

TAKE PRIDE
in
RULES
OBSERVANCE

For employes 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 employes under their supervision.

TAKE TIME FOR SAFETY

SAFETY FIRST

KANSAS CITY SOUTHERN LINES
(INCLUDING MILW-KCS JOINT AGENCY)

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



FOR THE GOVERNMENT OF EMPLOYES ONLY

SYSTEM

TIMETABLE
No. 2

Effective 12:01 a.m. Sunday, July 4, 1982

J.E. GREGG, Vice President-Operations
O.C. BURGE, Asst. Vice President-Operations
J. WEBB, Asst. Vice President-Transpn.
D.K. OWEN, Gen. Supt. of Safety-Rules Examiner
H.F. BAILEY, Superintendent, K.C.S.
D.E. JOHNSON, Superintendent, L&A
B.R. AMIS, Gen. Supt., MILW-KCS Joint Agency

LIST OF OFFICIALS

ASSISTANT SUPERINTENDENTS		
M.W. Hahn	K.C.S.	Shreveport, La.
J.M. Dowden	L&A	Shreveport, La.
SUPERINTENDENT OF TERMINALS		
L.D. Fields	K.C.S.	Port Arthur, Tex.
ASSISTANT SUPERINTENDENTS OF SAFETY		
E.L. Terry	K.C.S.-L&A	Shreveport, La.
R.J. Morris	K.C.S.-L&A	Shreveport, La.
G.L. Guin	K.C.S.-L&A	Shreveport, La.
TRAINMASTERS		
L.R. Gardner	K.C.S.	Pittsburg, Kans.
D.H. Morrison	K.C.S.	Heavener, Okla.
R.L. Oliver	K.C.S.	Texarkana, Tex.
C.W. Guillory	K.C.S.	Shreveport, La.
J.H. Lashley	K.C.S.	Lake Charles, La.
C.A. Harrison	L&A	Shreveport, La.
A. George, Jr.	L&A	Shreveport, La.
J.W. Talley	L&A	Shreveport, La.
F.L. Ashworth	L&A	Dallas, Tex.
TERMINAL TRAINMASTERS		
K.L. Richmond	K.C.S.-L&A	Shreveport, La.
J.W. Cammack	K.C.S.	Beaumont, Tex.
S.A. Pence	L&A	Baton Rouge, La.
W.A. Phillips	L&A	New Orleans, La.
ASSISTANT TRAINMASTERS		
C.R. Salter	K.C.S.	Pittsburg, Kans.
J.E. Dunn	K.C.S.	Pittsburg, Kans.
B.W. Whitlock	K.C.S.	Heavener, Okla.
L.G. Shepherd	K.C.S.-L&A	Shreveport, La.
W.B. Warren	K.C.S.-L&A	Shreveport, La.
J.J. Wyker	K.C.S.	Leesville, La.
A.R. Luman	K.C.S.	Lake Charles, La.
I.S. Judice	K.C.S.	Beaumont, Tex.
A.R. Talton, Jr.	L&A	Hughes Springs, Tex.
J.P. Jackson	L&A	Baton Rouge, La.
GENERAL ROAD FOREMAN ENGINES		
A.V. Ingram	K.C.S.-L&A	Shreveport, La.
ROAD FOREMEN OF ENGINES		
B.D. Sanders	K.C.S.-L&A	Pittsburg, Kans.
E.W. Parks	K.C.S.-L&A	Pittsburg, Kans.
L.L. Harp	K.C.S.-L&A	Heavener, Okla.
J.C. Carrier	K.C.S.-L&A	Shreveport, La.
E.D. Northcutt, Jr.	K.C.S.-L&A	Shreveport, La.
MILW-K.C.S. JOINT AGENCY		
C.D. Nunley	Superintendent	Kansas City, Mo.
H.D. Dudley	Asst. Superintendent	Kansas City, Mo.
J.W. Maple	Asst. to General Supt.	Kansas City, Mo.
J. Kosman	Asst. Trainmaster	Kansas City, Mo.
W.L. Alvis	Asst. Trainmaster	Kansas City, Mo.
T.J. Cain	Asst. Trainmaster	Kansas City, Mo.
DIRECTOR OF TRANSPORTATION		
B.M. Deaver	K.C.S.-L&A	Shreveport, La.
CHIEF DISPATCHERS		
H.C. Park	K.C.S.-L&A	Shreveport, La.
T.S. McGuire	K.C.S.-L&A	Shreveport, La.
D.L. Webb	K.C.S.-L&A	Shreveport, La.
TRAIN DISPATCHERS—Shreveport, La.		
T.A. Tucker	C.A. Puckitt	H.E. Bond
B.J. Hall	F. Crnkovic	J.A. Anderson
L.E. Deen	J.S. Lewter	S.J. Fleming

	Page		Page
Kansas City Southern		Louisiana & Arkansas	
Railway	2-28	Railway	29-51
First Subdivision	2	Texas Subdivision	29
Second Subdivision	6	Shreveport Subdivision	40
Third Subdivision	10	Baton Rouge Subdivision	42
Fourth Subdivision	13	New Orleans Subdivision	46
Fifth Subdivision	16	Hope Subdivision	48
Sixth Subdivision	19	Minden Subdivision	50
Seventh Subdivision	22	Shreveport Terminal Area	
Lake Charles Branch	26	Special Instructions	52
Baxter Springs Branch	9		
Arkansas Western			
Railway	15		
Ft. Smith & Van Buren			
Railway	12		
Shreveport Terminal Area			
Special Instructions	52		
MILW-KCS Joint Agency Special Instructions	105		

K.C.S. LINES SYSTEM SPECIAL INSTRUCTIONS

Accident Reports	83	General Order Books, location of	82
Brakes, Air and Hand, regulations	68	Hazardous Materials Handling	75
Brakes, Air and Hand, general	74	Hot Box and Dragging Equipment Instructions	64
Claim Agents	83	Overloads, handling of	62
Clearances	63	Physicians, list of	86
Engines, classification of	90	Profiles, elevation	93
Engine, operation of	59	Profiles, trains	87
Equipment, Instructions handling	57	Standard Clocks	83
Equipment, restricted	59	Stations, listings of	90
Foreign Lines, Operation over:		Train Registers	82
ATSF	33	Track Car Lineups	87
JUD	8	Tonnage Ratings	88
MKT	32	Watches (approved)	85
BN	11	Watch Inspectors	84
SSW	41, 49, 53	Weight Limitations, Maximum	60
General Instructions	56	Work Equipment, handling of	56

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑	
				Sidings			Aux. Trks. Cars
				Feet	Cars		
	0004		KANSAS CITY... ORSTWY			Yard	
		5.0	WEST WYE TOWER... K				
			0.3				
		5.3	AIR LINE JCT.			Conn.	
			0.1				
		5.4	MP CROSSINGS (3)				
			0.1				
		5.5	MP CROSSING				
			0.2				
		5.7	ICG CROSSING				
			0.4				
		6.1	KCT CROSSINGS (2)			Conn.	
			0.0				
		6.1	ATSF CROSSING				
			0.0				
		6.1	BIG BLUE JCT.			Conn.	
			0.6				
		6.7	ARMCO STEEL CROSSING			Conn.	
			0.7				
		7.4	FIFTEENTH STREET	4350	79	Yard	
			0.3				
		7.7	MP CROSSING				
			1.2				
		8.9	BLUE VALLEY	10016	183		
			9.1				
	0018	18.0	BRYANT	4853	88		
			5.5				
	0023	23.5	GRANDVIEW	13684	249	Yard	
			9.2			Conn.	
	0033	32.7	JAUDON	6978	127		
			20.4				
	0053	53.1	DREXEL	11999	218	31	
			9.3				
	0062	62.4	AMSTERDAM	6822	124	29	
			18.3			Y	
	0081	80.7	HUME	7592	138	Yard	
			18.2				
	0099	98.9	EVE	10327	188	Yard	
			15.7			Conn.	
		114.6	BN CROSSING				
			3.5				
	0118	118.1	MULBERRY	12457	226	10	
			1.2				
		119.3	BN CONN.				
			7.8				
		127.1	ATSF CONN.				
			1.1				
		128.2	NORTH YARD... KORTW			Yard	

