



TAKE PRIDE

in

**RULES
OBSERVANCE**

For men to be safe they must be taught
by a competent, courteous teacher.

Each conductor, engineer and foreman
is a teacher and has the obligation to
require rules observance and safety in
the performance of duty by men under
their supervision.

TAKE TIME FOR SAFETY

SAFETY FIRST

KANSAS CITY SOUTHERN LINES

**THE KANSAS CITY SOUTHERN RAILWAY CO.
THE LOUISIANA & ARKANSAS RAILWAY CO.
THE ARKANSAS WESTERN RAILWAY CO.
THE FT. SMITH & VAN BUREN RAILWAY CO.**



SYSTEM

**TIMETABLE
No. 1**

Effective 12:01 a.m. Saturday, Jan. 1, 1977

J. E. GREGG - General Manager

J. WEBB - Superintendent of Transportation

FOR THE GOVERNMENT OF EMPLOYEES ONLY

LIST OF OFFICIALS

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B. R. Amis L. & A. Shreveport, La.

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H. F. Bailey L. & A. Shreveport, La.

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J. D. Ferguson K. C. S. Heavener, Okla.
L. G. Shepherd L. & A. - K. C. S. Shreveport, La.
A. Thomas K. C. S. Leesville, La.
A. Leviner K. C. S. Lake Charles, La.
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J. S. Rich K. C. S. Beaumont, Texas
C. A. Harrison K. C. S. - L. & A. Shreveport, La.

GENERAL ROAD FOREMAN OF ENGINES

T. P. Martin K. C. S. - L. & A. Shreveport, La.

ROAD FOREMEN OF ENGINES

A. V. Ingram K. C. S. - L. & A. Shreveport, La.
J. C. Carrier K. C. S. - L. & A. Shreveport, La.
L. L. Harp K. C. S. - L. & A. Heavener, Okla.
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R. U. Bird L. & A. Shreveport, La.

NIGHT CHIEF DISPATCHER

H. C. Park K. C. S. Shreveport, La.

MILW-KCS JOINT AGENCY

O. C. Burge General Superintendent Kansas City, Mo.
C. D. Nunley Superintendent Kansas City, Mo.
J. W. Maple Ass't. to General Superintendent Kansas City, Mo.
P. J. O'Donnell Assistant Trainmaster Kansas City, Mo.
J. Kosman Assistant Trainmaster Kansas City, Mo.
W. L. Alvis Assistant Trainmaster Kansas City, Mo.
T. Cain Assistant Trainmaster Kansas City, Mo.

TRAIN DISPATCHERS

K. C. S. L. & A.
J. Y. Lynch B. J. Hall
T. A. Tucker S. R. Welch
T. S. McGuire L. E. Deen
C. A. Puckitt F. Crnkovic
H. E. Bond J. S. Lewter

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SOUTH ↓	Mile Post	STATIONS	Capacity of:			NORTH ↑
			Sidings		Aux. Trks. Cars	
			Feet	Cars		
	5.0	WEST WYE TOWER.....				
	5.3	AIR LINE JUNCTION.....			Conn.	
	5.4	MP CROSSING.....				
	5.5	MP CROSSING.....				
	5.7	ICG CROSSING.....				
	6.1	KCT CROSSING.....			Conn.	
	6.1	ATSF CROSSING.....				
	6.1	BIG BLUE JUNCTION.....			Conn.	
	6.7	ARMCO STEEL CROSSING.....				
	7.4	FIFTEENTH STREET.....			Yard	
	7.7	MP CROSSING.....				
	23.5	GRANDVIEW.....	13684	273	Yard	
	53.1	DREXEL.....	11999	240	31	
	62.4	AMSTERDAM.....	6822	136	29	
	80.7	HUME.....	7592	151	Yard	
	98.9	EVE.....	10327	206	Conn. Yard	
	114.6	SLSF CROSSING.....				
	118.1	MULBERRY.....	12457	249	10	
	128.2	NORTH YARD... ORSTW			Yard	

Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
Leeds.....	9.8	Yard	S	Amoret.....	68.9	16	N&S
Western Electric.....	22.2	14	N	Stotesbury.....	89.4	16	N&S
Cleveland.....	38.8	8	N	Richards.....	93.6	16	N&S
K.C.P.L.....	61.2	Yd. Wye	N&S	SLSF Connection.....	119.3	Conn. N	
Pimid.....	66.2	10	N	ATSF North Connection.....	127.1	Conn. N	

FIRST SUBDIVISION SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS

MPH

1.1 MAXIMUM AUTHORIZED SPEED.....	40
Except:	
All Joint Agency Trackage to MP 6.0.....	10
MP 6.0 to MP 8.0.....	20
City Limits Kansas City.....	25*
Between MP 16.0 and MP 17.0.....	30
City Limits Amsterdam.....	35
Over SLSF Crossing MP 114.6.....	30 Eng. only
City Limits Pittsburg.....	25

1.2 All tracks other than main track, through turnouts and crossovers.....	5
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* Over crossings unprotected by watchman or gates. Trains and engines will not exceed 10 MPH between 12th and 17th Sts.

2. RAILROAD CROSSINGS AT GRADE.

Railroad	Mile Post	Type of Protection
MP	5.4	Stop (Rule 98)
MP	5.5	Gate@ (Rule 98)
ICG	5.7	Manual Interlocking#
KCT	6.1	Manual Interlocking#
ATSF	6.1	Manual Interlocking#
Armco Steel	6.7	Interlocked
MP	7.7	Gate@ (Rule 98)
SLSF	114.6	Automatic Interlocking

@Normal position of gate against conflicting route.

#Controlled by Kansas City Terminal Ry. Traffic Control. Telephones located on each side of KCS interlocking signals

TIMETABLE NO. 1

at ATSF crossing and at old Wilson Road near Armco Steel for communication with Traffic Control and West Wye Tower (phone # 570).

3. SIGNAL RULES IN EFFECT.

CTC - ABS MP 5.0 to MP 5.3

CTC - ABS MP 5.7 to MP 6.1

ABS MP 8.7 to MP 127.1

4. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.

MP 10.5 Leeds

MP 126.1 North Yard-Pittsburg

5. RESTRICTED SPEED TERRITORY (Rule 93 Applies).

All trains and engines move at Restricted Speed between SLSF Connection MP 119.3 and North Yard Limit Sign, North Yard, MP 126.1

6. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS.

MP 26.1** MP 58.4 MP 81.5**

**A beacon type red indicator light is located atop equipment house at these locations. When light is illuminated, train must be stopped after caboose has passed the detector.

Train dispatcher must be contacted to ascertain location of hot box or dragging equipment and necessary handling given. If unable to contact train dispatcher walking inspection of entire train must be made at once by crew and necessary handling given. Beacon type indicator is normally dark. When speed of train is 10 MPH or less past the detector, roll by inspection by member of the crew must be made.

7. LOCAL SPECIAL INSTRUCTIONS.

7.1 KANSAS CITY:

(a) Conductors of inbound trains will register their arrival at West Wye Tower and deliver waybills to East Kansas City Yard Office.

Conductors of outbound trains will report for duty at Knoche Yard Office and call West Wye Tower for authority to depart Knoche Yard.

Conductors may register by register ticket at West Wye Tower.

The head brakeman will accompany the engine in moving from the roundhouse at East Kansas City to the train yard and position himself to observe whether or not the route is clear and the switches properly lined.

(b) Chevrolet parts and Fisher bodies will be set out at the Chevrolet Plant, Leeds, regardless of how carded, unless otherwise instructed. Cars will be left North of 39th Street, located near South end of Chevrolet Plant.

7.2 AMSTERDAM: Employees are prohibited from riding on top or side of cars entering or moving through dumper building, KCPL Power Plant.

7.3 SLSF CONNECTION, MP 119.3: SLSF trains and engines operate in through movement between SLSF Connection, MP 119.3 and MP 129.7 without timetable or train order authority.

Northward SLSF trains and engines will secure clearance before departing North Yard and will report clear at SLSF Connection MP 119.3. Southward SLSF trains and engines will obtain verbal authority of the train dispatcher before entering KCS main track at MP 119.3.

7.4 PITTSBURG: ATSF trains and engines operate in through movement between ATSF North Connection, MP 127.1 and ATSF South Connection, MP 129.4, without timetable or train order authority.

TIMETABLE NO. 1

SOUTH ↓	Mile Post	STATIONS	Capacity of:			NORTH ↑
			Sidings		Aux. Trks. Cars	
			Feet	Cars		
128.2	NORTH YARD . . .	ORSTW			Yard	
129.0	MP CROSSING . . .				Conn.	
129.2	PITTSBURG . . .				Yard	
129.5	SLSF CROSSING . . .					
129.6	SLSF CROSSINGS . . .					
129.7	SLSF CROSSING . . .				Conn.	
139.0	KOG JUNCTION . . .					
140.3	ASBURY . . .		7094	141	5	
147.2	SLSF CROSSING . . .					
154.3	JOPLIN . . .	BS	5559	111	Yard Conn.	
154.8	SLSF CROSSING . . .					
154.9	SLSF CROSSING . . .					
170.1	DALBY . . .		6679	133		
172.7	SLSF CROSSING . . .				Conn.	
174.1	NEOSHO . . .	ORWY	3736	75	Yard	
180.8	McELHANY . . .		18105	362	17	
200.7	NOEL . . .		6693	134	41	
209.9	GRAVETTE . . .				29	
217.0	DECATUR . . .		2011	40	25	
222.5	GENTRY . . .		7879	157	47	
223.7	FLINT CREEK . . .				Yard	
229.3	SILOAM . . .	R	8109	162	Yard	
236.0	WATTS . . .	OW	12367	247	Yard	

Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
ATSF South Connection	129.4	Conn.	S	Glazer Spur	177.6	32	S
Waco Spur	139.8	100	S	Ft. Crowder, Coach Track	178.3	34	N&S
Butane Spur	153.1	2	N	Government Lead			
Long Bell American	157.5	75	S	McElhany	180.7	Yard	N
Ozark Terminal Spur	172.2	Conn.	S	Goodman	184.6	55	S
Linde Spur	177.0	62	N	Anderson	191.7	55	N&S
Aero Jet Spur	177.5	12	N	Lanagan	195.5	20	N

SECOND SUBDIVISION SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS MPH

1.1 MAXIMUM AUTHORIZED SPEED 40

Except:

City Limits Pittsburg	25
Over MP Crossing MP 129.0	20
Over SLSF Crossing MP 129.5	20
Over SLSF Crossing MP 129.6 (Two Crossings)	20
Over SLSF Crossing MP 129.7	20
Over SLSF Crossing MP 147.2	30 Eng. only
City Limits Joplin	25
Over SLSF Crossing MP 154.8	20
Over SLSF Crossing MP 154.9	20
Between Mile Post 156 and Mile Post 158	20
Over SLSF Crossing MP 172.7	20
City Limits Neosho	30*
City Limits Goodman	25
City Limits Anderson	20
10° Curve MP 196.5	20
Over Bridge A-198 - MP 197.1	30
City Limits Noel	20
Over Switches West Team Track Gravette	20
City Limits Decatur	30
Between North and South Siding Switches Watts	20

TIMETABLE NO. 1

SPEED RESTRICTIONS (Continued) MPH

- 1.2 All tracks other than main track, through turnouts and crossovers 5
* 10 MPH over crossings not protected by automatic signals.

2. RAILROAD CROSSINGS AT GRADE.

Railroad	Mile Post	Type of Protection
MP	129.0	Gate @ (Rule 98)
SLSF	129.5	Gate @ (Rule 98)
SLSF	129.6	Gate @ (Rule 98) (Two Crossings)
SLSF	129.7	Gate @ (Rule 98)
SLSF	147.2	Automatic Interlocking
SLSF	154.8	Gate @ (Rule 98)
SLSF	154.9	Gate @ (Rule 98)
SLSF	172.7	Automatic Interlocking

@ Normal Position of gate against conflicting route.

3. SIGNAL RULES IN EFFECT.

CTC-ABS MP 130.6 to MP 153.6
CTC-ABS MP 156.2 to MP 172.0
CTC-ABS MP 174.4 to MP 236.0

Hand operated switches at the following locations are not equipped with electric lock and trains and engines must not clear on these tracks where Maximum Authorized Speed is in excess of 20 MPH.

Fort Crowder, North Switch Coach Track	MP 178.3
Fort Crowder, South Switch Coach Track	MP 178.7
Anderson, North Switch West Team Track	MP 191.7
Lanagan, Switch to West Track	MP 195.3
Gentry, North Switch House Track	MP 222.2
Gentry, South Switch House Track	MP 222.6
Siloam, La-Z-Boy	MP 228.7

4. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.

MP 130.5	North Yard-Pittsburg
MP 152.9 to MP 155.8	Joplin
MP 172.0 to MP 174.8	Neosho
MP 234.6	Watts

5. RESTRICTED SPEED TERRITORY (Rule 93 Applies).

All trains and engines move at Restricted Speed between the South Yard Limit Sign Pittsburg and MP 130.6.

All trains and engines move at Restricted Speed between the South Yard Limit Sign Joplin and MP 156.2.

6. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS.

MP 165.2
MP 197.6
MP 226.7

7. LOCATION OF HIGH WATER DETECTORS.

MP 165.1
MP 170.2

8. LOCAL SPECIAL INSTRUCTIONS.

8.1 NORTH YARD: Southward trains secure clearance, or verbal authority of the train dispatcher, before departing North Yard.

Southward trains obtain verbal authority of the train dispatcher to enter CTC territory before leaving North Yard.

TIMETABLE NO. 1

6 SECOND SUBDIVISION SPECIAL INSTRUCTIONS

8.2 JOPLIN:

- a) When absolute signal governing northward movements on main track, located 2,950 feet south of MP 153, displays "STOP" indication, Northward trains or engines occupying the siding or main track will stop south of the clearance point with respect to the north siding switch Joplin.
- b) Southward trains and engines obtain verbal authority of the train dispatcher to enter CTC territory before leaving Joplin.
- c) Anti-whistling ordinance in effect.
- d) Be governed also by Item L-4 System Special Instructions, page 68, while occupying JUD tracks.

8.3 NEOSHO:

- a) Northward trains stop at South Yard Limit Sign MP 174.8 and will not proceed until the train line has been fully recharged.
- b) Northward trains and engines obtain verbal authority of the train dispatcher to enter CTC territory before leaving Neosho.
Southward trains originating at Neosho secure clearance, or verbal authority of the train dispatcher, before departing Neosho.

- c) Street crossings within city limits must not be blocked in excess of 10 minutes, except that Washington Street crossing may be blocked not exceeding 30 minutes, to enable crews to set out and pick up, except that this crossing must not be blocked to exceed 10 minutes between the hours of 7:00 AM and 8:00 AM, 12:00 Noon and 1:00 PM, and 5:00 PM and 6:00 PM.

- d) Account heavy grade, all movements on Ozark Terminal Spur will be made with automatic air brakes cut in and operative.

8.4 FLINT CREEK: Employees are prohibited from riding on top or side of cars entering or moving through the dumper building, Swepeco Power Plant.

8.5 WATTS: Northward trains secure clearance, or verbal authority of the train dispatcher, before departing Watts.

BAXTER SPRINGS BRANCH — KCS RY.

SOUTH ↓	Mile Post	STATIONS	Capacity of:			NORTH ↑
			Sidings		Aux. Trks. Cars	
			Feet	Cars		
	139.0	KOG JUNCTION.....				
	L148.1	CRESTLINE..... 9.1				
	L148.5	SLSF CROSSING..... 0.4				
	L148.6	END OF LINE..... 0.1			Yard	

BAXTER SPRINGS BRANCH SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS MPH
 - 1.1 MAXIMUM AUTHORIZED SPEED 10
 - 1.2 All tracks other than main track, through turnouts and crossovers 5
2. RAILROAD CROSSINGS AT GRADE.

Railroad	Mile Post	Type of Protection
SLSF	L148.5	Gate# (Rule 98)

 #Normal position against KCS.
3. RESTRICTED SPEED TERRITORY (Rule 93 applies).
All trains and engines move at Restricted Speed between KOG Jct. and End of Line.

TIMETABLE NO. 1

THIRD SUBDIVISION — KCS RY.

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SOUTH ↓	Mile Post	STATIONS	Capacity of:			NORTH ↑
			Sidings		Aux. Trks. Cars	
			Feet	Cars		
	236.0	WATTS..... 8.4	12367	247	Yard	
	244.4	WESTVILLE..... 18.8	3434	69	46	
	258.2	STILWELL..... 23.2	7844	157	Yard	
	281.4	MARBLE CITY..... 9.0	8376	167	49	
	290.4	MP CROSSING..... 0.7			Conn.	
	291.1	SALLISAW..... 8.1	5880	118	116	
	299.2	GANS..... 12.5	8167	164	8	
	311.7	SPIRO..... 4.0	3530	70	Yard	
	315.7	COAL CREEK..... 1.6			33	
	317.3	PANAMA..... 2.7	3252	65	Conn.	
	320.0	SHADY POINT..... 5.6	7674	153		
	325.6	SLSF CROSSING..... 0.8			Conn.	
	326.4	POTEAU..... 6.6	1771	39	Yard	
	333.0	CRIP CROSSING..... 5.0	7693	154	Conn. Yard	
	338.0	HEAVENER..... SOWY	13698	274	Yard	

Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
Baron.....	250.0	21	N&S	Quick.....	292.2	56	N
Bunch.....	271.7	28	N&S	Redland.....	306.4	23	N&S
Marble City Quarry Spur.....	281.3	189	N	Chamblee Carpet Co.....	325.9	14	S
Oklahoma Creosoting Co.....	289.4	Yard	S				

THIRD SUBDIVISION SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS MPH
 - 1.1 MAXIMUM AUTHORIZED SPEED 40
Except:
Between North and South Siding Switches, Watts 20
City Limits Stilwell..... 25
Over MP Crossing MP 290.4..... 30 Eng. only
Over SLSF Crossing MP 325.6..... 25 Eng. only
Over CRIP Crossing MP 333.0..... 30 Eng. only
Between North and South Siding Switches, Heavener 20
 - 1.2 All tracks other than main track, through turnouts and crossovers 5
2. RAILROAD CROSSINGS AT GRADE.

Railroad	Mile Post	Type of Protection
MP	290.4	Automatic Interlocking
SLSF	325.6	Automatic Interlocking
CRIP	333.0	Automatic Interlocking
3. SIGNAL RULES IN EFFECT.
CTC-ABS MP 236.0 to MP 338.0
Hand operated switches at the following locations are not equipped with electric lock and trains and engines must not clear on these tracks where Maximum Authorized Speed is in excess of 20 MPH.

Westville, East	Sallisaw,
Team Track MP 244.2	Lime Track MP 290.1
Baron, North Switch	Sallisaw,
Team Track MP 249.9	House Track MP 291.2
Baron, South Switch	Spiro, South Wye
Team Track MP 250.1	Switch MP 311.9
Bunch,	Panama, KCS Trks.
North Switch MP 271.5	No. 1 & 2..... MP 317.1
Bunch,	Panama, Oil Trks.
South Switch MP 271.8	No. 1 & 2..... MP 317.6
Sallisaw,	Chamblee
Compress Track MP 290.1	Carpet Co. MP 325.9

TIMETABLE NO. 1

8 THIRD SUBDIVISION SPECIAL INSTRUCTIONS

4. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.
MP 237.5 Watts
MP 336.3 Heavener
5. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS.
MP 262.1
MP 301.9
MP 315.7
6. LOCAL SPECIAL INSTRUCTIONS.
- 6.1 WATTS: Southward trains secure clearance, or verbal authority of the train dispatcher, before departing Watts.
- 6.2 HEAVENER: Northward trains secure clearance, or verbal authority of the train dispatcher, before departing Heavener.
- 6.3 FT. SMITH:
- Operation via SLSF between SLSF connection MP 325.6 and Ft. Smith. Be governed by Item L-2 System Special Instructions, page 64.
 - MAXIMUM AUTHORIZED SPEED, all KCS tracks, through turnouts and crossovers..... 5 MPH
 - Railroad Crossings at Grade.

Railroad	Location	Type of Protection
MP	MP 326.9A	Stop (Rule 98)
SLSF	Stem of Wye	2 Crossings. Interlocked%
SLSF	SF Jct.	Gate# (Rule 98)
MP	North L St.	Gate# (Rule 98)

% Electrically locked gate, normal position against KCS.
 # Normal position against KCS.
 - All KCS tracks at Ft. Smith are within Yard Limits.

FT. SMITH AND VAN BUREN BRANCH

SOUTH ↓	Mile Post	STATIONS	Capacity of:			NORTH ↑
			Sidings		Aux. Trks. Cars	
			Feet	Cars		
	20.0	COAL CREEK 7.0			33	
	27.0	MP CROSSING 0.3				
	27.3	BOKOSHE		13		
	38.0	McCURTAIN 10.7		24		
	40.7	END OF LINE 2.7				

Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
Evans Coal Co.	38.4	64	8

FT. SMITH AND VAN BUREN BRANCH SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS MPH
- 1.1 MAXIMUM AUTHORIZED SPEED 10
- 1.2 All tracks other than main track, through turnouts and crossovers..... 5
2. RAILROAD CROSSINGS AT GRADE.
- | Railroad | Mile Post | Type of Protection |
|----------|-----------|--------------------|
| MP | 27.0 | Stop (Rule 98) |
3. RESTRICTED SPEED TERRITORY (Rule 93 applies).
All trains and engines move at Restricted Speed between Coal Creek and End of Line.
4. LOCAL SPECIAL INSTRUCTIONS.
- 4.1 McCURTAIN: Engines will not go beyond conveyor on Great National Coal Mine Corporation spur.

TIMETABLE NO. 1

FOURTH SUBDIVISION — KCS RY.

9

SOUTH ↓	Mile Post	STATIONS	Capacity of:			NORTH ↑
			Sidings		Aux. Trks. Cars	
			Feet	Cars		
	338.0	HEAVENER..... OSWY 16.7	13698	274	Yard	
	354.7	PAGE.....	6710	134	15	
	367.3	RICH MOUNTAIN..... 12.6	5966	119	23	
	379.8	MENA..... 12.5	6490	130	Yard	
	386.3	POTTER..... 6.5	7025	141	25	
	392.2	HATFIELD..... 5.9	5119	102	40	
	401.8	VANDERVOORT..... 9.6	5261	105	36	
	408.8	WICKES..... 7.0	11932	239	20	
	421.3	GILLHAM..... 12.5	5331	107	24	
	432.9	DEQUEEN YARD..... OWY 11.6	7465	149	Yard Conn. Yard	
	433.3	DEQUEEN..... 0.4				

Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
Emerson Electric Spur	379.1	28	N	Joslyn Manufacturing Co.	382.6	31	S
Rodgers Lumber Co. Spur	379.1	9	S	Rebold Spur	396.6	17	N
Three States Lumber Co.	381.1	10	S	Hatton	403.8	24	S
				Grannis	413.5	29	N&S

FOURTH SUBDIVISION SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS MPH
- 1.1 MAXIMUM AUTHORIZED SPEED..... 40
- Except:
 Between North and South Siding Switches, Heavener..... 20
 Between North and South Siding Switches, Mena..... 20
 City Limits DeQueen..... 25
- 1.2 All tracks other than main track, through turnouts and crossovers..... 5
2. SIGNAL RULES IN EFFECT.
 CTC-ABS MP 338.0 to MP 431.7
- Hand operated switches at the following locations are not equipped with electric lock and trains and engines must not clear on these tracks where Maximum Authorized Speed is in excess of 20 MPH.
- | | | | |
|--------------------------|----------|-----------------------------------|----------|
| Emerson Electric Spur | MP 379.1 | Rebold Spur | MP 396.6 |
| Rodgers Lumber Co. Spur | MP 379.1 | Hatton | MP 403.8 |
| Three States Lumber Co. | MP 381.1 | Grannis, North Switch, Team Track | MP 413.2 |
| Joslyn Manufacturing Co. | MP 382.6 | Grannis, South Switch, Team Track | MP 413.6 |

3. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.
 MP 339.3 Heavener
 MP 430.6 DeQueen Yard-DeQueen

4. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS.

MP 363.8
 MP 404.4
 MP 425.0

TIMETABLE NO. 1

10 FOURTH SUBDIVISION SPECIAL INSTRUCTIONS

5. LOCATION OF HIGH WATER DETECTORS.

MP 383.4
MP 384.7
MP 406.3

6. LOCAL SPECIAL INSTRUCTIONS.

6.1 HEAVENER:

- Southward trains except AW secure clearance, or verbal authority of the train dispatcher, before departing Heavener.
- Derail on South lead of Heavener Yard is located 345 feet North of South lead switch and operates in conjunction with the South lead switch, which is controlled by the train dispatcher. When operating the South lead switch by hand, it will also be necessary to operate the derail by hand.

6.2 DEQUEEN:

- Northward trains secure clearance, or verbal authority of the train dispatcher, before departing DeQueen.
- Yard track No. 2 designated as siding, DeQueen Yard.

ARKANSAS WESTERN RAILWAY

SOUTH ↓	Mile Post	STATIONS	Capacity of:			NORTH ↑
			Sidings		Aux. Trks. Cars	
			Feet	Cars		
	0.0	HEAVENER..... OSWY			Yard	
	31.8	WALDRON.....		24	49	
	33.4	END OF LINE.....				

Tracts and/or Industries	MP	Car Cap.	Dir. of Entry
Reese Spur.....	1.3	10	S
Southwestern Wood.....	14.3	3	S

ARKANSAS WESTERN RAILWAY SPECIAL INSTRUCTIONS

- SPEED RESTRICTIONS** MPH
 - 1.1 MAXIMUM AUTHORIZED SPEED 10
 - 1.2 All tracks other than main track, through turnouts and crossovers..... 5
- RESTRICTED SPEED TERRITORY (Rule 93 applies).**
All trains and engines move at Restricted Speed between Heavener and End Of Line.
- LOCAL SPECIAL INSTRUCTIONS.**
 - 3.1 WALDRON: Flag all movements over Old Highway 71 crossing just north of depot and do not block this crossing unnecessarily.

FIFTH SUBDIVISION — KCS RY.

