

### 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**

W. G. WHITE, Trainmaster	
First and Second Subdivisions.....	Pittsburg, Kans.
G. E. BAUER, Asst. Trainmaster.....	Pittsburg, Kans.
A. W. HALL, Trainmaster	
Third Subdivision.....	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.	
J. E. GREGG, Asst. Trainmaster.....	Shreveport, La.
P. J. NEAL, Asst. Trainmaster.....	} { Beaumont— Port Arthur, Tex.
J. M. HINDS, Asst. Trainmaster.....	
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.
H. C. PARK, 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. 4

EFFECTIVE AT 12:01 A.M.  
 SUNDAY, SEPT. 15, 1968

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.

L. R. GARDNER,  
 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.

**Dr. J. M. Masucci, Chief Medical Officer**  
**636 Argyle Bldg., Kansas City, Missouri**

In cases of emergency on-the-job injuries to employees, injured parties will be sent to the doctors shown below (unless the injured employee desires to be sent to another doctor, in which case he should be sent to the latter). If such doctors are unavailable or the injury occurs at a location too far from a location where we have a staff doctor, see that the injured employee receives the attention of some other doctor as soon as possible.

Same will apply for passengers who require medical attention.

**Kansas City, Missouri**

Dr. Joseph M. Masucci  
 636 Argyle Building  
 Kansas City, Missouri 64106

**Pittsburg, Kansas**

Dr. D. J. Lyons  
 107 West Fourth  
 Pittsburg, Kansas

**Poteau, Oklahoma**

Dr. R. W. Lowrey  
 Lowrey-Cunningham-Winters Clinic  
 501 Dewey Avenue  
 Poteau, Oklahoma 74953

**Texarkana, Arkansas**

Dr. Karl H. Kemp  
 408 Hazel  
 Texarkana, Arkansas

**DeQueen, Arkansas**

Dr. C. N. Jones  
 DeQueen Clinic  
 P. O. Box 391  
 DeQueen, Arkansas 71832

**Shreveport, Louisiana**

Dr. J. B. Birdwell  
 Birdwell-Rushing Clinic  
 2020 Centenary Boulevard  
 Shreveport, Louisiana

**Beaumont, Texas**

Dr. John W. McCall, Jr.  
 1785 Washington Blvd.  
 Beaumont, Texas

**Dr. Charles J. Caskey**

1785 Washington Blvd.  
 Beaumont, Texas

**Nederland, Texas**

Dr. Chester St. Romaine  
 1300 Franklin Avenue  
 Nederland, Texas

**Port Arthur, Texas**

Dr. Richard J. Bourgeois  
 2301 Procter  
 Port Arthur, Texas

**Leesville, Louisiana**

Dr. J. E. Hearn  
 War Memorial Hospital  
 Leesville, La.

**Lake Charles, Louisiana**

Dr. S. F. Price  
 717 South Ryan Street  
 Lake Charles, Louisiana

**OFFICIAL WATCH INSPECTORS**

National Railway Time Service,  
General Time Inspector.....Memphis, Tenn.

Baxter Springs, Kans.....McElwain Jewelry

Beaumont, Tex.....Freedman Jewelry

DeQueen, Ark.....Thomas Jewelry

De Quincy, La.....Rogers' Jewelry

Ft. Smith, Ark.....Fink Jewelry

Ft. Smith, Ark.....Malone Jewelry

Groves, Tex.....Nacol's Jewelry

Heavener, Okla.....Phipp's Jewelry

Houston, Tex.....Houston Watch Co.

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

Neosho, Mo.....Rush Jewelers

Noel, Mo.....Arndt's Jewelers

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

**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	De Quincy
Neosho	Lake Charles
Watts	Chaison
Ft. Smith	Port Arthur:
Heavener	Yard Office
DeQueen Psgr. Depot	
Trigg Street	

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

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**WORK SAFELY**

**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.

K. C. S. rules, 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. See page 8.

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. 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 20 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 only 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 caboose, but not on other tracks.

Rail test cars and MofWay on track 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 and 2 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 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 and must be handled on rear of train. Cars less than 40 feet in length (including Scale Test Cars) must not be trained next to Hydrocushion 60, high cubical box, auto loader racks, piggybacks, large tanks, or any car 50 feet in length or longer.

**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. Exception: KCS 200,000 series open-top hoppers may be handled at regular freight train speed 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. 090 may be handled with boom in lead position for short distances, when necessary, to a point where machine can be turned.

When KCS Caboose, Series 300-332, 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 Pittsburg, not to exceed 40 MPH except:

Not to exceed 25 mph over Bridge:

A-108 .....MP-107.6

Between Pittsburg and Port Arthur, not to exceed 35 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. 090**

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. 090 to be handled as follows:

Between Kansas City and Port Arthur, not to exceed 30 MPH (20 MPH with boom in lead position) except:

Not to exceed 15 MPH on Branch Lines.

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.

KCS 090 must be trained on head end of train and not be handled on rear of train in any event.

Whenever possible, KCS 090 must be turned with the boom in trailing position.

KCS 090 must be kept under close observation enroute and ground inspection made as frequently as possible, examining the tie downs, and if found to be working or showing signs of becoming loose, movement must be stopped, and if necessary, set Pile Driver and Boom Car out. Pile Driver and Boom Car must be kept together when moving in trains.

**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—  | De Quincy      | Lake Charles |
| Deramus Yard | C. S. Junction |              |

All trains and engines move at restricted speed between De Quincy and Lake Charles. 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, except special duty, 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 Roundhouse       |
| Knoche Yard Office           | Trigg Street and Roundhouse              |
| East Kansas City Roundhouse  | Deramus Yard; Yard Office and Roundhouse |
| North Yard and Roundhouse    | Shreveport Union Depot                   |
| Pittsburg, Kan., Ticket Ofs. | Leesville and Roundhouse                 |
| Joplin Union Depot           | Beaumont CTC Chaison                     |
| Neosho                       | Port Arthur and Roundhouse               |
| Watts                        | Lake Charles and Roundhouse              |
| Ft. Smith                    |                                          |
| Heavener and Roundhouse      |                                          |

**REGISTER STATIONS**

- |                                                |                        |
|------------------------------------------------|------------------------|
| Kansas City Union Station                      | Watts                  |
| West Wye Tower                                 | Heavener               |
| North Yard                                     | DeQueen Psgr. Depot    |
| Joplin Union Depot                             | Deramus Yard           |
| (For train originating and terminating Joplin) | Shreveport Union Depot |
|                                                | Leesville              |

**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.

**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 De-Queen 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	Franklin St.....	766.8

## SPECIAL INSTRUCTIONS

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, when required.