128.2

Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
0010	Leeds	9.8	Yard	S	0066	Pimid	66.3	10	N
0022	Ford	22.2	14	N	0069	Amoret	68.9	16	N&S
0039	Cleveland	38.8	8	N	0089	Stotesbury	89.1	16	N&S
0062	K.C.P.L.	61.3	Yard	N&S	0094	Richards	93.6	16	N&S

SYMBOL KEY: K — Train Order Office T — Turntable
 O — Diesel Fuel W — Water
 R — TOFC Ramp Y — Wye
 S — Scale

Track diagrams and color codes are for general information only and are not to scale. RED indicates CTC-ABS; GREEN indicates ABS.

FIRST SUBDIVISION SPECIAL INSTRUCTIONS

1. **MAXIMUM AUTHORIZED SPEED** 40 MPH

SPEED RESTRICTIONS

- 1.1 All Joint Agency Trackage to MP 6.0 10
 MP 6.0 to MP 8.0 20
 Between 12th and 17th Streets Kansas City. . 10
 City Limits Kansas City 25*

*Over crossings unprotected by watchmen or gates.

City Limits Amsterdam 35
 Over BN Crossing MP 114.6 30 Eng. Only
 City Limits Pittsburg 25

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

NOTES: No braking shall be performed on Bridge B-89 located at MP 88.5 except in case of emergency.

2. **RAILROAD CROSSINGS AT GRADE**

Railroad	Mile Post	Type of Protection
MP (3)	5.4	Stop (Rule 98)
MP	5.5	Gate @ (Rule 98)
ICG	5.7	Manual Interlocking #
KCT (2)	6.1	Manual Interlocking #
ATSF	6.1	Manual Interlocking #
Armco Steel	6.7	Interlocked
MP	7.7	Gate @ (Rule 98)
BN	114.6	Automatic Interlocking

@ Normal position of gate against conflicting route.
 # Controlled by Kansas City Terminal Ry. Traffic Control.

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 6.1 to MP 10.3
 CTC — ABS MP 10.3 to MP 126.2

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.

Ford	MP 22.2
BN Connection	MP 23.1
Leach Hurlbert Lbr. Co. Spur	MP 23.2
Patco Spur	MP 24.8
Cleveland Spur	MP 39.0
Pimid Spur	MP 66.3
Amoret, North siding switch	MP 68.7
Amoret, South siding switch	MP 68.9
Hume, Spur track east side of main track	MP 80.5
Stotesbury, North siding switch	MP 88.7
Stotesbury, South siding switch	MP 89.0
Richards, North siding switch	MP 93.3
Richards, South siding switch	MP 93.6
Eve, North switch, East siding	MP 98.8
Eve, South switch, East siding	MP 99.2

3.1 **SIDINGS EQUIPPED WITH DUAL CONTROLLED SWITCHES.**

Grandview	Hume
Jaudon	Eve
Drexel	Mulberry
Amsterdam	

4. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.

MP 10.3	Leeds
MP 126.2	North Yard—Pittsburg

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

MP 15.1*	MP 86.8 #
MP 26.1	MP 89.4 #
MP 46.1*	MP 95.2*
MP 58.4	MP 110.4*
MP 81.5	MP 124.9*

*Equipped with Oversize Load Feature.

#Dragging Equipment Detectors only. Has radio alarm but no monitor display board or integrity light.

6. LOCAL SPECIAL INSTRUCTIONS.**6.1 KANSAS CITY**

- (a) Southward trains secure clearance or verbal authority of train dispatcher before departing Air Line Jct.
- (b) Southward trains obtain verbal authority of the train dispatcher to enter CTC territory MP 10.3 before leaving Air Line Jct.
- (c) Yard engines moving Southward secure clearance or verbal authority of the train dispatcher before departing MP 10.3.
- (d) Conductors of inbound trains, other than solid over the road trains, will register their arrival at West Wye Tower and deliver waybills to Yardmaster's Office at West Wye Tower.
- (e) 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.
- (f) The head brakeman will accompany the engine in moving from the roundhouse of East Kansas City to the train yard and position himself to observe whether or not the route is clear and the switches properly lined.
- (g) When operating solid over-the-road trains from the KCS to the BN, the following will govern:

Conductor will throw off register check and wheel report passing West Wye Tower.

When train is routed via Kansas City Terminal Railway, notify West Wye Tower arriving and leaving time at Big Blue Jct.

Notify Operator West Wye Tower via radio before passing over Kansas St. westbound in order for clearance to be secured for movement over ASB Bridge.

When arriving or approaching Harlem Street or Ustick Tower north of ASB Bridge, call Yardmaster West Wye Tower and request transportation from BN Yard.

Show on timeslip the time engine arrives at the first set of puzzle power switches after passing Harlem Street or Ustick Tower. This is the entrance to BN Murray Yard.

Advise Yardmaster West Wye Tower via radio, the time delivery made to BN.

Conductor notify Crew Dispatcher by telephone from the tie up point the time crew finally tied up.

Any delay in excess of 15 minutes enroute to BN must be reported to the Yardmaster at West Wye Tower. If delay continues, a status report must be made each 15 minutes to permit supervisors to handle.

- (h) When ATSF cars are set out at Blue Valley, leave original waybills for those cars in mail box at 23rd St. and bring copy of waybills to East K.C. When train is handled to ATSF by road crew, take original and copy of waybills with you leaving original waybills at ATSF AY Tower and bringing copy of waybills back to East K.C.

Report time to West Wye Tower when enter KCT Ry. trackage at Big Blue Jct. and report cut-off time by radio to Yardmaster West Wye Tower as soon as cut-off from train in ATSF Yard.

Final terminal point is AY Tower in ATSF—the point where you will leave waybills. It is permissible to throw off the waybills at this location unless inclement weather exists at the time. At AY Tower there is usually a clerk on hand to make a pull-by check of train in which case speed should be adjusted to permit securing an accurate record.

The trip mileage has been calculated to be 132 miles from North Yard to cut-off point in ATSF Yard.

ATSF radio is equipped with KCS Channel One (1) for communications. However, this channel is not monitored and ATSF initiate calls.

6.2 KCPL PLANT AMSTERDAM:

- (a) Do not exceed:

5 MPH between KCS lead and loop track switch.
5 MPH on loop track, except:
2 MPH approaching and moving through dumper building.

- (b) Employees are prohibited from riding on side of engine, car or caboose entering or moving through dumper building.

6.3 BN Connection MP 119.3: BN trains and engines operate in through movement between BN Connection MP 119.3 and MP 129.7.**6.4 PITTSBURG—NORTH YARD:**

- (a) ATSF trains and engines operate in through movement between ATSF North Connection, MP 127.1 and ATSF South Connection, MP 129.4 under Rule 93.
- (b) Northward trains secure clearance or verbal authority of the train dispatcher before departing North Yard.
- (c) Northward trains obtain verbal authority of the train dispatcher to enter CTC territory before departing North Yard.

