

## 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
<b>Kansas City Southern Mileage .....</b>	<b>824.6 Miles</b>
<b>Arkansas Western Mileage .....</b>	<b>31.9 Miles</b>
<b>F. S. &amp; V. B. Branch .....</b>	<b>20.7 Miles</b>

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

W. G. WHITE, Trainmaster	
First and Second Subdivisions.....	Pittsburg, Kans.
A. W. HALL, Trainmaster	
Third Subdivision.....	Heavener, Okla.
P. J. NEAL, Asst. Trainmaster.....	Heavener, Okla.
L. K. LLOYD, Trainmaster	
Fourth and Fifth Subdivisions.....	Shreveport, La.
F. A. GRIMMETT, Trainmaster	
Sixth and Seventh Subdivisions.....	Shreveport, La.
H. F. BAILEY, Terminal Trainmaster.....	Shreveport, La.
A. V. INGRAM, Traveling Engineer.....	Shreveport, La.
Traveling Engineer has the authority of Trainmaster.	
G. E. BAUER, Asst. Trainmaster.....	Shreveport, La.
J. E. GREGG, Asst. Trainmaster	
	Beaumont—Port Arthur, Tex.
L. M. HOUGH, Chief Dispatcher.....	Shreveport, La.
J. Y. LYNCH, Dispatcher.....	Shreveport, La.
O. S. PLOTT, Dispatcher.....	Shreveport, La.
B. R. THOMPSON, Dispatcher.....	Shreveport, La.
T. A. TUCKER, Dispatcher.....	Shreveport, La.
R. D. ENGLISH, Dispatcher.....	Shreveport, La.
D. E. NEWBURN, 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. 3

EFFECTIVE AT 12:01 A.M.  
SUNDAY, APRIL 24, 1966

FOR EMPLOYEES ONLY

R. J. BLAIR,  
Vice-President and General Manager,  
Kansas City, Mo.

R. D. FRETWELL,  
Asst. General Manager,  
Kansas City, Mo.

D. F. NICOLA,  
Supt. of Transportation,  
Shreveport, La.

O. C. BURGE,  
Gen. Supt.,  
Milw.-K.C.S. Joint Agency,  
Kansas City, Mo.

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

J. L. DEVENNEY,  
Supt. of Terminals  
Beaumont—Port Arthur, Tex.

D. K. OWEN,  
Asst. to Gen. Supt.,  
Milw.-K.C.S. Joint Agency,  
Kansas City, Mo.

B. M. DEEVER,  
Supt. of Safety and  
Rules Examiner,  
Shreveport, La.

## KANSAS CITY SOUTHERN EMPLOYEES' HOSPITAL ASSOCIATION STAFF

Dr. J. M. Masucci, Chief Surgeon — Dr. W. C. VanBuskirk, Asst.-Chief Surgeon  
636 Argyle Bldg., Kansas City, Mo.

Baxter Springs, Kans.....	Dr. V. Dale Alquist, Local Physician	Kansas City, Mo.....	Dr. O. Duncan, Dentist
Baxter Springs, Kans.....	Dr. H. L. Bogan, Local Physician	Kansas City, Mo.....	Dr. J. P. Frick, Dermatologist
Baxter Springs, Kans.....	Dr. R. R. Brookshire, Dentist	Kansas City, Mo.....	Dr. J. M. Masucci, Chief Surgeon
Beaumont, Tex.....	Dr. J. H. Carter, Eye, Ear, Nose, Throat	Kansas City, Mo.....	Dr. S. S. Myers, Dentist
Beaumont, Tex.....	Dr. W. M. Cutbirth, Dentist	Kansas City, Mo.....	Dr. R. B. Riley, Local Physician
Beaumont, Tex.....	Dr. H. E. Jones, Dentist	Kansas City, Mo.....	Dr. K. L. Shireman, Local Physician
Beaumont, Tex.....	Dr. G. H. Pratt, Asst. Division Surgeon	Kansas City, Mo.....	Dr. W. A. Staggs, Urologist
Beaumont, Tex.....	Dr. E. A. Sharke, Division Surgeon	Kansas City, Mo.....	Dr. F. J. Strick, Local Physician
Blanchard, La.....	Dr. E. D. McKay, Local Physician	Kansas City, Mo.....	Dr. L. M. Tillman, Local Physician
Blanchard, La.....	Dr. W. Shepard, Local Physician	Kansas City, Mo.....	Dr. F. E. Wade, Local Physician (Eye)
Bloomburg, Tex.....	Dr. J. I. Allen, Local Physician	Kansas City, Mo.....	Dr. J. W. Wurster, Ear, Nose, Throat
DeRidder, La.....	Dr. P. F. Strecker, Local Physician	Kansas City, Mo.....	Dr. W. C. VanBuskirk, Asst. Chief Surgeon
DeQueen, Ark.....	Dr. J. F. Daniel, Local Physician	Lake Charles, La.....	Dr. J. D. Lewis, Dentist
DeQueen, Ark.....	Dr. C. N. Jones, Division Surgeon	Lake Charles, La.....	Dr. S. F. Price, Local Physician
DeQueen, Ark.....	Dr. E. A. Joseph, Local Physician	Leesville, La.....	Dr. E. M. Shaw, Division Surgeon
DeQueen, Ark.....	Dr. W. G. Pullen, Asst. Division Surgeon	Leesville, La.....	Dr. I. O. Winfree, Dentist
DeQueen, Ark.....	Dr. E. D. Revels, Dentist	Mansfield, La.....	Dr. J. L. Grindle, Local Physician
DeQuincy, La.....	Dr. D. J. Drez, Local Physician	Mansfield, La.....	Dr. J. S. Segura, Local Physician
Ft. Scott, Kans.....	Dr. R. R. Nevitt, Local Physician	Mena, Ark.....	Dr. G. W. Goforth, Dentist
Ft. Smith, Ark.....	Dr. T. P. Foltz, Local Physician	Mena, Ark.....	Dr. J. L. Grace, Dentist
Ft. Smith, Ark.....	Dr. L. M. Henry, Eye, Ear, Nose, Throat	Mena, Ark.....	Dr. P. Redman, Local Physician
Ft. Smith, Ark.....	Dr. Louise M. Henry, Eye, Ear, Nose, Throat	Mena, Ark.....	Dr. J. P. Wood, Local Physician
Ft. Smith, Ark.....	Dr. A. F. Hoge, Local Physician	Mulberry, Kans.....	Dr. A. W. Sandidge, Local Physician
Ft. Smith, Ark.....	Dr. E. Z. Hornberger, Local Physician	Neosho, Mo.....	Dr. M. C. Bowman, Local Physician
Ft. Smith, Ark.....	Dr. C. S. Lane, Eye, Ear, Nose, Throat	Neosho, Mo.....	Dr. H. R. Bridges, Dentist
Ft. Smith, Ark.....	Dr. R. B. Lee, Dentist	Neosho, Mo.....	Dr. J. R. Carter, Local Physician
Ft. Smith, Ark.....	Dr. E. C. Moulton, Jr., Eye, Ear, Nose, Throat	Neosho, Mo.....	Dr. H. C. Lentz, Local Physician
Ft. Smith, Ark.....	Dr. E. D. Pence, Jr., Division Surgeon	Neosho, Mo.....	Dr. L. T. Taylor, Local Physician
Ft. Smith, Ark.....	Dr. W. L. Shippey, Local Physician	Neosho, Mo.....	Dr. T. E. Walkup, Local Physician
Gravette, Ark.....	Dr. B. L. Hall, Dentist	Pittsburg, Kans.....	Dr. H. B. Allmon, Dentist
Heavener, Okla.....	Dr. E. N. Fair, Division Surgeon	Pittsburg, Kans.....	Dr. C. H. Fain, Local Physician, Eye, Ear, Nose, Throat
Horatio, Ark.....	Dr. R. C. Dickinson, Local Physician	Pittsburg, Kans.....	Dr. D. J. Lyons, Division Surgeon
Howe, Okla.....	Dr. S. C. Dean, Local Physician	Pittsburg, Kans.....	Dr. J. C. Mays, Dentist
Independence, Mo.....	Dr. C. F. Grabske, Local Physician	Pittsburg, Kans.....	Dr. C. M. Montee, Local Physician
Independence, Mo.....	Dr. V. E. Link, Local Physician	Pittsburg, Kans.....	Dr. C. H. Smith, Asst. Division Surgeon
Independence, Mo.....	Dr. K. A. Mangels, Local Physician	Pittsburg, Kans.....	Dr. M. F. Stock, Eye, Ear, Nose, Throat
Independence, Mo.....	Dr. D. A. Potts, Local Physician	Port Arthur, Tex.....	Dr. S. J. Dixon, Dentist
Joplin, Mo.....	Dr. W. W. Hurst, Local Physician	Port Arthur, Tex.....	Dr. B. Fontana, Dentist
Joplin, Mo.....	Dr. L. H. McPike, Asst. Division Surgeon	Port Arthur, Tex.....	Dr. J. Y. Harper, Eye, Ear, Nose, Throat
Joplin, Mo.....	Dr. W. L. Post, Eye, Ear, Nose, Throat	Port Arthur, Tex.....	Dr. J. J. Tritico, Division Surgeon
Joplin, Mo.....	Dr. G. A. Schulte, Division Surgeon	Poteau, Okla.....	Dr. K. R. Alexander, Local Physician
Joplin, Mo.....	Dr. J. C. Schulte, Jr., Dentist	Poteau, Okla.....	Dr. W. K. Baker, Dentist
Kansas City, Mo.....	Dr. W. A. Bewley, Dentist	Poteau, Okla.....	Dr. C. S. Cunningham, Division Surgeon
Kansas City, Mo.....	Dr. C. W. Alexander, Local Physician	Poteau, Okla.....	Dr. R. W. Lowery, Division Surgeon
Kansas City, Mo.....	Dr. C. J. Curts, Local Physician (Eye)	Poteau, Okla.....	Dr. J. E. McAlister, Local Physician