11

SOUTH ↓	Mile Post	STATIONS	Capacity of:			NORTH ↑
			Sidings		Aux. Trks. Cars	
			Feet	Cars		
	432.9	DE QUEEN YARD..... OWY	7465	149	Yard	
	433.3	DE QUEEN.....			Conn. Yard	
	433.8	D&E CROSSING.....				
	449.3	WINTHROP.....	10709	214		12
	463.0	WILTON.....	7437	149		108
	467.6	SLSF CROSSING.....				Conn.
	467.9	ASHDOWN.....	10872	217		Yard
	487.0	TRIGG STREET..... ORWY	11254	226		Yard
	487.3	DEPOT JUNCTION.....				Conn.
	487.4	MP CROSSING.....				
	487.5	SSW CROSSING.....				
	489.4	ICC CO. CROSSING.....				
	489.4	MP CROSSING.....				
	492.8	JURY.....	6602	132		
	499.3	SOUTH TEXARKANA.....				Yard
	507.2	BLOOMBURG.....				57
	516.8	SANDRA.....	6596	131		17
	526.8	VIVIAN.....				54
	531.8	SHORELINE.....	12807	256		61
	548.3	BLANCHARD.....	6608	132		10
	549.0	TEXAS JUNCTION..... Y				Conn.
	553.3	DERAMUS YARD OSWY				Yard

Tracts and/or Industries	MP	Car Cap.	Dir. of Entry	Tracts and/or Industries	MP	Car Cap.	Dir. of Entry
Neal Springs.....	442.8	20	S	V. I. P. Spur.....	527.4	7	S
Allene.....	456.0	26	N&S	Superior.....	530.2	12	N&S
Nekoosa Paper Co.....	470.3	Yard	WYE	Halliburton.....	536.0	31	N
International Cresote Wks.....	489.1	27	N&S	Southwestern Gas and Electric Co.....	538.4	Yard	S
Baroid Sales Co.....	490.4	11	N	Ark.-La.-Tex.....	541.3	3	N
Hoot Spur.....	493.3	Conn.	S	Brian.....	544.9	Yard	S
Havanna.....	512.5	8	S				

FIFTH SUBDIVISION SPECIAL INSTRUCTIONS

- SPEED RESTRICTIONS** MPH
 - 1.1 MAXIMUM AUTHORIZED SPEED 40

Except:

 - City Limits DeQueen..... 25
 - Between North Siding Switch Winthrop and South Siding Switch Wilton..... 25
 - Over SLSF Crossing MP 467.6..... 20
 - Between MP 467.6 and South Siding Switch Ashdown..... 20
 - Over Bridge A-478 (Red River Bridge) MP 477.9 @..... 20*
 - City Limits Texarkana..... 20*
 - Over MP Crossing MP 487.4..... 20
 - Over SSW Crossing MP 487.5..... 20
 - Over MP-ICC Crossing MP 489.4..... 30 Eng. only
 - Over Bridge A-498 - MP 497.5..... 30
 - Over Switch South Texarkana..... 20
 - City Limits Bloomburg..... 30
 - Over Main Street Crossing, Rodessa MP 519.4..... 25
 - Over Bridge A-540 (Caddo Lake) MP 539.2..... 25
 - City Limits Vivian..... 30

12 FIFTH SUBDIVISION SPECIAL INSTRUCTIONS

Between North and South Lead Switches,
Deramus Yard 20

@Do not use brakes while passing over this
bridge except in an emergency.

*10 MPH over 3rd through 14th Streets.

1.2 All tracks other than main track, through
turnouts and crossovers..... 5

2. RAILROAD CROSSINGS AT GRADE.

Railroad	Mile Post	Type of Protection
D&E	433.8	Interlocked
SLSF	467.6	Automatic Interlocking
MP	487.4	Manual Interlocking
SSW	487.5	Manual Interlocking
ICC	489.4	Automatic Interlocking
MP	489.4	Automatic Interlocking

3. SIGNAL RULES IN EFFECT.

CTC-ABS MP 434.3 to MP 484.7

CTC-ABS MP 491.1 to MP 549.0

Hand operated switches at the following locations are not equipped with electric lock and trains and engines must not clear on these tracks where Maximum Authorized Speed is in excess of 20 MPH.

Neal Springs, Spur	V.I.P. Spur.....MP 527.4
TrackMP 442.8	Superior,
Allene, North Switch	North Switch.....MP 530.0
Team TrackMP 455.9	Superior,
Allene, South Switch	South Switch.....MP 530.4
Team TrackMP 456.3	Halliburton,
Hoot, Spur Track.....MP 493.3	South Switch.....MP 536.1
Ravanna, Spur	Southwestern Gas &
TrackMP 512.5	Electric Spur.....MP 538.4
Vivian, House	Ark-La-Tex Spur.....MP 541.3
Track Spur.....MP 526.7	

4. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.

MP 434.7	De Queen Yard-De Queen
MP 466.2 to MP 473.0	Ashdown
MP 484.3 to MP 500.2	Texarkana-South Texarkana
MP 549.2	Deramus Yard

5. RESTRICTED SPEED TERRITORY (Rule 93 applies).

All trains and engines move at Restricted Speed between Texas Jct. MP 549.0 and North Yard Limit Sign Deramus Yard MP 549.2 without timetable or train order authority.

6. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS.

MP 459.5
MP 523.3*

FIFTH SUBDIVISION SPECIAL INSTRUCTIONS 13

7. LOCAL SPECIAL INSTRUCTIONS.

7.1 DE QUEEN:

a) Southward trains secure clearance, or verbal authority of the train dispatcher, before departing De Queen.

Southward trains obtain verbal authority of the train dispatcher to enter CTC territory before leaving De Queen Yard.

b) Absolute Signals governing movements over D&E Crossing are not a part of CTC territory. There is no Southward approach signal to the Southward absolute signal. Trains and engines must approach such signal expecting to find it displaying "Stop" indication.

7.2 ASHDOWN:

a) For the purpose of issuance of Track and Time Limits (Rule 402) that portion of track between the Southward absolute signal governing Southward movements over the KCS-SLSF Crossing and Northward absolute signal located South of North leg of Wye Switch, will be considered as the North and South Ends of Ashdown. Foreign line trains and engines obtain Track and Time Limits before entering main track and the North end of siding Ashdown.

Northward trains stopped between Northbound leaving signal and the Northbound home signal, SLSF interlocking, after complying with Rule 344, must obtain verbal authority of train dispatcher before moving over SLSF crossing.

b) Trains originating Ashdown secure clearance, or verbal authority of the train dispatcher, before departing Ashdown.

7.3 TRIGG STREET:

a) Southward trains and engines obtain verbal authority of the train dispatcher to enter CTC territory before departing Trigg St. Absolute signals governing movements over MP-ICC Crossing MP 489.4 are not a part of CTC territory. There is no Southward approach signal to the Southward absolute signal. Trains and engines must approach such signal expecting to find it displaying "Stop" indication.

b) Track parallel to main track, west side, between first switch just north of yard office and north switch near 40th St. underpass, is designated as siding.

c) Crossing gate is located on Southwest side of MP-SSW Crossing on MP Bonham Subdivision main track and SSW House "Lead" track, Texarkana. Normal position against SSW. (Rule 98).

d) Anti-whistling ordinance in effect within City Limits Texarkana.

7.4 DERAMUS YARD:

a) Northward trains secure clearance at Deramus Yard. Northward trains obtain verbal authority of KCS train dispatcher before departing Deramus Yard to enter CTC Territory.

b) Be governed also by Shreveport Terminal Area instructions, page 35.

14 SIXTH SUBDIVISION — KCS RY.

SOUTH ↓	Mile Post	STATIONS	Capacity of:			NORTH ↑
			Sidings		Aux. Trks. Cars	
			Feet	Cars		
553.3	DERAMUS YARD	3.0	OSW			Yard
556.3	HARRIET STREET	1.9	WY			Yard Conn.
558.2	No. WYE SWITCH	0.6	TWO MAIN TRACKS			
558.8	So. WYE SWITCH	2.2				
561.0	Hollywood Avenue	2.5				
563.5	MP CROSSING	2.1				
565.6	FORBING	10.7		1897	37	8
576.3	FRIERSON	15.0		4518	90	14
591.3	MANSFIELD	6.7		5671	113	83
598.0	TRENTON	6.5		3528	71	
604.5	BENSON	5.6		4575	92	24
610.1	CONVERSE	6.5		4702	94	24
616.6	NOBLE	5.2				43
621.8	ZWOLLE	4.1		3501	70	64
625.9	LORING	7.4		5547	111	
633.3	MANY	5.6				89
638.9	FISHER	3.5		3350	67	14
642.4	FLORIEN	9.7		3497	70	25
652.1	HORNBECK	6.5		4477	90	46
658.6	ANACOCO	9.8				32
668.4	LEESVILLE		OSWY	6556	131	Yard

Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
Std. Wood Preservers	564.2	80	S	Olin Kraft	641.5	17	S
Slack Industrial Park	564.4	Yard	N&S	Vancouver Plywood	641.5	35	S
Boise Sou. Woodyard	588.6	10	N	VP Spur	644.3	10	S
Hendrix	592.3	20	N&S	Gandy Spur	645.5	18	S
Intl. Paper Spur	593.1	30	N&S	L.I.D.A. Spur	666.2	12	N
Continental Can Co.	627.4	22	N&S				

SIXTH SUBDIVISION SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS MPH

1.1 MAXIMUM AUTHORIZED SPEED..... 40

Except:

Between South Lead Switch, Deramus Yard and Spring Switch, Hollywood Avenue, East and West Main Tracks.....	20
City Limits Shreveport.....	20*
Through Spring Switch, Hollywood Avenue.....	10
Over MP Crossing MP 563.5.....	10
Over 1st Street Crossing North of Depot, Mansfield.....	10
City Limits Converse.....	25
Zwolle.....	10#
City Limits Leesville.....	10

1.2 All tracks other than main track, through turnouts and crossovers..... 5

*Also, not to exceed 10 MPH 300 ft. from St. Vincent Ave. until engine or lead car has covered crossing.

#Over Pt. Arthur, Orbie, West Hammond Sts. until crossing has been covered by lead car or engine.

SIXTH SUBDIVISION SPECIAL INSTRUCTIONS 15

1.3 Speed Restrictions, SD 40 units

Between MP 563.5 and MP 601.0.....	30
Between MP 601.0 and MP 633.3.....	35
Between MP 633.3 and MP 668.4.....	25

2. RAILROAD CROSSINGS AT GRADE.

Railroad	Mile Post	Type of Protection
MP	563.5	Automatic Interlocking

3. SIGNAL RULES IN EFFECT.

CTC-ABS 554.1 to MP 557.1

4. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.

MP 566.3	Deramus Yard
MP 667.8	Leesville

5. RESTRICTED SPEED TERRITORY (Rule 93 applies).

All trains and engines move at Restricted Speed between MP 666.0 and North Yard Limit Sign, Leesville.

6. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS.

MP 601.0
MP 629.3
MP 645.2

7. LOCAL SPECIAL INSTRUCTIONS.

7.1 DERAMUS YARD:

- Be governed also by Shreveport Terminal Area special instructions, page 35.
- Southward trains and engines secure verbal permission from Control Operator, Deramus Yard, to enter CTC territory.

7.2 LEESVILLE: Anti-whistling ordinance in effect.

SOUTH ↓	Mile Post	STATIONS	Capacity of:		Aux. Trks. Cars	NORTH ↑
			Sidings			
			Feet	Cars		
668.4	LEESVILLE	OWY	6556	131	Yard	
672.6	DAUB	Y			Lead	
679.8	NEAME		6612	132	17	
687.0	LUDINGTON				Yard	
689.2	DERIDDER		2886	57	87	
689.8	ATSF CROSSING				Conn.	
705.1	SINGER		6904	138	10	
719.1	DEQUINCY	OY	7060	141	Yard	
720.3	C. S. JUNCTION				Conn.	
723.6	HELME		4881	98		
728.4	LUCAS		4907	98		
735.2	STARKS		7996	159	20	
740.6	RULIFF		4890	98		
750.2	MAURICEVILLE	Y	10371	207	28	
750.2	MP CROSSING				Conn.	
760.4	VIDOR		13359	267	24	
764.9	SP JUNCTION				Conn.	
766.0	BEAUMONT	O				
766.0	SP CROSSING				Conn.	
766.6	GCL JUNCTION				Conn.	
766.7	ATSF CROSSING				Conn.	
767.9	CHAISSON JCT.	ORSWY			Yard	
769.8	SP CROSSING					
776.1	NEDERLAND		2906	58	41	
779.6	NECHES JUNCTION	Y				
784.9	SP CROSSING				Conn.	
786.1	PORT ARTHUR	ORSWY			Yard	

Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
Fort Polk	672.9	Yard	N&S	Spindletop Engr. & Constn.	771.6	12	N
Coopers	674.5	14	S	Davidson Constn. Co.	771.9	22	N
Boise Southern Paper Co.	687.4	Lead	S	Dupont North Track	771.9	Conn.	S
Crosby Chem. Spur	690.1	Yard	S	Big Three North Track	773.3	10	S
Alton Box Co.	721.2	20	N	Big Three South Track	773.4	15	S
Green Island	726.8	Conn.	S	Dupont South Track	773.5	Conn.	N
Lunita	730.4	14	S	Sun Team Track	774.9	28	S
Lemonville	748.1	Conn.	S	Sun	775.3	Yard	S
Korf	764.9	Yard	N	North Leg Wye, Neches Jct.	779.3	Yard	S
Zummo	770.0	10	N	Griffing	781.7	12	S
Wilson Tracks	770.2	25	N	Hayes	782.7	15	S
Team Track	770.4	25	N				
Texas Gulf Sulphur	771.3	Yard	N				

SEVENTH SUBDIVISION SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS MPH

1.1 MAXIMUM AUTHORIZED SPEED..... 40

Except:

City Limits Leesville	10
City Limits DeRidder	10
Over ATSF Crossing MP 689.8	20
Over MP Crossing MP 750.2	30 Eng. only
City Limits Vidor MP 757.0 to MP 762.0	30
Over Neches River Drawbridge MP 765.9	20
Between Beaumont and Pt. Arthur	20

Except:

Over ATSF Crossing MP 766.7	10
Between Franklin St. MP 766.8 and MP 769.8	10
Over SP Crossing MP 784.9	10
Around Curve MP 785.0	10
City Limits Pt. Arthur	10
Pt. Neches Branch	20

1.2 All tracks other than main track, through turnouts and crossovers..... 5

Except:

Between stem of wye Daub and Fort Polk	20
Boise Southern Spur between KCS main track and 1st Road Crossing east of Marshalling yard	20

1.3 Speed Restrictions, SD 40 Units
Between Leesville and De Quincy..... 25

2. RAILROAD CROSSINGS AT GRADE.

Railroad	Mile Post	Type of Protection
ATSF	689.8	Gate @ (Rule 98)
MP	750.2	Manual Interlocking#
SP	766.0	Manual Interlocking#
ATSF	766.7	Manual Interlocking#
SP	769.8	Interlocked
SP	784.9	Interlocked

@ Normal position against conflicting route.

Controlled by KCS control operator, Beaumont

3. SIGNAL RULES IN EFFECT.

CTC-ABS MP 720.2 to MP 766.8

Hand operated switches at the following locations are not equipped with electric lock and trains and engines must not clear on these tracks where Maximum Authorized Speed is in excess of 20 MPH.

Alton Box Co. Spur	MP 721.2
Lunita	MP 730.4

Neches River Drawbridge, MP 765.9 designated as a Manual Interlocking, controlled by KCS control operator, Beaumont.

Track cars will proceed over bridge only after receiving verbal permission of control operator and proceed indication of signal governing movement.

4. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.

MP 670.3	Leesville
MP 686.0 to MP 690.3	Ludington-DeRidder
MP 717.8 to MP 721.0	DeQuincy-C.S. Jct.
MP 763.9 to MP 775.2	Beaumont
MP 779.5	Pt. Arthur

5. RESTRICTED SPEED TERRITORY (Rule 93 applies).

All trains and engines move at Restricted Speed between the South Yard Limit Sign Leesville and MP 671.0.

All trains and engines move at Restricted Speed between the South Yard Limit Sign Beaumont and the North Yard Limit Sign Pt. Arthur.

18 SEVENTH SUBDIVISION SPECIAL INSTRUCTIONS

6 LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS.

MP 708.8
MP 726.0
MP 743.4

7. LOCAL SPECIAL INSTRUCTIONS.

7.1 LEESVILLE: Anti-whistling ordinance in effect.

7.2 CS JCT.-GCL JCT.

MP trains operate over KCS between CS Jct. and GCL Jct. and are governed by Uniform Code of Operating Rules, MP System Timetable and Special Instructions and KCS General Orders and Instructions.

7.3 BEAUMONT:

- Northward trains except SP secure clearance at Beaumont.
- Northward trains obtain verbal authority of control operator to enter CTC territory before leaving Chaison Yard.
- There is no approach signal to the Northward absolute signal at Franklin St. Northward trains and engines approach this signal prepared to stop.
- Conductors throw off message at Beaumont showing number of loads, empties, and tonnage in their train.
- When trains are to be met at Chaison Yard, yardmaster will designate which yard track is to be used as siding.
- Anti-whistling ordinance in effect.
- Joint Operation Beaumont:**

Two main tracks in service between Langham Road and end of double track just south of MP 766.0 signalled for movement in either direction.

Single track in service between end of double track and westward signal east end siding Connell and between South Street and Crockett Street on old SP main track.

Signals and dual control switches between Langham Road and Wall St. and between South St. and Crockett St. controlled by MP control operator.

Signals and dual control switches between Wall St.-Franklin St. and Westward signal east end of siding Connell controlled by KCS control operator. CTC-ABS rules apply within the above described territory.

KCS crews using MP and ATSF tracks will be governed by KCS Operating Rules and Special Instructions.

KCS crews using SP trackage between South Street and Crockett Street will be governed by KCS Operating Rules and Special Instructions and the following:

Spring switch located near South St., ATSF connection, normal position for SP. Interlocking signal near South St. governing westward movements on SP trackage equipped with triangular plate bearing letter "P" and when "Stop" indication is displayed, except when the switch is lined by hand, member of crew must open and close spring switch by hand, removing any obstruction. When an interlocking signal displays "Stop" indication because of track occupancy by train or engine, control operator may authorize another train or engine to enter block if necessary, provided he has assured himself that the following train or engine is fully acquainted with the intended move.

ATSF, MP, SP crews using KCS tracks will be governed by their respective Operating Rules and Special Instructions.

7.4 PT. ARTHUR: All movements over 7th St. must be preceded by a flagman.

TIMETABLE NO. 1

LAKE CHARLES SUBDIVISION — KCS RY. 19

SOUTH ↓	Mile Post	STATIONS	Capacity of:			NORTH ↑
			sidings		Aux. Trks. Cars	
			Feet	Cars		
	719.1	DEQUINCY.....				Yard
	719.6 B	MP CROSSING.....				Conn.
	728.7 B	BUHLER.....	2604	52		
	735.6 B	MOSSVILLE.....				7
	739.1 B	WEST LAKE.....				Yard
	741.0 B	SP CROSSING.....				Conn.
	741.3 B	SP CROSSING.....				
	741.5 B	LAKE CHARLES..... ORSW				Yard

Tracks and/or Industries Gulf States Utilities.....	MP 733.3-B	Car Cap. Conn.	Dir. of Entry S
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LAKE CHARLES SUBDIVISION SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS MPH

1.1 MAXIMUM AUTHORIZED SPEED..... 20

Except:

Over Houston River Drawbridge MP 732.4-B... 10

Over Calcasieu River Drawbridge MP 739.4-B.. 5

1.2 All tracks other than main track, through turnouts and crossovers..... 5

2. RAILROAD CROSSINGS AT GRADE.

Railroad	Mile Post	Type of Protection
MP	719.6-B	Automatic Interlocking
SP	Rose Bluff Lead	Interlocked@
SP	Olin Corp. Lead	Interlocked@
SP	741.0-B	Interlocked@
SP	741.3-B	Stop (Rule 98)

@Instructions for operation posted at Crossing.

3. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.

MP 720.9-B De Quincy MP 737.2-B Lake Charles

4. RESTRICTED SPEED TERRITORY (Rule 93 applies).

All trains and engines move at Restricted Speed between South Yard Limit Sign De Quincy and North Yard Limit Sign Lake Charles.

5. LOCAL SPECIAL INSTRUCTIONS.

5.1 DEQUINCY: Normal position of switch at Stem of wye is for north leg of wye.

5.2 WEST LAKE CHARLES: Movements over Cities Service Crossing must be preceded by a flagman.

5.3 WEST LAKE: Bridge watchman at Calcasieu River Drawbridge, when duties permit, will flag Miller Street crossing (second crossing north of drawbridge). No train or engine will pass over this crossing without receiving a proceed signal from the watchman, unless movement is preceded by a flagman.

5.4 CALCASIEU RIVER DRAWBRIDGE, MP 739.4-B. All movements come to a full STOP before moving over bridge.

5.5 LAKE CHARLES:

a) Movements over Lawrence, Ann and Ryan Streets on the Riverfront Tracks must be preceded by a flagman.

b) Anti-whistling ordinance in effect.

TIMETABLE NO. 1

20 SHREVEPORT SUBDIVISION — L&A RY.

SHREVEPORT SUBDIV. SPECIAL INSTRUCTIONS 21

SOUTH ↓	Mile Post	STATIONS	Capacity of:			NORTH ↑
			Sidings		Aux. Trks. Cars	
			Feet	Cars		
553.3	DERAMUS YARD				Yard Conn. Yard	
	3.0	TWO MAIN TRACKS				
556.3	HARRIET STREET	VIA				
	1.9	KCS				
558.2	No. WYE SWITCH					
	2.6					
560.8	SILVER LAKE		5250	105	Yard	
	0.4					
561.2	RED JUNCTION	VIA SSW				
	0.5					
561.7	LOUISIANA JCT.					
	7.5					
569.2	CURTIS		5887	118	8	
	22.9					
592.1	EAST POINT				29	
	12.3					
604.4	COUSHATTA		1908	38	52	
	13.1					
617.5	KRAFT		1824	36	49	
	4.2					
621.7	CAMPTI		10636	212	10	
	6.9					
628.6	CLARENCE				15	
	5.8					
634.4	ST. MAURICE				38	
	7.9					
642.3	MONTGOMERY		1734	34	19	
	15.0					
657.3	COLFAX		5629	113	86	
	16.8					
674.1	BARRETT		4882	97		
	4.4					
678.5	MP CROSSING					
	2.1					
680.6	PINEVILLE		2371	47	Yard	
	0.8					
681.4	PINEVILLE JUNCTION	Y			Yard	
	0.5					
681.9	ALEXANDRIA	ORSW			Yard Conn.	

2. RAILROAD CROSSINGS AT GRADE.

Railroad	Mile Post	Type of Protection
MP	678.5	Automatic Interlocking

3. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.

MP 565.7	Bossier City-Deramus Yard
MP 678.3	Pineville-Alexandria

4. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS.

MP 590.6
MP 626.6
MP 651.5

5. LOCAL SPECIAL INSTRUCTIONS.

5.1 DERAMUS YARD:

- Operation via KCS between Deramus Yard and North Wye Switch. Be governed by KCS 6th Subdivision Special Instructions, page 14.
- Operation via SSW between Red Jct. and Louisiana Jct. Be governed by Item L-5 System Special Instructions, page 68.
- Between Deramus Yard and Louisiana Jct. also be governed by Shreveport Terminal Area Special Instructions, page 35.

5.2 BOSSIER CITY: Cars must not be left between the permanent Speed Restriction Signs on each side of the Barksdale AFB Crossing.

5.3 PINEVILLE JCT.: Pineville Jct. switch is a spring switch equipped with switch point indicator for facing point movements. Rule 104(a) applies. Normal position is for Shreveport Subdivision main track. After stopping at "STOP" sign, Southward trains and engines from the Minden Subdivision may trail through the points.

Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
Hlenheim	565.5	12	S	Grappe's Bluff	615.8	4	N
Mayers	571.5	2	S	Wood	618.4	12	S
Caplis	572.5	19	S	Lin	627.4	16	N
Elm Grove	577.5	10	S	Crews	638.0	9	S
Pineville Kraft	603.0	60	N&S	Aloha	651.5	12	N

SHREVEPORT SUBDIVISION SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS

MPH

1.1 MAXIMUM AUTHORIZED SPEED	40
Except:	
Through North Leg of Wye, Shreveport	10
Between East Stem of Wye and Red Jct.	20
Over SSW Red River Bridge	5
City Limits Bossier City	10
Over Bridge 589.6 (Loggy Bayou)	25
City Limits Coushatta	10
City Limits Campti	25
Over Bridge 634.2 (Saline River)	25
Over Bridge 650.0 (Nantaches Bayou)	25
Over MP Crossing MP 678.5	20 Eng. only
Over Bridge 680.3 (Main Street)	10
Between College Drive MP 680.4 and Pineville Jct.	20
Over Red River Bridge, Alexandria, MP 681.8	5
City Limits Alexandria	10
1.2 All tracks other than main track, through turnouts and crossovers	5

22 BATON ROUGE SUBDIVISION — L&A RY.

SOUTH ↓	Mile Post	STATIONS	Capacity of:			NORTH ↑
			Sidings		Aux. Trks. Cars	
			Feet	Cars		
681.9	ALEXANDRIA.....	ORSW			Yard Conn. Conn.	
682.9	MP CROSSING L&A CROSSING					
691.1	LATANIER		2489	49	7	
700.5	BLJOU		5401	108	21	
708.6	HESSMER		4150	83	10	
712.8	MANSURA		1576	31	23	
713.2	MP CROSSING					
713.5	MANSURA JUNCTION				Conn.	
717.3	MOREAUVILLE		994	19	4	
720.4	HAMBURG		4850	97	26	
727.7	HYDE		4106	82		
728.1	SIMMESPORT				47	
733.2	KELLER		12518	250	44	
735.9	LETTSWORTH		2400	48	5	
742.6	BACHELOR		4562	91	5	
750.9	MORGANZA		2309	46		
760.9	NEW ROADS		4572	91	39	
768.3	GLYNN		2309	46		
775.4	CHAMBERLIN		2302	46		
779.9	LOBDELL		8836	176	41	
780.7	LOBDELL JUNCTION				Conn.	
781.5	WEST JUNCTION				Conn.	
784.8	BRIDGE TOWER EAST JUNCTION				Conn.	
785.2	BRIDGE JUNCTION				Conn.	
787.4	ICG CROSSING				Conn.	
788.1	North Baton Rouge	ORSWY			Yard	

Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
Louisiana Forest Products	698.3	21	N&S
Joan of Arc	704.4	24	N
Legonier	730.1	80	N&S
Port Junction	781.6	Conn*	N

*Dual Control Switch.

BATON ROUGE SUBDIVISION SPECIAL INSTRUCTIONS
1. SPEED RESTRICTIONS MPH
1.1 MAXIMUM AUTHORIZED SPEED 40

Except:

City Limits Alexandria	10
Over Bridge 684.2	25
Over Bridge 704.5	25
Over MP Crossing MP 713.2	20 Eng. only
Over Bridge 715.0	25
Over Bridge 716.7	25
Between MP 728.1 and MP 735.9	30

Except: Over Atchafalaya River Drawbridge

MP 729.2	5
City Limits Morganza	25
City Limits New Roads	25

TIMETABLE NO. 1

BATON ROUGE SUBDIV. SPECIAL INSTRUCTIONS 23

Over Bridge 767.7	20
Between Lobdell Jct. and Mississippi River Bridge	20
Over Mississippi River Bridge 783.2	10
City Limits Baton Rouge	20
"D" Line (Between Bridge Jct. MP D-221.4 and End of Line MP D-209.9)	25

1.2 All tracks other than main track, through turnouts and crossovers..... 5

2. RAILROAD CROSSINGS AT GRADE.

Railroad	Mile Post	Type of Protection
MP	682.9	Gate @ (Rule 98)
L&A (Yard)	682.9	Gate @ (Rule 98)
MP	713.2	Gate @ (Rule 98)
ICG	787.4	Gate * (Rule 98)
ICG	D220.1	Interlocked #

@ Normal position of gate against conflicting route.

* Gate may be left in position last used.

Absolute signals governing movement over this crossing normally display "STOP" indication for L&A movements. To obtain a yellow aspect (Rule 285) for movement over this crossing, a member of the crew must operate the switch key release located on side of instrument case near the crossing as follows:

If light on key release is illuminated, operate key release by placing key in release, turning to right as far as possible, hold for five seconds, then remove key. If light on key release is not illuminated, wait five minutes and if no conflicting movement is evident, then operate key release.

If absolute signal continues to display "STOP" two minutes after operating key release, Operating Rules 344, 99 and other rules applicable will govern.

If crossing is not occupied within five minutes after absolute signal displays yellow aspect, signals will again display "STOP".

3. SIGNAL RULES IN EFFECT.

CTC-ABS MP 780.7 to MP 785.2

4. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.

