern-Lounge, A. C.....	44-47	85	60
Lounge-Diner, A. C.....	50, 52	80	98
Observation-Tavern, A. C.....	54-55	85	53
Diner A. C.....	58-59	85	69
Sleeping Car, A. C.....	Job Edson, Leonor Loree, Harvey Couch, Col. Fordyce, Stuart Knott, Arthur Stilwell, Wm. Buchanan, Wm. Edenborn..	85	64
Official Car.....	Kay See	84	104
" ".....	99	77	98
" ".....	101	83	105

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 Mins. Sec.	Miles Per Hour	1 Mile in Mins. Sec.	Miles Per Hour	1 Mile in 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		

LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS

Car Number	Journal Size	Load Limit at Rail	Weight of Car	Carrying Capacity of Car
70-79	6 x11	168,000	88,000	80,000
80	5 x 9	178,500	128,560	50,000
81	5 x 9	187,400	137,400	50,000
82	5 x 9	190,000	140,040	50,000
83	5 x 9	187,000	137,000	50,000
84	5 x 9	178,800	128,820	50,000
85	5 1/2 x10	188,100	128,000	60,000
400	5 1/2 x10	130,000	60,500	70,000
401	5 1/2 x10	130,000	57,800	70,000
403	5 1/2 x10	130,000	59,400	70,000
36017	5 1/2 x10	130,000	51,600	70,000
36148	5 1/2 x10	130,000	55,400	70,000

RECAPITULATION OF PASSENGER EQUIPMENT

Baggage and Express.....	21
Mail-Baggage-Express.....	9
Chair-Coach, Partitioned, Air Conditioned.....	15
Chair-Coach, Air Conditioned.....	5
Lounge-Diner, Air Conditioned.....	2
Observation-Tavern, Air Conditioned.....	2
Diner, Air Conditioned.....	2
Tavern-Lounge, Air Conditioned.....	4
Sleeping Car, Air Conditioned.....	8
Official Cars.....	3
Total.....	71

**KANSAS CITY SOUTHERN RAILWAY COMPANY
CONDENSED SCHEDULES OF FAST FREIGHT AND PASSENGER TRAINS**

SOUTHWARD							Distance From Kansas City	TIME TABLE No. 1 Effective SUNDAY, DEC. 9, 1962 STATIONS	NORTHWARD						
FREIGHT				PASSENGER					PASSENGER		FREIGHT				
	81	77	41	15	1				2	16	82	42			
							0	KANSAS CITY	Ar 7.45PM	Ar 7.00AM	Ar 2.00PM	Ar 6.15PM			
							129.3	PITTSBURG	5.30 5.20	4.30 4.15	8.30 6.15	2.00PM 1.15			
							159.5	BAXTER SPRINGS							
							154.3	JOPLIN	4.50	3.40	5.15	12.25PM			
							174.1	NEOSHO	4.15	2.55AM	4.32AM	11.20AM			
							291.1	SALLISAW	1.20	11.55	10.45	6.50			
							328.1	FT. SMITH	Lv 12.25PM Ar 2.15PM	Lv 11.00PM Ar 12.50AM	Freight Service: Local Freights, Via St. L. S. F. Ry., Ft. Smith and Poteau.				
							317.3	PANAMA	12.45	11.20	9.40	5.45			
							326.3	POTEAU	12.35	11.09	9.20	5.25			
							333.0	HOWE	12.27	10.58	9.05	5.10			
							338.0	HEAVENER	12.20 12.15PM	10.50 10.40PM	8.50 8.00	5.00 4.05			
							433.3	DE QUEEN	10.10 10.05	8.35 8.30	4.00 3.00	12.40AM 12.10			
							487.9	ASHDOWN	9.26	7.37	1.50	10.50			
							488.9	TEXARKANA	9.00 8.45	7.10 6.55	1.10PM	10.15			
							560.7	SHREVEPORT	Lv 7.15AM	5.20 4.40	10.45AM 7.40AM	7.30PM 12.40PM			
							668.4	LEESVILLE		2.00 1.50	2.00 1.10	8.00AM 7.00			
							689.2	DE RIDDER		1.23	12.08AM	5.58			
							719.1	DE QUINCY		12.45PM	11.00PM	4.50			
							741.4	LAKE CHARLES		Bus Lv 11.50AM		12.05AM			
							768.5	BEAUMONT		11.45AM 11.35AM	8.30	2.20			
							786.0	PORT ARTHUR		Lv 11.00AM	Lv 8.00PM	Lv 1.00AM			

**PRACTICE
SAFETY
CONSTANTLY.**

**STOP
Damage to Freight
By Coupling Cars
NOT OVER 4 MPH**

**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 Diesel Engine 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).
38. Passage will not be made through nose door of units when locomotive is in motion, EXCEPT when equipped with safety chains and such chains are in place. Extreme caution must be exercised when making this passage.

THE FOLLOWING IS ALSO PROHIBITED:

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