Poteau, Okla.....Dr. R. L. Winters, Division Surgeon  
 Sallisaw, Okla.....Dr. J. D. McAnally, Dentist  
 Shreveport, La.....Dr. M. Balistrella, Dentist  
 Shreveport, La.....Dr. J. B. Birdwell, Division Surgeon  
 Shreveport, La.....Dr. E. W. Booth, Local Physician (Eye)  
 Shreveport, La.....Dr. O. Broyles, Local Physician  
 Shreveport, La.....Dr. E. W. Duncan, Dentist  
 Shreveport, La.....Dr. G. L. Falser, Dentist  
 Shreveport, La.....Dr. S. P. Gautier, Dentist  
 Shreveport, La.....Dr. J. C. Hardin, Dentist  
 Shreveport, La.....Dr. W. G. Jones, Ear, Nose, Throat  
 Shreveport, La.....Dr. E. C. St. Martin, Urologist  
 Shreveport, La.....Dr. W. W. Smith, Dermatologist  
 Shreveport, La.....Dr. G. L. Risinger, Asst. Division Surgeon

Shreveport, La.....Dr. R. E. Rushing, Asst. Division Surgeon  
 Shreveport, La.....Dr. H. L. Rounsaville, Local Physician  
 Siloam Springs, Ark.....Dr. H. M. Flickinger, Dentist  
 Siloam Springs, Ark.....Dr. C. D. Gunter, Local Physician  
 Siloam Springs, Ark.....Dr. B. J. Puckett, Division Surgeon  
 Siloam Springs, Ark.....Dr. C. H. Stinnett, Local Physician  
 Spiro, Okla.....Dr. R. W. Minor, Local Physician  
 Stilwell, Okla.....Dr. B. F. Green, Local Physician  
 Texarkana, Tex.....Dr. J. W. Burnett, Local Physician  
 Texarkana, Tex.....Dr. K. H. Kemp, Division Surgeon  
 Texarkana, Tex.....Dr. W. R. Patterson, Dentist  
 Waldron, Ark.....Dr. J. R. Luther, Dentist  
 Waldron, Ark.....Dr. H. B. Wright, Local Physician

**OFFICIAL WATCH INSPECTORS**

National Railway Time Service,  
 General Time Inspector.....Memphis, Tenn.  
 Beaumont, Tex.....Freedman Jewelry  
 DeQueen, Ark.....Thomas Jewelry  
 DeQuincy, La.....Rogers' Jewelry  
 Ft. Smith, Ark.....Fink Jewelry  
 Ft. Smith, Ark.....Malone Jewelry  
 Groves, Tex.....Nacol's Jewelry  
 Heavener, Okla.....Phipp's Jewelry  
 Independence, Mo.....Drenon Jewelry  
 Joplin, Mo.....Tick-O-Time Jewelry  
 Kansas City, Mo. (North).....Adams Jewelry & Sports Store  
 Kansas City, Mo.....Connor Jewelry  
 Kansas City, Mo.....Goldman's Jewelry  
 Kansas City, Mo.....Hale's Jewelry  
 Kansas City, Mo.....Mace Jewelers  
 Kansas City, Mo.....Martyr Jewelry  
 Kansas City, Mo.....Troost Jewelers  
 Lake Charles, La.....Gem Jewelry  
 Leesville, La.....Leesville Jewelry  
 Mena, Ark.....Garmon Jewelry  
 Neosho, Mo.....Rush Jewelers  
 Noel, Mo.....Frantz & Co.  
 Overland Park, Kans.....Perrin's Jewelers  
 Pittsburg, Kans.....Williams' Jewelers  
 Port Arthur, Tex.....Nacol's Jewelers  
 Shreveport, La.....Clarke's Jewelers  
 Shreveport, La.....Martin's Jewelry (System Time Inspector)  
 Shreveport, La.....John Martin (Traveling Inspector)  
 Texarkana, Tex.....Dabney Jewelry  
 West Lake, La.....Almond's Jewelry

**LOCATION OF STANDARD CLOCKS**

Kansas City Union Station	Deramus Yard:
Knoche Yard Office	Yard Office
West Wye Tower	Roundhouse
East Kansas City Roundhouse	Dispatcher's Office
North Yard	Shreveport Union Depot
Pittsburg, Kans., Ticket Office	Leesville
Joplin Union Depot	DeQuincy
Neosho	Lake Charles
Watts	Beaumont CTC
Ft. Smith	Chalson
Heavener	Port Arthur:
DeQueen Psgr. Depot	Yard Office
Trigg Street	Psgr. 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 ANY SUBDIVISION.**

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.

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

When two or more diesel units equipped with identifying numbers are coupled together and used on a train, the number of one unit will be used in train orders and this will be the engine number of the train and such identifying numbers equipped for illumination must be illuminated while engine is in train service.

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 of the 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 cabooses, 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.

All yard engines with or without cars, and all dodger and road engines, while engaged in switch movements must approach all road crossings, including those protected by automatic signals and/or flagmen, at restricted speed and make sure they have the right-of-way before moving over crossing.

When conditions permit, following will govern: Between Kansas City and DeQueen, flagman on trains 1, 2, 15 and 16

will be permitted to go forward at following stations and assist conductor in handling passengers: Pittsburg, Joplin, Neosho, Siloam, Sallisaw, Poteau, Mena and DeQueen. Rule 99(d) modified accordingly. This will permit train porter to go forward promptly when stop made and assist in handling head end traffic.

**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 is required to be cleaned and dried.

**TRAINS HANDLING**

Passenger trains handling box cars equipped for passenger train service will not exceed 60 mph except:

KCS 2685 through 2699 are good for	65 mph,
KCS 400 Class, L&A 36017 and 36148 are good for maximum	speed.

Conductors will keep engineers advised when their train includes cars restricted to less than maximum speed.

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

Trains handling passenger equipment, exclusive of cabooses, 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. Must not be trained next to Hydrocushion 60, high cubical box cars, large tank cars, auto loader racks and/or piggyback cars, or next to any other car 60 feet in length or longer. Must be handled on rear of train.

**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 and northward trains handling open-top hoppers loaded with coal and/or company ballast will not exceed 25 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, except KCS Pile Driver-Clamshell No. 096 may be handled with boom in lead position for short distances, when necessary, to a point where machine can be turned.

When KCS Cabooses, Series 300-322, are deadheaded, they can be handled in regular block in make-up of train and are OK for movement on head end of train. Other cabooses must be handled on rear of train.

**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 Bridge:	
A-108 .....	MP-107.6

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 (30 MPH with boom in lead position) except:

Not to exceed 25 MPH (20 MPH with boom in lead position) over Bridge:

A-108 .....MP-107.6

Not to exceed 15 MPH on Branch Lines.

Between DeQueen and Port Arthur, not to exceed 35 MPH (25 MPH with boom in lead position) except:

Not to exceed 20 MPH (15 MPH with boom in lead position) 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

Not to exceed 20 MPH (15 MPH with boom in lead position) 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.

All trains and engines move at restricted speed between the southbound Beaumont yard limit board, located at MP 764.5, to and including Port Arthur.

**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 Shreveport Union Depot  
Neosho Leesville and Roundhouse  
Watts Beaumont CTC Chaison  
Ft. Smith Port Arthur and Roundhouse  
Heavener and Roundhouse Lake Charles and Roundhouse

**REGISTER STATIONS**

Kansas City Union Station Deramus Yard  
West Wye Tower Shreveport Union Depot  
North Yard Leesville  
Joplin Union Depot DeQuincy (For trains  
(For train originating operating over Lake  
and terminating Joplin) Charles Branch)  
Watts Lake Charles  
Ft. Smith Port Arthur  
Heavener  
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 Jct.....	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.

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 the Initial Terminal for Train No. 15 and North Wye Switch is the Final Terminal for Train No. 16 on the Sixth Subdivision.

No. 15 & No. 16 will register at South Wye Switch when so instructed by dispatcher.

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

Northward trains obtain clearance at Beaumont.

Southward trains will not require clearance at Beaumont.

Northward trains will not require clearance at Port Arthur.

Northward KCS trains obtain clearance at DeQuincy.

Southward KCS trains obtain clearance at DeQuincy.