MP 685.0	Alexandria-Pineville
MP 726.3 to MP 729.6	Hyde-Simmesport
MP 778.5	Lobdell-North Baton Rouge-Baton Rouge

5. RESTRICTED SPEED TERRITORY (Rule 93 applies).

All trains and engines move at Restricted Speed between South Yard Limit Sign Alexandria and MP 688.0. All trains and engines move at Restricted Speed over entire "D" Line.

6. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS.

MP 724.4
MP 755.9

TIMETABLE NO. 1

24 BATON ROUGE SUBDIV. SPECIAL INSTRUCTIONS

7. LOCAL SPECIAL INSTRUCTIONS.

7.1 MP-L&A JOINT TRACK BETWEEN MANSURA JCT. AND LOBDELL JCT.:

- a) L&A employes will be governed by KCS Lines Operating Rules except as modified by:
 - 1) Special Instructions in KCS System Timetable.
 - 2) General Order jointly signed by the MP and L&A Superintendents.
- b) MP employes will be governed by Uniform Code of Operating Rules and current MP System timetable.
- c) L&A employes are subject to instructions of MP officers while occupying MP tracks.
- d) Two copies of all train orders and clearances affecting the movement of a train on MP-L&A joint track will be delivered to the engineer.
- e) Track Ownership:

Mansura Jct. to Hamburg.....L&A
Hamburg to Simmesport.....MP
Simmesport to Lettsworth.....L&A
Lettsworth to Lobdell Jct.....MP

- f) The following MP spur tracks may be used only in an emergency. Conductors must report such occurrences to Superintendent.

Station	MP	L&A	Station	MP	L&A
	Milepost			Milepost	
LaCour	48.0	745.0	Glantou	31.4	761.4
LaBarre	39.1	754.3	Cajun Elec.		
Dawson	38.0	755.4	Power	30.8	762.6
Morrison	37.9	755.5	Patins	30.4	763.0
Beaud	35.8	757.6	La. Elec. Coop.	26.5	766.4
Major	33.7	759.5	Smithfield	19.0	774.4
Bertha	31.7	761.1	Devalls	17.5	775.9

- g) Atchafalaya River Bridge, MP 729.2: 500 feet from each end of this bridge is a mast equipped with two lights three feet apart in horizontal position with only one light burning at a time.

The red light will be lighted when the control switch is open or the rails to the draw span are unlocked. (Rule 10-A — Stop).

The lunar light will be lighted when the bridge and control switches are in normal position for train movements. (Rule 10-B — Proceed at Low Speed.)

If neither the lunar light nor red light is lighted, or a white light is displayed where the red or the lunar light should be, stop must be made before any part of engine or train passes the signal mast.

If movement is stopped by a red light, by the absence of a light, or by an improperly displayed light, a member of the crew must personally contact the bridge tender to obtain permission to proceed, examine rails to see the same are in order, and explain the situation to the engineer before train moves onto the bridge.

- h) Southward approach signal to Lobdell Jct. located 4000 feet North of Lobdell Jct. Between this signal and the absolute signal at Lobdell Jct., Southward trains and engines will not exceed 20 MPH and slower if necessary prepared to stop at the absolute signal.
- i) Southward MP trains will report time clear of L&A Main Track at Lobdell Junction and Northward MP trains will report time clear of L&A main track at Mansura Jct. to L&A train dispatcher.

BATON ROUGE SUBDIV. SPECIAL INSTRUCTIONS 25

7.2 LOBDELL-NORTH BATON ROUGE-BATON ROUGE TERMINAL AREA:

- a) All trains secure clearance at Bridge Tower.
- b) Trains doubling over Mississippi River Bridge must not leave any part of train on steel structure.
- c) Main track switch at Bridge Jct. MP 785.2, "D" Line is an electric switch controlled by operator, Bridge Tower. Switch control box equipped with indicator lights displaying green aspect when switch is lined for main line and yellow aspect when switch is lined for "D" Line. Switch can also be hand operated.
- d) Exxon Plant: Main gate entrance, 12th St., equipped with two-way flashing yellow traffic signal on west side of main track. When this signal is operated by plant watchman, crossing must be cleared immediately for emergency vehicles.

Crews will flag over all crossings within plant before moving over them.

When not in use, all gates within plant must be closed and locked.

When derailments, fires, explosions, or other emergencies occur, crews working in plant will be governed as follows:

1. Notify Night Supt., ext. 640.
 2. Stay at scene of emergency until contacted by the Emergency Coordinator and act upon his instructions.
 3. If Night Supt. cannot be contacted, notify Emergency Coordinator, ext. 555.
 4. Notify L&A supervisor at North Baton Rouge.
- Movements over Solvay Road must be kept to a minimum between 3:00 PM and 5:00 PM.
- e) Wolf Bakery Spur: Outbound movements over Convention St. must be preceded by a flagman.
 - f) "D" Line: Do not leave cars between U.S. Rubber and Allied Chemical Co. crossings, north end of Maryland Yard. Cars must be left at least one car length back from outer side of these crossings. Cars stored in Maryland Yard tracks 1, 2 and siding must be left 2 power pole lengths south of U.S. Rubber crossing.
- Cars must be left at least 2 car lengths from Foster Grant crossing.

26 NEW ORLEANS SUBDIVISION — L&A RY.

SOUTH ↓	Mile Post	STATIONS	Capacity of:		Aux. Trks. Cars	NORTH ↑
			Sidings			
			Feet	Cars		
	788.1	No. BATON ROUGE ORSWY			Yard	
	789.2	BATON ROUGE			Yard	
	794.7	ESSEN	6339	126		
	800.4	KLEINPETER			13	
	805.0	PRAIRIEVILLE			9	
	810.5	GONZALES	5806	116	41	
	815.4	SORRENTO	1240	24		
	818.1	BARMEN	5376	107		
	828.4	GRAMERCY ORSY	4462	88	Yard Conn.	
	835.1	RESERVE Y			Yard Conn.	
	839.4	MONTEGUT	5949	118	10	
	841.1	LA PLACE			14	
	846.8	NORCO	4666	93	Yard	
	854.5	FRELLSEN	5958	119		
	856.4	IOG CROSSING			Conn.	
	857.5	KENNER	2126	42	44	
	862.6	SHREWSBURY			Yard Conn.	
	862.8	NOT CROSSING				
	864.4	WEST YARD ORSWY			Yard Conn. Conn.	
	865.0	KCS JUNCTION				
		CARROLLTON AVE. VIA NOUPT				
		NEW ORLEANS				

Tracks and/or Industries	MP	Car of Cap.	Dir. of Entry	Tracks and/or Industries	MP	Car of Cap.	Dir. of Entry
Associated Grocers	795.3	15	S	Sewell Plastics	835.8	13	S
Louisiana Concrete	799.4	5	S	Gulf States	836.0	39	S
Duplessis	807.6	12	S	St. Joe Paper	836.1	40	S
Wallace Co.	811.6	12	N	Good Hope	848.2	Conn.	S
McElroy	820.6	48	N&S	Signor	861.6	7	N
Ecol.	833.5	Lead	N&S				

NEW ORLEANS SUBDIVISION SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS MPH

1.1 MAXIMUM AUTHORIZED SPEED..... 40

Except:

Over Bridge 788.4 (Boyd Ave.)..... 10

Over Bridge 790.0 (City Park)..... 10

City Limits Baton Rouge..... 20

Over Bridge 801.8 (Manchac)..... 25

Over Bonnet Carre Spillway Bridge MP 845.6..... 20*

Over ICG Crossing MP 856.4..... 25

City Limits Kenner..... 20

Between MP 862.6 and MP 865.0..... 30

Except: Over NOT Crossing MP 862.8..... 20#

Northward Trains and engines from a point 500

feet south of Labarre Road to Labarre Road

Crossing..... 10

Southport Branch..... 10

*Brakes must be applied, speed reduced to 20 MPH, and brakes released 1/4 mile before trains move onto bridge from either direction.

#Do not exceed 20 MPH between the approach signals and the crossing.

1.2 All tracks other than main track, through turnouts and crossovers..... 5

NEW ORLEANS SUBDIV. SPECIAL INSTRUCTIONS 27

2. RAILROAD CROSSINGS AT GRADE.

Railroad	Mile Post	Type of Protection
ICG	Delta Match Spur	Interlocked*
ICG	856.4	Manual Interlocking@
NOT	862.8	Automatic Interlocking
ICG	Southport Branch	Manual Interlocking%
NOPB	Southport Branch	Manual Interlocking%
ICG	Southport Branch	Manual Interlocking%

@Controlled by ICG operator, Mays Yard.

%Controlled by ICG operator, Southport Tower.

*Instructions for operation posted at crossing.

3. SIGNAL RULES IN EFFECT.

ABS MP 789.9 to MP 862.6

A-PB South Siding Switch Essen to North Siding Switch Gramercy. (See Rules 410-415 inclusive, page 54.)

4. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.

MP 791.2 Lobdell-North Baton Rouge-Baton

Rouge

MP 827.1 to MP 830.4 Gramercy

MP 846.3 to MP 848.6 Norco

MP 861.2 Shrewsbury-West Yard-New Orleans

5. RESTRICTED SPEED TERRITORY (Rule 93 applies).

All trains and engines move at Restricted Speed between South Yard Limit Sign Baton Rouge, MP 791.2 and South siding switch Essen.

All trains and engines move at Restricted Speed between South Yard Limit Sign Gramercy and North Yard Limit Sign Norco and between South Yard Limit Sign Norco and North Yard Limit Sign West Yard.

6. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS.

MP 813.0

MP 832.0

7. LOCAL SPECIAL INSTRUCTIONS.

7.1 NORTH BATON ROUGE: Be governed by Item 7.2, Baton Rouge Subdivision Special Instructions.

7.2 WEST YARD:

a) Northward trains obtain verbal authority of train dispatcher before leaving West Yard.

b) International Lube Co. spur breaks off of the Southport Branch main track opposite Southport Tower. The switch is controlled from Southport Tower. While switching this spur, a member of the crew will position himself where he may observe the position of the derail at all times. Whistle signal for this spur is one long and one short.

SOUTH ↓	Mile Post	STATIONS	Capacity of:			NORTH ↑
			Sidings		Aux. Trks. Cars	
			Feet	Cars		
	0.0	HOPE.....				
	22.8	STAMPS.....				
		SSW CROSSING.....				
	41.2	TAYLOR.....	1260	25	4	
	50.3	CULLEN.....	5546	110	Yard	
	61.0	COTTON VALLEY.....			87	
	78.8	SHREVEPORT JUNCTION.....				
		MINDEN.....			Yard	
	79.2	WEST WYE SWITCH.....				
B-83.4		DOYLINE.....	793	15	7	
B-86.7		GOODWILL.....	4885	97		
B-92.5		PRINCETON.....	2599	51	30	
B-97.3		ADNER.....	4272	85	8	
B-105.1		L&A JUNCTION.....			Conn.	
105.4		ICG CROSSING.....				
105.9		L&A CROSSING.....				
561.7		LOUISIANA JCT.....				
561.2		RED JUNCTION.....			Conn.	
560.8		SILVER LAKE.....	5250	105	Yard	
558.2		No. WYE SWITCH.....				
556.3		HARRIET STREET.....			Yard	
553.3		DERAMUS YARD.....			Conn. Yard	

Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
Dunwhite.....	1.6	17	N&S	Dayson.....	62.3	93	N&S
Anthony.....	2.5	14	N	Treat.....	62.8	45	N
Herbert.....	21.1	32	N&S	Dorcheat.....	72.0	48	N&S
Lerch.....	30.1	45	N&S	Ferguson.....	B 101.9	12	N&S
Springhill.....	47.7	21	S	Hinkle.....	B 104.8	56	N&S
Sarepta.....	55.5	4	N				

HOPE SUBDIVISION SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS MPH

1.1 MAXIMUM AUTHORIZED SPEED..... 40

Except:

City Limits Hope.....	8*
Over SSW Crossing MP 22.8.....	20 Eng. only
Between MP 71.0 and MP 72.0.....	20
City Limits Minden.....	8
City Limits Bossier City.....	10
Over SSW Red River Bridge.....	5
Between Red Jct. and East Stem of Wye.....	20
Through North Leg of Wye, Shreveport.....	10

* 5 MPH over Third St.

1.2 All tracks other than main track, through turnouts and crossovers..... 5

1.3 Speed Restrictions, SD 40 Units.

SD 40 Units are restricted to main track and may be used in detour movements only.

Between L&A Jct. and West Wye Switch.....	25
Through West Leg of Wye, Minden, entire train	5

2. RAILROAD CROSSINGS AT GRADE.

Railroad	Mile Post	Type of Protection
SSW	22.8	Automatic Interlocking
ICG	105.4	Automatic Interlocking
L&A	105.9	Electrically Locked Gate

3. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.

MP 0.0 to MP 2.9	Hope
MP 21.5 to MP 24.6	Stamps
MP 47.0 to MP 52.4	Springhill-Cullen
MP 59.8 to MP 64.5	Cotton Valley
MP 75.6 to MP B84.0	Minden
MP B103.6	Hinkle-Bossier City-Deramus Yard

4. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS.

MP 69.5

5. LOCAL SPECIAL INSTRUCTIONS.

5.1 DERAMUS YARD:

- Operation via KCS between Deramus Yard and North Wye Switch. Be governed by KCS 6th Subdivision Special Instructions, page 14.
- Operation via SSW between Red Jct. and L&A Jct. Be governed by Item L-5 System Special Instructions, page 68.
- Between Deramus Yard and L&A Jct. also be governed by Shreveport Terminal Area Special Instructions, page 35.

5.2 MINDEN:

- All trains secure clearance at Minden.
- Normal position of switches at Shreveport Jct. and West Wye Switch is for Hope Subdivision main track.

South Lead Switch is a spring switch equipped with switch point indicator for facing point movements. Rule 104(a) applies. Normal position is for Minden Subdivision main track. Southward trains and engines from the South Lead may trail through the points.

5.3 STAMPS: Crews obtain verbal authority of SSW train dispatcher before occupying SSW main track or siding.

5.4 HOPE: City ordinance prohibits blocking of streets in excess of 10 minutes and trains and cars must not be left or tied up within 50 feet either side of any street crossing. Movements over all street crossings must be preceded by a flagman.

30 MINDEN SUBDIVISION — L&A RY.

SOUTH ↓	Mile Post	STATIONS	Capacity of:			NORTH ↑
			Sidings		Aux. Trks. Cars	
			Feet	Cars		
	78.8	MINDEN.....				Yard
		0.4				
	79.2	SOUTH WYE SWITCH.....				Yard
		4.0				
	83.2	SIBLEY.....	3306	66	15	
		ICG CROSSING.....			Conn.	
		6.1				
	89.3	HEFLIN.....	1965	39	13	
		8.8				
	98.1	JAMESTOWN.....	1760	35	15	
		7.0				
	105.1	CASTOR.....	1660	33		
		9.2				
	114.3	ASHLAND.....	1882	37	22	
		7.9				
	122.2	CHESTNUT.....	1787	35	14	
		7.6				
	129.8	GOLDONNA.....	1752	35		
		9.1				
	138.9	CALVIN.....	2987	59		
		8.9				
	147.8	WINNFIELD.....	2966	59		Yard
		9.9				Conn.
	157.7	PACKTON..... Y	1495	29	8	
		8.8			Conn.	
	166.5	WILLIANNNA.....	2399	47		
		7.4				
	173.9	DRY PRONG.....	3020	60	7	
		4.7				
	178.6	BENTLEY.....	2270	45	16	
		9.8				
	188.4	TIOGA.....	3837	76	9	
		0.5				
	188.9	MP CROSSING.....				
		4.9				
	193.8	PINEVILLE JUNCTION... Y				Yard

Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
Aero Pres.....	82.3	5	N	Intl. Paper Co.....	114.4	14	S
Boycaw Wood Yard.....	82.9	16	S	International Paper Co.....	130.6	19	S
Intl. Paper.....	97.8	12	N	Placid Oil Co.....	131.5	21	N&S
Anderson.....	104.0	20	N	Carla.....	144.9	Conn.	N
Roy.....	107.4	83	N				

MINDEN SUBDIVISION SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS MPH
 - 1.1 MAXIMUM AUTHORIZED SPEED..... 40

Except:

City Limits Minden.....	8
Over ICG Crossing MP 83.2.....	20 Eng. only
Between MP 114.6 and MP 120.5.....	35
City Limits Winnfield.....	8
Over MP Crossing MP 188.9.....	20
Between Melrose St. Extension MP 192.7 and Pineville Jct.	20
 - 1.2 All tracks other than main track, through turnouts and crossovers..... 5
 - 1.3 Speed Restrictions, SD 40 Units

SD 40 Units are restricted to main track and may be used in detour movements only.

Between Minden and Pineville Jct.....	25
Through West Leg of Wye, Minden, entire train	5

2. RAILROAD CROSSINGS AT GRADE.

Railroad	Mile Post	Type of Protection
ICG	83.2	Automatic Interlocking
MP	188.9	Automatic Interlocking

MINDEN SUBDIVISION SPECIAL INSTRUCTIONS 31
3. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.

MP 81.3	Minden
MP 82.4 to MP 84.5	Sibley
MP 146.7 to MP 149.4	Winnfield
MP 156.3 to MP 158.4	Packton
MP 192.0	Pineville Jct.-Alexandria

4. RESTRICTED SPEED TERRITORY (Rule 93 applies).

All trains and engines move at Restricted Speed between North Yard Limit Sign Sibley and South Yard Limit Sign Minden.

All trains and engines move at Restricted Speed between MP 144.0 and North Yard Limit Sign Winnfield.

5. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS.

MP 109.0

6. LOCAL SPECIAL INSTRUCTIONS.

6.1 MINDEN: Normal position of switches at Shreveport Jct. and West Wye Switch is for Hope Subdivision main track.

South Lead Switch is a spring switch equipped with switch point indicator for facing point movements. Rule 104(a) applies. Normal position is for Minden Subdivision main track.

Southward train and engines from the South Lead may trail through the points.

6.2 WINNFIELD: Rock Island trains obtain necessary train orders and instructions from L&A train dispatcher before entering L&A main track.

Rock Island trains operate over L&A between Winnfield and Alexandria and are governed by KCS Lines Operating Rules, System Timetable and Special Instructions.

Northward RI trains will report to L&A Dispatcher time clear of L&A main track Winnfield.

6.3 PINEVILLE JCT.: Pineville Jct. switch is a spring switch equipped with switch point indicator for facing point movements. Rule 104(a) applies. Normal position is for Shreveport Subdivision main track. After stopping at "STOP" sign, Southward trains and engines from the Minden Subdivision may trail through the points.

SOUTH ↓	Mile Post	STATIONS	Capacity of:			NORTH ↑
			Sidings		Aux. Trks. Cars	
			Feet	Cars		
	223.1	DALLAS				Conn.
		37.8 VIA ATSF				
	185.3	FARMERSVILLE				
		13.7				
	171.6	HUNT				Yard
		1.4				Conn.
	170.2	SSW CROSSING				Conn.
		9.0				
	161.2	CAMPBELL	3162	63		
		13.4				
	147.8	BRASHEAR	4555	91		
		7.5				
	140.3	SULPHUR SPRINGS	1820	36		Yard
		9.6				
	130.7	COMO	5863	117		6
		13.0				
	117.7	WINNSBORO	2378	47		Yard
		19.4				
	98.3	PITTSBURG				Yard
		7.9				Conn.
	90.4	WELSH				Yard
		1.6				
	88.8	CASON	3726	74		7
		6.2				
	82.6	DAINGERFIELD				37
		4.2				
	78.4	VEALS				Yard
		2.1				Conn.
	76.3	HUGHES SPRINGS				Yard
		15.2				
	61.1	LASSATER	4726	94		11
		8.9				
	52.2	BURFORD				57
		1.9				
	50.3	NORTH JEFFERSON				66
		0.1				
	50.2	MP CROSSING				Conn.
		0.9				
	49.3	JEFFERSON				Yard
		7.6				
	41.7	BALDWIN	2214	44		
		4.9				
	36.8	KARNACK				21
		1.2				
	35.6	FOX	6001	120		
		13.6				
	3.7	HAMMOCK	6771	135		
		3.7				
	0.0	TEXAS JUNCTION				Conn.
		4.2				
		DERAMUS YARD				

Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
Westland Oil	T 0.3	23	N	Tidewater	T112.0	Yard	N&S
Shipp	T 5.8	22	N&S				Wye
Whelan	T 9.7	21	N&S	Eser	T116.4	44	N&S
Longhorn Ordinance	T 35.0	Yard	N&S	Pickton	T125.8	25	S
Wilkes Spur	T 63.3	Yard	N	Thermo	T134.7	13	N&S
Avinger	T 67.4	7	N&S	Tugeo	T136.2	Lead	N
Daingerfield Manufaturing	T 81.5	32	N&S	Assc. Milk Prod.	T141.5	5	S
Leesburg	T105.4	75	S	Cumby	T154.5	5	S
Newsome	T108.5	10	N				

TEXAS SUBDIVISION SPECIAL INSTRUCTIONS

1. SPEED RESTRICTIONS MP
1,1 MAXIMUM AUTHORIZED SPEED 40
Except:
Over Cypress Bayou Bridge MP T-49.0 20
City Limits Jefferson 20
Over MP Crossing MP T-50.2 10
City Limits Hughes Springs 10
Around Curves at Bridge MP T-83.8 25
Over Bridge T-86.8 (Boggy Creek) 25
Around Curve at Bridge MP T-93.0 25
City Limits Pittsburg 20
Over SSW Crossing MP T-98.3 20
City Limits Winnsboro 20

City Limits Sulphur Springs 10
Over SSW Crossing MP T-170.2 10*
Between MP T-171.6 and MP T-185.3 25

*10MPH for engine and 20 MPH for balance of the train

- 1.2 All tracks other than main track, through turnouts and crossovers 5
Except: Through Turnout at Texas Junction 30
Between MP T-112.0 and Tidewater Refinery 20

2. RAILROAD CROSSINGS AT GRADE.

Railroad	Milepost	Type of Protection
MP	T- 50.2	Manual Interlocking#
SSW	T- 98.3	Automatic Interlocking
SSW	T-170.2	Gate* (Rule 98)

Controlled by MP control operator, Marshall.

* Gate may be left in position last used.

3. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.

MP T- 47.7 to MP T- 51.5	Jefferson-North	Jefferson
MP T- 75.3 to MP T- 79.3	Hughes Springs-Veals	
MP T- 82.3 to MP T- 83.3	Daingerfield	
MP T- 97.0 to MP T- 99.6	Pittsburg	
MP T-115.7 to MP T-118.8	Winnsboro	
MP T-139.4 to MP T-142.0	Sulphur Springs	
MP T-169.1 to MP T-172.0	Hunt	
MP T-184.5	Farmersville	

4. RESTRICTED SPEED TERRITORY (Rule 93 applies).

All trains and engines move at Restricted Speed between MP T-79.3 and MP T-82.3 and between MP T-83.3 and MP T-97.0.

All trains and engines move at Restricted Speed between South Yard Limit Sign Sulphur Springs and MP T-138.0.

All trains and engines move at Restricted Speed between North Yard Limit Sign Hunt and South Yard Limit Sign Farmersville.

5. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS.

MP T- 41.7
MP T- 64.6
MP T-102.2
MP T-150.8

6. LOCAL SPECIAL INSTRUCTIONS.

6.1 DERAMUS YARD-TEXAS JCT.:

Operation via KCS between Texas Jct. and Deramus Yard. Be governed by KCS 5th Subdivision Special Instructions, page 11.

6.2 JEFFERSON, CYPRESS BAYOU BRIDGE MP T-49.0:

Crew member of Northward Trains must make roll by inspection of train before train moves over bridge. Crew member or operator must make roll by inspection of Southward trains before train moves over bridge.

6.3 SULPHUR SPRINGS: L&A crews using "Boomer Track" must not foul SSW main track.

6.4 WELSH: Employees are prohibited from riding on top or side of cars entering or moving through dumper building, Swepeco Power Plant.

6.5 HUNT:

- a) When occupying MKT tracks between Greenville-Hunt-Melton be governed by Item L-3 System Special Instructions, page 68, and the following:

On the MKT, the direction from Greenville to Melton is Southward

MKT Mile Post	Maximum Authorized Speed
713.0 Greenville	Between Greenville and Hunt 20 MPH
714.0 Hunt	Between Hunt and Melton 30 MPH
715.6 Melton	

Yard Limits in effect between Greenville-Hunt-Melton.

ABS Rules in effect between Greenville-Hunt-Melton.

Southward movements from siding, Melton, if block indicator indicates "Block Clear", must open switch and wait 2 minutes to receive "Proceed" indication on Absolute Signal in siding.

Northward or southward trains holding main track at meeting point Melton must remain back of "Fouling Point" Signs until opposing train is entering siding.

- b) Trains and engines will not operate over street crossings from Lee to Wellington, inclusive, during periods listed below:

Monday thru Saturday	Sundays
7:00 AM- 7:15 AM	11:45 AM-12:15 PM
7:45 AM- 8:15 AM	
11:45 AM-12:15 PM	
12:45 PM- 1:00 PM	
4:45 PM- 5:15 PM	

6.6 FARMERSVILLE-DALLAS: Operation via ATSF between Farmersville and Dallas. Be governed by Item L-1 System Special Instructions, page 58.

1. Two main tracks, KCS 6th Subdivision, between South Lead Switch, Deramus Yard, and Hollywood Avenue, MP 561.0. Current of traffic is on right hand track in the direction of movement. These tracks designated as East Main Track for Northward movements and West Main Track for Southward movements. Between Harriet St. and Hollywood Avenue movements against the current of traffic must be authorized by the yardmaster or preceded by a flagman.

2. Single main track between North Wye Switch, KCS MP 558.2, and Red Jct., L&A MP 561.2, designated as L&A Main Track. Track parallel to main track on the West side, from L&A MP 560.1 to Red Jct., designated as Silver Lake Siding. Crews of trains and engines will first ascertain from the yardmaster, Deramus Yard, if siding is clear before proceeding to Silver Lake against opposing trains.

3. Block signals govern movements in either direction on North Leg of Wye and Northward movements on KCS East Main Track over North Wye Switch.

Signals are lighted continuously.

Signal indications are as follows:

Red Stop, or Stop and Proceed.

Yellow....Proceed at Restricted Speed.

These signals are located as follows:

High home signal governing Southward movements on North Leg of Wye. Located 2350 feet South of MP 558, near SP overhead bridge.

Low Automatic signal Number 5581 governing Southward movements on KCS East Main Track, located 1806 feet South of MP 558.

High home signal governing Northward movements from North Leg of Wye onto KCS East Main Track. Located 2566 feet South of MP 558, near SP overhead bridge.

High automatic signal Number 5588 governing Northward movements on North Leg of Wye. Located 4038 feet South of MP 558.

High home signal governing Northward movements on KCS East Main Track over North Wye Spring Switch, Located 2566 feet South of MP 558, near SP overhead bridge.

Low automatic signal Number 5584 governing Northward movements on KCS East Main Track, located 3390 feet South of MP 558.

When "STOP" or "Stop and Proceed" indication is displayed and does not change to yellow within 5 minutes, movements may proceed under flag protection, but must allow time for flagman to get through the block before starting movement.

4. Spring Switches located as follows:

South end of Tail Track, KCS MP 554.1. Normal position for KCS East Main Track. Southward movements from the Tail Track may trail through the points.