6.5 STATES LINES: Missouri—Kansas MP 120.15

Station No.	Mile Post	Stations	Capacity		NORTH ↑	
			Sidings			Aux. Trks. Cars
			Feet	Cars		
	128.2	NORTH YARD. KORTW			Yard	
		0.8				
	129.0	MP CROSSING.			Conn.	
		0.2				
0128	129.2	PITTSBURG.			Yard	
		0.3				
	129.5	BN CROSSING.				
		0.2				
	129.7	BN CROSSING.			Conn.	
		9.3				
4139	139.0	KOG JCT.				
		1.3				
0140	140.3	ASBURY.	7094	129	5	
		6.9				
	147.2	BN CROSSING.				
		7.1				
0155	154.3	JOPLIN. R	5559	101	Yard Conn.	
		0.5				
	154.8	BN CROSSING.				
		0.1				
	154.9	BN CROSSING.				
		15.2				
0170	170.1	DALBY.	6679	121		
		2.6				
	172.7	BN CROSSING.			Conn.	
		1.4				
0174	174.1	NEOSHO. KORWY	3311	60	Yard	
		6.7				
0181	180.8	MCELHANY.	18105	329	17	
		19.9				
0201	200.7	NOEL.	6699	122	41	
		16.3				
0217	217.0	DECATUR.	2011	36	25	
		5.5				
0222	222.5	GENTRY.	7879	143	47	
		1.2				
0224	223.7	FLINT CREEK.			Yard	
		5.6				
0229	229.3	SILOAM. R	8109	147	Yard	
		6.7				
0236	236.0	WATTS. KW	12367	225	Yard	
		108.8				

Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
0128	ATSF So. Conn.	129.4	Conn.	S	0179	Coach Track	178.5	34	N&S
0140	Waco Spur	139.8	100	S	0181	Gov. Lead	180.7	Yard	N
0158	Long Bell Am.	157.5	75	S	0185	Goodman	184.6	55	S
0158	Mont. Ward Spur	157.9	4	S		American Family			
0172	Ozark Ter. Spur	172.2	Conn.	S	0189	Home Spur	189.3	5	S
0177	Linde Spur	177.0	62	N	0192	Anderson	191.7	33	N&S
0178	Neosho Prod. Co.	177.6	32	S	0195	Lanagan	195.2	20	N
					0210	Gravette	209.9	29	N&S

SYMBOL KEY: K — Train Order Office T — Turntable
 O — Diesel Fuel W — Water
 R — TOFC Ramp Y — Wye
 S — Scale

Track diagrams and color codes are for general information only and are not to scale. RED indicates CTC-ABS; GREEN indicates ABS.

SECOND SUBDIVISION SPECIAL INSTRUCTIONS

1. **Maximum Authorized Speed** 40 MPH
- SPEED RESTRICTIONS**
- 1.1 City Limits Pittsburg. 25
 Over BN Crossing MP 147.2. 30 Eng. Only
 City Limits Joplin. 25
 Between MP 156 and MP 158. 20
 Over Bridge A-166, MP 165.6. 20
 Over BN Crossing MP 172.7. 20

- City Limits Neosho. 25*
- *Over crossing not protected by
 automatic signals. 10
 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 and East Team Tracks
 Gravette. 20
 City Limits Decatur. 30
 Between North and South Siding Switches
 Watts. 20

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

2. RAILROAD CROSSING AT GRADE

Railroad	Mile Post	Type of Protection
MP	129.0	Gate @ (Rule 98)
BN	129.5	Gate @ (Rule 98)
BN	129.7	Gate @ (Rule 98)
BN	147.2	Automatic Interlocking
BN	154.8	Gate @ (Rule 98)
BN	154.9	Gate @ (Rule 98)
BN	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:

Coach Track, North Switch	MP 178.3
Coach Track, South Switch	MP 178.7
Lanagan, Switch to West Track	MP 195.5
Decatur, East Team Track	MP 217.1
Gentry, North Switch House Track	MP 222.2
Gentry, South Switch House Track	MP 222.6
Siloam, La-Z-Boy Spur	MP 228.7

3.1 SIDINGS EQUIPPED WITH DUAL CONTROLLED SWITCHES.

Asbury	Gentry
Dalby	Flint Creek Spur
McElhany	Siloam
Noel	Watts

4. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS

MP 130.6	North Yard—Pittsburg
MP 153.6 to MP 156.2	Joplin
MP 172.0 to MP 174.4	Neosho

5. LOCATION OF HIGH WATER DETECTORS (See item L page 64)

MP 165.1
MP 169.7

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

MP 144.0*	MP 197.6
MP 165.2	MP 213.5*
MP 183.8*	MP 226.7

*Equipped with Oversize Load Feature.

7. LOCAL SPECIAL INSTRUCTIONS.

7.1 **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.

7.2 **JOPLIN:**

- (a) When absolute signal governing Northward movements on main track, located 2950 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) 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.

7.3 **NEOSHO**

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

7.4 **FLINT CREEK:**

Interlocked, dual-controlled power derail installed at clearance point Flint Creek Spur and operates in conjunction with the Flint Creek Spur switch which is controlled by the train dispatcher. When operating the Flint Creek Spur switch by hand it will also be necessary to operate the derail by hand.

All movements on Flint Creek Spur must not exceed 5 MPH using this track and 2 MPH moving over rotary unloading device.

Employees are prohibited from riding on side of engine, car or caboose entering or moving through the dumper building, Swepeco Power Plant.

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

7.6 **STATE LINES:**

Kansas—Missouri. MP 138.53
 Missouri—Arkansas. MP 203.91
 Arkansas—Oklahoma. MP 232.75

BAXTER SPRINGS BRANCH

SOUTH ↓	Station No.	Mile Post	Stations	Capacity			NORTH ↑
				Sidings		Aux. Trks.	
				Feet	Cars	Cars	
	4139	139.0	KOG JUNCTION.	· · ·	· · ·	· · ·	
			9.1	· · ·	· · ·	· · ·	
	4148	L148.1	CRESTLINE.	· · ·	· · ·	· · ·	
			0.4	· · ·	· · ·	· · ·	
		L148.5	BN CROSSING.	· · ·	· · ·	· · ·	
			0.1	· · ·	· · ·	· · ·	
		L148.6	END OF LINE.	· · ·	· · ·	· · ·	Yard
			9.6	· · ·	· · ·	· · ·	

BAXTER SPRINGS BRANCH SPECIAL INSTRUCTIONS
MPH

1. **Maximum Authorized Speed.** 10

SPEED RESTRICTIONS

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

2. **RAILROAD CROSSINGS AT GRADE**

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

Normal position against KCS.

3. **RESTRICTED SPEED TERRITORY (Rule 92 Applies)**

All trains and engines move at Restricted Speed between KOG Junction and end of line.

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑	
				Sidings			Aux. Trks. Cars
				Feet	Cars		
	0236	236.0	WATTS. KW	12367	225	Yard	
			8.4				
	0244	244.4	WESTVILLE.	3434	62	46	
			13.8				
	0258	258.2	STILWELL.	7844	143	Yard	
			22.9				
	0281	281.1	MARBLE CITY.	8376	152	49	
			9.3				
		290.4	MP CROSSING.			Conn.	
			0.7				
	0291	291.1	SALLISAW.	5880	107	Yard	
			8.1				
	0299	299.2	GANS.	8167	148	8	
			12.5				
	0312	311.7	SPIRO.	3530	64	Yard	
			4.0				
	0316	315.7	COAL CREEK.		FSVB	Conn.	
			1.6				
	0317	317.3	PANAMA.	3252	59	Conn.	
			2.7				
	0320	320.0	SHADY POINT.	7674	140		
			5.6				
		325.6	BN CROSSING.			Conn.	
			0.8				
	0326	326.4	POTEAU. R	1771	32	Yard	
			6.6				
	0333	333.0	HOWE.	7693	140	Yard	
			5.0				
	0338	338.0	HEAVENER. KOSWY	13698	249	Yard	
			102.0				

Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
0241	Feeder.	241.0	86	N&S	0291	Crown Zellerbach.	289.4	Yard	S
0249	Baron.	250.0	21	N&S	0292	Quick.	292.2	56	N
0272	Bunch.	271.7	28	N&S					
0282	Marble Cty Q. Spur	281.3	189	N					

SYMBOL KEY: K —Train Order Office T —Turntable
 O —Diesel Fuel W —Water
 R —TOFC Ramp Y —Wye
 S —Scale

Track diagrams and color codes are for general information only and are not to scale. RED indicates CTC-ABS; GREEN indicates ABS.