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.

**HOT BOX DETECTORS** located approximately one-fourth mile south of south siding switches GRANDVIEW and HUME, each side of main track and will scan trains in both directions between speeds of 10 MPH and 80 MPH. When movement of 10 MPH or less pass Hot Box Detector's, Item 130 of Special Instructions No. 4 must be complied with. A beacon type red indicator light is located atop equipment house at these locations, when light is illuminated, member of crew contact Dispatcher to ascertain location of hot box and give necessary handling; if unable to contact Dispatcher ground inspection must be made at once by crew and necessary handling given. Beacon type indicator light is normally dark. When proper reading obtained, it will not be necessary to make ground inspection Southward—Cleveland and Stotesbury, Northward—Eve and Amsterdam.

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 15 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 15 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.

Clearance not required on Lake Charles Subdivision.

When train order signal indicates proceed, clearance not required at De Quincy.

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

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

Northward trains except Sou Pac obtain clearance at Beaumont.

Southward trains will not require clearance at Beaumont.

Northward trains will not require clearance at Port Arthur.

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:** 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.

**NORTH YARD-PITTSBURG, KANS.:** First class trains run at restricted speed between ATSF Ry. Connection at Fourth St. Overpass, Pittsburg, and MP 127, expecting to find main track occupied by other trains or engines, Rule 93 and 93 modified applies.

**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.

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

**PANAMA:** There is no train order signal at Panama.

**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.

**MBNA:** All trains and engines, unless otherwise restricted, will not exceed 20 MPH between the north and south siding switches at Mena.

**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 just south of Stilwell Ave. 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.

**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.

**DE QUINCY:** Track No. 1, De Quincy 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.

**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.

Do not exceed 20 MPH between MP 765 and Franklin St. MP 766.8 or GCL Jct. MP 766.6, unless otherwise restricted.

Do not exceed 15 MPH between Franklin St. MP 766.8 and SP Railway Crossing MP 769.8 unless otherwise restricted.

No approach signal to signal located at Franklin St. MP 766.8. Northward movements must approach this signal prepared to stop. Rule 98.

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 arrangements must be made accordingly.

## SPECIAL INSTRUCTIONS KCS&GT

All trains and engines will move at Restricted Speed while on Terminal tracks. Trains or engines entering, leaving or moving on other than main tracks, will not exceed LOW SPEED.

TWO MAIN TRACKS between Franklin Street Junction and East Stem of Wye.

Current of traffic for all movements will be on right-hand track in direction of movement.

Movements must not be made against current of traffic unless under flag protection or authorized by yardmaster.

Engineers will bring trains or engines to full stop at entrance to Union Depot Yard. No portion of train will be moved under train sheds at a speed greater than five (5) miles per hour. Conductors, while backing into Union Depot, or elsewhere, will have charge of the backup hose, and will make use of the air at the rear end of train as necessary to take care of any emergency. A SAFETY STOP will be made by conductor by use of tail hose before occupying or on Wilson's Alley crossing, and will also bring train to a stop before striking bumping post, cars or other obstructions on Union Depot tracks.

Conductor or a trainman will be on rear of train while on terminal tracks.

Train movements must be fully protected against any known condition not covered by the rules, which interferes with their safe passage.

When cars are shoved by an engine, a member of crew must take conspicuous position on the leading car and direct the movement.

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.

Engine bell will be rung before starting train or engine and while in motion on terminal tracks.

Train Register and General Order Book and Standard Clock are located at Union Depot. Trains arriving and/or departing Union Depot will register.

L&A No. 202 will make backup movement from Union Depot to Commerce St. Jct., thence heading through old LR&N main track to Silver Lake Jct.

Torpedoes will not be placed on rails of KCS&G Term. tracks.

Fuses will not be placed on street crossings or where they are liable to set fire.

### SPRING SWITCHES LOCATED AS FOLLOWS:

End of double track; normal position for inbound trains from north leg of wye through crossover to inbound main. Movements on outbound track may run through points.

Normal position of east switch of east crossover to inbound main from north leg of wye to inbound main is for crossover movements. Movements from south leg of wye may run through points. See Special Instructions governing reverse movements.

West switch of west crossover from south wye connection to north wye connection, normal position is for movement from south leg of wye to inbound main; outbound movements to south leg of wye may run through these points.

Normal position of the last switch of the West Crossover at end of double track is hand throw, lined and locked for movements on north leg of wye. Switch at Commerce Street and Crossover in freight house yard, set and locked for Union Depot. Other switches except spring switches will be set and locked for main track.

Sanders must not be used passing over spring switches. It must be understood where a move through a spring switch has been started, that a reverse movement should not be attempted until switch has been lined by hand as in moving through the spring switch the points fit back to normal position as each pair of wheels passes over same.

Passenger trains will be equipped with backup hose, or pipe, on rear of train in serviceable condition, and a running test of air will be made immediately after coming onto jointly used or terminal tracks to know that air is working properly through trains.

The glare of electric headlights should be reduced as much as practicable, particularly when their brightness may obscure the vision of people in observation cars, or of passengers going to or from trains.

Conductors will see that passenger car toilet doors are closed and locked while on Terminal tracks.

BLOCK SIGNAL indications will govern the following movements: All movements in either direction of North Leg of Wye: All movements in either direction over East Leg of Wye.

All inbound movements from any track to and upon the outbound track up to and over the crossover near East Leg of Wye, whether movement is straightaway or through crossover.

Signal indications are as follows:

RED.....Stop.

YELLOW.....Proceed at restricted speed.

Signals will light automatically as movement enters circuits with the exception of Signal No. 6, which is lighted continuously; in case signals do not light, they will be considered as showing red (Stop) indication.

Signal No. 1: Located between inbound and outbound tracks of the depot line just east of the crossover near East Leg of Wye, to govern reverse movements to be made from inbound track through crossover to outbound track.

This signal will normally display red or stop. A push button time release, located on the signal—STOP CLEAR OF SIGNAL—operate push button, wait 2 minutes. If track circuit on north leg of wye is not occupied, block will display proceed at low speed.

To make movement from eastward main track into south leg of wye, stop clear of signal, reverse switch for the movement.

Signal No. 2: Located on outbound track, depot line, just east of crossover, to govern all movements on outbound track.