North Wye Switch, KCS MP 558.2. Normal position for North leg of Wye. Northward movements on KCS East Main Track may trail through the points.*

Hollywood Avenue, KCS MP 561.0. Normal position for Northward movements from single main track to East Main Track. Southward movements on West Main Track may trail through the points.*

Red Jct., L&A MP 561.2. Normal position for SSW main track. Outbound L&A trains and engines may trail through the points.*

Louisiana Jct., L&A MP 561.7. Normal position for SSW main track. Inbound L&A Shreveport Subdivision trains and engines may trail through the points.*

L&A Jct., L&A MP B-105.1. Normal position for SSW main track. Inbound L&A Hope Subdivision trains and engines may trail through the points.*

*Indicates equipped with switch point indicator for facing point movements. Rule 104(a) applies.

5. Operation via SSW between Red Jct. and L&A Jct.

Be governed by Item L-5 System Special Instructions, page 68, and the following:

On the SSW, the direction from Red Jct. to L&A Jct. is Northward.

SSW Milepost	Stations
K-449.1	L&A Jct.
K-449.4	ICG Crossing
K-449.9	L&A Crossing
K-450.2	Louisiana Jct.
K-450.7	Red Jct.

ABS in effect between Red Jct. and L&A Jct.

Yard Limits in effect between Red Jct. and L&A Jct.

Trains and engines will be governed by signal indication and move at Restricted Speed without timetable or train order authority and without superiority of trains.

L&A Jct.: When either Southward Absolute Signal displays 'Stop' Indication, approaching train or engine must stop. If signal does not change to proceed indication and no train or engine is seen or heard approaching, train or yard man must examine spring switch and protect ahead to Southward Absolute Signal, North of ICG Crossing, after which train or engine will proceed as per signal indications. Trains and engines must not exceed 10 MPH through switch at L&A Jct.

Louisiana Jct.: Should Southward Absolute Signal on L&A Main Track display 'Stop' Indication, train or engine must stop. If signal does not change to proceed indication and no train or engine is seen or heard approaching, train or yard man must examine spring switch and protect ahead to North end of Red River Bridge, after which train or engine may proceed through Louisiana Jct. not exceeding 10 MPH through spring switch.

Mechanical Crossing Protection: When Absolute Signal governing movement over L&A Crossing at Bossier, MP K-449.9 displays 'Stop' Indication, trains and engines must stop and comply with the requirements of KCS Rule 350.

Trainman will go to the crossing, and should no train or engine be occupying the crossing, trainman will first protect properly against train or engine, when conditions require, and then give proceed hand or lamp signal from a position on the crossing. By night, and when conditions require by

day, a burning red fusee will be displayed on both sides of crossing on the track of conflicting route before trainman gives proceed signal to his train.

Location of Overhead and Side Structures not Standard Clearance on Main Track and Sidings:

Red River Bridge, SSW MP K-450.3

6. PUBLIC CROSSINGS AT GRADE.

6.1 In the absence of proper traffic indicator lights at Jordan, Louisiana and McNeil Sts., movements over these crossings must be preceded by a flagman.

6.2 Linwood Blvd.: Manually operated traffic light in service. Member of crew must operate key boxes to "Stop" position before crossing is occupied and "Start" when movement over crossing is completed. If system fails to display red traffic light, movement over the crossing must be protected by a flagman.

6.3 Train actuated traffic signals in service at 84th St. crossing, KCS MP 563.1. White indicator light on relay case indicates signals functioning. If indicator light is not illuminated, trains and engines must approach crossing prepared to stop and movement must be preceded by a flagman unless crew is certain that all vehicular traffic is stopped.

7. Anti-whistling ordinance in effect within Shreveport City Limits.

KCS LINES SYSTEM SPECIAL INSTRUCTIONS

A. GENERAL

1. NORTHWARD REGULAR TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
2. Capacity of sidings shown in 50 ft. cars, also feet, clearance point to clearance point.
3. Reference Anti-whistling ordinances: Within city limits at points specified in Local Special Instructions, the engine whistle must not be sounded except when necessary to prevent accidents or in case of emergency.
4. Within Yard Limits and portions of the railroad designated as Restricted Speed Territory yard engines, locals, and dodgers will keep informed of through train movements and will clear main track on the approach or if practical before the approach of through train movements, avoiding all delay possible.
5. Clearance and train orders are not required for movement within Restricted Speed Territory, unless otherwise indicated in Local Special Instructions.
6. Unless otherwise restricted, trains will not exceed 25 MPH when meeting or passing another train occupying a siding.
7. Where the letters CTC are shown herein they designate territory where Rules 400-406 inclusive are in effect.
8. The following letters, or symbols, placed in column with station name, indicate the following:

O — Diesel Fuel	T — Turntable
R — TOFC Ramp	W — Water
S — Scale	Y — Wye
⊙ — Train Order Office; hours designated by General Order.	

B. MAXIMUM AUTHORIZED SPEED FOR TRAINS HANDLING WORK EQUIPMENT. (Where Maximum Authorized Speed specified on schedule pages is lower, such speed will govern).

1. KCS Wreckers 05, 06 and 07 may be handled as follows:

KCS Ry.:

All Subdivisions except Lake Charles Subdivision. 25 MPH

Except:

Over Bridge A-478, MP 477.9 10 MPH
 Over Bridge A-540, MP 539.2 10 MPH

KCS Wreckers 05, 06 and 07 must not be handled on the Baxter Springs Branch, FSVB Branch, AW Ry., or Lake Charles Subdiv. unless authorized by Supt.

L&A Ry.:

Shreveport Subdivision 25 MPH

Except:

Over Bridge 589.6 10 MPH
 Over Bridge 634.2 10 MPH
 Over Bridge 650.0 10 MPH
 Over Bridge 680.3 10 MPH

BATON ROUGE SUBDIVISION	25 MPH
Except:	
Over Bridge 684.2	10 MPH
Over Bridge 704.5	10 MPH
Over Bridge 715.0	10 MPH
Over Bridge 716.7	10 MPH
Over Bridge 767.7	10 MPH
Over Bridge 783.2	10 MPH
Over Bridge 785.1	10 MPH
NEW ORLEANS SUBDIVISION	25 MPH
Except:	
Over Bridge 788.4	10 MPH
Over Bridge 790.0	10 MPH
Over Bridge 801.8	10 MPH
Over Bridge 845.6	10 MPH
MINDEN SUBDIVISION	20 MPH
HOPE SUBDIVISION	20 MPH
Except:	
Over Bridge 71.7	10 MPH
TEXAS SUBDIVISION	25 MPH
Except:	
Over Bridge T-49.0	10 MPH
Over Bridge T-86.8	10 MPH

Unless otherwise authorized by Supt., Wreckers must be handled with boom down in trailing position.

System wreckers and wrecker outfit cars will be handled on head end of train, except Heavener wrecker outfit car 038 which must move on rear end only, just ahead of caboose.

2. Pile Driver-Clamshall 090 and 093..... 30 MPH

Except:

KCS Ry.

Over Bridge A-478, MP 477.9 20 MPH
 Over Bridge A-540, MP 539.2 20 MPH

L&A Ry.**SHREVEPORT SUBDIVISION**

Over Bridge 589.6 10 MPH
 Over Bridge 634.2 10 MPH
 Over Bridge 650.0 10 MPH
 Over Bridge 680.3 10 MPH

BATON ROUGE SUBDIVISION

Over Bridge 684.2 10 MPH
 Over Bridge 704.5 10 MPH
 Over Bridge 715.0 10 MPH
 Over Bridge 716.7 10 MPH
 Over Bridge 767.7 10 MPH
 Over Bridge 783.2 10 MPH
 Over Bridge 785.1 10 MPH

NEW ORLEANS SUBDIVISION

Over Bridge 788.4 10 MPH
 Over Bridge 790.0 10 MPH
 Over Bridge 801.8 10 MPH
 Over Bridge 845.6 10 MPH

HOPE SUBDIVISION

Over Bridge 71.7 10 MPH
 TEXAS SUBDIVISION 25 MPH

Except:

Over Bridge T-49.0 10 MPH
 Over Bridge T-86.8 10 MPH

KCS 090 and 093 must be trained on the head end with boom in trailing position, except boom may be placed in leading position for movement for short distances. When boom is handled in leading position, speed must be restricted to 5 MPH less than speeds shown above.

3. Scale Test Car KCS 01 must be handled on the head end and may be handled at Maximum Authorized Speed.

Other scale test cars must be handled on the rear of trains at a speed not to exceed 35 MPH.

4. Jordan Ditcher-Spreader KCS 097..... 35 MPH
Except in actual work train operation, KCS 097 must be handled on the head end, headed in the direction of movement, and have the spreader wings folded back against the car and securely fastened.

C. OTHER EQUIPMENT RESTRICTIONS:

1. Except on locals, dodgers and work trains, cabooses must be handled on the rear of trains, unless otherwise authorized by the Supt.
2. Occupied outfit cars must be handled on the rear of trains.
3. Wreckers, pile drivers, and other machinery on its own wheels, equipped with boom, must be handled in trains with boom in trailing position, except as may be otherwise authorized by the Supt. Wrecking operations with Wreckers KCS 05, 06 and 07 can be performed on bridges only when trucks on boom end are off bridge, regardless of use of outriggers.
4. Derrick cars with booms disconnected, or heavy machinery riding on its own wheels, or loaded on coal or flat cars, must be trained with the heavy end in direction train is moving.
5. Foreign line wreckers, pile drivers, derrick cars, and other heavy machinery on its own wheels; or such equipment moving on Revenue Billing, will be handled only on authority of Supt.
6. Open top cars and flat cars containing pipe, poles, piling or other loads liable to shift will not be handled in trains next to engine or placarded loaded tank cars, regardless of whether or not lading extends above or beyond the ends of such cars.
7. Part loaded tank cars must be trained immediately ahead of caboose for observation and moved only upon authority of Supt. (These instructions do not supersede Bureau of Explosives instructions for handling "Placarded" loaded tank cars.)
8. Cars 85 feet or longer must not be placed nearer than the 6th car from an engine or remote unit.
9. SD 40 units will not be coupled directly to any car with gross weight in excess of 263,000 lbs., unless otherwise authorized by Superintendent.
10. Bad order cars will not be handled behind caboose, except cars with draw bars that can be coupled to caboose and air and hand brakes operative.
11. Doors of empty hopper cars must be closed and securely fastened before moving.
12. Pulpwood rack cars partly loaded with heavy portion of load on one side must not be moved.
13. When "DF" or Plug Door cars are made empty or received empty from connections the doors must be closed and car sealed.

14. Passenger equipment may only be handled as authorized by the Supt.
15. When flat spots develop on wheels of freight cars, speed will be reduced to 10 MPH to first point where car will be set out, and train dispatcher notified.
16. Unless otherwise directed, freight cars must not be operated where water depth over rail exceeds 25 inches above top of rail. Speed must not exceed 5 MPH.
17. When handling cars in a block of 20 or more loaded cars each weighing 263,000 or more (bulk commodities), speed must be reduced to 5 MPH over bridges designated by General Order or Train Orders.
18. Maximum Authorized Speed while handling Unit Coal Trains, both loaded and empty, will be governed by instructions from the Superintendent.
Brakes are not to be applied on these trains when moving over trestle type bridges except in case of emergency.
When possible and practicable, unit trains should be handled with dynamic braking. Every precaution should be exercised to preclude use of automatic or engine brakes while moving over trestle type bridges.
19. Sulphur trains originating ATSF Farmersville: These blocks of sulphur must be trained as head cars of through tonnage leaving Hunt Yard.
20. PLACEMENT OF REMOTE UNITS: When using Remote Units, in a consist, tonnage will be distributed as follows:

Power Head End	Power Remotes	Placement of Tonnage	
		Ahead of Remote	Behind Remote
4	4	40%	60%
4	3	47½%	52½%
4	2	55%	45%
4	1	67%	33%
3	4	35%	65%
3	3	40%	60%
3	2	50%	50%
3	1	62½%	37½%
2	3	33%	67%
2	2	40%	60%
2	1	55%	45%
1	1	40%	60%

D. OPERATION OF ENGINES:

1. SW-1500 engines, except units 4363-4364-4365 and 4366, when used as operating cabs must not exceed 25 MPH.
2. Road service engines, when backing or when controlled from rear unit, must not exceed 30 MPH.
When back-up movement is made by engine consisting of two or more units, engine will be controlled from leading unit in direction of movement, except when making short back-up moves.
When not practicable to control engine from leading unit, crew member will be on leading unit to direct the movement.
3. Crews of trains having engines in tow will observe their movement frequently and if they show signs of distress will stop train and request instructions for further handling. Engines handled in tow must have all switches open, main fuse removed, reversing drums and main power contactors blocked.

4. Unless otherwise directed, diesel engines must not be operated where water depth exceeds 4 inches above top of rail. When operating through water, speed must not exceed 5 MPH.
5. Two GP-7 units coupled together are not to be handled behind three or more SD 40 units in an engine consist.
6. Engines with flat spots in excess of 2 3/4 inches must not be handled exceeding 10 MPH, unless authorized by Supt.
7. On engines so equipped, revolving amber light must be operated when working industrial assignments and switching over public crossings at grade. Lights must be kept in operation on lead unit of road engines while engine is in service.
8. When two or more diesel units are coupled, the speed limit of the combination will be the lowest maximum permissible speed of the combination.
9. When an engine is observed throwing sparks or fire, report such instance to the Chief Dispatcher immediately and to the Roundhouse Foreman at final terminal.
10. Engine brakes must be released and not applied, unless absolutely necessary, while moving over bridges where decking is not protected by metal or ballast covering.
11. Speed recorder boxes in the control units of all diesel engines are sealed with car seals. Engineers will record seal number on time slip. If seal is broken or missing this information must be shown on time slip.
12. When units fail on line, or move dead in tow, wheel report must indicate which unit and distance handled.

E. NOTIFICATION REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of equipment mentioned in Item B above, or equipment or shipments of excessive height or width causing the speed of the train handling to be restricted below the Maximum Authorized Speed, or where clearance of structures, or equipment on adjacent tracks may be close, when practicable, a Train Order, Form X, or message, must be issued, specifying the restrictions. When not practicable to obtain Train Order, Form X, or message, conductor must inform engineer of restricted equipment, specifying the Maximum Authorized Speed the equipment may be handled at, and notify the train dispatcher.

F. SHIPMENTS REQUIRING CLOSE ATTENTION:

Unless otherwise directed by Supt., shipments of excessive height, width, weight or value or other unusual shipments requiring close attention must be positioned in trains as close to engine as practical, but in no case further than 5 cars behind engine, except cars accompanied by messenger, cars requiring handling on rear end only, or cars moving in local trains may be positioned not to exceed 5 cars ahead of caboose. Such shipments will not be handled except upon instructions issued by the Chief Dispatcher.

G. MAXIMUM GROSS WEIGHT LIMITATIONS AND MAXIMUM AUTHORIZED SPEED FOR TRAINS HANDLING RESTRICTED EQUIPMENT:

The following will govern as to gross weights (combined weights of car and lading) which can be moved over the KCS-L&A. For operation over SLSF between Poteau and Ft. Smith see item 4 below:

1. Cars with gross weight of 263,000 lbs. to 274,000 lbs. Speed restrictions shall be 5 MPH under that shown in the timetable except as shown below:

TIMETABLE NO. 1

K. C. S. Ry.:

Must not be handled over Baxter Springs Branch, FSVB Branch, AW Ry., or Pt. Neches Belt without authority of Superintendent.

L&A Ry.:

Shreveport Subdivision	
Over Bridge 589.6	25 MPH
Over Bridge 634.2	25 MPH
Over Bridge 650.0	25 MPH
Over Bridge 680.3	10 MPH

Baton Rouge Subdivision

Over Bridge 684.2	25 MPH
Over Bridge 704.5	25 MPH
Over Bridge 715.0	25 MPH
Over Bridge 716.7	25 MPH
Over Bridge 767.7	20 MPH
Over Bridge 783.2	10 MPH

New Orleans Subdivision

Over Bridge 788.4	10 MPH
Over Bridge 790.0	10 MPH
Over Bridge 801.8	25 MPH

Cars with a gross weight in excess of 263,000 lbs. must not be handled over the "D" Line, North Baton Rouge, from the UTL Lead to End of "D" Line, MP D 209.9, or over the Carla Branch, Minden Subdivision.

2. Cars with gross weight of 274,000 to 315,000 lbs.

Jumbo Hopper and Wood Rack Cars	30 MPH
Jumbo Tank Cars	35 MPH

 Except:

KCS Ry.:

Fifth Subdivision

Over Bridge A-478, MP 477.9	20 MPH
Over Bridge A-540, MP 539.2	20 MPH

Lake Charles Subdivision..... 20 MPH

Except:

Over Bridge A-733-B, MP 732.4-B	10 MPH*
Over Bridge A-740-B, MP 739.4-B	10 MPH**

L&A Ry.:

Shreveport Subdivision

Over Bridge 589.6	20 MPH
Over Bridge 634.2	20 MPH
Over Bridge 650.0	20 MPH
Over Bridge 680.3	10 MPH

Baton Rouge Subdivision

Over Bridge 684.2	10 MPH
Over Bridge 715.0	20 MPH
Over Bridge 716.7	20 MPH
Over Bridge 728.4	25 MPH
Over Bridge 767.7	20 MPH

New Orleans Subdivision

Over Bridge 790.0	10 MPH
Over Bridge 845.6	10 MPH

Texas Subdivision 25 MPH

Except:

Over Bridge T-49, MP T-49.0	10 MPH
Over Bridge T-86.8	10 MPH

* Only one 274,000 lbs. to 315,000 lbs. car coupled with 263,000 lbs. or lighter cars while moving over Bridge A-733-B.

** No more than two of the above cars can be coupled together while moving over this bridge.

TIMETABLE NO. 1

3. Con Rail tank cars with two 6 wheel trucks, 36" wheels, 6½" x 12" journals, overall length 80' 3", wheelbase 69' 3" loaded to a gross weight of 394,500 lbs. may be handled as follows:

KCS Ry.:

All Subdivisions35 MPH

Except:

Fifth Subdivision30 MPH
 Except: Over Bridge A-540, MP 539.220 MPH
 Sixth Subdivision30 MPH
 Seventh Subdivision30 MPH
 Lake Charles Subdivision.....20 MPH

Except:

Over Bridge A-733-B, MP 732.4-B10 MPH*
 Over Bridge A-740-B, MP 739.4-B10 MPH**
 These cars must not be handled over the Baxter Springs Branch, FSVB Branch, AW Ry., or Pt. Neches Belt.

L&A Ry.:

All Subdivisions35 MPH

Except:

Shreveport Subdivision
 Over Bridge 589.620 MPH
 Over Bridge 634.220 MPH
 Over Bridge 650.020 MPH
 Over Bridge 680.310 MPH

Baton Rouge Subdivision

Over Bridge 684.220 MPH
 Over Bridge 704.520 MPH
 Over Bridge 715.020 MPH
 Over Bridge 716.720 MPH
 Over Bridge 767.710 MPH

New Orleans Subdivision

Over Bridge 790.010 MPH
 Texas Subdivision25 MPH
 Except: Over Bridge T-49, MP T-49.010 MPH

* Only one 394,500 lbs. car coupled with 263,000 lbs. or lighter cars while moving over Bridge A-733-B.

** No more than two of the above cars can be coupled together while moving over this bridge.

4. Maximum Gross Weight allowable on SLSF between Poteau and Ft. Smith:

Cars with length over strikers 49' or greater — 235,000 lbs.

Cars with length over strikers less than 49' — 222,000 lbs.

These restrictions apply regardless of size of car wheels.

5. DUPX 28050 series cars having a gross weight of 526,000 lbs. may be handled with the following restrictions:

KCS Ry.:**First Subdivision**

Over Bridge A-74 MP 73.225 MPH

Fifth Subdivision

Over Bridge A-478, MP 477.910 MPH

Over Bridge A-498, MP 497.525 MPH

DUPX 28050 series, 8 axle tank cars having a gross weight of 526,000 lbs., may be coupled together in any number but must not be coupled to any other car with gross weight in excess of 263,000 lbs. or coupled next to engine.

These cars shall not move over the L&A Ry. unless authorized by Superintendent.

6. Cars with gross weight in excess of 405,000 lbs. will not be moved over SSW Red River Bridge, Shreveport.
7. When gross weight of any car exceeds those provided for in items 1-6 above, cars must not be moved except upon instructions from Supt. of Transportation.

H. OVERLOADS:

1. Cars of the following capacities may be loaded to the following gross weights:

60,000 lbs. Capacity cars may be loaded to gross weight of103,000 lbs.

70,000 lbs. Capacity cars may be loaded to gross weight of116,000 lbs.

80,000 lbs. Capacity cars may be loaded to gross weight of142,000 lbs.

100,000 lbs. Capacity cars may be loaded to gross weight of177,000 lbs.

140,000 lbs. Capacity cars may be loaded to gross weight of220,000 lbs.

200,000 lbs. Capacity cars may be loaded to gross weight of263,000 lbs.*

250,000 lbs. Capacity cars may be loaded to gross weight of315,000 lbs.

* (NOTE: 263,000 lbs. gross weight of 200,000 lbs. capacity cars does not apply to cars having wheels less than 36 inches in diameter.)

Except:

Southern Ry. 16000 series cars may be loaded to gross weight of 275,000 lbs. for movement of Kimberly-Clark paper from New Orleans to Dallas and Kansas City.

200,000 lbs. capacity cars loaded with rubber at Beaumont, Pt. Arthur, Lake Charles, and Baton Rouge for routing via Kansas City may be loaded to maximum gross weight of 283,000 lbs. These cars must receive an inspection by Mechanical Dept. forces before movement and must not be handled next to engine or coupled to cars with a gross weight in excess of 283,000 lbs.

For movement of alumina ore Baton Rouge to Listerhill, Ala. and Gramercy to Chalmette via New Orleans and Southern Ry.:

KCS series 100 and 5200 covered hoppers and Southern series 6000 covered hoppers with an allowable gross weight of 263,000 lbs. may be loaded to 276,000 lbs. Cars loaded in excess of 276,000 lbs. must be held at point of origin and report made to L&A Supt. These cars may be handled between Baton Rouge and New Orleans without restriction.

Southern hoppers series 96,000 and KCS hoppers in Reynolds movement may be loaded to a maximum gross weight of 286,000 lbs. with same restrictions as apply to cars with a gross weight of 315,000 lbs.

KCS series 5450-5499 covered hoppers may be loaded to a total gross weight of 315,000 lbs.

2. (a) Under the rule of the Western Weighing and Inspection Bureau agreement there is a tolerance of 500 pounds allowed to cover the unequal results obtained upon two

or more track scales. If a car is overloaded that amount or less, we should not consider it an overload but let car go forward.

- (b) Overloaded cars will not be accepted from connecting lines. Overloaded cars originating locally and discovered before moving from initial station will be sent back to the shipper, who should be requested to remove the overage or transfer the load.
- (c) Overloaded cars in excess of 500 pounds will not be moved out of terminals without the authority of the Chief Dispatcher.
3. Paragraph (6), Section F, Code of Rules Covering the Condition of, and Repairs to, Freight Cars for the Interchange of Traffic, reads as follows:

"When account structural limitations or other reasons, car owner has reduced the load limit of a car, a star symbol (*), the size of which shall conform to standard lettering for "LD LMT" shall be placed at immediate left of words "LD LMT", and when thus designated the load limit shall be changed only by the car owner."

Any cars bearing the STAR load limit, as described above, may only be loaded to stenciled capacity, and not to axle capacity governing other cars.

I. CLEARANCES:

Reference TOFC shipments destined Ft. Smith.

Normal TOFC clearance over SLSF between Poteau and Ft. Smith is 15' 6" ATR at normal trailer width of 8' 6". Movements exceeding these dimensions must be authorized by Supt. of Transportation.

Following are clearances on SLSF between Poteau and Ft. Smith.

Heights ATR	Widths
18' 3"	3' 0"
18' 0"	4' 8"
17' 9"	5' 4"
17' 6"	6' 0"
17' 3"	6' 8"
17' 0"	6' 11"
16' 9"	7' 0"
16' 6"	7' 3"
16' 3"	7' 6"
16' 0"	7' 10"
15' 6"	8' 6"
15' 0"	9' 1"
14' 6"	9' 10"
14' 0"	10' 3"
11' 0"	11' 4"
10' 0"	11' 6"
1' 6"	11' 6"
0' 6"	11' 4"

A pool of SSW 36000 and UP 518000 series high cube, large dimensional box cars is being used for Whirlpool and furniture loading at Ft. Smith. Equipment is stencilled "When empty return to Agent MOP Ft. Smith." This equipment and other large dimensional box cars cannot clear the tunnels north or south of Ft. Smith and must move into Ft. Smith only via MP.

J-1: REVISION OF THE RULES OF THE TRANSPORTATION DEPARTMENT:

(See Operating Rules effective July 1, 1954 for Rules referred to in these instructions.)

1. Rule G is cancelled: Add new Rule G:

The use of alcoholic beverages, intoxicants or narcotics by employes subject to duty, or their possession or use while on duty is prohibited.

Employes shall not report for duty under the influence of any drug, medication or other substance (including those prescribed by a doctor or dentist) that will in any way adversely alter their alertness, coordination, reaction, response or safety; nor shall such drug, medication or other substance be used by employes while on duty.

2. Rule Q amended: Add:

Employes must not, while on duty, use radios or televisions other than those provided by the company.

3. New Rule: Add:

V. No employe, with the exception of designated security officials, will report for duty with or have in their possession (either on the person or otherwise) at any time while on duty or on company premises, firearms of any description, or other lethal weapons.

4. Definitions: Add:

(a) **Maximum Authorized Speed.** — The highest speed authorized for the operation of trains and engines on main track except as otherwise restricted by yard limits, train orders, speed restriction signs, general orders, special instructions, or other restrictive conditions.

(b) **Low Speed.** — A speed that will permit stopping short of train, engine, obstruction or switch not properly lined and looking out for broken rail, but not exceeding 20 miles per hour.

Definition of Low Speed, page 12, Book of Rules is cancelled.

(c) **Centralized Train Control (CTC).** — A block signal system within which train movements are authorized by block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

(d) **Automatic Switch.** — A hand operated switch equipped so that when run through in trailing movements, the switch points are lined and remain lined for the route being used; and the switch target indication changes to correspond with the position of the points.

(e) **Electrically-Locked Switch.** — A hand-operated switch equipped with an electrically controlled device which restricts the movement of the switch.

(f) **Hot Box Detector.** — A device which indicates an overheated journal.

(g) **Dragging Equipment Detector.** — A device which indicates dragging equipment.

(h) **Loose Wheel Detector.** — A device which detects loose wheels and broken flanges.

- (i) **High or Wide Detector.** — A device which indicates excessive height or width of cars or equipment.
- (j) **Signal Aspect.** — The appearance of a fixed signal, conveying an indication, as viewed from the direction of an approaching train or engine.
- (k) **Signal Indication.** — The information conveyed by the aspect of a signal.
- (l) **Track Car.** — Motor, push and trailer car, hyrail vehicle and other track mounted, power operated roadway machines.
- (m) **Yard Limits.** — A portion of main track designated by Yard Limit Signs, special instructions, or train order Form T.
- (n) **Highway Motor Vehicle.** — A self-propelled automobile, truck, or other motor vehicle operated on highway.
- (o) **Gang.** — A foreman and one or more men.

5. Rule 1 is cancelled.

6. Rule 2: Third paragraph is cancelled.

Add: Wrist and pocket watches which have been accepted as standard on the Kansas City Southern Lines will require cleaning and oiling at least once every 24 months.

The energy cell must be replaced at least every 12 months in electric watches.