THIRD SUBDIVISION SPECIAL INSTRUCTIONS

- MPH
- Maximum Authorized Speed. 40**
SPEED RESTRICTIONS
 - Between North and South Siding Switches,
 Watts. 20
 City Limits Stilwell. 25
 Over MP Crossing MP 290.4. 30 Eng. Only
 City Limits Sallisaw. 35
 Over BN Crossing MP 325.6. 25 Eng. Only
 - All tracks other than main track, through
 turnouts and crossovers. 5
 - RAILROAD CROSSINGS AT GRADE**

Railroad	Mile Post	Type of Protection
MP	290.4	Automatic Interlocking
BN	325.6	Automatic Interlocking

3. SIGNAL RULES IN EFFECT.

CTC—ABS MP 236.0 to MP 335.8

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.

Westville, East Team Track	MP 244.2
Baron, North Switch Team Track.	MP 249.9
Baron, South Switch Team Track.	MP 250.1
Bunch, North Switch	MP 271.5
Bunch, South Switch	MP 271.8
Crown Zellerbach	MP 289.4
Sallisaw, Compress Track	MP 290.1
Sallisaw, House Track	MP 291.2
Quick	MP 292.2
Spiro, South Wye Switch	MP 311.9
Panama, KCS Tracks No. 1 and No. 2	MP 317.1
Panama, Oil Tracks No. 1 and No. 2	MP 317.6
Poteau, Old BN Conn.	MP 326.8

3.1 SIDINGS EQUIPPED WITH DUAL CONTROLLED SWITCHES.

Watts	Gans
Stilwell	Shady Point
Marble City	Howe
Sallisaw	Heavener

4. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.

MP 336.3	Heavener
----------	----------

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

MP 247.2*	MP 305.3#
MP 262.1	MP 308.3#
MP 284.4*	MP 315.7
MP 301.9	MP 331.4*

*Equipped with Oversize Load Feature.

#Dragging Equipment Detectors only. Has radio alarm but no monitor display board or integrity light.

6. LOCAL SPECIAL INSTRUCTIONS.

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

6.2 SALLISAW: When signal governing movement over MOP crossing Sallisaw displays STOP indication per Rule 292, crew members involved will be governed by Rule 344 and other applicable rules in addition to securing authority from the train dispatcher to proceed as prescribed by Rule 350.

6.3 HEAVENER:

- Northward trains secure clearance or verbal authority of the train dispatcher before departing Heavener.
- All trains and engines move at yard speed between MP 335.8 and MP 336.3.

6.4 FORT SMITH:

- KCS trains and engines using BN tracks between BN connection MP 325.6, Poteau, and Fort Smith are governed by BN Operating Rules and BN Southwestern Division timetable and special instructions.
- MAXIMUM AUTHORIZED SPEED**, all KCS tracks, through turnouts and crossovers 5 MPH

(c) Railroad Crossings at Grade.

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

% Electrically locked gate, normal position against KCS.
Instructions for operation posted at gate.

Normal position against KCS.

(d) All KCS tracks at Ft. Smith are within Yard Limits.

(e) TOFC Ramp located at Ft. Smith.

FORT SMITH AND VAN BUREN RAILWAY

SOUTH ↓	Station No.	Mile Post	Stations	Capacity			NORTH ↑
				Sidings		Aux. Trks.	
				Feet	Cars	Cars	
	0316	20.0	COAL CREEK			33	
			7.0				
		27.0	MP CROSSING				
			0.3				
	6307	27.3	BOKOSHE		13		
			10.7				
	6318	38.0	McCURTAIN		24		
			2.7				
		40.7	END OF LINE				
			20.7				

Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
6310	Kleaner	30.0	60	S	6318	Great Natl. Corp.	38.2	33	N
6318	Heatherly Mng. Co.	38.4	64	S					

FS&VB RAILWAY SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED. 10 MPH

SPEED RESTRICTIONS

1.1 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 92 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.

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑	
				Sidings			Aux. Trks.
				Feet	Cars		Cars
	0338	338.0	HEAVENER KOSWY	13698	249	Yard	
			16.7				
	0355	354.7	PAGE	6710	122	15	
			12.6				
	0367	367.3	RICH MOUNTAIN	8966	163	23	
			12.5				
	0380	379.8	MENA	5304	96	Yard	
			6.5				
	0386	386.3	POTTER	7025	128	25	
			5.9				
	0392	392.2	HATFIELD	5119	93	40	
			9.6				
	0402	401.8	VANDERVOORT	6786	123	36	
			7.0				
	0409	408.8	WICKES	11932	217	20	
			12.5				
	0421	421.3	GILLHAM	6708	122	24	
			11.6			Yard	
	0433	432.9	DEQUEEN KOWY	7465	136	Conn	
			95.3				

Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
0380	Emerson Electric	379.1	28	N	0404	Hatton Rock Co.	403.7	65	S
0380	Rodgers Lumber Co.	379.1	9	S	0404	Hatton	403.8	24	S
0383	I.P. Co.	382.6	31	S	0414	Grannis	413.5	18	N&S
0397	Rebold	396.6	17	N					

SYMBOL KEY: K — Train Order Office T — Turntable
O — Diesel Fuel W — Water
R — TOFC Ramp Y — Wye
S — Scale

Track diagrams and color codes are for general information only and are not to scale. RED indicates CTC-ABS; GREEN indicates ABS.

FOURTH SUBDIVISION SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED. 40 MPH

SPEED RESTRICTIONS

1.1 Between North and South Siding
Switches, Heavener. 20
Between MP 379.5 and South Siding Switch
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 338.5 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
Rodgers Lumber Co. Spur	MP 379.1
Nebr. Bdge. Supply & Lbr. Co.	MP 381.1
Intl. Paper Co.	MP 382.6
Rebold Spur	MP 396.6
Hatton	MP 403.8
Grannis, North Switch Team Track	MP 413.2
Grannis, South Switch Team Track	MP 413.6

2.1 SIDINGS EQUIPPED WITH DUAL CONTROLLED SWITCHES.

Heavener	Vandervoort
Page	Wickes
Rich Mountain	Gillham
Potter	DeQueen (North siding switch)

3. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.

MP 339.3	Heavener
MP 431.7	DeQueen

4. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS

MP 347.9*	MP 404.4
MP 363.8	MP 425.0
MP 384.1*	

* Equipped with Oversize Load Feature.

5. LOCATION OF HIGH WATER DETECTORS (See Item L page 64)

MP 383.4
MP 384.7
MP 406.3

6. LOCAL SPECIAL INSTRUCTIONS.**6.1 HEAVENER:**

- (a) Southward trains except AW secure clearance, or verbal authority of the train dispatcher, before departing Heavener.
- (b) Derail on south lead of Heavener Yard is located 345 feet north of south siding switch and operates in conjunction with the south siding switch which is controlled by the train dispatcher. When operating the south siding switch by hand, it will also be necessary to operate the derail by hand.
- (c) All trains and engines move at yard speed between MP 335.8 and MP 336.3.