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

No. 2 and No. 16 are authorized to leave Shreveport Union Depot without a clearance.

Between Big Blue Jct. and DeQueen, except for No. 77 and No. 42, 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.

**GRANDVIEW:** Freight trains moving into Kansas City for passenger trains will stay at Grandview unless they can make Big Blue Jct. at least thirty (30) minutes before these trains are due at Big Blue Jct. unless otherwise instructed by dispatcher.

**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 south-bound 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.

**NORTH YARD-PITTSBURG, KANS.:** First class trains run at restricted speed between ATSF Ry. Connection at Fourth St. Overpass, Pittsburg, and MP 127.

**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 L149 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.

**GRAVETTE: SPRING SWITCHES** are located at each end of Gravette. 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. Train No. 15 and No. 16 will stop at Westville Sunday and Holidays to exchange U. S. Mail. Train Porter will place mail from these trains in station baggage room and secure mail from station baggage room and place on train.

**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. Do not exceed 10 mph using Sallisaw Stripping Co. Spur.

**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.

**WALDRON:** All train movements over main highway crossing Waldron will be flagged from ground position by member of train crew and this crossing will not be blocked unnecessarily.

**WICKES:** There is no train order signal at Wickes.

**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 and No. 42, 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.

**OIL CITY:** Generally on Thursday, a U. S. Mail pouch will be dispatched from No. 2 at Oil City. Mail clerk in charge will notify Conductor who will notify Engineer and speed will be reduced to 25 mph passing station.

**SHREVEPORT:** No. 1 will be crossed over by signal indication at Harriett St. MP 556.3, onto Northward Main Track and run against current of traffic from Harriett St. to North Wye Switch, and proceed through North Wye to Union Station. No. 1 will stop in Track No. 3 with engine in vicinity of service point and inbound crew will not unload passengers until No. 1's equipment is properly positioned in designated track under train shed.

**HOLLY:** The siding at Holly is not safe for engine, except from the south siding switch to 20 car lengths north. The north end of siding can be used to reach the spur track. It is permissible to use siding at Holly to store cars using reachers when necessary.

**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.

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

**BEAUMONT-CHAISON JCT.-PORT ARTHUR:**

All trains and engines move at restricted speed between the southbound Beaumont Yard Limit Board, located at MP 764.5, to and including Port Arthur. All movements in this territory will be made under Rule 93 and Rule 93-Modified.

Do not exceed 12 mph between the Automatic Block Signal at MP 765.6 and north switch Chaison Jct.

First class trains will not exceed 20 mph and other trains and engines will not exceed 15 mph between north switch Chaison Jct., MP 767.9 and SP Railway Crossing MP 769.8, unless otherwise restricted.

Train order and timetable restrictions for northward trains at Chaison apply at crossover switches just north of Yard Office and for southward trains at main track switch south end of Chaison Yard just north of SP Crossing MP 769.8.

Tracks to the south of Chaison Yard Office can be used in meeting or passing First Class trains. When freight trains are to be met at Chaison Yard, it will be necessary to use one of the yard tracks as a siding and such arrangement must be made accordingly.

Passenger trains arriving Port Arthur will head down freight inbound 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 move at restricted speed not to exceed 20 MPH on east main track between Harriet St. (station sign) and 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, Louisiana, and McNeil Streets, KCS&GT tracks prepared to stop if crossings are not clear of traffic and indication displayed that traffic lights are operating properly. In the absence of proper traffic indicator light, movements over these crossings must be preceded by flagman.

**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, flag, general orders, special instructions or other proper notices:		
<b>Maximum Speed MPH—Diesel Operation:</b>		
<b>FIRST SUBDIVISION</b>		
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: When handling No. 77 and No. 42	..	50
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
<b>SECOND SUBDIVISION</b>		
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... ..	20	15
Bridge A-206, MP 205.2.....	40	40
Bridge A-234, MP 234.0.....	45	45
<b>THIRD SUBDIVISION</b>		
Between Watts and Sallisaw.....	65	48
Between Sallisaw and Heavener.....	70	48
Except: Bridge A-307, MP 306.8.....	40	40
<b>FOURTH SUBDIVISION</b>		
Between Heavener and Mena.....	65	48
Between Mena and Grannis.....	60	40
Except: When handling No. 77 and No. 42	..	48
Between Grannis and DeQueen.....	60	35
Except: When handling No. 77 and No. 42	..	48
<b>FIFTH SUBDIVISION</b>		
Between DeQueen Passenger Depot and MP-556.....	70	35
Except: When handling No. 77 and No. 42	..	50
Around curves not restricted by slow boards.	65	40
Over Bear Creek Bridge, A-435, MP-434.6.	40	40
Over Red River Drawbridge, B-478, MP-477.9, and do not use brakes while passing over this bridge except in emergency....	40	25
Over Caddo Lake Drawbridge, A-540, MP-539.2.....	25	25
All trains approach and move over Bridges A-479, B-479, C-479 and A-480 at a speed necessary to avoid use of train or engine brakes while moving over these bridges. This to apply during hot, dry weather and not to apply when brakes are in dynamic or in case of emergency.		
<b>SIXTH SUBDIVISION</b>		
Between MP-556 and South Wye Switch (Shreveport).....	40	20
Between South Wye Switch and Leesville....	58	35
<b>EXCEPT:</b>		
Through Spring Switch at end of double track, Cedar Grove Tower.....	15	15
<b>SEVENTH SUBDIVISION</b>		
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
<b>EXCEPT:</b>		
Around curve MP-785.....	10	10
<b>Lake Charles Branch:</b>		
Between DeQuincy and Lake Charles.....	30	30
<b>EXCEPT:</b>		
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
<b>First Subdivision:</b>					
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... 35	20	
Mo.Pac. Ry....	Gated	7.7	Big Blue Jct... 20	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	
<b>Second Subdivision:</b>					
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	
<b>Third Subdivision:</b>					
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	
<b>Baxter Springs Branch:</b>					
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	
<b>Ft. Smith</b>					
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	
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	
<b>F.S.&amp;V.B. Branch:</b>					
M. V. Ry.	Gated	27.0	Bokoshe..... 20	20	
<b>Fifth Subdivision</b>					
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	
<b>Sixth Subdivision</b>					
T&P Ry.....	(Automatic) Interlocked	563.5	Cedar Grove Tower..... 20	15 eng. only	

Railroad	Crossing	M. P.	At or Near Station	Not to Exceed M.P.H.	
				Passenger	Freight
<b>Seventh Subdivision</b>					
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..... 20	20	
SP.....	Interlocked	785.0	Port Arthur... 15	10 eng. only	
<b>Lake Charles Branch:</b>					
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 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 .....	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	Vidor, MP 757-762.....	30 mph
Mena*** .....	15 mph	Beaumont .....	20 mph
DeQueen .....	25 mph	Nederland .....	20 mph
		Port Arthur .....	10 mph

\*Over crossing unprotected by watchman or gates.  
 \*\*Also, 15 mph over crossings unprotected by mechanical or electrical signals.  
 \*\*\*Over Fourth, Mena, Seventh and Tenth Streets.  
 \*\*\*\*Also, 10 mph over Third and Fourteenth Streets.

\*\*\*\*\*Also, not to exceed 10 mph for a distance of not less than 300 feet before reaching St. Vincent Ave. crossing until engine or lead car has passed over crossing.

Referring to anti-whistling ordinances Joplin, 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.

**ABBREVIATIONS:**

S, Scale. T, Turntable. PH, Telephone. O, Diesel Fuel. W, Water. Y, Wye. ★, Mail Crane. R, TOF Ramp.  
 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.