Signal No. 3: Located on inbound track, depot line, just west of crossover, to govern all straightaway movements on inbound track from South Wye.

Signal No. 4: Located between outbound and inbound tracks, depot line, just west of switch leading to North Leg of Wye, to govern reverse movements to be made on outbound track.

Signal No. 5: Located between outbound track, depot line, and North Leg of Wye, to govern movements from North Leg of Wye onto outbound and through crossover to inbound track on depot line.

Signal No. 9: Located between KCS northward main track and North Leg of Wye, to govern southward movements through North Wye Switch from KCS main track and from KCS No. 1 yard track onto North Leg of Wye. Signal No. 9 is a repeater of Signal No. 6.

Signal No. 6: Located east of KCS northward main track near T&P-T&NO overhead bridge. Signals 9 and 6 govern southward movements on north leg of wye.

Signal No. 7: Located at T&NO overhead bridge on East Side of North Leg of Wye, to govern northward movements to be made from North Leg of Wye onto KCS northward main track.

Signal No. 8: Located on pier of T&P-T&NO overhead bridge on east side of KCS northward main track, to govern all northward movements on KCS northward main track over North Wye Switch.

Movements must not overrun signals where stop indication is displayed. Where stop indication is displayed and does not change to yellow within five (5) minutes, movements may proceed under flag protection, but must allow time for flagman to get through the block before starting movement.

This does not supersede other instructions contained herein when conditions require observance of same or in making movements not specifically covered.



**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, slow flags, 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... Bridge A-206, MP 205.2.....	20	15
Bridge A-234, MP 234.0.....	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 Cedar Grove Tower (Shreveport).....	40	20
Between Cedar Grove Tower 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.....	25	25
<b>EXCEPT:</b>		
Around curve MP-785.....	10	10
Lake Charles Branch:		
Between DeQuincy and Lake Charles.....	20	20
<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
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
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 (Automatic)	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 Mo. Pac. Ry. St. L. S. F.</b>					
	Rule 98—Stop.	326.9A	Ft. Smith..... 20		20
	Two Crossings Interlocked-Electric				
	Locked Gate	Stem Wye	Ft. Smith..... 10		10
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: M. V. Ry.</b>					
	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 (Automatic)	489.4	Texarkana..... 35		30 eng. only
<b>Sixth Subdivision</b>					
T&P Ry.....	(Automatic) Interlocked	563.5	Cedar Grove Tower..... 20		15

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	764.9	Beaumont.....	20	20
SP.....	Interlocked	766.0	Beaumont.....	20	20
BWT.....	Interlocked	766.7	Beaumont.....	12	12
SP.....	Interlocked	769.8	Chaison.....	20	20
SP.....	Interlocked	785.0	Port Arthur... 15		10
<b>Lake Charles Branch: Mo.Pac.....</b>					
	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
Decatur .....	35 mph	Vidor, MP 757-762.....	30 mph
Stilwell .....	25 mph	Beaumont .....	20 mph
Mena*** .....	15 mph	Nederland .....	20 mph
DeQueen .....	25 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. R, TOF Ramp.

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

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

SOUTHWARD			Capy. Other Tracks, S. T. P. H. O. W. Y. R	Capacity of Sidings.	Mile Post Location.	TIME TABLE No. 4 Effective Sunday, Sept. 15, 1968	Office Calls.	NORTHWARD		
SECOND CLASS		FIRST CLASS						FIRST CLASS	SECOND CLASS	
77 Merchandise Special	41 Manifest Freight	1 Southern Belle						2 Southern Belle	42 Manifest Freight	82 Manifest Freight
Daily	Daily	Daily						Daily	Daily	Daily
		Lv 10.30AM			0	KANSAS CITY, U. S.	US	Ar 7.10PM		
					5.0	WEST WYE TOWER	WY			
Lv 7.10PM	Lv 3.00AM				5.3	AIR LINE JCT.		Ar 3.40PM	Ar 1.45AM	
					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				
7.20	3.12	10.40	Connection		6.1	BIG BLUE JCT.		6.55		
					6.7	Sheffield Steel Crossing				
				Yard	7.4	Fifteenth Street				
					7.7	Mo Pac. Crossing				
		10.46			9.8	LEEDS		6.48		
7.55	3.53	10.54	6 Yard	101	17.8	BRYANT		6.40	3.10	1.15
8.10	4.10	11.00	Connection	280	23.5	GRANDVIEW	VG	6.35	3.00	1.05
8.24	4.27	11.08	3	116	32.7	JAUDON		6.22	2.45	12.42
8.34	4.40	11.14	19	112	38.8	CLEVELAND		6.16	2.35	12.30AM
		11.23			48.2	LISLE		6.07		
8.55	5.05	11.28	31	259	53.1	DREXEL	DX	6.02	2.10	11.59PM
9.08	5.34	11.37	29	137	62.4	AMSTERDAM		5.54	1.58	11.43
9.18	5.47	11.43	20	118	68.9	AMORET		5.48	1.46	11.31
9.35	6.10	11.53AM	Yard	153	80.7	HUME	HM	5.38	1.30	10.55
9.48	6.27	12.02PM	6	26	89.4	STOTESBURY		5.29	1.17	10.40
		12.06	16 76		93.6	RICHARDS		5.25		
10.05	6.50	12.11	M.K.-T. Con.	210	98.9	EVE		5.20	1.00	10.05
					114.6	St. L. & S. F. Crossing				
10.28	7.23	12.28	14	263	118.1	MULBERRY		5.02	12.28PM	9.05
					119.3	St. L. & S. F. Crossing				
Ar 10.45PM	Ar 7.45AM	12.38	Yd. OWSTR	Yard	128.2	NORTH YARD	NY	4.52	Lv 11.55AM	Lv 8.45PM
					128.9	A. T. & S. F. Crossing				
			Connection		129.0	Mo. Pac. Crossing				
		Ar 12.40PM	YARD		129.2	PITTSBURG		Lv 4.50PM		
Daily	Daily	Daily				129.2		Daily	Daily	Daily
3.35	4.45	2.10				Time on Subdivision		2.20	3.45	5.00

Tracks not shown on face of time table.