Officers and employes required to use Standard watches must, unless excepted by Special Instructions, submit their watches for an annual inspection during the month of October of each year. Inspection record must be signed.

7. Rule 4: Rule 4 is cancelled. Add New Rule 4 as follows:

Rule 4. Changes in Timetable. —

Each timetable, from the moment it takes effect, supersedes the preceding timetable. A train of the preceding timetable thereupon loses both right and schedule and can thereafter proceed only as authorized by the train dispatcher.

Timetable schedules, unless fulfilled or annulled, are in effect for 12 hours after the time at each station.

Schedules on each subdivision date from their initial stations on such subdivision.

Not more than one schedule of the same number and day shall be in effect on any subdivision.

8. Rule 10 (g) and Temporary Speed Restriction Chart (page 129) are cancelled.

Rule 10 (h) Amended: Resume Speed Signs will not be used.

9. Rule 11 Amended:

It is permissible to use red fusee for hand signals when weather and other conditions make it difficult to see white lantern or hand signals.

10. Rule 14 (l) Amended: Add:

Engine bell shall be rung starting 1320 feet from public crossing at grade and shall be kept ringing until engine or lead car has moved over crossing.

11. Rules 19, 19 (a) and 19 (b) are cancelled.

Add new Rule 19 as follows:

Rule 19. Markers.—The following signals will be displayed to the rear of every train, as markers, to indicate the rear of the train:

- (1) One or more lights displaying red to the rear, or
- (2) Reflectorized markers displaying red to the rear, or
- (3) By day, marker lamps not lighted in places provided, or
- (4) By night, marker lamps lighted showing red to the rear and green to the front.

If a train is not equipped to display markers, a red flag will be displayed to indicate the rear of the train.

Markers do not indicate the track on which a train is moving or standing.

12. Rule 20 (c) is cancelled.

13. Rule 26 is cancelled. Add new Rule 26 and 26-A.

Rule 26.

A blue signal displayed at one or both ends of an engine(s) and/or car(s) indicates that workmen are on, under or between the equipment, and the equipment must not be coupled to nor moved. Other engine(s) and/or car(s) must not be placed on the same track so as to block or reduce the view of the blue signals.

When a blue signal is displayed at an entrance to a track, engines and/or cars must not be permitted to enter that track.

When workmen are working on, under or between an engine or car(s) coupled to an engine, a blue signal must be attached to the controlling unit of the engine at a location where it is readily visible to the engineman or operator at the controls of that engine.

Blue signals must be displayed by each class or group of workmen and may only be removed by the same class or group that placed them.

When emergency repair work is to be done on, under or between an engine or one or more cars coupled to an engine, and a blue signal is not available, the engineman or operator at the controls of the engine must be notified and appropriate measures must be taken to protect the employees making the repairs.

Rule 26-A.

When workmen are working on, under or between an engine(s) and/or car(s) on a track other than a classification track of a hump yard, a blue signal must be displayed at each entrance to that track.

When workmen are working on tracks protected by electric switches, such switches must be lined for movement to a track other than the one where workmen are to perform work, switches must be locked and blue signals displayed at the entrance to that track.

Any crossover switch providing access to the track must be lined for movement to another track and a blue signal displayed at or near such switch.

14. Rules 34 and 34 (a) are cancelled: Add new Rule 34 as follows:

Rule 34. Calling of Signals. —

Employees located in the operating compartment of an engine must communicate to each other in an audible and clear manner the name or aspect of each signal affecting the movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineman to have each employe comply with these requirements, including himself.

It is the engineman's responsibility to have each employee located in the operating compartment maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineman has been incapacitated or should the engineman fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to insure the safety of the train or engine, including operating the emergency valve.

15. Rule 99 (g) Amended: Add:

When a train is stopped with an emergency application of the brakes, whether from Locomotive or Train, or at a service rate of reduction from the train, the engineer will not move the locomotive until he has been informed by a member of the crew that inspection of entire train has been completed and that it is safe to do so, except when bridge or other physical characteristic prevents walking inspection of entire train, inspection will be made of as much of train as is possible, then train moved not exceeding 5 M.P.H., no further than is necessary to permit walking inspection of remainder of train.

A train on an adjacent track must not pass the disabled train unless it is preceded by a member of the crew or unless definitely assured by the conductor of the disabled train that the track is clear and it is safe to proceed.

16. Rule 99 (i) Amended: Add:

Any time a flagman of a preceding train is riding the engine of a following train, the following train must proceed at Restricted Speed, so long as the flagman is on the engine of the following train, regardless whether or not the flagman has specific instructions.

17. Rule 99 (j) Amended: Add:

When a train or engine is on a main track with at least two automatic block signals to the rear, the requirements of first paragraph of Rule 99 with respect to dropping lighted red fuseses from a moving train is not required.

This exception does not modify or eliminate the use of lighted red fusees if or when required:

- (1) By flagman of a standing train or engine to stop an approaching train or engine.
- (2) When entering onto a main track as required by Rule 99 (e) or 104 (a).

- (3) When required by Rule 99 (g) for the protection of trains and engines moving on adjacent tracks.
- (4) By flagman of work extras, or flagman of any equipment which does not actuate the block signals.

This rule will not apply to rail test cars, Maintenance of Way track cars and roadway machines, or light engines in road movement.

18. Rule 103 Amended: Add:

When a train, engine, or switching movement has been delayed, or has stopped within 3000 feet of a public crossing protected by automatic crossing signals, crossing must not be occupied by either a forward or a reverse movement unless crossing signals have been operating for 20 seconds to provide warning. If the signals are not so operating for the movement, crossing must be protected by a member of the crew on the ground at the crossing until the crossing is occupied.

Trains or engines will not follow a preceding movement over a public crossing closer than 5 minutes unless crossing is protected by a member of the crew or crossing gates.

Should train and engine crews, or other employes, observe a public crossing protection device not working properly, the fact must be reported to the train dispatcher or yardmaster.

19. Rule 103 (a) Amended: Add:

When kicking cars to yard tracks and other tracks, precautions must be taken to prevent cars from rolling into lead at other end of track or from rolling back and fouling lead at end of track from which switching is being done. When conditions require, member of crew will set hand brakes on such cars.

Cushion underframe cars and cars 70 feet long or longer must not be left standing on turnouts or curves when possible to avoid it.

When shoving cars up to a bumper, including automobile and piggyback ramp, a gate, a fence, a dock, or private property subject to damage, make a safety stop several feet before reaching the object. In making a coupling to cars which might roll away and cause damage to objects described above, or roll over a derail, or roll foul of a lead or other track, make a safety stop several feet before reaching the coupling and ascertain that cars are properly secured.

When coupling into cars inside of buildings, stop before attempting the coupling and see that cars are securely tied down. When spotting cars inside of buildings, make a safety stop before reaching the point where a movement too far could cause damage.

It is prohibited to cut off in motion without a rider to control movement cars or cabooses on a track where they can roll down and damage a gate, fence, bumper including automobile and piggyback ramp, dock or other property subject to damage.

Piggyback cars, either loaded or empty, must not be kicked, dropped or cut off while in motion.

20. Rule 103 (a) (1) Amended:

When cars are stored, each cut of 10 cars must be separated by a space of 50 feet for fire protection, except, when practicable, outfit cars should be separated 50 feet in five car cuts. Stored cars will not be spotted within 100 feet of public crossings, depots, elevators, warehouses or other valued risks.

21. Rule 103 (a) (9) Amended: Add:

Outfit cars with handling or speed restrictions will be moved only on authority of Chief Dispatcher. Before switching outfit cars, occupants of such cars must be notified.

If necessary to couple into outfit cars with cars attached to engine, a safety stop must be made before doing so. All crew members will be notified when outfit cars are to be handled. When picking up outfit cars at a point where there are no Mechanical Department employes, trainmen will thoroughly inspect each outfit car and know that trucks, brake rigging, and draft gear are in a safe condition for movement.

22. Rule 110 Amended: Add:

When a train is stopped to be met or passed by another train, crew of standing train must inspect passing train. When safe to do so, forward trainman must cross track and inspect passing train from the farther side and rear trainman or conductor must inspect the passing train from the side nearest his own train.

23. Rule 206: Paragraph 5 is cancelled.

Add new Paragraph 5 as follows:

When engine consists of more than one unit, the number of one unit only will be illuminated and will be the identifying number of the engine; the numbers of other units must not be illuminated. The engine identifying unit will display classification signal as per Rule 20 (a) when authorized. When practicable, the number of the leading unit must be used.

24. Rule 221 (a) is cancelled.

25. Forms of Train Orders amended as follows:

(a) Form N is cancelled.

(b) Add new Train Order Form T as follows:

T.

Establishing Temporary Yard Limits.

(1) 801 am until 401 pm (date or dates) Rule 93 in effect between (points specified).

Trains and engines will be governed by Rule 93 between the points and during the time specified.

Form T orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

Form T orders will not be combined with other forms of train orders.

(c) Add new Train Order Form U as follows:

U.

Track Protection by Train Order.

" (date) on the (name)

Subdivision before entering the designated limits between the times specified below all trains and engines stop unless given proceed signal with yellow flag or orally authorized by foreman in charge.

After receiving proper signal or verbal permission to proceed be governed by speed authorized verbally by foreman in charge.

Line	Times	Over	Between MP	MP	Foreman
1	UNTIL		AND		
2	UNTIL		AND		
3	UNTIL		AND		
4	UNTIL		AND		
5	UNTIL		AND		
6	UNTIL		AND		
7	UNTIL		AND		
8	UNTIL		AND		

When granting authority by radio for a train to move through the limits of a Form U Train Order, after track is cleared and safe for passage, the following form must be used in addressing trains:

"Foreman (Name) _____ at MP _____ calling (Train No. or Extra _____ North or South)." After engineer answers by train number identification, foreman continues: "This is Foreman (Name) _____ in charge of work between MP _____ and MP _____, we are in the clear and you may proceed through the limits of Order No. _____ between MP _____ and MP _____ at _____ MPH, repeat _____ MPH."

After engineer repeats train order number, speed and Mile Post Limits, foreman acknowledges by saying "Train Order No. _____ between MP _____ and MP _____, _____ MPH, O.K."

When no speed restriction is required, foreman will tell engineer "At Maximum Authorized Speed."

Should unforeseen circumstances prohibit the foreman, named in the Form U Train Order, from giving train authorization to proceed, train may proceed only:

- (1) When given authorization to proceed by man in charge of work protected by the Form U Train Order, after proper identification and explanation of foreman's absence is received.
- (2) When authorized by the train dispatcher, after train dispatcher has ascertained from foreman in charge that the track is clear and safe for the passage of trains.
- (3) Upon expiration of the time specified in the Form U Train Order.

Form U Train Orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

A train or engine within limits of a Form U Train Order at effective time of order, must stop and not proceed unless orally authorized by foreman in charge of work or proceed signal with yellow flag is received.

The following abbreviations are authorized for use on Form U Train Orders:

TRK — track

BDG — bridge

Train dispatcher after recording form in train order book with stamp, is required to write and transmit only the order number, addresses, date, subdivision, name, line number, times, the words "Track" or "Bridge", Mile Post locations and Foreman's name. Train order operators using the printed form for such train orders are required to copy and repeat only that portion of the order transmitted by the Train Dispatcher.

Train Dispatcher will transmit orders, listing locations in Mile Post order, North to South, except Texas Subdivision which will be listed South to North.

In the event it is necessary for the Train Dispatcher to annul a portion of Form U Train Order, annulling order will read as follows:

"(Example) Line 4 of Order No. 508 is annulled."

It will be necessary that this order be addressed to all trains affected.

26. Cab Signal Rules: Definition of Equipped Engine or Train, Definition of Non-Equipped Engine or Train, Rules 360, 361, 362, 363 and 364 are cancelled.

27. Rule 400 Amended: Add:

In CTC territory where Maximum Authorized Speed is in excess of 20 miles per hour, trains and engines must not

clear the main track by entering an auxiliary track through a hand-operated switch not equipped with electric lock.

Trains or engines using tracks on which they are not permitted to clear must leave part of the train on main track or leave switch open until work is completed.

28. Rules 375 and 402 Amended Add:

Track and time limits may be granted to Maintenance of Way employes and trains and engines in the same territory.

Before track and time limits are granted to train or engine and to a roadway machine, track car or Maintenance of Way employe within the same limits, both must be notified.

When track and time limits are granted to Maintenance of Way employes, the track must be cleared, or made safe for trains and engines before the expiration of time granted, and the train dispatcher or control operator so notified. If additional time is required, authority must be obtained from train dispatcher, or control operator including additional track and time limits, before the authorized time limit has expired.

In the absence of advice that track has been cleared by or before expiration of time granted, the train dispatcher or control operator is authorized to consider the track clear at expiration of the time granted and remove red markers or blocking devices from control machine at such time.

If track is not clear by time specified, protection must be afforded in both directions as prescribed by Rule 99.

29. Add new rules 410 through 415 inclusive as follows:
Absolute-Permissive Block System (A-PB)

Rule 410. Within defined limits on designated tracks so specified on the timetable, or by General Order, as Absolute Permissive Block System, the movement of trains and engines may be made without train order authority and will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movements on the same track.

Rule 411. Before entering A-PB territory, trains and engines must obtain verbal authority of the train dispatcher, regardless of the indication displayed by the first block signal in A-PB. The train dispatcher will indicate the point to which movement is authorized. Such authority must be repeated to the train dispatcher, and the train dispatcher's acknowledgement received.

Rule 412. Movements terminating at any intermediate point within A-PB territory must not begin return movement to originating point until verbal authority is received from the train dispatcher.

Rule 413. A reverse movement must not be made unless verbally authorized by the train dispatcher or, in the absence of communication, under flag protection.

Rule 414. A train or engine which has cleared the main track within A-PB territory must not re-enter or foul the main track without verbal authority of the train dispatcher.

Rule 415. Except as affected by Rules 410 through 414 inclusive, all operating rules, interlocking rules and automatic block signal rules remain in force.

30. Rules R-1 through R-19, inclusive, are cancelled.

J-2 REVISION OF THE SAFETY RULES FOR TRAIN AND ENGINEMEN:

(See Safety Rules effective September 1, 1973 for rules referred to in these instructions.)

1. Rule S-58 (a) is cancelled.

Add new Safety Rule S-58 (a) as follows:

Train and engine service employes must not occupy the roof of a freight car or caboose under any circumstances.

Other employes whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

2. Add new Safety Rule S-80:

Employes must use safety belts in cabooses and company vehicles when so equipped.

J-3 REVISION OF RULES AND REGULATIONS FOR THE MAINTENANCE OF WAY AND SIGNAL DEPARTMENT.

(See Rules and Regulations for the Maintenance of Way and Signal Department, effective December 1, 1973 for Rules referred to in these instructions.)

(1) Definition of Low Speed, page 8, Rules and Regulations for the Maintenance of Way and Signal Department, is cancelled.

Add new definition as follows: "LOW SPEED — a speed that will permit stopping short of train, engine, obstruction or switch not properly lined and looking out for a broken rail, but not exceeding 20 miles per hour".

(2) Rule 10 (g) Temporary Speed Restriction Signs, page 12, Rules and Regulations for the Maintenance of Way and Signal Department, is cancelled.

(3) Temporary Speed Restriction Chart, Page 45, Rules and Regulations for the Maintenance of Way and Signal Department, is cancelled.

(4) Pages 22, 23, and 24 of Rules and Regulations for the Maintenance of Way and Signal Department authorizing Form XS Train Orders are cancelled.

(5) New Form U Train Order is authorized as follows:
_____ (date) on the _____ (name)

_____ Subdivision before entering the designated limits between the times specified below all trains and engines stop unless given proceed signal with yellow flag or orally authorized by foreman in charge.

After receiving proper signal or verbal permission to proceed be governed by speed authorized by foreman in charge.

Line	Times	Over	Between MP	MP	Foreman
1	UNTIL		AND		
2	UNTIL		AND		
3	UNTIL		AND		
4	UNTIL		AND		
5	UNTIL		AND		
6	UNTIL		AND		
7	UNTIL		AND		
8	UNTIL		AND		

When gangs or machines are working on or foul of a main track under conditions which require protection as prescribed by Rule 99, foreman in charge will request train dispatcher to arrange for Form U Train Order. Such request should be made no later than 8:01 p.m. the day before the Form U Train Order is to take effect.

Before Form U Train Order becomes effective, foreman will determine from the Train Dispatcher the train order number, time effective and will check mile post locations to insure they are correct.

After the foreman in charge has been advised that all trains affected have received a copy of the Form U Train Order, proper lineup received or permission from Train Dispatcher to occupy track is given, work may be performed and gangs or machines may occupy or foul designated tracks within the prescribed limits during the times designated in the Form U Train Order without flag protection.

Authorization to proceed shall not be given until equipment is in the clear and track is safe for the passage of trains.

Foremen will keep advised as to the location of approaching trains and will make every effort to avoid stopping them.

When granting authority by radio for a train to move through the limits of a Form U Train Order, after track is cleared and safe for passage, the following form must be used in addressing trains:

"Foreman ____ (name) ____ at MP ____ calling ____ (Train No. or Extra North or South) ____." After engineer answers by train number identification, foreman continues: "This is ____ (Foreman) ____ in charge of work between MP ____ and MP ____, we are in the clear and you may proceed through the limits of Order No. ____, between MP ____ and MP ____ at ____ MPH, repeat ____ MPH."

After the engineer repeats train order number, speed and mile post limits, foreman acknowledges by saying: "Train Order No. ____, between MP ____ and MP ____, ____ MPH, O. K."

When no speed restriction is required, foreman will tell engineer, "At Maximum Authorized Speed".

In the event work is not performed, or in the event it is necessary to suspend work at location where Form U Train Order is in effect, train dispatcher must be notified and flagmen must be left to give trains the proceed signal, until the train dispatcher notifies the foreman that all trains affected have been notified of the annulment of the Form U Train Order.

Two gangs shall not work separately within the same location of a Form U Train Order, and if two gangs are working together at the same location within the limits of such train order, the foreman who placed the train order will be designated as the foreman in charge, and when trains approach, he will arrange to give the proceed signal.

Form U Train Orders, unless annulled, must be retained and observed by train crews during a continuous trip or tour of duty.

A train or engine within limits of a Form U Train Order at effective time of order, must not proceed unless orally authorized by foreman in charge of work or proceed signal with yellow flag is received.

Should unforeseen circumstances prohibit the foreman, named in the Form U Train Order, from giving authorization to proceed, train may proceed only:

- (1) When given authorization to proceed by man in charge of work protected by the Form U Train

Order, after proper identification and explanation of foreman's absence is received.

- (2) When authorized by the train dispatcher after train dispatcher has ascertained from foreman in charge that the track is clear and safe for passage of trains.
- (3) Upon expiration of the time specified in the Form U Train Order.
- (6) Rule 120, page 28, Rules and Regulations for Maintenance of Way and Signal Department is cancelled.
- (7) Add new Rule "V", as follows: "No employee, with the exception of designated security officials, will report for duty with or have in their possession (either on the person or otherwise) at any time while on duty or on company premises, firearms of any description, or other lethal weapons."

K. ELECTRICALLY-LOCKED HAND OPERATED SWITCHES:

The following instructions will govern generally:

TO OPEN SWITCH WHILE OCCUPYING MAIN TRACK:

1. Engine or car must be within two rail lengths of switch to be operated.
2. Open door on electric lock switch case.
3. Move operating lever leftward from horizontal position No. 1 to intermediate position No. 2.
4. Leave lever in this position until indicator changes from "Locked" to "Unlocked", then move operating lever to the extreme left to horizontal position No. 3. Switch can now be lined in the usual manner.

TO RELINE SWITCH TO NORMAL POSITION AFTER USING:

1. Engine or train must be clear of the insulated joints on auxiliary track before attempting to restore switch to normal position.
2. Restore switch to normal position.
3. Restore operating lever in electric lock case to normal position moving it from position No. 3 to the right as far as possible to position No. 1.
4. Close door on electric lock case and lock it.

TO OPEN SWITCH WHEN CLEAR OF MAIN TRACK FOR MOVEMENT ONTO MAIN TRACK:

1. Any movements on the main track must be clear of the block.
2. In CTC territory, obtain permission of control operator to operate switch.
3. Open door on electric lock switch case, move lever leftward to intermediate position No. 2. If block is unoccupied, indicator should display "Unlocked." Wait 2 minutes, then move lever to left as far as possible to position No. 3. Switch can now be operated in usual manner.

- When movement is completed, move lever from position No. 3 to the right as far as possible to Position No. 1, close and lock door.

TO OPERATE MECHANICAL EMERGENCY RELEASE:

- After placing operating lever in intermediate position No. 2 and indicator will not display "Unlocked" when the above instructions have been followed, obtain permission from train dispatcher or control operator to operate Emergency Release.
- After obtaining permission, remove seal that holds strap over Emergency Release lever.
- Operate Emergency Release lever to the left as far as possible, and hold it in that position while operating lever is moved to position No. 3.

L. OPERATION OVER FOREIGN LINES:

Except as provided for below, trains and engines using foreign lines will be governed by the rules and instructions of the line being used. Foreign line employees are subject to the rules and instructions of this railroad while occupying its tracks.

L-1. L&A trains and engines using ATSF tracks between Farmersville and Dallas, Texas are governed by KCS Lines Operating Rules, except as modified below, and current ATSF Northern Division timetable and operating bulletins.

1. Definitions: Add:

Controlled Signal. — A fixed signal the indication of which is controlled from a control station.

District. — A portion of a division designated by the time table.

Extra. — A train not authorized by a time table schedule the movement of which must be in one specified direction.

Medium Speed. — A speed not exceeding 40 miles per hour.

Reduced Speed. — A speed that will permit stopping short of another train, engine, obstruction or switch not properly lined.

Restricted Speed. — A speed that will permit stopping short of another train, engine, obstruction or switch not properly lined, but not exceeding 20 miles per hour.

Traffic Control System (TCS). — A block system under which movements are authorized by block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

- Temporary slow signals (yellow flag, disc, or light) will be displayed not less than two miles, when practicable, in advance of locations where a reduction in speed is required, or where Form U train orders require trains to stop. Temporary resume speed signals (green disc) will be displayed to indicate the end of such areas.

Where temporary slow signals are displayed, trains must not exceed speed specified by train order or special instructions until rear of train has passed temporary resume speed signal or train has cleared the restricted limits.

When temporary slow signals are displayed and train has not been restricted by train order or special instructions, two miles beyond the temporary slow signal, train will proceed prepared to stop short of a flagman, obstruction, temporary stop signal or men and machines fouling track, not

exceeding 10 miles per hour for a distance of two miles or until rear of train has passed a temporary resume speed signal.

Temporary stop signals (red flag, disc or light) will be displayed at locations where trains must stop as required by Form U, Example (a), train order. Trains must not pass temporary stop signals until notified by foreman or supervisor in charge. When so notified, trains must not exceed the speed specified by such foreman or supervisor through the restricted area.

When temporary stop signals are displayed, and train does not have a Form U, Example (a), train order, train must stop and not proceed until authorized by proper authority.

When temporary slow, stop or resume speed signals are displayed, and train has no train order or special instructions concerning reason for their display, the conductor will notify the train dispatcher as promptly as possible and make a wire report to the trainmaster.

When a series of locations requiring reduced speeds are so closely spaced that the resume speed signal will overlap a temporary slow signal, a temporary slow signal will be placed in advance of each location. Only one resume speed signal will be placed at the leaving end of the last location.

3. KCS Rule amended:

A train finding a fusee burning on or near its track must stop and extinguish it or wait until it has burned out. The train may then proceed at reduced speed for one mile.

4. KCS Rule 14 (p) amended:

Succession of short sounds — To be used when an emergency exists, alarm for persons or livestock on the track. When this signal is heard by crews on other trains or engines, movement must be stopped until it has been determined it is safe to proceed.

5. KCS Rule 14 (m) amended:

_____ — When standing, air brakes are to be applied, or are applied. When running, approaching stations, junctions and railroad crossings at grade.

6. KCS Rule 17, paragraph 2, amended:

Headlight must be dimmed, when on main track at meeting point, after switch has been lined for opposing train to enter siding.

7. KCS Rule 83 (a) paragraph 3, amended as follows:

When a train is required to meet or wait for an opposing extra, or when an extra has been made superior by train order, the train register may be used as evidence of the arrival or departure of such extra. When a train is so restricted and the same engine number appears on the train register as having arrived or left that station on the same date on a previous trip, the train order must be supplemented by adding:

"Extra _____ (direction) on (second or later) trip."

Trains restricted must not leave until it has been ascertained that the extra has arrived or left on all trips specified in the train order.

8. KCS Rules S-88 and S-89, addition to:

At meeting points the inferior train must take the siding, unless otherwise provided.

At meeting points established by Form S-A train order, the order must specify which train will take the siding.

At meeting and passing points between extras and work extras, the work extra must take the siding, unless otherwise provided.

9. KCS Rule 88 (a) amended:

Extras may be authorized by:

- (a) Train orders;
- (b) A numbered clearance card, on which must be shown, following the address, station to which the extra is authorized to run, indicating route if necessary;
- (c) Block signals or verbal authority from the control station where TCS is in effect;
- (d) Special instructions in the timetable.

10. KCS Rule 201 amended:

For movements requiring their use, the train dispatcher will issue train orders over the signature of the Superintendent.

11. KCS Rule 209 amended:

Train orders must be written or typewritten in manifold during transmission. If typewritten the letters must be capitalized and the lines double spaced. The time complete and the signature of employe copying the order must be in his handwriting.

12. KCS Rule 219 amended:

Each clearance delivered to a train must be numbered and "OK'd" by the train dispatcher, except:

If means of communications fail after "complete" has been given and before clearance card has been numbered and "OK'd" by train dispatcher, operators may deliver such train orders to train or trains affected, accompanied by clearance card bearing notation "communication has failed", which will be acted upon as though "OK" had been given. If no orders for delivery, the operator may clear the train as prescribed above.

This exception does not modify the requirements of item 9 above.

13. KCS Rule 216 (b) amended:

On ATSF conductors and engineers will sign clearance card instead of train order.

14. KCS Rule 223 amended:

Following additional abbreviations authorized:

- Dist. — District
- TCS — Traffic Control System
- YM — Yardmaster

15. Forms of Train Orders:

Form S-C, Giving Right over an Opposing Train. KCS Form S-C amended:

- (a) Extra 72 East has right over Extra 91 West Z to G.
Extra 77 West has right over Extra 78 East A to G.

In Example (a), neither train shall proceed beyond G until the other train has arrived unless authorized by train order to do so.

- (b) Extra 72 East has right over Westward Extras Z to H but wait at

M until nine ten	9:10 A.M.
K until ten fifteen	10:15 A.M.
J until ten thirty	10:30 A.M.

Extra 72 East must not pass the designated waiting points before the times given.

Westward extras must clear the times at the designated waiting points or any intermediate station as required by Rule S-89, unless otherwise specified by train order.

- (c) Extra 72 East has right over Extra 91 West Z to H but wait at

M until nine ten	9:10 A.M.
K until ten fifteen	10:15 A.M.
J until ten thirty	10:30 A.M.

for Extra 91 West.

Extra 72 East must not pass the designated waiting points before the times given unless Extra 91 West has arrived. Extra 91 West must clear the times specified at the designated waiting points or any intermediate station as required by Rule S-89, unless otherwise specified by train order.

In Examples (b) and (c), extra or extras first named must not go beyond H until the extra or extras over which right has been given have arrived unless authorized by train order to do so.