**FIRST SUBDIVISION—Air Line Junction to Pittsburg**

SOUTHWARD				NORTHWARD								
SECOND CLASS		FIRST CLASS		Capy. Other Tracks, S, T, PH, O, W, Y R	Capacity of Sidings.	Mile Post Location.	TIME TABLE No. 3 Effective SUNDAY, APRIL 24, 1966	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 7.30PM	Lv 3.00AM	Lv 10.15PM	Lv 9.45AM			0	KANSAS CITY, U. S.	US	Ar 7.00AM	Ar 7.30PM		
						5.0	WEST WYE TOWER	WY				
						5.3	AIR LINE JCT.				Ar 1.45AM	Ar 3.35PM
						5.4	Mo. Pac. Crossing					
						5.5	Mo. Pac. Crossing					
						5.7	G. M. O. Crossing					
						6.1	K. C. T. Crossing					
7.40	3.12	10.26	9.55	Connection		6.1	A. T. & S. F. Crossing		6.43	7.17		
				Connection		6.1	BIG BLUE JCT.					
						6.7	Sheffield Steel Crossing					
						7.4	Fifteenth Street					
						7.7	Mo. Pac. Crossing					
		10.32	10.01			8.8	LEEDS		6.36	7.10		
8.15	3.53	10.41	10.09			17.8	BRYANT		6.27	7.01	1.15	3.04
8.30	4.10	10.47	10.15	6 Yard Y Connection	101	23.5	GRANDVIEW	VG	6.20	6.55	1.05	2.54
8.44	4.27	10.56	10.23			32.7	JAUDON		6.08	6.46	12.42	2.31
8.54	4.40	11.02	10.29	3	116	38.8	CLEVELAND		6.01	6.40	12.30AM	2.20
		11.11	10.38	19	112	48.2	LISLE		5.51	6.30		
9.15	5.05	11.16	10.43			53.1	DREXEL	★ DX	5.45	6.25	11.59PM	1.53
9.28	5.34	11.25	10.52			62.4	AMSTERDAM	★	5.34	6.16	11.43	1.38
9.38	5.47	11.31	10.58			68.9	AMORET		5.27	6.10	11.31	1.26
9.55	6.10	11.43	11.08			80.7	HUME	★ HM	5.17	5.59	10.55	1.10
10.08	6.27	11.51	11.17	Yard	153	89.4	STOTESBURY	★	5.08	5.51	10.40	12.57
		11.55	11.21			93.6	RICHARDS	★	5.03	5.47		
						93.9	Mo. Pac. Crossing					
10.23	6.50	11.59PM	11.26	76 M.K.-T. Con.	210	98.9	EVE		4.58	5.42	10.23	12.40
						114.6	St. L. & S. F. Crossing					
10.47	7.23	12.20AM	11.43			118.1	MULBERRY	★	4.38	5.23	9.05	12.13PM
						119.3	St. L. & S. F. Crossing					
						122.9	Mo. Pac. Crossing					
Ar 11.05PM	Ar 7.45AM	12.30	11.53	Yd. OWSTR	Yard	128.2	NORTH YARD	NY	4.27	5.12	Lv 8.45PM	Lv 11.53AM
						128.9	A. T. & S. F. Crossing					
						129.0	Mo. Pac. Crossing					
		Ar 12.35AM	Ar 11.55AM	YARD		129.2	PITTSBURG		Lv 4.25AM	Lv 5.10PM		
Daily	Daily	Daily	Daily			129.2			Daily	Daily	Daily	Daily
3.35	4.45	2.20	2.10				Time on Subdivision		2.35	2.20	5.00	3.42

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

	Mile No.	Car Capcy.
Kancon	13.2	2
Western Elec.	22.2	14
Merwin★	58.5	0

**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.

Kansas City U. S.	Continuous
West Wye Tower	Continuous
Grandview	9A-6P, Daily
Drexel	545A-245P, Exc. Sat., Sun. and Hol.
Hume	4P-1A, Daily
North Yard	Continuous

**SECOND SUBDIVISION—Pittsburg to Watts**

SOUTHWARD				Copy. Other Tracks, S, T, PH, O, W, Y R	Capacity of Siding.	Mile Post Location.	TIME TABLE No. 3 Effective SUNDAY, APRIL 24, 1966	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	42 Manifest Freight	82 Manifest Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
Lv 11.20PM	Lv 8.45AM	11.53AM 11.55AM Lv 12.05PM	12.30AM 12.35AM Lv 12.50AM	Yard OWSTR	128.2	NORTH YARD	NY	4.27AM 4.25AM Ar 4.10AM	5.12PM 5.10PM Ar 4.55PM	Ar 10.50AM	Ar 7.30PM	
				Yard	129.2	PITTSBURG						
				Connection	129.4	A. T. & S. F. Crossing						
					129.5	St. L. & S. F. Ry. Crossing						
				Connection	129.6	St. L. & S. F. Crossing						
		12.15	1.02	Branch	129.7	St. L. & S. F. Crossing						
11.42PM	9.12	12.17	1.03	10	143	K. O. G. JCT.						
		12.23	1.10		147.2	ASBURY	*	3.51	4.43	10.15	6.55	
				S Yard Connection	110	JOPLIN Union Depot	JO	s 3.35	s 4.25	9.45	6.35	
12.05AM	9.45	s 12.45	s 1.35		154.8	St. L. & S. F. Crossing						
					154.9	St. L. & S. F. Crossing						
12.28	10.10	1.07	1.54	134	170.1	DALBY		2.52	3.55	9.16	6.05	
				Connection	172.7	St. L. & S. F. Crossing						
12.36	10.21	s 1.20	s 2.15	OYW Yard R	76	NEOSHO	ON	s 2.45	s 3.50	9.10	5.55	
12.55	10.43	1.31	2.26	17	372	McELHANY		2.26	3.34	8.58	5.38	
1.00	10.50	1.36	2.31	75	62	GOODMAN	*	2.14	3.29	8.50	5.30	
1.11	11.04	1.46	2.41	75	66	ANDERSON	*	RS 2.05	3.18	8.30	5.10	
		1.51	2.46	20	195.5	LANAGAN	*	f 1.57	3.13			
1.47	11.25	s 2.05	s 2.57	41	135	NOEL	*	NE s 1.47	s 3.05	8.10	4.48	
		2.11	3.04		205.3	SULPHUR SPRGS.		f 1.38	2.56			
2.13	11.55AM	2.19	3.12	39	133	GRAVETTE	*	BO f 1.32	2.50	7.56	4.35	
2.26	12.11PM	2.27	3.22	25	36	DECATUR	*	DE f 1.22	2.41	7.41	4.21	
		2.34	3.29	47	154	GENTRY		f 1.15	2.34	7.32	4.12	
		s 2.50	s 3.49	Yard R	163	SILOAM	SX	s 1.07	s 2.25			
Ar 3.00AM	Ar 12.50PM	Ar 2.59PM	Ar 3.59AM	W Yard	251	WATTS	*	WS Lv 12.50AM	Lv 2.10PM	Lv 7.00AM	Lv 3.40PM	
Daily	Daily	Daily	Daily			106.8		Daily	Daily	Daily	Daily	
3.40	4.05	2.54	3.09			Time on Subdivision		3.20	2.45	3.50	3.50	

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
	STATIONS	
139.0	K. O. G. JCT.	
L 142.3	CARTER	
L 144.1	LAWTON	
L 148.1	CRESTLINE	
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	30
	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
Pet Milk Spur	229	19

**Hours of Telegraph Service**

North Yard—Continuous  
 Joplin—915A-515P, 1159P-759A, Daily  
 Neosho—Continuous  
 Anderson—8A-5P, Exc. Sat., Sun. and Hol.  
 Noel—9A-5P, 10P-6A, Daily  
 Gravette—8A-5P, Exc. Sat., Sun. and Hol.  
 Decatur—8A-5P, Exc. Sat., Sun. and Hol.  
 Siloam—8A-5P, Daily  
 Watts—Continuous

THIRD SUBDIVISION—Watts to Heavener

SOUTHWARD				NORTHWARD								
SECOND CLASS		FIRST CLASS		Capcy. Other Tracks, S. T. PH, O. W. Y. R	Capacity of Sidings.	TIME TABLE No. 3 Effective SUNDAY, APRIL 24, 1966	Mile Post Location.	Office Calls.	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						Daily	Daily	Daily	Daily
Lv 1.00PM	Lv 3.05AM	Lv 2.59PM	Lv 3.59AM	W Yard	251	..... WATTS.....★	236.0 WS	Ar 2.10PM	Ar 12.50AM	Ar 6.50AM	Ar 3.30PM	
		3.10 f	4.09	46	168	..... WESTVILLE.....★	244.4 VI	2.00 f	12.38			
		3.27 f	4.27	Yard	158	..... STILWELL.....★	258.2 Z	1.44 f	12.21			
		3.35	4.36	8	153	..... LYONS.....	265.7	1.34	12.11			
		3.41	4.42	28	.....	..... BUNCH.....★	271.7	1.27	12.03AM			
		3.51	4.52	49	165	..... MARBLE CITY.....★	281.4	1.16	11.52PM			
		s 4.15	s 5.25	Connection	.....	..... Mo. Pac. Crossing.....	290.4	s 1.05	s 11.40			
		4.24	5.34	S169	116	..... SALLISAW.....	291.1 CK	s 12.47	11.21			
				8	164	..... GANS.....	299.2					
		4.38 f	5.47	Yard Y	160	..... SPIRO.....	311.7	12.35 f	11.07			
				F.S.&V.B.Br. 88	.....	..... COAL CREEK.....	315.7					
		4.44	5.53	Connection	62	..... PANAMA.....★	317.3 JA	12.29	11.00			
		4.47	5.56	.....	150	..... Mid. Valley Crossing.....	.....	12.26	10.56			
		s 4.58	s 6.13	Y Yard Connection	56	..... SHADY POINT.....	320.0	s 12.19	s 10.49			
		5.05 f	6.22	Connection Yard Y OWS	150	..... St. L. & S. F. Crossing.....	325.6	f 12.11	f 10.38			
Ar 4.10PM	Ar 5.45AM	Ar 5.10PM	Ar 6.30AM	Yard	.....	..... POTEAU.....	326.4 AU	Lv 12.05PM	Lv 10.30PM	Lv 3.50AM	Lv 12.10PM	
Daily	Daily	Daily	Daily			..... C. R. I. & P. Crossing.....	333.0 BX	Daily	Daily	Daily	Daily	
3.10	2.40	2.11	2.31			..... HOWE.....	338.0 HV	2.05	2.20	3.00	3.20	
						..... HEAVENER.....	102.0					
						Time on Subdivision						

Movements by Signal Indication Rules 400 to 406

Hours of Telegraph Service

Watts, Howe, Heavener, Continuous.  
 Stilwell—7A-4P, 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.  
 Ft. Smith, 8A-5P, Daily

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.