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

Communication Service

	Mile No.	Car Capcy.
Western Elec....	22.2	14
Palmer Coal & Rock .....	104.6	32

Kansas City U. S...Continuous  
 West Wye Tower...Continuous  
 Grandview .....8A-5P\*  
 Drexel .....10A-7P\*  
 Hume .....4P-1A\*  
 North Yard .....Continuous  
 \*Except Sat., Sun. and Holidays

SECOND SUBDIVISION—Pittsburg to Watts

SOUTHWARD			Capacity of Sidings	Mile Post Location	TIME TABLE No. 4 Effective Sunday, Sept. 15, 1968	Office Calls	NORTHWARD			
SECOND CLASS		FIRST CLASS					FIRST CLASS	SECOND CLASS		
77 Merchandise Special	41 Manifest Freight	1 Southern Belle					2 Southern Belle	42 Manifest Freight	82 Manifest Freight	
Daily	Daily	Daily					Daily	Daily	Daily	
Lv 11.20PM	Lv 8.45AM	12.38PM 12.40PM Lv 12.50PM	Yard OWSTR	128.2	NORTH YARD	NY	4.52PM 4.50PM Ar 4.35PM	Ar 10.50AM	Ar 7.30PM	
			Yard	129.2	1.0 PITTSBURG					
			Connection	129.4	0.2 A. T. & S. F. Crossing					
				129.5	0.1 St. L. & S. F. Ry. Crossing					
			Connection	129.6	0.1 St. L. & S. F. Crossing					
				129.7	0.1 St. L. & S. F. Crossing					
11.42PM	9.12	1.05 1.07 1.13	Branch	139.0	8.3 K. O. G. JCT.					
			10	143	1.3 ASBURY		4.13	10.15	6.55	
				147.2	6.9 GULFTON					
					7.1 St. L. & S. F. Crossing					
12.05AM	9.45	1.30	S Yard Connection	110	154.3	JOPLIN Union Depot	JO	3.55	9.45	6.35
					154.8	0.5 St. L. & S. F. Crossing				
					154.9	0.1 St. L. & S. F. Crossing				
12.28	10.10	1.50		134	170.1	15.1 DALBY		3.31	9.16	6.05
			Connection		172.7	2.6 St. L. & S. F. Crossing				
						1.4 NEOSHO	ON	3.25	9.10	5.55
12.36	10.21	2.01	OYW Yard R	76	174.1	6.7 McELHANY		3.14	8.58	5.38
12.55	10.43	2.13	17	872	180.8	3.8 GOODMAN		3.09	8.50	5.30
1.00	10.50	2.19	75	62	184.6	7.1 ANDERSON	RS	2.58	8.30	5.10
1.11	11.04	2.29	75	66	191.7	3.8 LANAGAN		2.53		
		2.35	20		195.5	5.2 NOEL	NE	2.45	8.10	4.48
1.47	11.26	2.45	41	135	200.7	4.6 SULPHUR SPRGS.		2.32		
		2.51			205.3	4.6 GRAVETTE	BO	2.26	7.56	4.35
2.13	11.55AM	3.00	39	133	209.9	7.1 DECATUR	DE	2.15	7.41	4.21
2.26	12.11PM	3.08	25	36	217.0	5.5 GENTRY		2.08	7.32	4.12
		3.14	47	154	222.5	6.8 SILOAM	SX	2.00		
		3.25	Yard R	163	229.3	6.7 WATTS	WS	1.45PM	7.00AM	3.35PM
Ar 3.00AM	Ar 12.50PM	Ar 3.35PM	W Yard	251	236.0					
Daily	Daily	Daily				106.8		Daily	Daily	Daily
3.40	4.05	2.45				Time on Subdivision		2.50	3.50	3.55

Tracks not shown on face of time table.

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

Southward	Northward
Mile Post Location	Capacity of Sidings
BAXTER SPRINGS BRANCH	Rule 93 Applies
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
	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

Communication Service

North Yard—Continuous  
 Joplin—915A-515P, Daily, 1159P-759A, Daily, except Sunday  
 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-6P, Daily  
 Watts—Continuous

**THIRD SUBDIVISION—Watts to Heavener**

SOUTHWARD				TIME TABLE No. 4 Effective Sunday, Sept. 15, 1968			NORTHWARD		
SECOND CLASS		FIRST CLASS	Capacity of Sidings.	Mile Post Location.	Office Calls.	FIRST CLASS	SECOND CLASS		
41 Manifest Freight	77 Merchandise Special	1 Southern Belle				2 Southern Belle	42 Manifest Freight	82 Manifest Freight	
Daily	Daily	Daily	Movements by Signal Indication Rules 400 to 406	STATIONS			Daily	Daily	Daily
Lv 1.00PM	Lv 3.05AM	Lv 3.35PM		W Yard 251	.....WATTS.....	236.0	WS	Ar 1.45PM	Ar 6.50AM
		3.46	46 168	8.5 .....WESTVILLE.....	244.4	VI	1.35		
		4.03	Yard 158	13.8 .....STILWELL.....	258.2	Z	1.19		
		4.11	8 153	7.5 .....LYONS.....	265.7		1.09		
		4.17	28	5.9 .....BUNCH.....	271.7		1.02		
		4.27	49 165	9.7 .....MARBLE CITY.....	281.4		12.51		
		4.40	Connection 116	9.1 .....Mo. Pac. Crossing.....	290.4				
		4.49	S169 8 164	0.7 .....SALLISAW.....	291.1	CK	12.40		
				8.1 .....GANS.....	299.2		12.28		
		5.03	Yard Y 160	12.4 .....SPIRO.....	311.7		12.15		
		5.09	F.S.&V.B.Br. 88 62	4.0 .....COAL CREEK.....	315.7				
		5.16	Connection 150	1.0 .....PANAMA.....	317.3	JA	12.09		
		5.26	Yard Connection 56	2.7 .....Mid. Valley Crossing.....	320.0		12.02PM		
		5.35	Connection 150	5.6 .....SHADY POINT.....	325.6				
Ar 4.10PM	Ar 5.45AM	Ar 5.40PM	Yard Y OWS 56	0.8 .....St. L. & S. F. Crossing.....	326.4	AU	11.55AM		
Daily	Daily	Daily	Connection 150	6.6 .....POTEAU.....	326.4	BX	11.46		
3.10	2.40	2.06	Yard 102.0	5.0 .....C. R. I. & P. Crossing.....	333.0	BX	11.46		
				5.0 .....HOWE.....	338.0	HV	Lv 11.40AM	Lv 3.50AM	Lv 12.10PM
				.....HEAVENER.....	338.0	HV	Daily	Daily	Daily
				Time on Subdivision;			2.06	3.00	3.15

**Communication Service**

Watts, 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, 11A-8P, Except Sat., Sun., Hol.  
 Poteau, 8A-5P, Except Sun., Hol.  
 Howe, 8A-5P, Except Sat., Sun., Hol.