These examples give the first named trains right over the other trains named between the points designated. If the trains meet at either of the designated points, the first-named train or trains must take the siding unless otherwise directed by train order.

If the trains meet between the designated points, the second-named trains must take the siding unless otherwise directed by train order.

When right is conferred upon an extra over opposing train or trains, such right must extend from its originating station on that district except when originating station is within TCS territory, in which case such right must extend from the point where the extra being made superior leaves TCS territory.

16. Form S-H, Work Extras. KCS Form S-H Amended:

- (a) Extra 173 East wait at

E until nine fifteen	9:15 A.M.
and Extra 209 East wait at	
E until twelve ten	12:10 P.M.
and other eastward extras	
wait at	
E until five forty five	5:45 P.M.
for Work Extra 292 (or, for 2	
Work Extras 292 and 293).	

Protection against the eastward extras named is not required until the times stated in the order. Protection against other eastward extras is not required until the time specified.

The work extra, or work extras, must protect against westward extras as prescribed by the rules. The time of regular trains must be cleared.

When two or more work extras are authorized within the same working limits, or, when the working limits of a work extra include any part of the working limits of another work extra, each work extra must be given a copy of all orders authorizing work extras within such limits, and Example (1) must be supplemented by adding (b) or (c).

(b) Protecting against each other.

Conductors and enginemen of the work extras named must have a thorough understanding of the movement of each work extra within its working limits, and are responsible for providing protection against each other within their working limits.

(c) Work Extra 292 protects against Work Extra 293 between B and E.

A work extra so instructed to protect must protect against the work extra specified between the designated points, as prescribed by the rules. The second named work extra is not required to protect against the work extra so instructed to protect.

When it is not practicable to give a copy of the order authorizing a work extra to an extra within, or closely approaching the working limits, Example (1) must be supplemented by adding:

(d) Clears Extra 401 West.

The work extra, or work extras, must not enter, or foul, the working limits ahead of the extra named in the order.

17. Add Form U as follows:

U, Stop and Speed Limit Orders.

(a) Eight naught one 8:01 A.M. until five naught one 5:01 P.M. between 15 poles west of MP 10 and MP 11 between D and E track is impassable stop and do not enter these limits until notified that track is passable.

Trains and engines must stop, and not pass, temporary stop signal until notified by foreman or supervisor in charge that track is passable. The foreman or supervisor in charge must specify the speed permitted through the limits specified.

(b) Eight naught one 8:01 A.M. until five naught one 5:01 P.M. approach (gang No. _____) between 15 poles west of MP 10 and MP 11 between D and E prepared to stop short of men and machines fouling track until proper proceed signal received or notified verbally by (title and name of employe in charge and gang number) that track is clear of men and machines.

Trains and engines, within the limits of this order, must approach gangs prepared to stop, and stop short of men and machines occupying or fouling track. If proper proceed signal, given with yellow flag or yellow light, is received; or, if notified verbally by employe named in the order that track is clear of men and machines, train or engine is released from requirement of moving prepared to stop short of men and machines.

(c) Speed limit _____ MPH between MP 12 and 5 poles west of MP 13 between D and E.

Speed specified must not be exceeded between the points named.

18. Block and Interlocking Signals. Add to KCS rules as follows:

(a) Aspect: Flashing Yellow or Yellow over Yellow.
Name: Approach Medium.

Indication: Proceed; approach next signal not exceeding medium speed and be prepared to enter diverging route at prescribed speed.

(b) Aspect: Red over Green.
Name: Diverging — Clear.

Indication: Proceed through diverging route; prescribed speed through turnout.

(c) Aspect: Red over Flashing Yellow.
Name: Diverging — Approach.

Indication: Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding medium speed immediately reduce to medium speed.

(d) Aspect: Flashing Red or Red over Yellow.
Name: Restricting

Indication: Proceed at Restricted Speed.

(e) Aspect: Red signal with mast equipped with a number plate and a yellow triangular plate with letter "P" on it.
Name: Permissive.

Indication: Proceed at Restricted Speed.

19. Trainmen and enginemen must, when practicable, observe whether signals passed by their train assume proper indication.

When a train passes a signal which fails to assume its proper indication, it will proceed, on single track, or on any track where TCS is in effect, with the front end protected by flagman to end of block, and rear end protected until entire train has passed out of block.

20. KCS Rule 350, paragraph, 3, amended as follows:

On ATSF each movement made past a controlled signal in "Stop" position must be authorized by control operator or train dispatcher except when authority has been obtained from control operator and dual control switch has been placed in "hand" operation.

21. KCS Rule 402, amended:

On ATSF, within Track and Time Limits, before passing a controlled signal in "Stop" position, authority must be obtained from control operator.

22. Except on trains with Remote Controlled Equipment, before the engine controlling the air brakes on freight equipment, which has brake system charged, is detached or angle cock closed, the engineman must reduce the brake pipe pressure to 30 PSI or less at a service rate with the automatic brake valve. The angle cock must not be closed on the engine or rear car to be detached until the brake valve exhaust ceases, which will be indicated by the engineman sounding one long blast of whistle. The angle cock must be left open on the cars or the detached portion of train left standing. When necessary a sufficient number of hand brakes will be applied.

When the engine is recoupled to the cars or train and brake system is charged to within 15 pounds of the feed

valve setting on the engine, a 20 pound brake pipe reduction must be made in automatic brake operation and it must be known that the brakes on rear car apply and release before proceeding.

L-2. KCS trains and engines using SLSF tracks between SLSF connection, MP 325.6, Poteau, and Ft. Smith are governed by KCS Lines Operating Rules, except as modified below, and current SLSF Southwestern Division timetable and special instructions.

1. **Definitions: Add:**

Restricted Speed. — Proceed prepared to stop short of train, engine, obstruction or switch not properly lined, looking out for broken rail, but not exceeding 20 MPH.

2. **First paragraph, KCS Rule 4, will not apply on SLSF. Be governed as follows:**

Each time table, from the moment it takes effect, supercedes the preceding time table, and its schedules take effect on any subdivision at the leaving time at their initial stations on such subdivision. But when a schedule of the preceding time table corresponds in number, class, day of leaving, direction, initial and terminal stations with a schedule of the new time table, a train authorized by the preceding time table will retain its train orders and assume the schedule of the corresponding number of the new time table.

3. **KCS Rule 6 amended:**

SLSF General Orders will expire with current timetable and will be reissued January 1 and July 1 of each year. Circulars will contain other information and will expire only when cancelled.

4. **When an unattended red flag, or red light, is displayed near the track, train, after stopping, must be preceded for a distance of one mile from point where signal is displayed, by a flagman, who must carefully examine track and structures. Such signal must be left displayed as found.**

This method of stopping a train should not be used, except in emergency, and conductor will make wire report to chief dispatcher when so flagged.

5. **KCS Rule 11 amended:**

A train finding a fusee burning red on or near its track must extinguish the fusee, stopping if necessary, and proceed at Restricted Speed for a distance of one mile, or until obstruction is passed.

6. **KCS Rule 14, add:**

Whistle signal — o o —: Answer to any yellow signal.

Whistle signal o o —: Warning to a passing train on another track of danger, or that it is following another train too closely. To be given by engine man on siding or on two or more tracks.

7. **KCS Rule 19, add:**

Outside of block signal limits, when a train is clear of main track to be passed by a train, lighted markers must be turned to show green to the front, outside and to the rear, but before main track is again fouled must be restored to display red to the rear.

When such markers display red to the rear, following train must move at restricted speed until main track is seen to be clear.

8. **KCS Rules 20 (a) and 206 amended:**

Train signals per Rule 20 (a) must be displayed on leading unit as well as on identifying unit.

9. **KCS Rule 99, addition to:**

Enginemen are required, before coming to a stop at points where flag protection is required, to call for flag protection. This requirement will not relieve trainmen from the proper protection of their trains. Flagman must not wait for train to stop, but get off as soon as can do so with safety.

When a train is flagged the engineman must not proceed on hand or lamp signals beyond flagman until he has been informed verbally, or in writing, cause of being flagged.

10. **KCS Rule 101, addition to:**

A train must not be operated over submerged track unless preceded by a competent employe who must know that the track is safe before authorizing train to proceed. In case of an extraordinary rain storm or high water, trains must be brought to a stop and a competent employe sent out to examine bridges, trestles, culverts and other points subject to damage, before passing over.

11. **Whenever from any cause it is necessary to temporarily require trains to reduce speed over a portion of track, speed restriction and resume speed signals to protect in both directions will be displayed by Maintenance of Way employes.**

Speed restriction signal (a yellow flag, yellow reflector or a yellow light) will be placed on engineman's side of track; in block signal limits two (2) miles, or more if necessary, from restricted track; outside block signal limits one (1) mile, or more if necessary, from restricted track and resume speed signal (a green flag, green reflector or green light) will be placed on engineman's side of track fifty (50) feet beyond the end of restricted track.

When restricted track is less than required distance from terminal or junction point and distance does not permit yellow signal to be displayed as required by the rules, restricted track must be protected by flagman until foreman is advised that restriction is protected by train order. Yellow signal will be displayed as far from restriction as possible, but not farther than the first switch through which train leaves the terminal and not beyond clearance at a junction point. The location of such yellow signal so placed will be stated in the train order.

When running over temporarily restricted track train man must be on rear of train in position to give proceed signal after rear of train has passed designated point. The engineman must maintain the uniform speed prescribed until rear of train has passed the designated point, and proceed signal, when practicable, is received from rear of train.

In absence of specific instructions speed of trains must not exceed ten miles per hour over track covered by speed restriction signals.

12. **KCS Rule 103 (a), addition to:**

When cars are left on sidings, yard or station tracks, sufficient number of hand brakes must be set to prevent any possibility of cars moving. Cars must not be left where they will foul cars on adjacent tracks or cause injury to employes riding on side of cars, and, when practicable, must clear street, highway or private crossings not less than 100 feet. When cars are picked up hand brakes must be released.

13. KCS Rule 104, addition to:

A speed of 15 MPH must not be exceeded through turn-outs and crossovers unless otherwise provided.

14. KCS Rule 201 amended:

For movements not provided for by timetable, train orders will be issued by authority and over the signature of the chief dispatcher.

15. KCS Rule 204 amended:

Copies of all clearances and train orders will be delivered to employees addressed only.

16. KCS Rules 216 (b) and 216 (c) amended:

Operator must not repeat order until he has obtained signature of the engineman, and when practicable, of the conductor, to the order.

17. KCS Train Order Form S-C amended:

Extra 37 North has right over Extra 38 South G to B and wait at:

G until 9:59 A.M.

F until 10:39 A.M. for Extra 38 South

This form of order will only be used when B is the originating point and G is the terminating point of the second named extra train.

18. KCS Train Order Form G amended:

Form G, example 3. If "F" is a train order station train must secure clearance before leaving "F" unless otherwise provided.

19. KCS Train Order Form X, addition to:

Extra 600 South handling restricted load (s)

CBQ 91899
Ara

ATSF 93300
Cuckoo
Dodo Bridges C 59.4
C 85.4

SF 3900
Barbet
Fenfoot
Flamingo

UP 58290 NYC 48988 and NW 450
Ara
Curlew
Drongo

This form of order to be used when oversize and shipment restrictions apply to cars moving in trains. Be governed by Special Instructions in SLSF timetable.

20. KCS Train Order Form U, addition to:

Stop order in effect _____ (date or dates)* _____ M. until _____ M. between MP _____ and MP _____.

* Dates will be indicated: Example — one day, use day of month, as May 10; two days, May 10 and 11; more than two days, May 10 through 15, inclusive.

Metal flags painted red on side approaching restriction and black on opposite side will be placed not less than three

hundred feet from each side of location indicated in order. Yellow flags and green flags will be placed as prescribed in item 11 above.

Trains receiving this order will be authorized to proceed through limits of such order by one of the following methods:

** (a) Stop at red flag and be governed by instructions of foreman in charge.

** (b) Stop at red flag and then may proceed through limits of order upon receiving proceed signal given with a yellow flag or yellow light by foreman in charge of work proceeding through limits of order not to exceed 10 MPH unless otherwise prescribed.

(c) If red flag has been removed, train may proceed through limits of order without stopping upon receiving proceed signal given with a yellow flag or yellow light by foreman in charge of work, proceeding through limits of order not to exceed 10 MPH unless otherwise prescribed.

** Red flag does not have to be removed before train may proceed.

If train unable to proceed as authorized by (a), (b), or (c), train must then:

(1) If red flag is displayed, stop at red flag, wait until time in order is up and then proceed according to Item 4 above (Unattended red flag).

(2) If red flag is not displayed, stop at entrance to restriction, wait until time in order is up and then proceed.

NOTE: Unless otherwise prescribed, speed over track within time and mile post limits stated in order will not exceed 10 MPH.

21. Add to KCS Train Order Forms as follows:

"Equipment work _____ (date or dates)* _____ M. until _____ M. between MP _____ and MP _____. Approach this location prepared to stop short of where equipment is working unless receive proceed signal.

Do not exceed _____ MPH where equipment is working.

* Dates will be indicated: Example — one day, use day of month, as May 10; two days, May 10 and 11; more than two days, May 10 through 15 inclusive.

This form of order may be used for on or off track work equipment that does not affect the block signal system. Proceed signal will be given with a yellow flag.

Yellow flags and green flags will be displayed as prescribed in item 11 above.

22. KCS Train Order Form V, addition to:

(a) No _____ Eng _____ has arrived (or left) _____ with _____ signals.

(b) No _____ Eng _____ will have no signals into _____.

(c) Extra 4120 South has arrived at _____ on Order No. _____.

Form V must be issued as a separate order, except may be combined with Form W.

23. Train dispatcher will take necessary action by use of holding orders, wait orders, or within CTC limits by use of lever tag on signal levers to see that no trains are operated in advance of time shown in line-up or that no trains are operated that are not shown on line-up unless such train or trains are fully advised of the circumstances. Dispatcher will issue train order requiring such train or trains operated to move at not exceeding 20 MPH, prepared to stop short of unprotected track car, whistling frequently on curves and where view obscured. Such orders should indicate limits and time to remain in effect.
- L-3. L&A trains and engines, while occupying MKT tracks between Greenville-Hunt-Melton will be governed by KCS Lines Operating Rules, KCS Lines System timetable, and MKT General Orders and instructions, except as modified below:
- KCS Lines Operating Rule 104 (15), first paragraph, amended: At main track switches in ABS territory where view is not clear for at least one mile in each direction, train and yard men will operate switch and wait 5 minutes at the switch before giving signal for train or engine movement to main track.
- L-4. KCS trains and engines, while occupying JUD tracks between Third St. and Main St., Joplin, will be governed by KCS Lines Operating Rules and KCS Lines System timetable
- L-5. L&A trains and engines using SSW tracks between Red Jct. and L&A Jct. are governed by KCS Lines Operating Rules except as modified below, current KCS Lines timetable, and SSW General Orders and instructions.
1. Unless otherwise provided by train order or general order, temporary speed restriction signs (yellow flags, lights or reflectorized signs) and resume speed signs (green flags, lights or reflectorized signs) will be placed in both directions by Maintenance of Way employes when it is necessary to require trains and engines temporarily to reduce speed over any structure or portion of track.
- Temporary speed restriction signs will be placed two miles or farther if necessary, from the point where the restricted track begins.
- When so displayed, trains and engines must not exceed 10 MPH, unless otherwise directed by train order or general order.
- The speed prescribed must be maintained until rear of train has passed resume speed sign.
- Resume speed signs will be placed at end of restriction.
- When restricted track is near a terminal or junction point, and distance does not permit temporary speed restriction sign to be displayed as required by the rules, restricted track must be protected by flagman until foreman is advised that restriction is protected by train order or general order.
- Temporary Speed restriction sign will be displayed as far from restriction as possible, but not farther than the first switch through which train leaves the terminal, and not beyond clearance at junction point. The location of such signs so placed will be stated in the train order or general order.
2. When an unattended red flag or red light is displayed near the track and there is no one there to explain, train or

engine, after stopping, must be preceded for a distance of one mile from point where signal is displayed, by a flagman, who must carefully examine track and structures for defects.

A signal so displayed will not apply to the track on which train or engine is running if displayed beyond the first rail of an adjoining track.

When an unattended red flag or red light is found between the rails of any track other than main track, train or engine must stop, and not proceed until flag or light has been removed by an employe of the class that placed it there.

3. KCS Rule 11, amended:

Within ABS territory a train or engine finding a fusee burning on or near its track may proceed without stopping, but must not exceed Low Speed for one-half mile from point where fusee is displayed.

4. KCS Rule 11 (a), amended:

When torpedoes are exploded in the vicinity of a yellow flag displayed in accordance with item 1 above, train or engine must proceed expecting to find an unattended red flag or red light displayed two miles beyond torpedoes and yellow flag. Resume speed sign will be displayed at the end of the restriction.

5. Engines or cars must not be left standing between the absolute signals of an interlocking, without permission, when practicable to avoid it.

At interlockings, individual cars, short cuts of cars, or engines must not be cut off or left standing within interlocking limits in such a way as to foul any part of the crossing frogs.

Cars less than 30 feet in length must not be left standing on main track in ABS territory nor on controlled siding unless coupled to another car to prevent the possibility of short wheel base cars occupying dead section of the track.

6. When an L&A train is disabled or stopped suddenly by emergency application of air brakes on SSW tracks between Red Junction and L&A Junction SSW Yardmaster will be notified.

M. TRACK CAR LINEUPS:

Line-ups will be issued at the following times, daily, except Saturdays, Sundays and holidays, and at other times as may be required.

KCS, First, Second, Third and Fourth Subdivisions.

7:00 A.M. until 7:30 A.M.

KCS, Fifth, Sixth, and Seventh Subdivisions.

8:15 A.M. until 8:30 A.M.

KCS, All Subdivisions

12:30 P.M. until 1:00 P.M.

L&A, All Subdivisions

7:00 A.M. until 7:30 A.M.

1:00 P.M. until 1:30 P.M.

Line-up will list all trains moving, ordered, or expected to be run in the territory involved.

Line-up will expire 1 hour and 30 minutes after it has been issued. If necessary to operate a train or engine not shown on the Line-up before the expiration of the 1 hour and 30 minute period, the train dispatcher will issue such train or engine Train Order reading: "Your movement not shown on Track Car Line-up Watch out for Track Cars and run at Restricted Speed around all curves and whistle frequently until (time)."

Train dispatchers must take such action as may be necessary to see that trains and engines do not operate in advance of times shown for their movement on the Line-up.

Operator designated by the train dispatcher will repeat his copy of the Line-up to the train dispatcher. Other operators copying Line-ups must show all information transmitted by the Train Dispatcher and check the repetition to insure correctness thereof.

N. RAILROAD RADIO RULES:

The following rules and requirements cover use of railroad radio systems and govern employes using such systems.

GENERAL

- A. The Railroad Radio Communications System of the Kansas City Southern Lines is one utilized for the transmission of train orders, instructions, or information pertaining to the movement and safety of trains, engines, or track cars in accordance with the requirements of the Transportation Department Operating Rules, Timetable and Special Instructions.
- B. Communication via radio must not be utilized by any employe in any manner that would have the effect of supplanting or modifying strict compliance with the Operating Rules and Special Instructions.
- C. Railroad Radio may be used as the means of communication to fulfill the requirements of the Transportation Department Operating Rules.
- D. When talking from a mobile, caboose, or engine radio unit to a mobile, caboose, engine, or open office radio, Frequency Select Switch (F1-F2) should remain in F1 position.

When talking from mobile, caboose, or engine radio unit to the Train Dispatcher, the Frequency Select Switch should be moved to the F2 position. After completion of the conversation with the Train Dispatcher return Frequency Select Switch to the F1 position.

- E. When a crew leaves caboose to perform work at intermediate stations or is absent for an extended period of time, the radio will be turned to "OFF." Upon returning to the caboose, radio must again be turned "ON." At the end of run, unless outgoing crew boards train, radio should be turned to "OFF" position. It is important that radio be kept in service until train reaches the terminal station.
- F. Citizen Band radio equipment shall not be used to direct train movements.

DEFINITION

Railroad Radio Communication System. — A system employing radio for the transmission of intelligence between moving equipment, between moving equipment and a fixed point, or between fixed points.

FEDERAL REGULATIONS GOVERNING THE USE OF RADIO

R-1. Radio communication systems are under the jurisdiction of the Federal Communications Commission. The Railroad Company and its employes are governed by the Commission's Operating Rules. Violation is a Federal Offense for which severe penalties are provided.

R-2. All employes, except those specifically authorized to do so, are prohibited from making any adjustments to a railroad radio set. Employes so authorized must carry their FCC operator license or verification card when on duty. If it appears that a radio transmitter is not operating properly its use shall be discontinued and the Train Dispatcher and other designated officers notified as soon as possible.

R-3. No employe shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio.

R-4. No employe shall divulge or publish the existence, contents, purport, effect or meaning of any communication (distress communications excluded) except to the person for whom the communication is intended or to another employe of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

R-5. Before transmitting, any employe operating a radio transmitting set shall listen a sufficient interval to be sure that the circuit is not already in use, particularly for distress traffic.

R-6. A distress call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, storms, washouts, fires, obstructions to tracks, or other matters which would cause serious delay to traffic, damage to property, injury to employes or the traveling public, and shall contain as complete information thereon as possible. All employes shall give absolute priority to communications from another station in distress, and except in answering or aiding a station in distress shall refrain from sending any communications until there is assurance that no interference will result to the station in distress.

R-7. The railroad company is required to answer an official notice of violation of the terms of the Commission's Act of 1934, as amended, within three days from receipt of notice and any employe receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt of notice.

R-8. Any employe shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the Federal Communications Commission at any reasonable time.

R-9. Employes, except in yard operation, must identify the radio station from which they are calling. Base stations should preface calls by name of railroad and location, while mobile units will use name of railroad.

Examples: "KCS Leesville calling Engine Extra 612 South."

"L&A caboose Extra 624 South calling Engine 624."

"L&A Engine 615 calling Alexandria yardmaster."

"KCS mobile unit 351 calling Engine Extra 638 North."

Identification must also be made:

- (a) At the end of any transmission or exchange of communication exceeding three minutes in length.
- (b) At the end of each fifteen minute period if exchange continues without substantial interruption.

When necessary, due to similar schedule numbers on different subdivisions, proper identification must be made as to the subdivision upon which the train addressed is operating.

R-10. In certain cases at crossings, junctions or paralleling tracks some interference may develop with another railroad. In such cases special care in making identification shall be used and the employes concerned shall cooperate in handling their business by alternating calls and being as brief as possible.

R-11. If any communication from a station other than another railroad radio station interferes with railroad radio service the railroad employe will endeavor to ascertain the identity of such station and report the occurrence as soon as possible to the Superintendent, giving the exact time, nature of the communication and identity of the station, if possible.

R-12. Internationally, the word "MAYDAY" indicates a distress message, the word "PAN" an urgent message and the word "SECURITY", a safety message. Railroad employes may hear such messages sent by aircraft or, in coastal areas, by boats.

Railroad employes hearing such messages must report them immediately to the Superintendent in addition to taking such appropriate action to relieve the distress as may be possible.

TRAIN ORDERS, MESSAGES, AND INSTRUCTIONS

R-13. Before a train order is transmitted to a train by radio, the Train Dispatcher shall call the train stating his intention to transmit a train order. The person copying the order shall give his name, his identification and location, and state that he understands a train order is to be transmitted.

R-14. If the Train Dispatcher has not required the train to stop, train orders may be transmitted by radio to a moving train, provided the person copying the order can do so without interfering with the performance of his duties.

R-15. When a train order is being transmitted to a train by radio, employes not addressed shall not use the radio except in case of emergency, until the train order has been completed.

R-16. Train orders must be transmitted, written, and repeated via radio in full compliance with Transportation Department Operating Rules 205, 206, 206 (a), 206 (b), 214, and other applicable rules.

R-17. Instructions and messages received by radio shall be acknowledged or repeated to the sending station by the person receiving them.

R-18. The use of radio is restricted to transmission of information and instructions essential to railroad operation.

All radio communications shall be restricted to the minimum practical transmission time. Employes should be alert for calls and acknowledge calls promptly.

The following terms should be used when applicable:

TERM	MEANING
Over	End of Transmission, over to you.
Out	End of Transmission.
Roger	Your transmission received and understood.

R-19. Employes on trains or engines must not ask, and employes at stations or other locations must not advise, the indication displayed by block signals, interlocking signals, or train order signals. Such information must not be passed from one train or engine to another train or engine by radio.

R-20. When a train, gang, machine, or track car is required to clear for, and report that fact to, a train, the word "clear" must

not be used in radio communication until after the train, gang, machine or track car is actually clear of the track affected.

R-21. If necessary to transmit important information and sending station is unable to secure response, the information should be transmitted regardless; if no acknowledgement is received, necessary action must be taken based on belief that the information was not received.

TRAIN OR SWITCH MOVEMENTS

R-22. When train or engine movements are to be made in response to radio communication, such as in switching operations, picking up or setting out cars, specific instructions must be given for each movement. When backing or shoving trains, engine or cars, the distance of the movement must be specified and movement must be stopped within one-half that distance unless additional instructions are received.

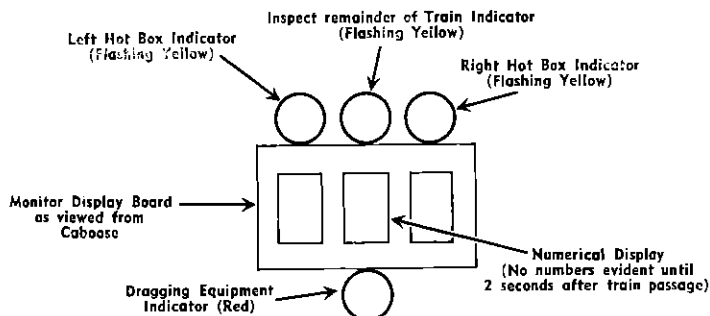
In order to keep radio traffic to a minimum, radio communication should not be used in lieu of hand, flag, and lamp signals prescribed by rule 12 unless such signals cannot be plainly seen.

VOICE TESTS AND RADIO FAILURES

R-23. Before a train leaves its starting point, or as soon thereafter as practicable, a voice test of the radio equipment shall be made to determine that the equipment is working properly. The equipment shall be left turned on with the volume adjusted so calls may be received.

R-24. Failure of radio must be reported to the Train Dispatcher and Superintendent.

O. HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS



Hot Box and Dragging Equipment Detection Systems are equipped with monitor display board and indicator lights as sketched above. If white "system on" light atop instrument house is not illuminated, member of crew must drop off and a roll by inspection of entire train made at the detection system location.

When a defect is detected, appropriate indicator light is illuminated and a high pitched beep tone is transmitted via radio. Upon hearing beep tone or when any indicator light is illuminated, indicating a hot box, reduce speed to 10 MPH without applying air brakes. After caboose has passed the detection systems, stop and make walking inspection of train as indicated below.

All Hot Box and Dragging Equipment Detection Systems, except Grandview and Hume, are equipped with a second signal to signify Dragging or Derailed Equipment or oversize loads. Detectors equipped with oversize load facility will be designated by an asterisk *. This second signal is a 30 second continuous dial tone type signal. When this signal is sounded train involved must be stopped as quickly as possible without an emergency application of the air brakes and a walking inspection made.

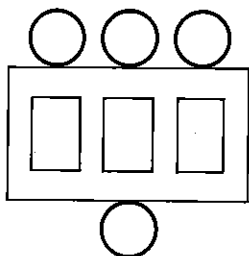
Detectors equipped with the oversize load detector feature will have an integrity light on top of one of the support poles. If this light is not illuminated the load detector is not operational and Train Dispatcher must be notified, however, it will not be necessary to stop the train unless an alarm is received.