6.2 DEQUEEN

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

6.3 STATE LINES: Oklahoma—Arkansas MP 360.35**THE ARKANSAS WESTERN RAILWAY**

SOUTH ↓	Station No.	Mile Post	Stations	Capacity			NORTH ↑
				Sidings		Aux. Trks. Cars	
				Feet	Cars		
	0338	0.0	HEAVENER KOSWY	....	....	Yard	
	6432	31.8	31.8 WALDRON . . . . .	....	24	49	
		33.4	1.6 END OF LINE . . . . .	....	....	....
			33.4				

Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
0338	Reese Spur.	1.3	10	S	6414	Southwestern Wood.	14.3	3	S
0338	Intl. Paper Co.	2.0	21	S					

SYMBOL KEY: K —Train Order Office T —Turntable
 O —Diesel Fuel W —Water
 R —TOFC Ramp Y —Wye
 S —Scale

**ARKANSAS WESTERN RAILWAY
SPECIAL INSTRUCTIONS**

1. **MAXIMUM AUTHORIZED SPEED.** 10 MPH
SPEED RESTRICTIONS

- 1.1 All tracks other than main track, through turnouts and crossovers. 5
2. **RESTRICTED SPEED TERRITORY (Rule 92 applies).**
 All trains and engines move at Restricted Speed between Heavener and End of Line.
3. **LOCAL SPECIAL INSTRUCTIONS.**
 - 3.1 **WALDRON:** Flag all movements over Old Highway 71 crossing and do not block this crossing unnecessarily.
 - 3.2 **STATE LINES:** Oklahoma—Arkansas MP 9.99

SOUTH ↓	Station No.	Mile Post	Stations	Capacity			NORTH ↑
				Sidings		Aux. Trks. Cars	
				Feet	Cars		
	0433	432.9	DEQUEEN..... KOWY 0.9	7465	136	Yard Conn.	
		433.8	D&E CROSSING..... 4.4				
		438.2	WADE..... 11.1	7137	130		
	0450	449.3	WINTHROP..... 13.7	10709	195	12	
	0464	463.0	WILTON..... 4.6	7437	135	108	
		467.6	BN CROSSING..... GNA CONN 2.6			Conn.	
	0469	470.2	ASHDOWN..... KY	10872	198	Yard	
	0488	487.0	TRIGG STREET... ORWY 0.3	11254	205	Yard	
		487.3	DEPOT JUNCTION..... 0.1			Conn.	
		487.4	MP CROSSING..... 0.1				
		487.5	SSW CROSSING..... 1.9				
		489.4	ICC CO. CROSSING..... 0.0				
		489.4	MP CROSSING..... 3.4				
	0494	492.8	JURY..... 6.5	6602	120		
	0499	499.3	SOUTH TEXARKANA..... 17.5	900	16	Yard	
	0518	516.8	SANDRA..... 15.0	6596	120	17	
	0533	531.8	SHORELINE..... 16.5	12807	233	61	
	0549	548.3	BLANCHARD..... 0.7	6608	120	10	
		549.0	TEXAS JUNCTION..... Y 4.3			Conn.	
	0554	553.3	DERAMUS YARD. KORSWY			Yard	

120.4

Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
0443	Neal Springs.....	442.8	20	S	0528	V.I.P. Spur.....	527.4	7	S
0457	Allene.....	456.0	26	N&S	0531	Superior Tie & Timber Co.....	530.2	Conn.	N&S
0469	Nekoosa Paper Co.....	470.3	Yard	WYE	0537	Halliburton.....	536.0	28	N&S
0490	Kerr-McGee Chem. Corp.....	489.1	27	N&S	0539	Southwestern Gas & Electric Co.....	538.4	Yard	S
0491	Baroid Sales Co.....	490.4	11	N	0542	Ark-La-Tex.....	541.3	3	N
0494	Hoot Spur.....	493.3	Conn.	S	0545	Brian.....	544.9	Yard	S
0508	Bloomburg.....	507.2	57	N&S		L&A Conn. Blanchard.....	548.4	Wye	S
0514	Ravanna.....	512.5	8	S					
0528	Vivian.....	526.8	28	N&S					

SYMBOL KEY: K — Train Order Office T — Turntable
 O — Diesel Fuel W — Water
 R — TOFC Ramp Y — Wye
 S — Scale

Track diagrams and color codes are for general information only and are not to scale. RED indicates CTC-ABS; GREEN indicates ABS.

FIFTH SUBDIVISION SPECIAL INSTRUCTIONS

- MPH
1. MAXIMUM AUTHORIZED SPEED..... 40
- SPEED RESTRICTIONS**
- 1.1 City Limits DeQueen..... 25
 Between North Siding Switch Winthrop and South Siding Switch Wilton..... 35
 Over BN Crossing MP 467.6..... 20
 Between MP 467.6 and South Siding Switch Ashdown..... 20

TIMETABLE NO. 2

- 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 Crossings MP 489.4..... 20 Eng. Only
 Over Bridge A-498, MP 497.5..... 30
 Over Switches South Texarkana (2 switches). 20
 City Limits Bloomburg..... 30
 Over Main Street Crossing, Rodessa,
 MP 519.4..... 25
 City Limits Vivian..... 30
 Over Bridge A-540 (Caddo Lake) MP 539.2... 25
 Between North and South Siding
 Switches Blanchard..... 20

* 10 MPH over 3rd through 14th Streets

- 1.2 All tracks other than main track, through turnouts and crossovers..... 5
- 1.3 When handling cars in a block of 20 or more loaded cars each weighing 125 tons (gross weight) or more (bulk commodities), speed must be reduced to:

25 MPH over bridges A-498 MP 497.5; A-521 MP 520.5 and A-540 MP 539.2.

2. RAILROAD CROSSINGS AT GRADE

Railroad	Mile Post	Type of Protection
D&E	433.8	Interlocked
BN	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 492.2 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 Track.....	MP 442.8
Winthrop, Brotherton Woodyard.....	MP 449.4
Allene, North Switch Team Track.....	MP 455.9
Allene, South Switch Team Track.....	MP 456.3
Hoot, Spur Track.....	MP 493.3
Ravanna, Spur Track.....	MP 512.5
V.I.P. Spur.....	MP 527.4
Superior T&T Switch.....	MP 530.0
Superior T&T Switch.....	MP 530.4
Halliburton North Switch.....	MP 535.7
Halliburton South Switch.....	MP 536.1
SG&E Spur.....	MP 538.4
Ark-La-Tex Spur.....	MP 541.3

3.1 SIDINGS EQUIPPED WITH DUAL CONTROLLED SWITCHES.

DeQueen (North siding switch)	Jury
Wade	Sandra
Winthrop	Shoreline
Ashdown	Blanchard
Trigg St. (North siding switch)	Texas Jct.

4. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.

MP 434.3	DeQueen
MP 484.7 to MP 492.2	Trigg St.-Jury
MP 549.0	Deramus Yard

TIMETABLE NO. 2

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

MP 440.5*	MP 505.5*
MP 459.5	MP 523.3*#
MP 474.5*	MP 544.0*
MP 490.9*	

* Equipped with Oversize Load features.

Equipped with Hot Wheel and Loose Wheel features.

6. LOCAL SPECIAL INSTRUCTIONS.

6.1 DEQUEEN:

- (a) Southward trains secure clearance, or verbal authority of the train dispatcher, before departing DeQueen.

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

- (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.

6.2 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-BN 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, BN interlocking, after complying with Rule 344, must obtain verbal authority of train dispatcher before moving over BN Crossing.

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

6.3 TRIGG STREET:

- (a) Southward trains and engines obtain verbal authority of the train dispatcher to enter CTC territory before departing Trigg St.

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

6.4 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, pages 52 through 55.