**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.

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**

Southw'd Rule 93 Applies Northw'd

Tracks not shown on face of time table  
 M.P.  
 Evans Coal Co. .... 38.4

Distance from Coal Creek	TIME TABLE No. 4 Effective Sunday, Sept. 15, 1968	Mile Post.
	STATIONS	
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.....	38.0
20.7		40.7
	20.7	

**FOURTH SUBDIVISION—Heavener to DeQueen**

SOUTHWARD				Capacity of Sidings.	TIME TABLE No. 4 Effective Sunday, Sept. 15, 1968	Mile Post Location.	Office Calls.	NORTHWARD		
SECOND CLASS		FIRST CLASS	Capy. Other Tracks, S, T, PH, O, W, Y R					FIRST CLASS	SECOND CLASS	
41 Manifest Freight	77 Merchandise Special	1 Southern Belle						2 Southern Belle	42 Manifest Freight	82 Manifest Freight
Daily	Daily	Daily						Daily	Daily	Daily
Lv 5.20PM	Lv 6.00AM	Lv 5.45PM	Yard Y OWS	.....	HEAVENER.....	338.0	HV	Ar 11.35AM	Ar 3.40AM	Ar 11.15AM
		5.50	11	102	4.2 HODGENS.....	342.2	.....	11.29		
		6.07	15	133	12.5 PAGE.....	354.7	.....	11.13		
		6.16	5	99	6.6 HOWARD.....	361.3	.....	11.05		
		6.27	23	118	6.0 RICH MOUNTAIN.....	367.3	.....	10.58		
		6.35	8	107	7.5 ACORN.....	374.8	.....	10.47		
		6.45	204	128	5.1 MENA.....	379.8	NA	s 10.40		
		7.00	25	135	6.5 POTTER.....	386.3	.....			
		7.05	40	97	5.9 HATFIELD.....	392.2	HD	10.22		
		7.11	.....	21	4.6 COVE.....	396.9	.....	10.15		
		7.20	36	103	4.9 VANDERVOORT.....	401.8	.....	10.09		
		7.35	20	108	7.0 WICKES.....	408.8	KD	10.00		
		7.48	24	104	12.5 GILLHAM.....	421.3	.....	9.45		
		7.50PM	YWO Yard	Yard	3.8 KINGS.....	425.0	.....			
Ar 9.00PM	Ar 9.10AM	Ar 7.50PM	YWO Yard	Yard	7.9 DEQUEEN YD.....	432.9	.....	9.32	Lv 12.30AM	Lv 7.45AM
					0.4 De QUEEN Passenger Depot	433.3	YD	Lv 9.30AM		
Daily	Daily	Daily			95.3			Daily	Daily	Daily
3.40	3.10	2.05			Time on Subdivision			2.05	3.10	3.30

Tracks not shown on face of time table.

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

	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	28

**THE ARK. WESTERN RY.**

Southward Northward

Distance from Heavener.	TIME TABLE No. 4 Effective Sunday, Sept. 15, 1968	Capacity of Sidings.
	STATIONS	
	0.0	
10.4	10.4 COALDALE.....	12
13.5	3.1 BATES.....	9
19.1	5.6 CAUTHRON.....	.....
21.2	2.1 OLIVER.....	2
25.8	4.7 RON.....	6
31.8	6.0 WALDRON.....	24 Y 43
35.1	8.3 End of Line 35.1	

**Communication 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.
Reese Spur .....	2	10
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 15 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

Capcy. Other Tracks, S, T, PH, O, W, Y R	SOUTHWARD			Capacity of Siding.	Mile Post Location.	TIME TABLE No. 4 Effective Sunday, Sept. 15, 1968	Station Number.	Office Calls.	NORTHWARD		
	SECOND CLASS		FIRST CLASS						FIRST CLASS	SECOND CLASS	
	41	77	1						2	82	42
	Manifest Freight	Merchandise Special	Southern Belle						Southern Belle	Manifest Freight	Manifest Freight
	Daily	Daily	Daily		Daily	Daily	Daily		Daily	Daily	
WOY Yard	Lv 9.45PM	Lv 9.25AM	7.48PM	432.9	DE QUEEN YD.	433			9.32AM	Ar 7.15AM	Ar 12.20AM
			7.50PM	433.3	DE QUEEN.	433	YD		9.30AM		
			7.55PM	433.8	Passenger Depot			Ar	9.25AM		
				438.7	D. & E. Ry. Cross						
	10.01	9.44	8.02	438.7	WADE	438			9.20	7.00	12.05AM
6	10.10	9.51	8.07	442.8	NEAL SPRINGS	443			9.15	6.53	11.57PM
7	10.25	10.03	8.15	449.3	WINTHROP	450			9.07	6.40	11.45
26	10.48	10.14	8.21	456.0	ALLENE	457			9.00	6.29	11.35
116	11.02	10.25	8.28	463.0	WILTON	464			8.52	6.15	11.24
Connection				467.6	St. L. & S. F. Cross						
Yard	11.15PM	10.35	8.34	467.9	ASHDOWN	469	ND		8.46	6.08	11.15
			8.42	475.4	OGDEN	477			8.37		
STWOY Yard R	12.05AM	11.15	8.54	487.0	TRIGG STREET	488	GY		8.25	5.30	10.30
			8.55	487.3	DEPOT JUNCTION				8.23		
			9.00		Texarkana Union Depot	489			8.20		
			9.25		DEPOT JUNCTION				8.05		
			9.30	487.3	DEPOT JUNCTION				7.58		
				487.4	T. & P. Crossing						
				487.5	St. L. S. W. Crossing						
				489.4	I. C. & C. Co. Cross						
				489.4	T. & P. Crossing						
6	12.20	11.30	9.37	492.8	JURY	494			7.51	4.55	9.37
57	12.47	11.52AM	9.52	507.2	BLOOMBURG	508			7.36	4.35	8.55
12				512.5	RAVANNA	514					
19	1.03	12.05PM	10.02	516.8	SANDRA	518			7.26	4.15	8.35
35			10.05	519.4	RODESSA	520			7.23		
54	1.22	12.20	10.12	526.8	VIVIAN	528	VN		7.15	3.55	8.18
82	1.32	12.28	10.17	531.8	SHORELINE	533			7.08	3.46	8.10
57			10.21	535.8	OIL CITY	537	CH		7.04		
15	1.50	12.42	10.25	539.3	MOORINGSPO	540			7.00	3.30	7.56
13	2.05	12.55	10.34	548.3	BLANCHARD	549			6.51	3.13	7.42
			10.35	549.0	TEXASJCT.				6.50		
SWOY Yard R	Ar 2.20AM	Ar 1.10PM	Ar 10.40PM	553.3	DERAMUS YD.	554	SY	Lv	6.45AM	Lv 3.00AM	Lv 7.30PM
	Daily	Daily	Daily						Daily	Daily	Daily
	4.35	3.45	2.45		121.3				2.40	4.15	4.50
					Time on Subdivision						

Tracks not shown on face of time table.