Failure of the oversize load detector will not affect the operation of the Hot Box and Dragging Equipment Detection Systems.

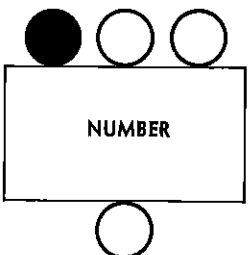
When the oversize load detector is activated or tripped, Train Dispatcher must be notified in order to arrange for the detector to be re-set.

This installation will not clear a man on top or side of car.

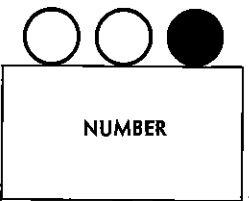
●—Indicates indicator light illuminated.



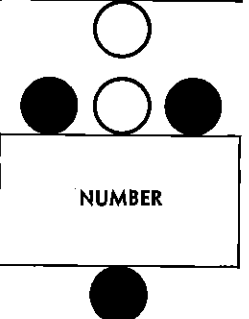
No Hot Box or Dragging Equipment on train - indicated by all zero display. No inspection required.



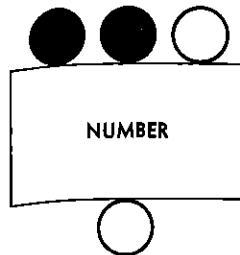
Hot Box on left side at the indicated number of axles from the rear of the train. Inspect this journal.



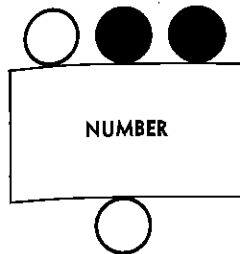
Hot Box on right side at the indicated number of axles from the rear of the train. Inspect this journal.



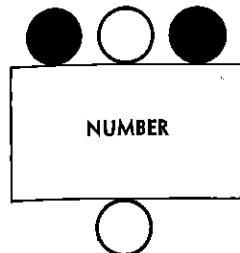
Dragging Equipment detected in the area of the indicated number of axles from the rear of the train. Inspect this area.



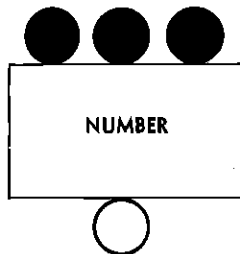
Hot Box on left side at the indicated number of axles from the rear of the train. Additional hot box or hot boxes on left side - inspect from the indicated axle location to the end of train.



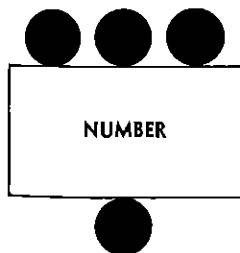
Hot Box on right side at the indicated number of axles from the rear of the train. Additional hot box or hot boxes on right side - inspect from the indicated axle location to the end of train.



One Hot Box on each side of train. The first hot box occurred at the indicated number of axles from the rear of the train. Determine which side has the first hot box. To locate the second hot box, inspect opposite side of the train from the indicated axle location to the rear of the train.



More than one Hot Box on one or both sides of the train. Locate hot box at the indicated axle location and inspect remainder of both sides of the train to locate additional hot boxes.



Dragging Equipment Detection in addition to one or more hot boxes or additional dragging detections. Locate abnormality at indicated axle location from rear of train. Inspect both sides of the train from indicated axle location to the end of train.

When one of the monitor display board indications shown above is displayed, member of crew must make a physical count of axles from rear of train to axle indicated by display board.

When defect is not detected at indicated axle, inspect all journals on the side indicated by the detection system on the indicated car plus 5 cars on each side of the indicated car. When making this inspection, feel journal boxes and roller bearing adapters. If a journal box or adapter is noticeably hotter than those on other cars, set car out. Check cars for obvious mechanical defects, such as broken bolster, broken truck side, loose wheel, fouled brake rigging, etc. If unable to find defect after complying with above procedure, train may proceed, with crew keeping careful watch on indicated car.

The detection systems are sensitive enough to catch trouble which is just beginning and which may not be found even by following the above procedure. When a crew receives an indication of a defect and cannot find the car, and later receives a second indication by a detection system on same car axle and side, and still cannot find the defect, arrange to set the car out even though no defect is found.

Connecting crews, if any, must be notified by incoming crew of failure to locate defect if indication is received on any detection system and car is not set out.

If movement passing the detection system is below 5 MPH, roll by inspection of entire train must be made.

The train dispatcher must be notified any time the detection system fails to operate properly.

Inspections made by detection systems do not relieve employes of the requirements of Rules 110, 111 and other applicable rules.

P. RAILROAD FREIGHT CAR SAFETY STANDARDS:

Each car placed in train, where personnel are not on duty for the primary purpose of inspecting freight cars, may be moved after receiving safety inspection in accordance with the following standards:

1. A freight car with any defect that makes it unsafe for movement shall be corrected or set out of train.
2. No part of the freight car, nor anything attached to the car, may be hanging low enough to foul a road crossing or track structure.
3. Open top loads, including trailers and containers on flat cars, must be safely loaded.
4. Where width or height appears close to clearance lines, it must be known that the movement has been cleared with the proper authority.
5. Freight cars carrying bad order tags, that are safe for movement, may be taken in train to the point where repairs are to be made.

Any cars unsafe for movement must be left and Chief Dispatcher notified of car number and nature of defect.

Q. BAD ORDER CARS:

When cars are set out on line, bad order, conductor must immediately notify Chief Dispatcher, giving the following information:

- (a) Car initial and number

- (b) Location in train from caboose or head end.

- (c) Location where car is set out.

- (d) Nature of defect, if possible

- (e) Whether or not car can be reached by wheel truck.

When possible, bad order cars must be spotted near road crossing or other locations where wheel truck can reach them to make necessary repairs. Defective end should be spotted next to road crossing if possible.

When setting out hot box, pull all of the packing or pad out of the box, making sure all fire is completely extinguished.

When a drawbar is pulled or any rigging underneath car is damaged, this material must be moved clear of track and walkways so it will not constitute a hazard to persons or other trains.

Conductor will complete Form X-3 and file at final terminal.

Conductors must prepare Form 583, in duplicate, covering any materials, such as air hoses, knuckle pins, knuckles, gaskets, etc. which have been applied to any car during their tour of duty.

Mail originals to Supt. Car Dept., Shreveport, La. and copy to Trainmaster. Engines and cabooses are supplied with extra materials for repairing cars.

Cars bad ordered due to leaking contents or cars transferred must be scaled and new weight shown on waybill except when loads of packaged goods are transferred and check corresponds with number of packages shown on billing, car need not be weighed.

Q-1. TRAIN SEPARATIONS

Whenever a train breaks in two because of a high or low coupler, the action outlined below must be taken:

If the car with high or low coupler contains perishables, livestock, automobiles, or automobile parts, switch it to another position in train at the first point where practicable to do so.

If the car does not contain perishables, livestock, automobiles, or automobile parts, set it out at the first point where practicable to do so.

If a second break in two occurs involving the same car, car will be set out at the next station regardless of contents and Chief Dispatcher notified immediately. The Conductor in notifying the Chief Dispatcher will give the following information:

- (a) Initial and number of the two cars between which the break in two occurs.

- (b) Location in train from caboose or head end.

- (c) Mile Post location at point where train first went into emergency and location where car set out.

Chief Dispatcher on receipt of above information will promptly notify Car Dept. at the next terminal in order that a close inspection of car can be made and also notify Maintenance of Way Dept. of the mile post location where break in two occurred so that inspection can be made of track conditions.

R. AIR BRAKES AND HAND BRAKES

R-1 The United States Safety Appliance Standards and Power Brake Requirements of 1970 reads in part as follows:

1. 232.11 Train air-brake system tests.

- (a) Supervisors are jointly responsible with inspectors, enginemen and trainmen for condition of air brake and air signal equipment on motive power and cars to the extent that it is possible to detect defective equipment by required air tests.
- (b) Communicating signal system on passenger equipment trains must be tested and known to be in a suitable condition for service before leaving terminal.
- (c) Each train must have the air brakes in effective operating condition, and at no time shall the number and location of operative air brakes be less than permitted by Federal requirements. When piston travel is in excess of 10 inches, the air brakes cannot be considered in effective operating condition.
- (d) Condensation must be blown from the pipe from which air is taken before connecting yard line or motive power to train.

2. 232.12 Initial terminal road train air brake tests.

- (a) Except for run-through and unit run-through trains covered under 232.19, each train must be inspected and tested as specified in this section at points —
 - (1) Where the train is originally made up (initial terminal);
 - (2) Where train consist is changed, other than by adding or removing a solid block of cars, and the train brake system remains charged; and
 - (3) Where the train is received in interchange.
- (b) Each carrier shall designate additional inspection points not more than 500 miles apart where intermediate inspection will be made to determine that —
 - (1) Brake pipe pressure leakage does not exceed 5 pounds per minute;
 - (2) Brakes apply on each car in response to a 20-pound service brake pipe pressure reduction; and
 - (3) Brake rigging is properly secured and does not bind or foul.
- (c) Train airbrake system must be charged to required air pressure, angle cocks and cutout cocks must be properly positioned, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum. Retaining valves and retaining valve pipes must be inspected and known to be in condition for service. If train is to be operated in electro-pneumatic brake operation, brake circuit cables must be properly connected.
- (d) (1) After the airbrake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but to not less than 60 pounds, as indicated by an accurate gauge at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge,

after which brake pipe reduction must be increased to full service. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.

- (2) When a passenger train is to be operated in electro-pneumatic brake operation and after completion of test of brakes as prescribed by subparagraph (1) of this paragraph, the brake system must be recharged to not less than 90 pounds air pressure, and upon receiving the signal to apply brakes for a test, a minimum 20 pound electro-pneumatic brake application must be made as indicated by the brake cylinder gauge. Inspection of the train brakes must then be made to determine if brakes are applied on each car. When this inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.
- (3) When the locomotive used to haul the train is provided with means for maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cut out during train airbrake tests.
- (e) Brake pipe leakage must not exceed 5 pounds per minute.
- (f) (1) At initial terminal piston travel on body-mounted brake cylinders which is less than 7 inches or more than 9 inches must be adjusted to nominally 7 inches.
- (2) Minimum brake cylinder piston travel on truck-mounted brake cylinders must be sufficient to provide proper brake shoe clearance when brakes are released. Maximum piston travel must not exceed 6 inches.
- (3) Piston travel of brake cylinders on freight cars equipped with other than standard single capacity brake, must be adjusted as indicated on badge plate or stenciling on car located in a conspicuous place near brake cylinder.
- (g) When test of airbrakes has been completed the engineer and conductor must be advised that train is in proper condition to proceed.
- (h) During standing test, brakes must not be applied or released until proper signal is given.
- (i) (1) When train airbrake system is tested from a yard test plant, an engineer's brake valve or a suitable test device must be used to provide increase and reduction of brake pipe air pressure or electro-pneumatic brake application and release at the same or a slower rate as with engineer's brake valve and yard test plant must be connected to the end which will be nearest to the hauling road locomotives.

(2) When yard test plant is used, the train airbrakes system must be charged and tested as prescribed by paragraphs (c) to (g) of this section inclusive, and when practicable should be kept charged until road motive power is coupled to train, after which, an automatic brake application and release test of airbrakes on rear car must be made. If train is to be operated in electro-pneumatic brake operation, this test must also be made in electro-pneumatic brake operation before proceeding.

(3) If after testing the brakes as prescribed in subparagraph (2) of this paragraph the train is not kept charged until road motive power is attached, the brakes must be tested as prescribed by paragraph (d) (1) of this section and if train is to be operated in electro-pneumatic brake operation as prescribed by paragraph (d) (2) of this section.

(j) Before adjusting piston travel or working on brake rigging, cutout cock in brake pipe branch must be closed and air reservoirs must be drained. When cutout cocks are provided in brake cylinder pipes, these cutout cocks only may be closed and air reservoirs need not be drained.

3. 232.13. Road train and intermediate terminal train air brake tests.

(a) Passenger trains: Before motive power is detached or angle cocks are closed on a passenger train operated in either automatic or electro-pneumatic brake operation, except when closing angle cocks for cutting off one or more cars from the rear end of train, automatic air brake must be applied. After recoupling, brake system must be recharged to required air pressure and before proceeding and upon receipt of proper request or signal, application and release tests of brakes on rear car must be made from locomotive in automatic brake operation.

If train is to be operated in electro-pneumatic brake operation, this test must also be made in electro-pneumatic brake operation before proceeding. Inspector or trainman must determine if brakes on rear car of train properly apply and release.

(b) Freight trains: Before motive power is detached or angle cocks are closed on a freight train, brakes must be applied with not less than a 20 pound brake pipe reduction. After recoupling and angle cocks are opened, it must be known that brake pipe air pressure is being properly restored as indicated by the caboose gauge and that brakes on rear car are released. In the absence of a caboose gauge, air brake test must be made as prescribed by that portion of paragraph (a) of this section pertaining to automatic brake operation.

(c) (1) At a point other than initial terminal where locomotive or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated at rear of freight train, and on a passenger train to at least 70 pounds, a 20 pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.

(2) Before proceeding it must be known that brake pipe pressure as indicated at rear of freight train is being restored.

(3) On trains operating with electro-pneumatic brakes, with brake system charged to not less than 70 pounds, test must be made to determine that rear brakes apply and release properly from a minimum 20 pound electro-pneumatic brake application as indicated by brake cylinder gauge.

(d) (1) At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds as indicated by a gauge at the rear of freight train and on a passenger train to not less than 70 pounds, test of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated in the brake pipe gauge after a 15 pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release. Cars added to train which have not been inspected in accordance with 232.12 (c) to (j) must be so inspected and tested at next terminal where facilities are available for such attention.

(2) (i) At a terminal where a solid block of cars which has been previously charged and tested as prescribed by 232.12 (c) to (j) is added to a train, test must be made to determine that brakes on the rear of train apply and release.

(ii) When cars which have not been previously charged and tested as prescribed by 232.12 (c) to (j) are added to a train, such cars may either be given inspection and tests in accordance with 232.12 (c) to (j), or tested as prescribed by subparagraph (1) of this paragraph prior to departure in which case these cars must be inspected and tested in accordance with 232.12 (c) to (j) at next terminal.

(3) Before proceeding it must be known that the brake pipe pressure at the rear of freight train is being restored.

(e) (1) Transfer train and yard train movements not exceeding 20 miles, must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 15 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

(2) Transfer train and yard train movement exceeding 20 miles must have brake inspection in accordance with 232.12 (c) to (j).

(f) The automatic air brake must not be depended upon to hold a locomotive, cars or train, when standing on a grade, whether locomotive is attached or detached from cars or train. When required, a sufficient number of hand brakes must be applied to hold train, before air brakes are released. When ready to start, hand brakes must not be released until it is known that the air brake system is properly charged.

4. 232.14. Inbound brake equipment inspection.

(a) At points where inspectors are employed to make a general inspection of trains upon arrival at terminals, visual inspection must be made of retaining valves and

retaining valve pipes, release valves and rods, brake rigging, safety supports, hand brakes, hose and position of angle cocks and make necessary repairs or mark for repair tracks any cars to which yard repairs cannot be promptly made.

- (b) Freight trains arriving at terminals where facilities are available and at which special instructions provide for immediate brake inspection and repairs, shall be left with air brakes applied by a service brake pipe reduction of 20 pounds so that inspectors can obtain a proper check of the piston travel. Trainmen will not close any angle cock or cut the locomotive off until the 20 pound service reduction has been made. Inspection of the brakes and needed repairs should be made as soon thereafter as practicable.

5. 232.15. Double heading and helper service.

- (a) When more than one locomotive is attached to a train, the engineman of the leading locomotive shall operate the brakes. On all other motive power units in the train the brake pipe cutout cock to the brake valve must be closed, the maximum main reservoir pressure maintained and brake valve handles kept in the prescribed position. In case it becomes necessary for the leading locomotive to give up control of the train short of the destination of the train, a test of the brakes must be made to see that the brakes are operative from the automatic brake valve of the locomotive taking control of the train.
- (b) The electro-pneumatic brake valve on all motive power units other than that which is handling the train must be cut out, handle of brake valve kept in the prescribed position, and air compressors kept running if practicable.

6. 232.16 Running tests.

When motive power, engine crew or train crew has been changed, angle cocks have been closed except for cutting off one or more cars from the rear end of train or electro-pneumatic brake circuit cables between power units and/or cars have been disconnected, running test of train air brakes on passenger train must be made, as soon as speed of train permits, by use of automatic brake if operating in automatic brake operation or by use of electro-pneumatic brake if operating in electro-pneumatic brake operation.

Steam or power must not be shut off unless required and running test must be made by applying train air brakes with sufficient force to ascertain whether or not brakes are operating properly. If air brakes do not properly operate, train must be stopped, cause of failure ascertained and corrected and running test repeated.

232.19 Airbrake tests on run-through and unit run-through trains.

- (a) For the purposes of this section only —
- (1) "Run-through train" means a train which passes from one carrier to another carrier with no change in consist (including locomotive) other than the addition or removal of a block of one or more cars; and
- (2) "Unit-run-through train" means a run-through train operated by more than one carrier on a continuous round trip cycle and consisting of assigned equipment.

- (b) The carriers involved shall jointly notify the Federal Railroad Administration in writing of run-through trains and unit-run-through trains operating over their tracks. The notice must identify points of interchange and all other points where equipment and air brake inspections are made.
- (c) Each run-through train shall be inspected and tested as prescribed by 232.12 (c) - (j) —
- (1) Where the train is originally made up (initial terminal):
- (2) Where train consist is changed other than by adding or removing a solid block of cars and train brake system remains charged; and
- (3) At intermediate inspection points not more than 500 miles apart, subject to the requirements of paragraph (f) of this section.
- (d) Each unit run-through train shall be inspected and tested as prescribed by 232.12 (c) - (j) —
- (1) Where the train is originally made up and where it is reassembled after being broken up;
- (2) Once during each round-trip cycle of less than 500 miles at an inspection point designated in writing by the carriers involved; and
- (3) At intermediate inspection points not more than 500 miles apart, subject to the requirements of paragraph (f) of this section.
- (e) Each carrier that adds a block of one or more cars to a run-through train or unit run-through train after the train is originally made up, shall inspect and test the block as follows:
- (1) In accordance with 232.12 (c) - (j) at the point where the block is added; or
- (2) In accordance with 232.13 (d) (1) at the point where the block is added, and 232.12 (c) - (j) at the next point on its line where the inspections and tests can be performed, but not beyond a designated 500 mile inspection point.
- (f) For the purpose of the intermediate inspections and tests required by paragraphs (c) (3) and (d) (3) of this section —
- (1) Piston travel of a body-mounted 10-inch brake must not exceed 10 inches; and
- (2) Piston travel on all other brakes —
- (i) Must not exceed the nominal travel specified by more than 2 inches; and
- (ii) Must not exceed the maximum travel specified by the badge plate or stencil on the car.
- (g) The inspections and tests made under 232.12 (c) - (j) as required by this section shall be performed by qualified carrier personnel at locations where adequate repair facilities are available to maintain power brake systems in effective operating condition in conformity with this part. Defective cars shall be repaired or removed from service at the point of inspection and testing.

(h) Each carrier shall record the inspections and tests made under 232.12 (c) - (j) as required by this section at the time they are performed by completing Form FRA F-6180-48 in duplicate. This form shall be signed by the supervisor or other carrier employes responsible for the inspection and tests. One copy of the form shall be kept in the cab of the locomotive until the train arrives at its final terminal, and one copy shall be retained for 3 months at the terminal where the inspections and tests are made.

(i) At locations where the crew of one carrier takes over control and operation of a run-through train or unit run-through train from the crew of another carrier, the receiving carrier shall inspect and test the train to determine that —

(1) The cab of the locomotive contains a Form FRA F-6180-48 completed as required by paragraph (h) of this section;

(2) Brake pipe leakage does not exceed 5 pounds per minute; and

(3) Brakes apply and release on the rear car from a 20 pound service brake pipe pressure reduction.

If the cab of the locomotive does not contain a completed Form FRA F-6180-48, the train must be inspected and tested as prescribed by 232.12 (c) - (j) before it proceeds.

R-2 GENERAL

1. When business cars are handled on the rear of trains, trainmen will see that tail hose is applied to be used for emergency application of brakes, instead of depending on the fixed air valve on these cars. Exception: Use of built-in back up train brake and emergency valve is permitted on business car TOLMAK.

The graduated release cap on control valve of business cars, or any passenger equipment handled on rear of long freight trains, must be set in DIRECT release. The train line pressure must be increased to 80 or 85 pounds on the rear end to keep brakes released.

2. Cutting Off Engine From Train:

Before the engine is detached from the train the engine-men will make a 20 pound brake pipe reduction and after the brake pipe exhaust ceases, will sound engine whistle signal 14(a) one long blast at which time the angle cock on the attached portion of the train left standing will be closed before cutting off engines. Do not close the angle cock until enginemen sounds whistle signal 14(a).

3. In order to give the car inspectors a chance to locate defects in draft equipment and leaks in the train line, inbound trains arriving at terminals will be stretched where possible before engines are detached.

4. It is important that hand brakes be set on a sufficient number of cars in trains, or yard cut, brought to rest at terminal yards to insure against cars moving foul of the lead when the air brakes release or slack is taken. Cars set out at intermediate stations must have sufficient number of hand brakes set to insure against movement.

5. Hand brakes will not be set on passenger equipment set out at a station while automatic brakes are applied. If this cannot be avoided, air should be bled off car before hand brake is set up tight.

6. Business cars KAYSEE and TOLMAK are equipped with Hyatt Roller Bearings in place of the conventional type journal bearings and can be moved very easily. Hand brakes must be set whenever these cars are set out and also be sure hand brakes are set before coupling into these cars.

7. Trainmen will see that hand brakes are properly released before leaving terminals or at outlying points where cars are picked up.

8. In making back-up movements where the tail hose or back-up valve is used, conductor must know that proper brake operation can be had by making a running test. Tail hose must be used instead of depending on fixed air valves on business and private cars, except business car TOLMAK.

9. Enginemen will observe position of hand brake on diesel engines and units when they take charge of engines at terminals and see they are released before engine or train is moved.

10. When cutting air brakes in or out of diesel engines or units on the road, test will be made before cutting off, by observing the brake cylinder push rods, to definitely determine that brakes are working.

11. When engines or units are picked up on the road, trainmen will see that hand brakes are properly released before moving.

12. When setting out diesel units from an engine or train, do not detach from train or engine until employe has taken charge or hand brakes set and wheels blocked.

S. HAZARDOUS MATERIAL INCIDENTS:

In the event of an incident involving hazardous materials (derailment, fire, leakage, etc.) the following procedures should be followed:

1. Extinguish all cigarettes, fusees, open flames, etc. until it is definitely determined there are no flammable vapors in the area.

2. Immediately notify Train Dispatcher of train location, whether or not fire or explosion is evident, and any other pertinent information.

3. After notifying train dispatcher, crew members will check train to gather additional information. This initial period of time at derailments is the most critical time for accidents to occur. Employes are urged to be very careful in approaching the site of the derailment, must approach from the upwind side, must check for unusual odors, draining liquids, etc. Employes should approach the derailment only as close as necessary to determine cars remaining on each side of the derailment.

4. When it has been determined what cars are involved, conductor will notify the Train Dispatcher of the following waybill information:

(a) complete name of the hazardous material.

(b) quantity or amount.

(c) kind of car, car initial and number.

(d) shipper.

(e) point of origin.

(f) any identifying labels.

5. Train Dispatcher, upon receipt of information that fire or explosion is evident, will immediately contact law enforcement officials in the area, giving available information and requesting that Fire Dept. be alerted, but that the area be sealed off for a radius of 2000 feet and that all persons, including police and Fire Dept. personnel, be kept out of the area until it has been determined from the waybill what hazardous materials are involved. Train crews, insofar as they are able, should keep all spectators away from the derailment until police officials arrive. Upon receipt of waybill information, Train Dispatcher or designated officer will notify CHEMTREC (phone 800 - 424-9300). In addition he will consult The Bureau of Explosives book "Emergency Handling of Hazardous Materials In Surface Transportation" and the Chemical Slide Rule to determine the dangers involved and methods for handling the commodities involved. If instructions are not available, then the shipper will be contacted immediately. This information will then be relayed to law enforcement and Fire Dept. officials at the derailment.

6. Radio communication must be kept to a minimum during this time, giving conductors and Train Dispatchers preference.

7. In general, the following emergency procedures will apply: If fire occurs immediately:

- Pull away all cars that are movable and not burning.
- Dike burning liquids to prevent spread of fire.
- Control fire if possible, but do not extinguish until all spilled material has been burned.
- Avoid breathing smoke and fumes.

If tank cars are leaking and not on fire:

- Dike liquids, preventing their spread or entering rivers and sewers. Cover with earth, sand, etc. to retard evaporation rate.
- Pull away any undamaged cars that are movable, avoiding any shocks or jars that could cause sparks or friction.
- Avoid contact with and or breathing liquid and vapors.
- Do not allow trains on adjacent tracks to pass until authorized by proper officer.
- Many vapors are heavier than air and follow contour of land.

8. Since some materials not requiring placards can present certain hazards if not properly handled in emergency situations and many empty cars contain residual material including vapors and fumes which can be hazardous in accident situations, all cars, both loaded and empty, involving movement of dangerous and hazardous materials, are to be reported to CHEMTREC. In addition, Dupont has requested that any DuPont owned or leased cars placarded or not, loaded or empty, involved in an accident, be reported to CHEMTREC immediately by telephone.

9. HYDROCYANIC ACID TANK CAR MOVEMENTS:

The following will govern:

Any employee accepting or signing bill of lading covering shipment of the above chemical, must immediately notify Office of Superintendent of Transportation, giving car number and initials, and full routing, before car is moved from industry tracks (or terminal). This applies to empty tanks in this service as well.

So all concerned will recognize, the cars are all white in color with red bands around each end and a red horizontal band down each side. In addition, there is a large red sign with white letters of instructions permanently affixed to each side of car. These instructions must be followed.

Waybills have sticker and notification bearing these instructions also.

Hydrocyanic acid is one of the most toxic and rapidly acting substances manufactured and must be handled with extreme care at all times.