	Mile No.	Car Capcy.
Baron .....	249	21
Marble City Qry. Spur .....	282	189
Okla. Creosoting Co. ....	290	Conn.
Redland .....	306	23
Sallisaw Stripping .....	293	56

FT. SMITH & VAN BUREN BRANCH

Southward Northward

Tracks not shown on face of time table

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

Distance from Coal Creek	TIME TABLE No. 3 Effective Sunday, April 24, 1966	Mile Post.
	STATIONS	
	0.0	
	..... 7.0	
7.0	..... M. V. Ry. Crossing.....	27.0
	..... BOKOSHE.....	
18.0	..... McCURTAIN.....	38.0
	..... 2.7	
20.7	..... End of Line.....	40.7
	20.7	

**FOURTH SUBDIVISION—Heavener to DeQueen**

SOUTHWARD				Capacity of Sidings.	TIME TABLE No. 3 Effective SUNDAY, APRIL 24, 1966	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					Daily	Daily	Daily	Daily
Lv 5.20PM	Lv 6.00AM	Lv 5.15PM	Lv 6.40AM	Yard OWS	HEAVENER	338.0	HV	Ar 11.59AM	Ar 10.20PM	Ar 3.40AM	Ar 11.15AM
		5.20	6.45	11	HODGENS	342.2		11.54	10.14		
		5.37	7.02	15	PAGE	354.7		11.38	10.00		
		5.46	7.12	5	HOWARD	361.3		11.30	9.52		
		5.55	7.20	23	RICH MOUNTAIN	367.3		11.23	9.44		
		6.03	7.28	8	ACORN	374.8		11.12	9.32		
		6.15	7.40	204	MENA	379.8	NA	11.05	9.25		
				25	POTTER	386.3					
		6.30	7.54	28	HATFIELD	392.2	HD	10.45	9.06		
		6.35	7.59		COVE	396.9		10.39	9.00		
		6.41	8.05	36	VANDERVOORT	401.8		10.33	8.54		
		6.50	8.14	20	WICKES	408.8	KD	10.24	8.45		
		7.05	8.29	24	GILLHAM	421.3		10.10	8.31		
					KINGS	425.0					
Ar 9.00PM	Ar 9.10AM	7.18	8.43	YWO Yard	DEQUEEN YD.	432.9		9.57	8.17	Lv 12.30AM	Lv 7.45AM
		Ar 7.20PM	Ar 8.45AM	Yard	De QUEEN Passenger Depot	433.3	YD	Lv 9.55AM	Lv 8.15PM		
Daily	Daily	Daily	Daily			95.3		Daily	Daily	Daily	Daily
3.40	3.10	2.05	2.05			Time on Subdivision		2.04	2.05	3.10	3.30

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
Emerson Elec. Spur	380	28
Rodgers Lbr. Co. Spur	380	9
Three States Lbr. Co.	381	17
Joslyn Mfg. Co.	383	31
Rebold Spur	397	17
Hatton	404	24
Grannis	414	17

**THE ARK. WESTERN RY.**

Southward Northward

Distance from Heavener.	TIME TABLE No. 3 Effective Sunday, April 24, 1966	Capacity of Sidings.
	STATIONS	
0.0	HEAVENER	9
10.4	COALDALE	12
13.5	BATES	9
19.1	CAUTHRON	
21.2	OLIVER	2
25.8	HON.	6
31.8	WALDRON	24 Y 43
35.1	End of Line 35.1	

**Hours of Telegraph Service**

Heavener—Continuous  
Mena—6:30A-3:30P, Exc. Sun. and Hol.  
Hatfield—8A-5P, Exc. Sat., Sun. and Hol.  
Wickes—8:30A-5:30P, Exc. Sat., Sun. and Hol.  
DeQueen—Continuous  
Waldron—8A-5P, Exc. Sat., Sun. and Hol.

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, R	SOUTHWARD				Capacity of Siding.	Mile Post Location.	TIME TABLE No. 3 Effective Sunday, April 24, 1966	Station Number.	Office Calls.	NORTHWARD			
	SECOND CLASS		FIRST CLASS							FIRST CLASS		SECOND CLASS	
	77 Merchandise Special	41 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
WOY Yard	Lv 9.20AM	Lv 9.45PM	7.18PM	8.43AM 8.45AM	432.9	DE QUEEN YD.	433		9.57AM	8.17PM	Ar 7.15AM	Ar 12.20AM	
			7.20PM	8.55AM	433.3	DE QUEEN Passenger Depot	433	YD	Ar 9.55AM	Ar 8.15PM			
			Lv 7.25PM	Lv 8.55AM	433.8	D. & E. Ry. Cross							
	9.44	10.01	7.32	9.02	438.7	WADE	438		9.44	8.03	7.00	12.05AM	
6	9.51	10.10	7.37	9.09	442.8	NEAL SPRINGS	443	s	9.39	7.56	6.53	11.57PM	
7	10.03	10.25	7.45	9.17	449.3	WINTHROP	450	WN	9.31	7.45	6.40	11.45	
26	10.14	10.48	7.51	9.24	456.0	ALLENE	457	f	9.24	7.34	6.29	11.35	
116	10.25	11.02	7.58	9.34	463.0	WILTON	464	f	9.17	7.26	6.15	11.24	
Connection					467.6	St. L. & S. F. Cross							
Yard	10.35	11.15PM	8.04	9.43	467.9	ASHDOWN	469	ND	f 9.11	s 7.17	6.08	11.15	
			8.11	9.53	475.4	OGDEN	477		9.02	7.06			
STWOY Yard R	11.15	12.05AM	8.22	10.07	487.0	TRIGG STREET	488	GY	8.50	6.54	5.30	10.30	
			8.23	10.08	487.3	DEPOT JUNCTION			8.48	6.52			
			8.25	10.15		Texarkana Union Depot	489		8.45	6.50			
			8.45	10.35		DEPOT JUNCTION			8.30	6.35			
			8.50	10.40	487.3	T. & P. Crossing			8.25	6.26			
					487.4	St. L. S. W. Crossing							
					487.5	I. C. & C. Co. Cross							
					489.4	T. & P. Crossing							
6	11.30	12.20	8.56	10.47	492.8	JURY	494		8.19	6.18	4.55	9.54	
57	11.52AM	12.47	9.10	11.03	507.2	BLOOMBURG	508	f	8.04	6.02	4.35	9.34	
12				11.09	512.5	RAVANNA	514	f		5.56			
19	12.05PM	1.03	9.19	11.13	516.8	SANDRA	518		7.55	5.52	4.15	9.19	
35			9.22	11.16	519.4	RODESSA	520	f	7.52	5.50			
54	12.20	1.22	9.29	11.26	526.8	VIVIAN	528	VN	f 7.44	s 5.42	3.55	8.18	
82	12.28	1.32	9.33	11.31	531.8	SHORELINE	533		7.37	5.36	3.46	8.10	
72			9.37	11.35	535.8	OIL CITY	537	CH	f 7.33	f 5.32			
15	12.42	1.50	9.41	11.40	539.3	MOORINGSPT.	540		7.28	f 5.28	3.30	7.56	
13	12.55	2.05	9.49	11.49	548.3	BLANCHARD	549		7.19	5.19	3.13	7.42	
			9.50	11.50	549.0	TEXAS JCT.			7.18	5.18			
SWOY Yard R	Ar 1.10PM	Ar 2.20AM	Ar 9.54PM	Ar 11.54AM	553.3	DERAMUS YD.	554	SY	Lv 7.14AM	Lv 5.14PM	Lv 3.00AM	Lv 7.30PM	
	Daily	Daily	Daily	Daily		121.3			Daily	Daily	Daily	Daily	
	3.00	4.35	2.29	2.59		Time on Subdivision			2.36	2.56	4.15	4.50	

Tracks not shown on face of time table.

	Mile No.	Car Capcy.
Horatio	441	5
International	441	5
Creosote Work	490	27
Baroid Sales Co.	491	11
Hoot Spur	494	Conn.
Caddo Parish Gravel Spur	528	7
PH. Superior	532	32
Halliburton	537	34
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 Sallisaw or beyond and to and from Texarkana or beyond, with tickets issued to or from Horatio.