	Mile No.	Car Capcy.
Horatio	441	5
International	490	27
Cresote Work	491	11
Baroid Sales Co.	494	Conn.
Hoot Spur	525	7
Caddo Parish Gravel Spur	532	32
PH. Superior	537	34
Halliburton	539	28
Southwestern Gas & Electric Co.	542	7
Arklatex	545	Yard
Brian		

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.

Communication Service

DeQueen—Continuous  
 Ashdown—8A-5P, Exc. Sat., Sun. and Hol.  
 Trigg St.—7:30A-3:30P, 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**

Capy. Other Tracks, S. T. Ph., O. W. Y. R.	SOUTHWARD		Capacity of Sidings.	Mile Post Location.	TIME TABLE No. 4 Effective Sunday, Sept. 15, 1968	Station Number.	Office Calls.	NORTHWARD	
	SECOND CLASS	FIRST CLASS						FIRST CLASS	SECOND CLASS
	77 Merchandise Special Daily	1 Southern Belle Daily						2 Southern Belle Daily	42 Manifest Freight Daily
R WOSY Yard	Lv 7.30PM	Lv 10.40PM	553.3	DERAMUS YD. 3.0	554	SY	Ar 6.45AM	Ar 12.40PM	
Yard		10.44	556.3	HARRIET ST. 1.9			6.40		
			558.2	NORTH WYE SW. 0.6			6.35		
Via KCS&G Term.		Ar 11.05PM		1.6 SHREVEPORT Union Depot 1.0	560		Lv 6.30AM		
		10.49	558.8	SO. WYE SWITCH 4.7					
	7.55		563.5	Cedar Grove Tower End of Double Track P.H. T. & P. Crossing 2.4				12.10	
8	8.00	35	565.6	FORBING 10.7	567			12.07PM	
14	8.30	89	576.3	FRIERSON 3.7	577			11.45AM	
11			580.1	KINGSTON 4.4	581				
7	8.55	85	584.5	HOLLY 0.8	586			11.25	
83	9.10	115	591.3	MANSFIELD 2.2	592	D		11.10	
			593.5	SO. MANSFIELD 4.5	594				
15	9.25	67	598.0	TRENTON 0.5	599			10.55	
24	9.35	91	604.5	BENSON 5.6	605			10.43	
24	9.45	93	610.1	CONVERSE 6.4	611			10.25	
43	9.57	32	616.6	NOBLE 5.2	618	N		10.10	
64	10.05	68	621.8	ZWOLLE 4.2	623	UX		9.55	
18	10.12	111	625.9	LORING 7.4	627			9.40	
91	10.25	77	633.3	MANY 5.8	634	K		9.25	
14	10.40	92	638.9	FISHER 3.5	640	FY		9.10	
25	10.45	69	642.4	FLORIEN 9.7	643	FN		9.00	
46	11.05	90	652.1	HORNBECK 6.5	653			8.42	
32 SWOY Yard	Ar 11.40PM		658.6	ANACOCO 9.8	660				
			668.4	LEESVILLE	669	V		Lv 8.00AM	
	Daily	Daily		115.1			Daily	Daily	
	4.10	0.25		Time on Subdivision			0.15	4.40	

**Communication 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—9A-5P, 11:59P-7:59A, Daily

**No. 77 is superior to No. 42**

Tracks not shown on face of time table.

No. End D. P. C. Tracks	Mile No.	Car Capcy.
Standard Wood Prev. Co.	565	60
Continental Can Co.	627	22
La. Long Leaf Lbr. Co.	640	Conn
Vancouver Plywood	641	40
Brown Paper Co.	642	3
Gandy Spur	645	18
L.I.D.A. Spur	667	10



**SEVENTH SUBDIVISION—Leesville to Port Arthur**

Capacity of Sidings. W, O, W, Y, R	Other Tracks, S, T, PH, O, W, Y, R	Southward		TIME TABLE No. 4 Effective Sunday, September 15, 1968		Northward	
		Capacity of Sidings.	Mile Post Location.	STATIONS	Station Number.	Office Calls.	
WOSY	Yard	668.4	668.4	LEESVILLE	669	V	
11		669.9	669.9	1.5 NEWLLANO	671		
Y		672.6	672.6	2.7 DAUB.	674		
17		679.8	679.8	7.1 NEAME	680		
13		684.0	684.0	4.1 ROSE PINE	685		
87		689.2	689.2	5.2 DERIDDER	690	HF	
Connection		689.8	689.8	0.8 J. & E. Crossing			
8		695.4	695.4	5.6 CARSON	696		
18		705.1	705.1	9.7 SINGER	705		
Y Yard		711.6	711.6	0.5 SEALE	712		
Connection		719.1	719.1	7.5 DE QUINCY	719	CY	
		720.3	720.3	1.2 C. S. JUNCTION			
5		95	723.6	3.2 HELME	725		
5		95	728.4	4.8 LUCAS	729		
20		160	735.2	0.9 STARKS	736		
20		95	740.6	5.3 RULIFF	741		
Y 28 Conn. (2)		209	750.2	9.6 MAURICEVILLE	751		
24		283	760.4	Mo. Pac. Crossing			
		Conn.	764.9	10.2 VIDOR	761		
ROY Yard		32	766.0	4.4 Sou. Pac. Crossing & Junction			
			766.0	1.1 BEAUMONT	767	BU	
			766.6	0.0 Sou. Pac. Crossing			
Connection			766.7	0.6 G. C. L. Junction			
SY Yard		Yard	767.9	0.1 B. W. & T. Crossing			
			769.8	1.3 CHAISON JCT.	769		
41		55	776.1	1.8 Sou. Pac. Crossing			
Connection			779.6	6.3 NEDERLAND	777		
ROYSW Yard			784.9	3.5 NECHES JCT.	780		
			786.1	5.4 Sou. Pac. Crossing			
				1.2 PORT ARTHUR	787		
				117.5			