6.5 STATE LINES:

Arkansas-Texas	MP 478.01
Texas-Arkansas	MP 509.50
Arkansas-Louisiana	MP 515.92

SOUTH ↓	Station No.	Mile Post	Stations	Capacity			NORTH ↑
				Sidings		Aux. Trks. Cars	
				Feet	Cars		
	0554	553.3	DERAMUS YD. KORSWY				Yard
			3.0				
		556.3	HARRIET ST. TWO				Yard
			1.9				Conn.
		558.2	N. WYE SWITCH. MAIN				Conn.
			0.6				
		558.8	S. WYE SWITCH. TRACKS				
			2.2				
		561.0	HOLLYWOOD AVE				
			2.5				
		563.5	MP CROSSING.				Conn.
			2.1				
	0567	565.6	FORBING.	1897	34	4	
			10.7				
	0577	576.3	FRIERSON.	8086	161	10	
			4.2				
	0580	580.5	BAYOU PIERRE. Y				Yard
			10.8				
	0592	591.3	MANSFIELD.	5671	103	83	
			6.7				
	0599	598.0	TRENTON.	3528	64		
			6.5				
	0605	604.5	BENSON.	4575	83	5	
			5.6				
	0611	610.1	CONVERSE.	9459	172	24	
			11.7				
	0623	621.8	ZWOLLE.	3501	64	64	
			4.1				
	0627	625.9	LORING.	5547	101		
			7.4				
	0634	633.3	MANY.	1700	31	89	
			5.6				
	0640	638.9	FISHER.	3350	61	14	
			3.5				
	0643	642.4	FLORIEN.	3497	64	25	
			16.2				
	0660	658.6	ANACOCO.	8852	161		
			9.8				
	0669	668.4	LEESVILLE. KOW	6556	119	Yard	
			115.1				

Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
0554	Std. Wd. Pres.	564.2	60	S	0634	J&M Spur.	634.5	40	N&S
0554	Slack Ind. Park.	564.4	Yard	N&S	0634	Van Ply.	635.0	17	N
0589	Boise So. Woodyard	588.6	10	N	0643	Vanc. Plywood.	641.4	35	S
0592	Hendrix.	592.3	20	S	0643	Olin Kraft.	641.5	17	S
0592	Intl. Paper Spur.	593.1	30	N&S	0644	VP Spur.	644.3	10	S
0596	Coker.	596.0	28	WYE	0645	Gandy Spur.	645.5	18	S
0618	Noble.	616.6	43	N&S	0653	Lincoln Spur.	652.0	5	N
0627	Contl. Can Co.	627.4	22	N&S	0664	Hawthorn.	664.0	25	S
					0667	L.I.D.A. Spur.	666.2	12	N

SYMBOL KEY: K — Train Order Office T — Turntable
 O — Diesel Fuel W — Water
 R — TOFC Ramp Y — Wye
 S — Scale

Track diagrams and color codes are for general information only and are not to scale. RED indicates CTC-ABS; GREEN indicates ABS.

SIXTH SUBDIVISION SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED. MPH
40

SPEED RESTRICTIONS

- 1.1 City Limits Shreveport. 20*
 Through Spring Switch, Hollywood Avenue. . . 10
 Over MP Crossing MP 563.5. 10
 North siding switch Mansfield to MP 593.1. . . 20
 Over 1st Street Crossing North of Depot,
 Mansfield. 10
 City Limits Converse. 25
 MP 621.4 to MP 622.4. 20
 Zwolle. 10#
 MP 633 to MP 635. 20
 Over Bridge A-661, MP 660.7. 25
 City Limits Leesville. 10

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

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

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

Except:

Between stem of wye Bayou Pierre &
 I.P. Marshalling Yard. 10

2. RAILROAD CROSSING AT GRADE.

Railroad	Mile Post	Type of Protection
MP	563.5	Automatic Interlocking

3. SIGNAL RULES IN EFFECT.

CTC-ABS MP 554.1 to MP 557.1
 CTC-ABS MP 566.3 to MP 667.3

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:

Boise Southern wood yard switch.	MP 588.6
North Wye switch Coker	MP 595.9
South Wye switch Coker	MP 596.1
North switch Continental Can Co.	MP 627.3
South switch Continental Can Co.	MP 627.5
Vancouver Plywood switch.	MP 641.4
Parker Wood Yard switch.	MP 641.5
VP Spur switch	MP 644.3
Gandy Spur switch.	MP 645.5
Lincoln Spur switch.	MP 652.0
International Paper Spur switch.	MP 664.0
L.I.D.A. Spur switch.	MP 666.2

3.1 SIDINGS EQUIPPED WITH DUAL CONTROLLED SWITCHES.

Frierion	Converse
Bayou Pierre, north leg of wye	Loring
Bayou Pierre, south leg of wye	Fisher
Mansfield	Anacoco
Benson	

4. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.

MP 566.3	Deramus Yard
MP 666.0	Leesville

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

MP 558.5* (East Main Track)	MP 614.9*
MP 567.6*	MP 629.3
MP 578.2*	MP 645.2
MP 601.0	MP 663.0*

* Equipped with Oversize Load features.

6. LOCAL SPECIAL INSTRUCTIONS.

6.1 DERAMUS YARD:

- Be governed also by Shreveport Terminal Area special instructions, pages 52-55.
- Southward trains and engines secure verbal permission from Control Operator, Deramus Yard, to enter C.T.C. territory.
- Southward trains secure clearance or verbal authority of the train dispatcher before departing Deramus Yard. Southward trains secure verbal authority from the train dispatcher to enter C.T.C. territory before departing end of double track at Hollywood Avenue.

6.2 LEESVILLE:

- Northward trains obtain clearance or verbal authority of the train dispatcher before departing Leesville. Northward trains obtain verbal authority of the train dispatcher to enter C.T.C. territory before departing Leesville.
- Anti-whistling ordinance in effect.

SOUTH ↓	Station No.	Mile Post	Stations	Capacity			NORTH ↑
				Sidings		Aux. Trks.	
				Feet	Cars	Cars	
	0669	668.4	LEESVILLE..... KOW	6556	119	Yard	
		672.6	4.2 DAUB..... Y			Lead	
	0680	679.8	7.2 NEAME.....	6612	120	17	
	0687	687.0	7.2 LUDINGTON.....			Yard	
	0690	689.2	2.2 DERIDDER.....	2886	52	87	
		689.8	0.6 ATSF CROSSING.....			Conn.	
	0705	705.1	15.3 SINGER.....	6904	126	5	
	0719	719.0	13.9 DEQUINCY..... Y	7060	128	Yard	
		720.3	1.3 CS JUNCTION.....			Conn.	
	0724	723.6	3.3 HELME.....	4881	89		
	0729	728.4	4.8 LUCAS.....	4907	89		
	0736	735.2	6.8 STARKS.....	7996	145	20	
	0741	740.6	5.4 RULIFF.....	4890	89		
	0751	750.2	9.6 MAURICEVILLE..... Y	10371	188	Conn.	
		750.2	0.0 MP CROSSING.....			Conn.	
	0761	760.4	10.2 VIDOR.....	13359	243	24	
		764.9	4.5 SP JUNCTION.....			Conn.	
	0767	766.0	1.1 BEAUMONT..... K				
		766.0	0.0 SP CROSSING.....			Conn.	
		766.6	0.6 GCL JUNCTION.....			Conn.	
		766.7	0.1 ATSF CROSSING.....			Conn.	
	0769	767.9	1.2 CHAISON..... ORSWY			Yard	
		769.8	1.9 SP CROSSING.....				
	0775	775.3	5.5 SUN JUNCTION.....			Conn.	
	0777	776.1	0.8 NEDERLAND.....			41	
		779.6	3.5 NECHES JUNCTION..... Y			Yard	
		784.9	5.3 SP CROSSING.....			Conn.	
	0787	786.1	1.2 PT. ARTHUR..... ORSWY			Yard	