Hours of Telegraph Service

- DeQueen—Continuous
- Horatio—8A-5P, Exc. Sat., Sun. and Hol.
- Winthrop—8A-5P, Exc. Sat., Sun. and Hol.
- Ashdown—8A-5P, Exc. Sat., Sun. and Hol.
- Trigg St.—7A-3P, 5P-1A, Daily
- Vivian—7A-4P, Exc. Sat., Sun. and Hol.
- Oil City—7:30A-4:30P, Exc. Sat., Sun. and Hol.
- Deramus Yard—Continuous

SIXTH SUBDIVISION—Deramus Yard to Leesville

Capcy. Other Tracks, S, T, PH, O, W, Y, R	SOUTHWARD						NORTHWARD			
	SECOND CLASS		FIRST CLASS		Capacity of Sidings.	Mile Post Location.	TIME TABLE No. 3			
	77	1	15	Effective Sunday, April 24, 1966						
	Merchandise Special	Southern Belle	Passenger	STATIONS			2	16	42	
Daily	Daily	Daily	Station Number.			Southern Belle	Passenger	Manifest Freight		
R WOSY Yard	Lv 7.30PM	Lv 9.54PM	Lv 11.54AM	553.3	DERAMUS YD. 3.0	554	SY	Ar 7.14AM	Ar 5.14PM	Ar 12.40PM
Yard		9.57	11.58	556.3	HARRIET ST. 1.9			7.09	5.09	
		9.59		558.2	NORTH WYE SW. 0.6			7.05	Lv 5.05PM Ar 3.55PM	
Via KCS&G Term.		Ar 10.05PM	Ar 12.20PM Lv 1.05PM		SHREVEPORT Union Depot. 1.0	560		Lv 7.00AM	Lv 5.00PM Ar 4.05PM	
			Ar 12.07PM Lv 1.13PM	558.8	SO. WYE SWITCH 4.7				3.53	
	7.55		1.22	563.5	Cedar Grove Tower End of Double Track PH. T. & P. Crossing 2.4					12.10
8	8.00		1.26	35 565.6	FORBING 10.7	567			3.39	12.07PM
30	8.30		1.38	89 576.3	FRIERSON 3.7	577			3.27	11.45AM
11			1.43	580.1	KINGSTON 4.4	581			3.21	
7	8.55		1.48	85 584.5	HOLLY 6.8	586			3.14	11.25
83	9.10		1.57	115 591.3	MANSFIELD 2.2	592	D		3.05	11.10
				593.5	SO. MANSFIELD 4.5	594				
15	9.25		2.05	67 598.0	TRENTON 6.5	599			2.53	10.55
24	9.35		2.12	91 604.5	BENSON 5.6	605			2.45	10.48
15	9.45		2.18	93 610.1	CONVERSE 6.4	611			2.37	10.25
43	9.57		2.29	32 616.6	NOBLE 5.2	618	N		2.29	10.10
64	10.05		2.36	68 621.8	ZWOLLE 4.2	623	UX		2.22	9.55
18	10.12		2.41	111 625.9	LORING 7.4	627			2.15	9.40
91	10.25		2.51	77 633.3	MANY 5.6	634	K		2.06	9.25
14	10.40		2.59	92 638.9	FISHER 3.5	640	FY		1.58	9.10
25	10.45		3.04	69 642.4	FLOREN 9.7	643	FN		1.54	9.00
46	11.05		3.15	90 652.1	HORNBECK 6.5	653			1.43	8.42
32 SWOY Yard	Ar 11.40PM		Ar 3.40PM	658.6	ANACOCO 9.8	660			1.37	
	Daily	Daily	Daily	668.4	LEESVILLE	669	V	Lv 1.25PM	Lv 8.00AM	
	4.10	0.11	3.46		115.1			Daily	Daily	Daily
					Time on Subdivision			0.14	3.49	4.40

Hours of Telegraph Service

Deramus Yard—Continuous  
 Mansfield—8A-5P, Exc. Sun. and Hol.  
 Noble—7:30A-4:30P, Exc. Sun., Mon. and Hol.  
 Zwolle—7A-4P, Exc. Sat., Sun. and Hol.  
 Many—7A-4P, Exc. Sun. and Hol.  
 Fisher—7A-4P, Exc. Sat., Sun. and Hol.  
 Florien—8A-5P, Exc. Sat., Sun. and Hol.  
 Leesville—8A-4P, 11:59P-7:59A, Daily

No. 77 is superior to 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
Standard Wood Pres. Co.	565	80
La. Long Leaf Lbr. Co.	640	Conn
Vancouver Plywood	641	40
Brown Paper Co.	642	3
Gandy Spur	645	16
L.I.D.A. Spur	667	10

SEVENTH SUBDIVISION—Leesville to Port Arthur

Capacity of Other Tracks, S, T, PH, O, W, Y, R	Southward		Capacity of Sidings	Mile Post Location	TIME TABLE No. 3		Station Number	Office Calls	Northward				
	FIRST CLASS				Effective SUNDAY, APRIL 24, 1966				FIRST CLASS				
	15 Passenger								16 Passenger				
Daily				STATIONS				Daily					
WOSY Yard	Lv	3.50PM	Yard	668.4		LEESVILLE	669	V	Ar	1.15PM			
11				669.9		1.5 NEWLLANO	671						
Y		3.55		672.6		2.7 DAUB.	674			1.10			
17		4.03	134	679.8		7.1 NEAME	680			1.03			
13		4.08		684.0		4.1 ROSE PINE	685			12.58			
87	s	4.20	79	689.2		5.2 DERIDDER	690	HF	s	12.52			
Connection				689.8		0.6 J. & E. Crossing							
5				695.4		5.6 CARSON	696			12.42			
15	f	4.38	140	705.1		9.7 SINGER	705		f	12.32			
		4.45	79	711.6		6.5 SEALE	712			12.26			
Y Yard	s	4.55	51 N 89 S	719.1		7.5 DE QUINCY	719	CY	s	12.18			
Connection	Ar	4.58PM		720.3		1.2 C. S. JUNCTION			Lv	12.13PM			
5		See Time Table	95	723.6	Operation by Signal Indications Rules 400 to 406.	3.3 HELME	725			See Time Table			
5			95	728.4		4.8 LUCAS	729						
20			160	735.2		6.9 STARKS	736						
20			95	740.6		5.3 RULIFF	741						
Y 28 Connection			209	750.2		9.6 MAURICEVILLE	751						
24			160	760.4		10.2 Mo. Pac. Crossing							
			Conn.	764.9		4.4 VIDOR	761						
				766.0		1.2 Sou. Pac. Crossing							
ROY Yard	Lv		6.05PM	32		766.5		0.5 BEAUMONT	767		BU	Ar	11.10AM
Connection			6.06			766.6		0.1 G. C. L. Junction					11.08
SY Yard		6.11	Yard	767.9		0.1 B. W. & T. Crossing				10.58			
41	f	6.22	55	776.1		1.8 CHALSON JCT.	769			10.38			
		6.28		779.6		6.3 NEDERLAND	777		f	10.38			
Connection				784.9		3.5 NECHES JCT.	780			10.30			
OYSW Yard	Ar	7.00PM		786.1		5.4 Sou. Pac. Crossing				10.15AM			
		Daily				1.2 PORT ARTHUR	787	PA	Lv	10.15AM			
		3.10				117.5				Daily			
						Time on Subdivision				3.00			

LAKE CHARLES SUBDIVISION—DeQuincy to Lake Charles

Hours of Telegraph Service

Port Arthur—8:30A-4:30P, 7P-3A, Daily  
 Beaumont—Continuous  
 DeQuincy—12MN-8A, 9A-5P, Daily  
 DeRidder—8A-5P, Exc. Sun. and Hol.  
 Leesville—8A-4P, 11:59P-7:59A, Daily  
 Lake Charles—8P-5A, Exc. Sat., Sun. and Hol.

Tracks not shown on face of timetable.

Mile No.	Car Capacity
Fort Polk	674
Coopers	675
Feeders Co-Op	685
Lunita-PH	731
Zummo	770
Team Track	771
Spindletop	771
Dupont	772
Air Red. Sales	773
Spindletop Engr. & Constr. Co.	773
Dupont	774
Sun-PH	775
Metal Services, Inc.	780
Griffing-PH	782
Henning & Gilbert	782
Chalson Branch-Mag. Pet. Co.	C-769
Gulf State Utilities	B-733

Capacity of Other Tracks, Location Water, Fuel Stations, Turntables, Track Scales and Ways.	SOUTHWARD		Capacity of Sidings	Mile Post Location	TIME TABLE No. 3		Office Calls	Station Number	NORTHWARD	
	SECOND CLASS				Effective SUNDAY, APRIL 24, 1966				SECOND CLASS	
	277 Freight								242 Freight	
Daily				STATIONS				Daily		
Y Yard	Lv	4.00AM		719.1		DE QUINCY	CY	719	Ar	1.35AM
Connection				719.6		0.4 Mo. Pac. Crossing				
		4.40	53	728.7		9.2 BUHLER	B729			12.45
7		5.05		735.6		6.8 MOSSVILLE	B736			12.30
100 Connection		5.15	Yard	739.1		3.5 WEST LAKE	B740			12.15
				741.2		2.1 Sou. Pac. Crossing				
				741.3		0.1 Sou. Pac. Crossing				
RWSO Yard	Ar	5.30AM		741.4		0.2 LAKE CHARLES	SA	B742	Lv	12.05AM
		Daily				22.3				Daily
		1.30				Time on Subdivision				1.30