**LAKE CHARLES SUBDIVISION  
—DeQuincy to Lake Charles**

Capacity of Other Tracks, Location Water, Fuel Stations, Turntables, Track Scales and Wyes.	SOUTHWARD		RULE 93 APPLIES ENTIRE SUBDIVISION	Office Calls.	NORTHWARD	
	Capacity of Sidings	Mile Post Location.			STATIONS	Station Number.
Y Yard		719.1	DE QUINCY	CY	719	
Connection		719.6	0.4 Mo. Pac. Crossing			
		53	9.2 BUHLER		8729	
			6.8 MOSSVILLE		8736	
7		735.6	3.5 WEST LAKE		8740	
100	Yard	739.1	2.1 Sou. Pac. Crossing			
Connection		741.2	0.1 Sou. Pac. Crossing			
		741.3	0.2 Sou. Pac. Crossing			
RWSO Yard		741.4	LAKE CHARLES		8742	
			22.3			

**Communication Service**

Beaumont—Continuous  
De Quincy—5A-9P, Daily  
DeRidder—9A-6P, Exc. Sun. and Hol.  
Leesville—9A-5P, 11:59P-7:59A, Daily

Tracks not shown on face of timetable.

	Mile No.	Car Copy.
Fort Polk	874	Yard
Coopers	875	15
Feeders Co-Op	885	4
Lunita-PH	731	14
Zummo	770	11
Team Track	771	28
Spindletop	771	Conn
Dupont	772	11
Air Red. Sales	773	13
Spindletop Engr. & Constr. Co.	773	Conn
Dupont	774	30
Sun-PH	775	13
Metal Services, Inc.	780	Conn
Griffing-PH	782	13
Henning & Gilbert	782	Conn
Chaison Branch-Mag. Pet. Co.	C-769	Conn
Gulf State Utilities	B-733	....

## TONNAGE RATINGS

SUB-DIVISION	Direction	FROM Station	TO Station	Passenger Engines 6, 12, 23, 25, 27, 29	DIESEL FREIGHT ENGINES			
					1500	1750	2250	3000
FIRST	South	MP-0 MP-23	MP-23 MP-129	2100 2550	2320 2580	2670 2970	4030 4450	4640 5160
	North	MP-129 MP-23	MP-23 MP-0	2100 2550	2580 3800	2970 4390	4450 6400	5160 7600
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	5360 4100 2500 3000 2500 3000
	North	MP-236 MP-185	MP-185 MP-129	850 2100	1080 2470	1250 2850	1730 4270	2700 4940
THIRD	South	MP-236 MP-265	MP-265 MP-338	1300 2100	1500 2480	1725 2830	2560 4260	3750 4920
	North	MP-338 MP-265	MP-265 MP-236	2100 1300	2600 1450	3000 1675	4480 2480	5200 3625
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 2480	2700 3225 3850
	North	MP-433 MP-367	MP-367 MP-338	940 2550	1170 2800	1360 3230	1870 4800	2925 5600
FIFTH	South	MP-433 MP-488	MP-488 MP-554	2550 2550	2820 2650	3250 3050	4830 4560	5640 5300
	North	MP-554 MP-488	MP-488 MP-433	2550 2550	2650 2820	3050 3250	4560 4830	5300 5640
SIXTH	South	MP-554	MP-669	1600	1690	1950	2860	4225
	North	MP-669 MP-592	MP-592 MP-554	1800 2000	2260 2660	2720 3120	3780 3780	4972 4972
SEVENTH	South	MP-669	MP-719	3100	2780	3190	4740	5220
	North	MP-719	MP-669	3200	2800	3240	4800	5600
	South	MP-719	MP-767	3200	4100	4500	7200	8200
	North	MP-767	MP-719	3200	4100	4500	7200	8200
	South	MP-767	MP-787	3200	4100	4500	7200	8200
	North	MP-787	MP-767	3200	4100	4500	7200	8200
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, 45 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 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, 2250 or 3000 H.P. engines except on authority of Superintendent of Machinery.

1000 H.P. Engines: 1100-1102, 1114, 1122, 1125, 1126, 1200-1226.

1200 H.P. Engines: 1300-1315.

1500 H.P. Engines: 30, 50, 70, 80, and 90 class, 150-154, 156-161, 1500-1517.

1750 H.P. Engines: 155, 162-165, 45.

2250 H.P. Engines: 100-119.

3000 H.P. Engines: 600-621.

## 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, 12, 23, 25, 27, 29	55,675	222,700	334,050	E-40
"    Freight.....	30-A-B	122,425	489,700	489,700	E-50
"    ".....	31-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
"    ".....	45	63,300	253,200	253,200	E-50
"    ".....	50-A-B-C	169,890	679,560	679,560	E-46
"    ".....	51-B-C	169,582	678,330	678,330	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-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-C-D	230,700	922,800	922,800	E-46
"    ".....	59-B-C-D	172,687	690,750	690,750	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-D	230,450	921,800	921,800	E-46
"    ".....	73-A-B-D	234,520	938,080	938,080	E-46
"    ".....	74-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
"    SD-40 Spec. Duty.....	600-621	96,898	404,925	404,925	E-54

### 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
12†	12	" "	32†	32 (a)	" "	71†	71 (a)	" "	90†	73 (d)	" "
23†	23	" "	33	33 (a)	" "	72†	72 (a)	" "	91†	74 (d)	" "
25†	25	" "	50	50 (a)	" "	73†	73 (a)	" "	92†	75 (d)	" "
27†	27	" "	94	54 (a)	" "	75†	75 (a)	" "	93†	76 (d)	" "
29†	29	" "	95	58 (a)	" "	76†	76 (a)	" "	100-119	100-119	" "
						80†	53 (d)	" "	150-165	150-165	" "
						83†	56 (d)	" "	600-621	600-621	" "
						84	57 (d)	" "			
						85†	58 (d)	" "			
						86†	59 (d)	" "			
						87†	70 (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, 12, 23 25, 27, 29 30-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 73-B 74-B, 74-C 75-B, 75-C