117.7

Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
0674	Fort Polk.....	672.9	Yard	N&S	0771	Wilson Tracks.....	770.2	25	N
0675	Coopers.....	674.5	14	S	0771	Team Track.....	770.4	25	N
0687	Ampacet.....	687.3	35	S	0771	Texas Gulf Sulphur	771.3	Yard	N&S
0688	Boise So. Paper Co.....	687.4	Lead	S	0772	Wallace Co.....	771.6	12	N
0690	ATSF/Chev.Conn.....	690.0	Conn.	N	0773	Davidson Constr.Co.....	771.9	22	N
0690	Crosby Chem. Spur.....	690.1	Yard	S	0773	Dupont No. Track.....	771.9	Conn.	S
0719	DeQuincy Ind. Park.....	720.0	Lead	N	0773	Big Three No. Track.....	773.3	10	S
0719	Alton Box Co.....	721.2	20	N	0773	Big Three So. Track.....	773.4	15	S
0727	Green Island.....	726.8	Conn.	S	0773	Dupont So. Track.....	773.5	Conn.	N
0731	Lunita.....	730.4	14	S	0776	Sun Team Track.....	774.9	28	S
0748	Lemonville.....	748.1	Conn.	S	0776	Nederland Team.....	776.1	10	N
0765	Korf.....	764.9	Yard	N	0787	Hayes.....	782.7	15	S
0770	Zummo.....	770.0	10	N					

SYMBOL KEY: K — Train Order Office T — Turntable
 O — Diesel Fuel W — Water
 R — TOFC Ramp Y — Wye
 S — Scale

Track diagrams and color codes are for general information only and are not to scale. RED indicates CTC-ABS; GREEN indicates ABS.

TIMETABLE NO. 2

SEVENTH SUBDIVISION SPECIAL INSTRUCTIONS

MPH

1. MAXIMUM AUTHORIZED SPEED..... 40

SPEED RESTRICTIONS

- 1.1 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
 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.... 5
 Boise Southern Spur between KCS main track
 and 1st Road Crossing east of Marshalling Yard 20

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 670.3 to MP 686.0
 CTC-ABS MP 690.3 to MP 718.8
 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.

Coopers.....	MP 674.5
Alton Box Co. Spur.....	MP 721.2
Lunita.....	MP 730.4
North Switch Team Track, Vidor.....	MP 760.2
South Switch Team Track, Vidor.....	MP 760.5

3.1 SIDINGS EQUIPPED WITH DUAL CONTROLLED SWITCHES.

Neame	Helme
Singer	Lucas
DeQuincy (north end)	Starks
North siding switch.	Ruliff
North leg of wye.	Mauriceville
DeQuincy (south end)	Vidor
South siding switch.	S.P. Jct.
C.S. Jct.	G.C.L. Jct.
Long Lead	
#1 track switch.	

TIMETABLE NO. 2

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

Track cars will proceed over this 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 671.0	Leesville
MP 686.0 to 690.3	Ludington-DeRidder
MP 717.0 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 92 applies).**

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

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

MP 683.4*
MP 708.8
MP 726.0
MP 743.4
MP 764.9*
MP 766.4* (Both main tracks.)

* Equipped with Oversize Load features.

7. **LOCAL SPECIAL INSTRUCTIONS.**

- 7.1 **LEESVILLE:** Anti-whistling ordinance in effect.

- 7.2 **DEQUINCY-LAKE CHARLES:** Southward KCS trains and engines originating on the Lake Charles Branch or at DeQuincy will secure verbal authority of the train dispatcher at Shreveport before departing DeQuincy.

7.3 **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.

7.4 **SP JCT. (MP 764.9)—GCL JCT. (MP 766.6)**

SP trains operate over KCS between SP Jct. and GCL Jct. and are governed by S.P. Operating Rules, Timetable and Special Instructions and KCS General Orders and Instructions.

7.5 **FORM "U" TRAIN ORDERS:**

Form "U" Train Orders will not be issued between S.P. Jct. (MP 764.9) and MP 766.8. M. of W. & S. Department employees requiring protection between these points will secure Track and Time Limits as prescribed by Operating Rule 402.

7.6 **BEAUMONT:**

- Northward trains and engines 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.

(g) **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 controlled switches between Langham Road and Wall St. and between South St. and Crockett St. controlled by MP control operator.

Signals and dual controlled 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 St. and Crockett St. 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.

7.7 **TOPCO:**

When handling inbound movements (TOPCO) flag protection must be provided over Proctor St. Extension. This will be accomplished by leaving a member of crew at the crossing. When handling outbound movements (TOPCO) fusees must be placed at Proctor St. Extension before proceeding over crossing.

7.8 **PORT ARTHUR:**

All movements over 9th St. must be preceded by a flagman.

7.9 **STATE LINES:** Louisiana-Texas MP 738.72

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑	
				Sidings			Aux. Trks. Cars
				Feet	Cars		
	0719	719.1	DEQUINCY. Y	...	...	Yard
		719.6B	0.6 MP CROSSING.				
	2729	728.7B	9.1 BUHLER.	8140	145	178	
	2733	732.7B	4.0 GULF STATES UTL.			Conn.	
	2736	735.4B	2.7 MOSSVILLE. ORSW			Yard	
	2740	739.1B	3.7 WEST LAKE.			Yard	
	2742	741.5B	2.4 LAKE CHARLES.				
22.3							

SYMBOL KEY: K — Train Order Office T — Turntable
 O — Diesel Fuel W — Water
 R — TOFC Ramp Y — Wye
 S — Scale

Track diagrams and color codes are for general information only and are not to scale. RED indicates CTC-ABS; GREEN indicates ABS.

LAKE CHARLES BRANCH SPECIAL INSTRUCTIONS

- MPH
1. **MAXIMUM AUTHORIZED SPEED. 20**
SPEED RESTRICTIONS
 - 1.1 Over Houston River Bridge MP 732.4-B. 10
 Over Calcasieu River Drawbridge MP 739.4-B. 5
 Over Bridge A-741-B, MP 740.0-B. 5
 Over Bridge B-741-B, MP 740.8-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 @

@ Instructions for operation posted at Crossing.
 3. **SIGNAL RULES IN EFFECT.**
 CTC-ABS MP 718.8 to MP 732.7-B
 - 3.1 **SIDINGS EQUIPPED WITH DUAL CONTROLLED SWITCHES.**
 DeQuincy (North wye switch)
 Buhler
 Gulf States Utilities Spur.
 4. **YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.**
 MP 720.9-B DeQuincy MP 737.2-B Lake Charles
 - 4.1 All trains and engines move at Yard Speed between Gulf States Utilities spur MP 732.7-B and Lake Charles.
 5. **LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS.**
 MP 726.0-B

6. LOCAL SPECIAL INSTRUCTIONS

- 6.1 **DEQUINCY:** Normal position of switch at stem of wye is for north leg of wye.
- 6.2 **MOSSVILLE:** Do not exceed 3 MPH over scales when weighing and 5 MPH when not weighing.
- 6.3 **WEST LAKE CHARLES:** Movements over Cities Service Crossing Highway 108 must be preceded by a flagman.
- 6.4 **WEST LAKE:** Movements must be preceded by a flagman over Miller St. crossing, the second crossing north of Calcasieu River Drawbridge.
- 6.5 **CALCASIEU RIVER DRAWBRIDGE, MP 739.4-B:** All movements must come to a STOP before moving over bridge.
- 6.6 **LAKE CHARLES:** Anti-whistling ordinance in effect.
- 6.7 **GULF STATES UTILITIES UNIT COAL TRAINS:**

The following will govern all coal train movements, loaded or empty, when using GSU trackage, Mossville, Louisiana.