## TONNAGE RATINGS

SUB-DIVISION	Direction	FROM Station	TO Station	Passenger Engines 6, 7, 11, 12, 20, 23, 25-29	DIESEL FREIGHT ENGINES		
					1500	1750	2250
FIRST	South	MP-0 MP-23	MP-23 MP-129	2100 2550	2320 2580	2670 2970	4030 4450
	North	MP-129 MP-23	MP-23 MP-0	2100 2550	2580 3800	2970 4390	4450 6400
SECOND	South	MP-129 MP-155 MP-174 MP-181 MP-201 MP-229	MP-155 MP-174 MP-181 MP-201 MP-229 MP-236	2100 1300 800 990 830 1220	2680 2050 1000 1200 1000 1500	3090 2425 1160 1390 1160 1625	4610 3520 1600 1920 1600 2560
	North	MP-236 MP-185	MP-185 MP-129	850 2100	1080 2470	1250 2850	1730 4270
THIRD	South	MP-236 MP-281	MP-281 MP-338	1300 2100	1500 2460	1725 2830	2560 4260
	North	MP-338 MP-281	MP-281 MP-236	2100 1300	2600 1450	3000 1675	4480 2480
FOURTH	South	MP-338 MP-367 MP-404	MP-367 MP-404 MP-433	860 1070 860	1080 1290 1540	1250 1500 1790	1730 2060 2460
	North	MP-433 MP-367	MP-367 MP-338	940 2550	1170 2800	1360 3230	1870 4800
FIFTH	South	MP-433 MP-488	MP-488 MP-554	2550 2550	2820 2650	3250 3050	4830 4560
	North	MP-554 MP-488	MP-488 MP-433	2550 2550	2650 2820	3050 3250	4560 4830
SIXTH	South	MP-554	MP-669	1600	1690	1950	2860
	North	MP-669 MP-592	MP-592 MP-554	1800 2000	2260 2260	2720 2720	3780 3780
SEVENTH	South	MP-669	MP-719	3100	2760	3190	4740
	North	MP-719	MP-669	3200	2800	3240	4800
	South	MP-719	MP-767	3200	4100	4500	7200
	North	MP-767	MP-719	3200	4100	4500	7200
	South	MP-767	MP-787	3200	4100	4500	7200
	North	MP-787	MP-767	3200	4100	4500	7200
LAKE CHARLES	South	MP-719	MP-B-742	3200	4100	7000	7500
	North	MP-B-742	MP-719	3200	4100	7000	7500

For 150, 160, 41 class diesel engines:

MP 178 to MP 206 and MP 229 to MP 237	2880 Tons	
MP 433 to MP 488 (both directions)	4200 Tons	Local service only.
MP 488 to MP 554 (both directions)	3500 Tons	Local service only.

Tonnage rating for 1100, 1200 and 1300 class engines (except engines 1120 and 1150) will be the same as shown in 1500 H.P. column, except:

MP 178 to MP 206 and MP 229 to MP 237, 2590 Tons can be handled.

1100, 1200 and 1300 class engines will not be operated in unison with 1500, 1750 or 2250 H.P. engines except on authority of Supt. of Machinery.

1000 H.P. Engines: 1100-1102, 1110-1112, 1121-1123, 1125, 1126, 1200-1226.

1200 H.P. Engines: 1160-1163, 1300-1315.

1500 H.P. Engines: 30, 50, 70, 80, and 90 class, 150-154, 156-161.

1750 H.P. Engines: 155, 162-165, 60 A, B & C, 61 A, B & C, 62B, 41.

2250 H.P. Engines: 100-119.

**CLASSIFICATION OF ENGINES**

CLASS	Unit Numbers	Tractive Power in Pounds	Weight on Drivers In Pounds	Total Weight on Loco. Loaded in Pounds	Cooper's Rating Per Unit
Diesel-Passenger.....	6, 7, 11, 12, 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	236,800	236,600	E-50
" "	41	63,300	253,200	253,200	E-50
" "	50-A-B-C	169,890	679,860	679,560	E-46
" "	51-A-B-C	169,582	678,330	678,330	E-46
" "	52-A-C	113,628	454,510	454,510	E-46
" "	53-B-C-D	169,676	678,705	678,705	E-46
" "	54-A-B-C	169,905	679,590	679,590	E-46
" "	55-A-B-C	170,004	680,160	680,160	E-46
" "	56-B-C-D	170,175	680,700	680,700	E-46
" "	57-B-C-D	169,957	679,830	679,830	E-46
" "	58-A-B-C-D	230,700	922,800	922,800	E-46
" "	59-B-C-D	172,687	690,750	690,750	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-B	57,644	230,538	348,473	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.	100-119	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
6	6	79 MPH	30†	30 (a)	65 MPH	70	70 (a)	65 MPH	89	72 (d)	65 MPH
7	7	" "	31†	31 (a)	" "	71†	71 (a)	" "	90†	73 (d)	" "
11	11	" "	32†	32 (a)	" "	72†	72 (a)	" "	91†	74 (d)	" "
12†	12	" "	33	33 (a)	" "	73†	73 (a)	" "	92†	75 (d)	" "
20†	20	" "	50	50 (a)	" "	74†	74 (a)	" "	93†	76 (d)	" "
23†	23	" "	51†	51 (a)	" "	75†	75 (a)	" "	100-119	100-119	" "
25†	25	" "	52†	52 (a)	" "	76†	76 (a)	" "	150-165	150-165	" "
26†	26	" "	54	54 (a)	" "	80†	53 (d)	" "			
27†	27	" "	55†	55 (a)	" "	83†	56 (d)	" "			
28†	28	" "	58	58 (a)	" "	84	57 (d)	" "			
29†	29	" "	60	60 (a)	" "	85†	58 (d)	" "			
			61	61 (a)	" "	86†	59 (d)	" "			
			63	60 (c)	" "	87†	70 (c)	" "			
			64	61 (c)	" "	88	71 (c)	" "			

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

**WRECKERS**

Number	Location	Capacity	Cooper's Rating
05	Pittsburg.....	250 Ton	E-70
03	Heavener.....	120 Ton	E-45
06	Shreveport.....	150 Ton	E-70
W-1	Port Arthur.....	100 Ton	E-27

Diesel Units Equipped With Boiler	Diesel Units With Steam Connection But No Boiler
6, 7, 11, 12, 20, 23 25, 26, 27, 28, 29 30-A, 30-B 31-A, 31-B 32-A, 32-B 33-A, 33-B 76-B, 76-C 77-B	59-B, 59-C 70-B 71-B 72-B, 72-C 73-B, 73-C 74-B, 74-C 75-B, 75-C

**WEIGHT OF EMPTY PASSENGER CARS**

CLASS	Numbers	Length in Feet	Tons
Baggage and Express	14-29	74	44
" " "	30, 34-35	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	6	71	71
" " "	31, 33	71	71
" " "	34	85	68
" " "	68-69	85	48
Chair-Coach, Partitioned, A. C.	230-233	75	56
Chair-Coach, A. C.	255, 259	85	52
" " "	251-254, 260	85	61
" " "	261-266	85	68
" " "	270-279	85	64
Tavern-Lounge, A. C.	40-43	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,	85	64
	Leonor Lores,	85	64
	Harvey Couch,	85	64
	Col. Fordyce,	85	64
	Stuart Knott,	85	64
	Arthur Stilwell,	85	64
	Wm. Buchanan,	85	64
	Wm. Edenborn,	85	64
Official Car	Kay See	84	104

**LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS**

Car Number	Journal Size	Load Limit at Rail	Weight of Car	Carrying Capacity of Car
14-29	6 x11	168,000	88,000	80,000
80	5 x 9	178,500	128,560	50,000
81	5 1/2 x10	187,400	137,400	60,000
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	27
Mail-Baggage-Express	8
Chair-Coach, Partitioned, Air Conditioned	4
Chair-Coach, Air Conditioned (Inc. partitioned)	30
Tavern-Lounge, Air Conditioned	4
Lounge-Diner, Air Conditioned	2
Observation-Tavern, Air Conditioned	2
Diner, Air Conditioned	2
Sleeping Car, Air Conditioned	8
Official Car	1
<b>Total</b>	<b>88</b>

**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.

Min. Sec.	M.P.H.	Min. Sec.	M.P.H.	Min. Sec.	M.P.H.
0	48	1	9	52	32
0	49	1	10	51	31
0	50	1	12	50	30
0	51	1	13	49	29
0	52	1	15	48	28
0	53	1	16	47	27
0	54	1	18	46	26
0	55	1	20	45	25
0	56	1	21	44	24
0	57	1	23	43	23
0	58	1	25	42	22
0	59	1	27	41	21
1	0	1	30	40	20
1	1	1	33	39	19
1	2	1	34	38	18
1	3	1	37	37	17
1	4	1	40	36	16
1	5	1	42	35	15
1	6	1	45	34	14
1	7	1	49	33	13

**Caboose Number**

300-322	23
328	1
350-356	7
358-386	29
388-389	2
617-619	3
621	1
624	1
626	1
630	1
651	1
653-655	3
657-658	2
661	1
663	1
664	1
666-667	2
669	1
671	1