**WEIGHT OF EMPTY PASSENGER CARS**

CLASS	Numbers	Length in Feet	Tons
Baggage and Express.....	6	71	71
" " ".....	14-29	74	44
" " ".....	85	74	64
" " ".....	81	80	68
" " ".....	82	80	70
" " ".....	83	78	68
" " ".....	400, 401	54	29
" " ".....	36017	54	26
" " ".....	36148	54	28
Mail-Baggage-Express.....	30-33	71	71
" " ".....	34	85	68
" " ".....	68-69	85	48
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.....	52	80	98
Diner A. C.....	56, 59	85	69
Sleeping Car, A. C.....	Harvey Couch,	85	64
	Col. Fordyce,	85	64
	Stuart Knott,	85	64
	Arthur Stillwell,	85	64
	Wm. Buchanan,	85	64
Official Car.....	Kay See	84	104
" ".....	Tolmak	84	104

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

**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
81	5½x10	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
85	5½x10	188,100	128,000	60,000
400	5½x10	130,000	60,500	70,000
401	5½x10	130,000	57,800	70,000
36017	5½x10	130,000	51,600	70,000
36148	5½x10	130,000	55,400	70,000

**RECAPITULATION OF PASSENGER EQUIPMENT**

Baggage and Express .....	25
Mail-Baggage-Express .....	7
Chair-Coach, Air Conditioned .....	26
Tavern-Lounge, Air Conditioned .....	4
Lounge-Diner, Air Conditioned .....	1
Diner, Air Conditioned .....	2
Sleeping Car, Air Conditioned .....	6
Official Car .....	2
<b>Total.....</b>	<b>72</b>

**Cabooses Number**

300-332	33
352-355	4
359-386	28
389	1
619	1
658	1
<b>TOTAL</b>	<b>68</b>



**SPECIAL SAFETY RULES FOR EMPLOYEES 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. Employees are prohibited from riding or walking on roof of any moving car.
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 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.**

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	—	199	4	800	—	874	3	20896	—	20896	1	20981	—	20981	2
500	—	599	3	960	—	966	4	20912	—	20912	3	20983	—	20995	2
940	—	959	5	1000	—	1000	2	20979	—	20980	3	20997	—	21016	2
999	—	999	1	1002	—	1023	2	20982	—	20982	3	21018	—	21076	2
1001	—	1001	3	1025	—	1028	2	20996	—	20996	3	21078	—	21089	2
1024	—	1024	3	1030	—	1039	2	21017	—	21017	3	21091	—	21114	2
1029	—	1029	3	1041	—	1045	2	21077	—	21077	3	21116	—	21169	2
1040	—	1040	3	1047	—	1051	2	21090	—	21090	3	21171	—	21231	2
1046	—	1046	3	1054	—	1057	2	21115	—	21115	3	21233	—	21236	2
1052	—	1052	3	1059	—	1059	2	21170	—	21170	3	21238	—	21290	2
1058	—	1058	3	1061	—	1069	2	21232	—	21232	3	21292	—	21300	2
1060	—	1060	3	1071	—	1074	2	21237	—	21237	3	24000	—	24019	1
1070	—	1070	3	1076	—	1082	2	21291	—	21291	3	24450	—	24474	3
1075	—	1075	3	1084	—	1089	2	21301	—	21301	3	25140	—	25140	2
1083	—	1083	3	1091	—	1099	2	24020	—	24449	2	25157	—	25157	2
1090	—	1090	3	1101	—	1122	2	25000	—	25139	1	25219	—	25219	2
1100	—	1100	3	1124	—	1158	2	25146	—	25153	1	25297	—	25297	2
1123	—	1123	3	1160	—	1167	2	25184	—	25202	1	25300	—	25799	3
1159	—	1159	3	1169	—	1169	2	25222	—	25293	1	27000	—	27019	3
1168	—	1168	3	1171	—	1195	2	25299	—	25299	1	27032	—	27166	3
1170	—	1170	3	1197	—	1202	2	26000	—	26999	2	27187	—	27188	4
1196	—	1196	3	1212	—	1213	4	27020	—	27031	2	28320	—	29176	1
1204	—	1211	3	1400	—	1699	3	27167	—	27186	4	29501	—	29554	1
1300	—	1399	4	1710	—	1731	4	27400	—	27649	3	29900	—	29949	3
1700	—	1704	4	1750	—	1799	4	29400	—	29461	3	30450	—	30458	1
1732	—	1749	5	1900	—	1935	2	29575	—	29889	2	31086	—	31116	4
1800	—	1879	3	2300	—	2399	4	29950	—	29999	2	40023	—	40039	2
2000	—	2099	5	2600	—	2699	4	31000	—	31085	3	50000	—	50081	2
2400	—	2599	3	3400	—	3538	3	40000	—	40022	2	52043	—	52045	3
2700	—	2769	5	3700	—	3753	3	40040	—	40087	3	56000	—	56299	4
3550	—	3551	4	3800	—	3809	2	52000	—	52040	2	60018	—	60020	4
3754	—	3798	4	3900	—	3904	5	55000	—	55097	2	60065	—	60067	6
3810	—	3811	3	5025	—	5099	3	60000	—	60017	3	60099	—	60099	6
4800	—	4924	4	5140	—	5145	5	60021	—	60025	5	60105	—	60112	9
5100	—	5139	4	5184	—	5193	5	60068	—	60098	5	100005	—	122998	5
5150	—	5167	4	5450	—	5499	5	60100	—	60104	8	150002	—	150240	5
5194	—	5449	4	5557	—	5594	4	72000	—	72054	1	201006	—	201529	3
5500	—	5549	4	5700	—	5979	2	147001	—	147192	4	300004	—	302341	4
5595	—	5699	3	6000	—	6742	2	200000	—	200999	4	302350	—	302848	4
5980	—	5994	3	6875	—	6974	3	400009	—	403997	3	500003	—	502995	4
6800	—	6874	4	8000	—	8011	5	600008	—	602990	5	603007	—	603244	3
7000	—	7979	2	14000	—	14199	2	16000	—	17749	1	603252	—	603309	3
8994	—	8994	4	14400	—	14400	4	20800	—	20893	1	700002	—	700053	6
14200	—	14329	3	14500	—	14699	4	20894	—	20894	2				
14401	—	14409	3	15500	—	15599	2	20901	—	20911	2				
200	—	299	3	17750	—	19399	2	20913	—	20978	2				

LOUISIANA AND ARKANSAS REPORTING MARKS L&A

3001	—	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.