T. LOCATION OF GENERAL ORDER BOOKS

KCS	L&A
Knoche Yard Office	Minden, Locker Room
East Kansas City Roundhouse	Minden, Roundhouse
North Yard, Yard Office	Hope, Freight Office
North Yard, Roundhouse	Hope, Roundhouse
Joplin Union Depot	Veals, Yard Office
Neosho	Sulphur Springs Freight Office
Watts	Hunt, Yard Office
Ft. Smith	Hunt, Roundhouse
Heavener, Yard Office	Alexandria, Yard Office
Heavener, Roundhouse	Alexandria, Roundhouse
DeQueen, Yard Office	Baton Rouge, Yard Office
DeQueen, Roundhouse	Baton Rouge, Roundhouse
Ashdown	Gramercy
Trigg St., Yard Office	West Yard, Yard Office
Trigg St., Roundhouse	West Yard, Roundhouse
Leesville, Yard Office	Cullen, Yard Office
Leesville, Roundhouse	Cullen, Roundhouse
Boise Southern	KCS & L&A
DeQuincy	Deramus Yard, Yard Office
Chaison, Yard Office	Deramus Yard, Roundhouse
Chaison, Roundhouse	
Pt. Arthur, Yard Office	
Pt. Arthur, Roundhouse	
Lake Charles, Yard Office	
Lake Charles, Roundhouse	

U. LOCATION OF STANDARD CLOCKS

KCS	L&A
Knoche Yard Office	Hunt, Yard Office
West Wye Tower	Hope, Freight Office
East Kansas City Roundhouse	Cullen Yard Office
North Yard, Yard Office	Minden, Yard Office
Neosho	Winnfield, Freight Office
Watts	Alexandria, Yard Office
Heavener	Baton Rouge, Yard Office
Ft. Smith	West Yard, Yard Office
DeQueen, Yard Office	KCS & L&A
Trigg St., Yard Office	Deramus Yard, Yard Office
Leesville, Yard Office	Deramus Yard, Roundhouse
Lake Charles, Yard Office	Dispatcher's Office
Chaison, Yard Office	
Pt. Arthur, Yard Office	

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
10	6	0
15	4	0
20	3	0
25	2	24
30	2	0
35	1	42
40	1	30
45	1	20
50	1	12
55	1	5
60	1	0

V. 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.

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

Pittsburg, Kansas
Dr. D. J. Lyons
107 West Fourth
Pittsburg, Kans. 66762

Gravette, Arkansas
Dr. Billy V. Hall
Gravette Medical
Associates LTD
Gravette, Ark. 72736

Poteau, Oklahoma
Dr. Robt. Kiess
Poteau Medical Center Inc.
501 Dewey Avenue
Poteau, Okla. 74953

DeQueen, Arkansas
Dr. Eugene Joseph
DeQueen Clinic LTD
P. O. Box 391
DeQueen, Ark. 71832

Texarkana, Arkansas
Dr. Harold H. Short
Glenwood Medical Center
1400 College Drive
Texarkana, Ark. 75501

Shreveport, Louisiana
Dr. J. B. Birdwell
Birdwell-Rushing-Risinger
Clinic
2020 Centenary Boulevard
Shreveport, La. 71104

Leesville, Louisiana
Dr. J. E. Hearn
Byrd Clinic
1020 Pt. Arthur Blvd.
Leesville, La.

W. ACCIDENT REPORTS:

Except as indicated below, when an accident or injury occurs, conductors, engine foremen, MofW&S foremen, and Mechanical Dept. foremen must complete the appropriate form and forward to immediate supervisor before completion of tour of duty.

FORM 65-D. Covers Rail-Highway Grade Crossing Accidents and must be rendered when accident involves a Train and/or Hy-Rail Vehicle and Highway Vehicle.

Lake Charles, Louisiana
Dr. B. M. Woodard
401 South Ryan
Lake Charles, La. 70601

Beaumont, Texas
Dr. G. M. Phillippi
2165 North Street
Beaumont, Tex. 77701

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

Alexandria, Louisiana
Dr. Thomas M. Reedy
Brian Clinic
1546 Jackson
Alexandria, La.

Baton Rouge, Louisiana
Dr. Sidney Mack
Medical Clinic
3759 Convention Street
Baton Rouge, La. 70806

New Orleans, Louisiana
Drs. J. M. Lyons, D. Baker
& M. D. Paine
1510 Hibernia Bank Building
New Orleans, La. 70112

Greenville, Texas
Dr. Wm. Cantrell
Greenville Medical and
Surgical Clinic
4311 Wesley Street
Greenville, Tex. 75401

Minden, Louisiana
S. W. Pittman, M. D. and
G. G. Daniel, M. D.
427 Homer Road
Minden, La.

FORM 66-D. Covers Rail Incidents and must be rendered when an accident causes damage to railroad equipment, track or property, also when causes damage to property other than railroad, such as, Rail-Highway Grade Crossing accidents.

FORM 68-D. Covers Personal Injuries and must be rendered to cover all personal injuries, also to cover accidents involving vehicles when occupants are injured.

FORM 66-D. (Suppl.). Follow-up or Close-out report covering Rail Incident Reports. Must be completed by Trainmaster. This report must be rendered within 30 days following the date of the accident.

FORM 68-D. (Suppl.). Follow-up or Close-out report covering Personal Injuries. Must be completed by Trainmaster, Roadmaster or Mechanical Dept. Foreman. This report must be rendered within 10 days following the date of the personal injury.

X. TERRITORIES OF CLAIM AGENTS:

Mr. E. R. Gibbins, Kansas City, Mo.
Kansas City, Mo. to North City Limits, Pittsburg, Ks.

Mr. D. T. Westmoreland, Fort Smith, Ark.
North City Limits, Pittsburg, Ks. to South Switch, Blanchard, La. on KCS. Hope, Ark. to Arkansas-Louisiana state line, north of Springhill, La. on L&A.

Mr. A. T. Vickery, Shreveport, La.
South Switch, Blanchard, La. to Leesville, La. on KCS.
Arkansas-Louisiana State Line, north of Springhill, La. to Alexandria, La. on L&A.

Minden, La. to Shreveport, La. and Shreveport, La. to Dallas, Tex. on L&A.

Mr. J. H. Reynolds, Lake Charles, La.
Leesville, La. to Port Arthur, Tex. and Lake Charles Branch on KCS.
Alexandria, La. to New Orleans, La. on L&A.

Copies of reports listed above and other correspondence covering accidents and casualties must be addressed to Claim Agent in whose territory the accident occurs.

Stock Claims are handled by Kansas City office, except:

Between Lobdell and Lettsworth: MP Ry., Ft. Worth, Tex.
Between Farmersville and Dallas: ATSF Ry., Ft. Worth, Tex.

Y. OFFICIAL WATCH INSPECTORS

National Railway Time Service Co.,
General Time Inspector Memphis, Tenn.
Ashdown, Arkansas Lee's Jewelers
Baton Rouge, La. Johnson-Bailey Jewelry
Baxter Springs, Kans. McElwain Jewelry
Beaumont, Tex. Freedman Jewelry
Beaumont, Tex. Highland Watch Shop
Cullen, La. Hudson Jewelry
DeRidder, La. Champion's Jewelry
DeQuincy, La. Browning Jewelry
Ft. Smith, Ark. Esquire Jewelers
Ft. Smith, Ark. Fink Jewelry
Ft. Smith, Ark. Malone Jewelry
Greenville, Tex. Winans & Son, Jewelers
Groves, Tex. Nacol's Jewelry

Heavener, Okla.	Phipp's Jewelry
Hope, Ark.	Becherer Jewelers
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.	Kansas City Jewelers, Inc.
Kansas City, Mo.	Williams Jewelry
Kansas City, Mo.	Zinner's Jewelry
Lake Charles, La.	Gordon's Jewelers
Leesville, La.	Smith's Jewelers
Metairie, La.	DeGruy's Jewelry
Minden, La. (Traveling Inspector)	Bryan's Jewelers
Nederland, Tex.	Mr. "Red" Green Jewelers
New Orleans, La.	House of Time
Overland Park, Kans.	Perrin's Jewelers
Pineville, La.	Don Lindsay Jewelers
Pittsburg, Kans.	Williams' Jewelers
Port Arthur, Tex.	Nacol's Jewelers
Poteau, Okla.	Jack's Jewelry
Shreveport, La.	Bryan's Jewelers
Shreveport, La.	Clarke's Jewelers
Shreveport, La.	Couch's Jewelry
Texarkana, Ark.	Gray's Jewelry
Winnfield, La.	Baum Jewelry

Z. TONNAGE RATINGS

K. C. S.

Direction	From	To	1500	1750	2000	2250	3000
First Subdivision							
South	MP-0	MP-23	2320	2670	4030	4030	5800
	MP-23	MP-129	2580	2970	4450	4450	5800
North	MP-129	MP-23	2580	2970	4450	4450	5800
	MP-23	MP-0	3800	4390	6400	6400	10000
Second Subdivision							
South	MP-129	MP-155	2680	3090	4610	4610	5800
	MP-155	MP-174	2050	2425	3520	3520	4100
	MP-174	MP-181	1000	1100	1600	1600	2500
	MP-181	MP-201	2000	2500	3675	3675	4900
	MP-201	MP-229	1000	1160	1600	1600	2500
	MP-229	MP-236	2000	2500	3750	3750	5000
North	MP-236	MP-185	1080	1250	1730	1730	2700
	MP-185	MP-129	2470	2850	4270	4270	5600
Third Subdivision							
South	MP-236	MP-265	1500	1725	2560	2560	3800
	MP-265	MP-338	2460	2830	4260	4260	5800
North	MP-338	MP-265	2600	3000	4480	4480	5800
	MP-265	MP-236	1450	1675	2480	2480	3625
Fourth Subdivision							
South	MP-338	MP-367	1080	1250	1730	1730	2700
	MP-367	MP-404	1290	1500	2150	2150	3225
	MP-404	MP-433	1540	1790	2500	2500	3900
North	MP-433	MP-367	1170	1360	1870	1870	2925
	MP-367	MP-338	2800	3230	4800	4800	5600
Fifth Subdivision							
South	MP-433	MP-488	2820	3250	4830	4830	5800
	MP-488	MP-554	2650	3050	4560	4560	5800
North	MP-554	MP-488	2650	3050	4560	4560	5800
	MP-488	MP-433	2820	3250	4830	4830	5800

TIMETABLE NO. 1

Sixth Subdivision

South	MP-554	MP-669	1690	1950	2860	2860	4225
North	MP-669	MP-592	2260	2720	3780	3780	4972
	MP-592	MP-554	2660	3120	3780	3780	4972

Seventh Subdivision

South	MP-669	MP-719	2760	3190	4740	4740	5800
	MP-719	MP-767	4100	4500	7200	7200	8200
	MP-767	MP-787	4100	4500	7200	7200	8200
Except:	MP-735	MP-787					12000
North	MP-787	MP-767	4100	4500	7200	7200	8200
	MP-767	MP-719	4100	4500	7200	7200	8200
	MP-719	MP-669	2800	3240	4800	4800	5800
Except:	MP-787	MP-735					12000

Lake Charles Subdivision

South	MP-719	MP-B742	4100	7000	7500	7500	10000
North	MP-B742	MP-719	4100	7000	7500	7500	10000

L. & A.

New Orleans and Baton Rouge Subdivision

South	Alex	New OrL.	4500	5000	7200	7200	10000
Except:	Lobdell	Bridge Jct.	1650	1900	2640	2640	3650
North	New OrL.	Alex	4500	5000	7200	7200	10000
Except:	Bridge Jct.	Lobdell	1880	2090	3010	3010	4000

Shreveport Subdivision

South	S'port	Aloha	3900	4500	6240	6240	8200
	Aloha	Alex.	4500	5000	7200	7200	10000
North	Alex.	Aloha	4500	5000	7200	7200	10000
	Aloha	S'port	3900	4500	6240	6240	8200

Hope Subdivision

South	Hope	Stamps	3000	3490	4800	4800	5700
	Stamps	Cullen	4550	5250	7280	7280	8650
	Cullen	Cotton V	3080	3570	4930	4930	5600
	Cotton V	Minden	2550	2950	4080	4080	4650
	Minden	S'port	2850	3300	4560	4560	5200
North	S'port	Minden	2630	3060	4210	4210	5350
	Minden	Taylor	3080	3560	4930	4930	6000
	Taylor	Stamps	5080	5600	8130	8130	9500
	Stamps	Hope	3000	3490	4800	4800	5700

Minden Subdivision

South	Minden	Chestnut	2250	2600	3600	3600	5000
	Chestnut	Winnfield	2480	2870	3970	3970	5300
	Winnfield	Alex.	2550	2960	4080	4080	5400
North	Alex.	Winnfield	2480	2990	3970	3970	5750
	Winnfield	MP-125	2325	2700	3720	3720	5350
	MP-125	Sibley	2700	3120	4320	4320	6200
	Sibley	Minden	4200	4850	6720	6720	8100

Texas Subdivision

South	Dallas	F'ville	1580	1830	2530	2530	3750
	F'ville	Hunt	1800	2080	2880	2880	4075
	Hunt	Winnsboro	1580	1830	2530	2530	3750
	Winnsboro	H. Spgs.	1450	1680	2320	2320	3500

TIMETABLE NO. 1

	H. Spgs.	Jeff'son	1700	1960	2720	2720	3750
	Jeff'son	Baldwin	3000	3470	4800	4800	6000
	Baldwin	Shipp	2500	2900	4000	4000	5300
	Shipp	S'port	4000	4630	6500	6500	8200
North	S'port	Jeff'son	2100	2430	3360	3360	4600
	Jeff'son	H. Spgs.	1700	1960	2720	2720	3850
	H. Spgs.	Hunt	1580	1830	2530	2530	3750
	Hunt	Dallas	1700	1960	2720	2720	3850

CLASSIFICATION OF ENGINES

Class	Unit Numbers	Tractive Power In Pounds Per Unit	Weight On Drivers In Pounds Each Unit	Horsepower	Maximum Speed	
SWITCH	1126	61,000	244,000	1000	45 MPH	
	4125	61,000	244,000	1000	45 MPH	
SWITCH	4200-4226	61,000	244,000	1000	45 MPH	
SWITCH	4300-4315	61,000	244,000	1200	45 MPH	
SWITCH	4320-4362	62,000	258,000	1500	45 MPH	
SLUG	4250-4257	61,000	244,000	1500	45 MPH	
SWITCH	1	62,000	258,000	1500	45 MPH	
FREIGHT	30-A	61,000	244,000	1500	65 MPH	
	"	51-C	56,000	244,000	1500	65 MPH
	"	54-A	61,000	244,000	1500	65 MPH
	"	56-C	56,000	244,000	1500	65 MPH
	"	58-A, 58-D	61,000	244,000	1500	65 MPH
	"	59-B	56,000	244,000	1500	65 MPH
	"	59-C	56,000	244,000	1500	65 MPH
	"	59-D	61,000	244,000	1500	65 MPH
	"	70-A, 70-C	61,000	244,000	1500	65 MPH
	"	70-B	56,000	244,000	1500	65 MPH
	"	71-A, 71-C	61,000	244,000	1500	65 MPH
	"	72-B	56,000	244,000	1500	65 MPH
	"	73-A, 73-D	61,000	244,000	1500	65 MPH
	"	73-B	56,000	244,000	1500	65 MPH
	"	74-D	61,000	244,000	1500	65 MPH
	"	75-A	61,000	244,000	1500	65 MPH
	"	75-C	56,000	244,000	1500	65 MPH
"	76-A, 76-D	61,000	244,000	1500	65 MPH	
"	76-C	56,000	244,000	1500	65 MPH	
GP-7	4150-4162	59,000	238,000	1500	65 MPH	
GP-9	4163-4165	59,600	245,700	1750	65 MPH	
GP-30	4100-4119	61,500	260,000	2250	65 MPH	
GP-38-2	4000-4009	63,000	266,000	2000	65 MPH	
SD-40	600-636	101,500	406,000	3000	65 MPH	
SD-40-2	637-676	101,500	368,000	3000	65 MPH	
MP-15	4363-4366	62,000	266,000	1500	65 MPH	

PERMANENT ENGINE NUMBERS

Eng. No.	Unit. No.	Eng. No.	Unit No.
30 *	30-A	71 *	71-A
94	54-A	88	71-C
95	58-A	73 *	73-A
85 *	58-D	90 *	73-D
86 *	59-D	91 *	74-D
70	70-A	75 *	75-A
87 *	70-C	76 *	76-A
		93 *	76-D

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

Master Units For Operation With Remote Units	Remote Units	Units Equipped To Handle Slug Units
604-605-608-609	606-607-610-611	4326-4329-4331
618-619-626-632	620-621-627-634	4334-4337-4344
633-653-654-661	635-655-656-664	4345-4346-4347
662-663-673-674	665-666-675-676	4348-4349-4350
		4351-4352

ALPHABETICAL LISTING AND STATION NUMBERS

OF ALL STATIONS:

Station	Station No.	Station	Station No.
(A)		Chamberlin, La.	3179
Adner, La.	5097	Chestnut, La.	7122
Aero Jet Spur, Mo.	0178	Clarence, La.	3069
Alexandria, La.	7194	Cleveland, Mo.	0039
Allene, Ark.	0457	Coal Creek, Okla.	0316
Aloha, La.	3092	Colfax, La.	3097
Amoret, Mo.	0069	Como, Tex.	9131
Amsterdam, Mo.	0062	Converse, La.	0611
Anacoco, La.	0660	Coopers, La.	0675
Anchorage, La.	3223	Cotton Valley, La.	7061
Anderson, La.	7104	Coushatta, La.	3044
Anderson, Mo.	0192	Cove (Reboul Spur), Ark.	0397
Anthony, Ark.	7003	Crestline, Kans.	4148
Ark-La-Tex, La.	0542	Crews, La.	3078
Asbury, Mo.	0140	Cullen, La.	7050
Ashdown, Ark.	0469	Cumby, Tex.	9154
Ashland, La.	7114	Curtis, La.	3009
Atreco, Tex.	0788	(D)	
Avenger, Tex.	9067	Dangerfield, Tex.	9083
(B)		Dauby, Mo.	0170
Baldwin, Tex.	9042	Dallas, Tex.	9223
Barmen, La.	3259	Decatur, Ark.	0217
Baroid Sales Co., Tex.	0491	DeQueen, Ark.	0433
Baron, Okla.	0249	DeQuincy, La.	0719
Barrett, La.	3114	DeRidder, La.	0690
Batchelor, La.	3175	Dorcheat, La.	7072
Baton Rouge, La.	3227	Dowling, Tex.	0773
Beaumont, Tex.	0767	Doyline, La.	5083
Benson, La.	0605	Drexel, Mo.	0053
Bentley, La.	7179	Dry Prong, La.	7174
Bijou, La.	3141	Duplessis, La.	3248
Blanchard, La.	0549	(E)	
Blenheim, La.	3006	East Point, La.	3032
Bloomburg, Tex.	0508	Ecol, La.	3275
Boise Southern, La.	0688	Elm Grove, La.	3017
Bokoshe, Okla.	6307	Eser, Tex.	9116
Brashear, Tex.	9148	Essen, La.	3236
Brian, La.	0545	Eve, Mo.	0099
Buhler, La.	2729	(F)	
Bullion, La.	3243	Faker, Tex.	9094
Bunch, Okla.	0272	Farmersville, Tex.	9185
Burford, Tex.	9052	Ferguson, La.	5102
Butane Spur, Mo.	0153	Fisher, La.	0640
(C)		Flint Creek, Ark.	0224
Calvin, La.	7139	Florien, La.	0643
Campbell, Tex.	9161	Forbing, La.	0567
Campti, La.	3062	Ft. Crowder (Coach), Mo.	0179
Caplis, La.	3013	Fort Polk, La.	0674
Carla, La.	7145	Fort Smith, Ark.	6356
Cason, Tex.	9089	Fox, Tex.	9035
Castor, La.	7105		
Chaison, Tex.	0769		

Station	Station No.	Station	Station No.
Frellson, La.	3295	Lassater, Tex.	9061
Frierson, La.	0577	Lataniar, La.	3131
(G)		Leeds, Mo.	0010
Gandy, La.	0645	Leesburg, Tex.	9105
Gans, Okla.	0299	Leesville, La.	0669
Gentry, Ark.	0222	Legonier, La.	3170
Gillham, Ark.	0421	Lemonville, Tex.	0748
Glazer Spur, Mo.	0178	Lerch, Ark.	7030
Glynn, La.	3178	Lettsworth, La.	3174
Goldonna, La.	7130	L.I.D.A. Spur, La.	0667
Gonzales, La.	3251	Lin, La.	3068
Good Hope, La.	3288	Linde Spur, Mo.	0177
Goodman, Mo.	0185	Lobdell, La.	3225
Goodwill, La.	5087	Long Bell Amer., Mo.	0158
Gramercy, La.	3269	Loring, La.	0627
Grandview, Mo.	0023	Lucas, La.	0729
Grannis, Ark.	0414	Ludington, La.	0687
Grappe's Bluff, La.	3056	Lunita, La.	0731
Gravette, Ark.	0210	(M)	
Green Island, La.	0727	McCurtain, Okla.	6318
Greenville, Tex.	9172	McElhany, Mo.	0181
Gulf States Util.	2733	McElroy, La.	3260
(H)		Mansfield, La.	0592
Hamburg, La.	3160	Mansura, La.	3153
Hammock, La.	9004	Many, La.	0634
Hatfield, Ark.	0392	Marble City, Okla.	0281
Hatton, Ark.	0404	Mauriceville, Tex.	0751
Heavener, Okla.	0338	Mayer, La.	3012
Heflin, La.	7089	Mena, Ark.	0380
Helme, La.	0724	Military, Kans.	4143
Herbert, Ark.	7021	Minden, La.	7078
Hessmer, La.	3149	Montegut, La.	3280
Hoot, Tex.	0494	Montgomery, La.	3082
Hope, Ark.	7001	Moreauville, La.	3157
Hornbeck, La.	0653	Morganza, La.	3176
Howe, Okla.	0333	Mossville, La.	2736
Hughes Spgs., Tex.	9076	Mulberry, Kans.	0118
Hume, Mo.	0081	(N)	
Hyde, La.	3167	Neal Springs, Ark.	0443
(I)		Neame, La.	0680
Intl. Creo, Tex.	0490	Nederland, Tex.	0777
Irene, La.	3210	Neosho, Mo.	0174
(J)		New Orleans, La.	3308
Jamestown, La.	7098	New Roads, La.	3177
Jefferson, Tex.	9049	Noble, La.	0618
Joan of Arc, La.	3144	Noel, Mo.	0201
Joplin, Mo.	0155	Norco, La.	3287
Joslyn Mfg., Ark.	0383	North Baton Rouge, La.	3227
Jury, Tex.	0494	(O)	
(K)		Oil City, La.	0537
Kansas City, Mo.	0004	Ozark Terminal Spur, Mo.	0172
Karnack, Tex.	9037	(P)	
Keller, La.	3173	Packton, La.	7157
Kenner, La.	3298	Page, Okla.	0355
Kleinpeter, La.	3241	Panama, Okla.	0317
K.O.G. Jct., Mo.	4139	Pickton, Tex.	9126
Korf, Texas	0765	Pimid, Mo.	0066
Kraft, La.	3058	Pineville, La.	3121
(L)		Pittsburg, Kans.	0128
La. Gas Co., La.	3016	Pittsburg, Tex.	9098
Lake Charles, La.	2742	Placid Oil Co., La.	7131
Lanagan, Mo.	0195	Port Arthur, Tex.	0787
LaPlace, La.	3282	Port Gardner, La.	3210
		Port Neches, Tex.	0779

Station	Station No.	Station	Station No.
Poteau, Okla.	0326	Sun Spur, Tex.	0775
Potter, Ark.	0386	Superior, La.	0531
Prairieville, La.	3246	South Texarkana, Tex.	0499
Princeton, La.	5093	(T)	
(Q)		Taylor, Ark.	7041
Quarry Spur, Okla.	0282	Texarkana, Tex.	0488
(R)		Thermo, Tex.	9135
Ravanna, Ark.	0514	Tidewater, Tex.	9112
Rebold Spur (Cove) Ark.	0397	Tioga, La.	7188
Redland, Okla.	0306	Treat, La.	7060
Reserve, La.	3276	Trenton, La.	0599
Richards, Mo.	0094	(V)	
Rich Mountain, Ark.	0367	Vandervoort, Ark.	0402
Roy, La.	7107	Veals, Tex.	9079
Ruliff, Tex.	0741	Vidor, Tex.	0761
(S)		Vivian, La.	0528
St. Maurice, La.	3075	V.P. Spur, La.	0644
Sallisaw, Okla.	0291	(W)	
Sandra, La.	0518	Waco Spur, Mo.	0140
Sarepta, La.	7056	Waldron, Ark.	6432
Shady Point, Okla.	0320	Watts, Okla.	0236
Shipp, La.	9006	Welsh, Tex.	9090
Shoreline, La.	0533	Western Elec., Mo.	0022
Shreveport, La.	0554	West Lake Charles, La.	2751
Sibley, La.	7083	West Lake, La.	2740
Signor, La.	3302	Westland Oil, La.	9001
Siloam Springs, Ark.	0229	Westville, Okla.	0244
Simmesport, La.	3168	Whelan, Tex.	9009
Singer, La.	0705	Wickes, Ark.	0409
Smith's Bluff, Tex.	0776	Wilkes Spur, Tex.	9064
Sorrento, La.	3256	Willianna, La.	7166
S/W Gas & Elec., La.	0539	Winnfield, La.	7148
Spindletop, Tex.	0771	Winnboro, Tex.	9118
Springhill, La.	7048	Winthrop, Ark.	0450
Spiro, Okla.	0312	Wood, La.	3059
Stamps, Ark.	7023	Wilton, Ark.	0464
Starks, La.	0736	(Z)	
Stilwell, Okla.	0258	Zummo, Tex.	0770
Stotesbury, Mo.	0089	Zwolle, La.	0623
Sugar Creek, Mo.	3000		
Sulphur Springs, Tex.	9140		

ADDITIONAL GENERAL INSTRUCTIONS:

1. When cars are shoved over highway crossings where flangeways are likely to be blocked with gravel from highway traffic, inspection must be made before movement is started, and when necessary, the flangeways must be cleaned out to avoid possibility of derailment.
2. Conductors will leave list for the Agent, showing train number and name of conductor setting cars out. Also, time of delivery must be shown.
3. Conductors and switching crews must see that "Shipper Order" shipments are not left at "prepaid" stations or set out on industrial tracks or sidings until instructed by Agent or other proper authorities.
4. Conductors, agents, and yard forces must indicate on list and consist after the tonnage the letter "W" for all loads that have not been weighed or not moving under WWIB agreement stamp.
5. X-9-10 report will show whether or not heaters are in cars and if burning.

6. Rule 11 of the Interstate Commerce Commission, which is self-explanatory, is quoted below:

"It shall be unlawful for any common carrier subject to the provisions of this act, or any office, agent or employe of such common carrier, or for any other person or corporation lawfully authorized by such common carrier to receive information therefrom, knowingly to disclose or to permit to be acquired by any person or corporation other than the shipper or consignee without the consent of such shipper or consignee, any information concerning the nature, kind, quantity, destination, consignee or routing of any property, tendered to or delivered to such common carrier for interstate transportation which information may be used to detriment."

7. When trains are detoured, conductors will show on face of all reports: "Detoured from to via.," and will furnish Trainmaster statement showing whether or not any material or supplies taken while on foreign line. If so, at what point; also show whether one or two pilots furnished and whether pilot was conductor or engineer.
8. By Order of the President:
"An employee of any department whose wages are garnished a second time, or one making an assignment of wages, except for an authorized payroll deduction, will be subject to immediate dismissal and will be held responsible for all expenses incurred by the Company in connection therewith."
9. In case any officer or employe of the Kansas City Southern Lines or affiliated companies is summoned or subpoenaed as a witness in any suit or proceedings in which any of the said companies may be interested directly or indirectly, such officer or employe will report the facts immediately to his superior officer who will pass the information to the Superintendent, or other department head officer.
10. No person, not a member of the crew, whether employed by the company or not, will be permitted to assist in the work of switching cars, making couplings, releasing brakes, etc., under any conditions, whether in emergency or otherwise. These instructions do not apply to officers and supervisors, directly connected with train and yard work. Agents will see that clerks, operators and other station attendants understand and comply with this order.
11. Head brakeman in freight service will ride the leading unit unless otherwise instructed by conductor or engineer.
12. Crews deadheaded on freight trains must not ride in operating control unit of locomotive consist.
13. Engineer-instructors will permit designated trainees under their supervision to operate the engine and perform other functions of an engineer.