**TOTAL 82**

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

SOUTHWARD				Distance From Kansas City	TIME TABLE No. 3 Effective SUNDAY, APR. 24, 1966 STATIONS	NORTHWARD				
FREIGHT		PASSENGER				PASSENGER		FREIGHT		
	77	41	15			1	2	16	82	42
	Lv 7.30PM	Lv 3.00AM	Lv 10.15PM	Lv 9.45AM	0	KANSAS CITY	Ar 7.30PM	Ar 7.00AM	Ar 1.45AM	Ar 3.35PM
	11.05 11.20PM	7.45 8.45	12.35AM 12.50	11.55AM 12.05PM	129.3	PITTSBURG	5.10 4.55	4.25 4.10	8.45PM 7.30	11.53AM 10.50
	5.30AM				159.5	BAXTER SPRINGS				
	12.05AM	9.45	1.35	12.45	154.3	JOPLIN	4.25	3.35	6.35	9.45
	12.36	10.21AM	2.15	1.20	174.1	NEOSHO	3.50	2.45AM	5.55	9.10
	4.30	2.45PM	5.25	4.15	201.1	SALLISAW	1.05	11.40	1.50	6.20
	Passenger Service: Via Bus Ft. Smith and Sallisaw.		Ar 6.30AM Lv 4.35AM	Ar 5.00PM Lv 3.00PM	328.1	FT. SMITH	Lv 12.05PM Ar 1.55PM	Lv 10.30PM Ar 12.35AM	Freight Service: Local Freights, Via St. L. S. F. Ry., Ft. Smith and Poteau.	
	5.10	3.30	5.53	4.44	317.3	PANAMA	12.29	11.00	12.50	4.25
	5.25	3.50	6.13	4.58	328.3	POTEAU	12.19	10.49	12.30	4.10
	5.35	4.00	6.22	5.05	333.0	HOWE	12.11	10.38	12.20	4.00
	5.45 6.00	4.10 5.20	6.30 6.40	5.10 5.15	338.0	HEAVENER	12.05PM 11.59AM	10.30 10.20	12.10PM 11.16AM	3.50 3.40
	9.10 9.20	9.00 9.45	8.45 8.55	7.20 7.25	433.3	DE QUEEN	9.55 9.50	8.15 8.10	7.45 7.15	12.30 12.20AM
	10.35	11.15PM	9.43	8.04	467.9	ASHDOWN	9.11	7.17	6.08	11.15PM
	11.15AM	12.05AM	10.15 10.35AM	8.25 8.45	488.9	TEXARKANA	8.45 8.30	6.50 6.35	6.30	10.30
	1.10PM 7.30PM	Ar 2.20AM	12.20PM 1.05PM	Ar 10.05PM	560.7	SHREVEPORT	Lv 7.00AM	5.00PM 4.05PM	Lv 3.00AM	7.30PM 12.40PM
	11.40PM 12.20AM		3.40 3.50		668.4	LEESVILLE		1.25 1.15		8.00AM 7.00
	1.05		4.20		689.2	DE RIDDER		12.52		5.58
	2.00		4.55		719.1	DE QUINCY		12.18PM		4.50
	Ar 5.30AM		Bus Ar 5.50PM		741.4	LAKE CHARLES		Bus Lv 11.20AM		Lv 12.05AM
	4.35		5.65 6.05		766.5	BEAUMONT		11.20 11.10		2.20
	Ar 6.15AM		Ar 7.00PM		788.0	PORT ARTHUR		Lv 10.15AM		Lv 1.00AM

**PRACTICE  
SAFETY  
CONSTANTLY.**

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

**SPECIAL SAFETY RULES FOR EMPLOYEES IN TRAIN, ENGINE  
AND YARD SERVICE IN ADDITION TO RULE 510**

21

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 employees 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.**

A multilevel or graduated scale of Per Diem is in effect and rates are based on car values, in 9 groups, as follows:

GROUP	CAR VALUE	RATE PER CAR PER DAY
1	\$ 1,000 and less	\$ 2.16
2	\$ 1,001 to \$ 5,000	\$ 2.79
3	\$ 5,001 to \$10,000	\$ 3.58
4	\$10,001 to \$15,000	\$ 4.50
5	\$15,001 to \$20,000	\$ 6.15
6	\$20,001 to \$25,000	\$ 7.11
7	\$25,001 to \$30,000	\$ 9.00
8	\$30,001 to \$35,000	\$10.18
9	\$35,001 and over	\$12.18

KANSAS CITY SOUTHERN REPORTING MARKS K C S

CAR SERIES PD			CAR SERIES PD			CAR SERIES PD			CAR SERIES PD						
Begin	End	Grp.	Begin	End	Grp.	Begin	End	Grp.	Begin	End	Grp.				
100	—	599	4	1197	—	1200	2	14200	—	14329	3	25157	—	25157	2
800	—	874	3	1201	—	1201	1	14400	—	14699	4	25184	—	25202	1
935	—	936	1	1202	—	1202	2	15515	—	15561	2	25219	—	25219	2
940	—	966	5	1204	—	1211	3	16082	—	17748	1	25222	—	25293	1
980	—	983	2	1212	—	1499	4	17750	—	19399	2	25297	—	25297	2
999	—	999	1	1500	—	1599	3	20800	—	20809	1	25299	—	25299	1
1000	—	1000	2	1600	—	1600	4	20853	—	20911	2	25300	—	25799	3
1001	—	1001	3	1601	—	1697	3	20912	—	20912	3	26000	—	26999	2
1002	—	1023	2	1698	—	1698	4	20913	—	20952	2	27000	—	27019	3
1024	—	1024	3	1699	—	1699	3	20953	—	20953	3	27020	—	27031	2
1025	—	1028	2	1700	—	1714	4	20954	—	20957	2	27032	—	27186	4
1029	—	1029	3	1715	—	1799	5	20958	—	20958	3	27400	—	27499	3
1030	—	1039	2	1800	—	1879	3	20959	—	20978	2	27500	—	27649	3
1040	—	1040	3	1900	—	1935	2	20979	—	20980	3	28320	—	29176	1
1041	—	1045	2	2000	—	2099	5	20981	—	20981	2	29400	—	29461	3
1046	—	1046	3	2300	—	2699	4	20982	—	20982	3	29501	—	29550	2
1047	—	1051	2	2700	—	2744	5	20983	—	20995	2	29551	—	29551	1
1052	—	1052	3	2745	—	2769	5	20996	—	20996	3	29554	—	29554	2
1053	—	1057	2	3400	—	3588	3	20997	—	21016	2	29560	—	29560	1
1058	—	1058	3	3550	—	3551	4	21017	—	21017	3	29575	—	29889	2
1059	—	1059	2	3700	—	3753	3	21018	—	21076	2	29900	—	29999	3
1060	—	1060	3	3754	—	3798	4	21077	—	21077	3	30450	—	30458	1
1061	—	1069	2	3800	—	3809	2	21078	—	21089	2	31000	—	31086	4
1070	—	1070	3	3900	—	3904	6	21090	—	21090	3	31087	—	31116	4
1071	—	1074	2	4800	—	4899	4	21091	—	21114	2	35702	—	35912	1
1075	—	1075	3	4900	—	4924	4	21115	—	21115	3	35964	—	35965	2
1076	—	1082	2	5025	—	5099	3	21116	—	21169	2	40000	—	40022	3
1083	—	1083	3	5100	—	5139	4	21170	—	21170	3	40023	—	40039	2
1084	—	1089	2	5140	—	5143	5	21171	—	21231	2	40040	—	40087	3
1090	—	1090	3	5144	—	5145	6	21232	—	21232	3	50000	—	50081	2
1091	—	1099	2	5150	—	5449	4	21233	—	21236	2	52000	—	52045	3
1100	—	1100	3	5450	—	5499	5	21237	—	21237	3	55000	—	55097	2
1101	—	1122	2	5500	—	5549	4	21238	—	21290	2	56000	—	56299	4
1123	—	1123	3	5557	—	5599	4	21291	—	21291	3	60000	—	60000	4
1124	—	1158	2	5600	—	5674	3	21292	—	21300	2	60001	—	60004	3
1159	—	1159	3	5675	—	5699	4	21301	—	21301	3	60005	—	60020	4
1160	—	1167	2	5700	—	5979	2	24000	—	24019	1	60021	—	60098	5
1168	—	1168	3	5980	—	5994	3	24020	—	24449	2	60099	—	60099	6
1169	—	1169	2	6000	—	6742	2	24450	—	24474	3	60100	—	60112	9
1170	—	1170	3	6800	—	6874	4	25040	—	25130	1	72000	—	72053	1
1171	—	1195	2	6875	—	6974	4	25140	—	25140	2				
1196	—	1196	3	7031	—	14198	2	25146	—	25153	1				

LOUISIANA AND ARKANSAS REPORTING MARKS L&A

2780	—	3255	1	4039	—	4269	1	12089	—	36199	1
3256	—	3355	2	4279	—	9498	2				

Per diem rate on KCS bi-level rack cars is \$15.25 per day.  
 Per diem rate on KCS tri-level rack cars is \$17.50 per day.