- (1) Do not exceed:
 10 MPH between KCS main track and loop track switch.
 5 MPH on loop track except:
 2 MPH approaching and moving through dumper building.
- (2) A signal mast with two position signal located on engineer side entrance to dumper building governing movements through dumper building. Be governed by the following:
 Red—Stop
 Yellow—Proceed not exceeding 2 MPH through dumper building.
 Dark—Stop and crew member contact dumper operator immediately. Do not move train until signal changes to proceed indication or until verbally authorized by dumper operator.
- (3) A close clearance sign is located on engineer's side 75-feet from entrance to dumper building. A close clearance sign is located on the dumper face, each side of entrance to dumper building. Employees are prohibited from riding on side of engine, car or caboose entering or moving through dumper building.
- (4) Be governed by the following while spotting train:
 - A. Before passing signal mast, all locomotive units must have windows closed, awnings down and side vents closed. Caboose windows and doors must be closed.
 - B. Crew members on head end must remain inside of locomotive cabs.
 - C. Engineer will spot the first three cars via radio contact with dumper operator.
 - D. When dumper operator advises the third car is spotted, engineer will:
 - (1) Place reverse lever in the center (neutral) position.
 - (2) Release air brakes.
 - (3) Place generator field switch in off position.
 - (4) Notify crew members on caboose that train is spotted and released to GSU, after which all crew members will detrain.
 Crew members will not remain in vicinity of dumper building during unloading.
- (5) Handling after unloading is completed.

- A. GSU will notify crew that train has been unloaded, at which time the rear car will be sitting on the rotary dumper.
- B. Head end crew members will board engine after checking head three cars for hand brakes, but will not move train until radio contact is made with dumper operator and obtain okay to proceed. Dumper operator will advise when caboose has cleared dumper building. Engineer will not make a reverse move.
- C. Conductor and rear brakeman will remain in vicinity of loop track switch, inspect both sides of train as pulls by and board the caboose.
- D. Conductor will show on time-slip the time lead car spotted and train released to GSU and the time GSU released empty train to crew.

SOUTH ↓	Station No.	Mile Post	Stations	Capacity			NORTH ↑
				Sidings		Aux. Trks. Cars	
				Feet	Cars		
	9223	T-223.1	DALLAS K			Conn.	
	9185	T-185.3	37.8 via ATSF FARMERSVILLE				
	9172	T-171.6	13.7 HUNT KRW			Yard	
		T-170.2	1.4 SSW CROSSING			Conn.	
	9161	T-161.2	9.0 CAMPBELL	3162	57		
	9148	T-147.8	13.4 BRASHEAR	4555	83		
	9140	T-140.3	7.5 SULPHUR SPRINGS K			Yard	
	9131	T-130.7	9.6 COMO	5863	107	6	
	9118	T-117.7	13.0 WINNSBORO	2378	43	Yard	
	9105	T-105.4	12.3 LEESBURG	2700	49		
	9098	T-98.3	7.1 PITTSBURG			Yard	
			SSW CROSSING			Conn.	
	9090	T-90.4	7.9 WELSH			Yard	
	9089	T-88.8	1.6 CASON	6828	124		
	9079	T-78.4	10.4 VEALS			Yard	
	9076	T-76.3	2.1 HUGHES SPRINGS KOW			Yard	
	9061	T-61.1	15.2 LASSATER	7500	136	11	
		T-50.2	10.9 MP CROSSING			Conn.	
	9049	T-49.3	0.9 JEFFERSON			Yard	
	9042	T-41.7	7.6 BALDWIN	2214	40	Yard	
	9035	T-35.6	6.1 FOX Y	7000	127		
	9004	T-3.7	13.6 HAMMOCK	6771	123		
		T-0.0	3.7 TEXAS JUNCTION } VIA Y			Conn.	
	0554	553.3	4.2 DERAMUS YD. } KCS				

209.2

Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
9001	Westland Oil	T0.3	23	N	9094	Faker	T95.5	31	N&S
9006	Shipp.	T5.8	22	N&S	9108	Newsome	T108.5	10	S
9009	Whelan	T9.7	21	N&S	9112	Tidewater	T112.0	Yard	N&S
9035	Longhorn Ord.	T35.0	Yard	N&S					Wye
9037	Karnack	T36.8	21	N&S	9116	Eser	T116.4	44	N&S
9049	North Jefferson	T50.3	66	S					Wye
9052	Burford	T52.2	57	N&S	9126	Pickton	T125.8	25	S
9058	Sarber	T57.7	27	N	9135	Thermo	T134.7	13	N&S
9064	Wilkes Spur	T63.3	Yard	N	9135	Tugco	T136.2	Lead	N
9067	Avinger	T67.4	7	N&S	9154	Cumby	T154.5	5	S
9083	Ga. Pacific	T81.5	32	N&S	9178	Floyd	T178.5	3	N
9083	Daingerfield	T82.6	37	N&S					

SYMBOL KEY: K —Train Order Office T —Turntable
 O —Diesel Fuel W —Water
 R —TOFC Ramp Y —Wye
 S —Scale

Track diagrams are for general information only and are not to scale.

TEXAS SUBDIVISION SPECIAL INSTRUCTIONS

MPH

1. MAXIMUM AUTHORIZED SPEED. 40

SPEED RESTRICTIONS

- 1.1 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
 Over Bridge T-86.8 (Boggy Creek). 25
 Over Bridge T-92.6 (Cypress Bayou). 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. 20
 Over SSW Crossing MP T-170.2. 20

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

2. RAILROAD CROSSINGS AT GRADE.

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

* Gate may be left in position last used.

Controlled by MP train dispatcher Spring, Texas.

(NOTE: the most restrictive indication which can be displayed by the L&A approach signals to the MP interlocker is YELLOW or APPROACH per Rule 285.)

3. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.

MP T-47.7 to MP T-51.5	Jefferson-North Jefferson
MP T-72.0 to MP T-79.3	Hughes Springs-Veals
MP T-115.7 to MP T-120.0	Winnsboro
MP T-138.0 to MP T-142.0	Sulphur Springs
MP T-168.0 to MP T-174.0	Hunt
MP T-183.0	Farmersville

4. RESTRICTED SPEED TERRITORY (Rule 92 applies).

All trains and engines move at Restricted Speed between:
 Texas Jct. and MP T-3.0
 MP T-79.3 and MP T-99.6

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

MP T-41.7	MP T-122.1*
MP T-64.6	MP T-150.8
MP T-85.1*	MP T-180.4*
MP T-102.2	

* Equipped with Oversize Load feature.

6. LOCAL SPECIAL INSTRUCTIONS.

6.1 DERAMUS YARD—TEXAS JUNCTION:

Operation via KCS between Texas Jct. and Deramus Yard. Be governed by KCS 5th Subdivision Special Instructions, pages 16 through 18.

6.2 JEFFERSON, CYPRESS BAYOU BRIDGE MP T-49.0:

Crew member of all trains must make roll-by inspection of train before train moves over bridge.

6.3 HUGHES SPRINGS:

Northward trains and engines, reporting for duty at Hughes Springs, will secure clearance at Hughes Springs or verbal authority of the train dispatcher before departing Veals.

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

6.5 WELSH: Employees are prohibited from riding on side of engine, car or caboose entering or moving through dumper building, Swepeco Power Plant.

The following will govern all coal train movements, loaded or empty, when using Swepeco trackage, Welsh, Texas:

- (1) Do not exceed:
 - 5 MPH between L&A main track and loop track switch.
 - 5 MPH on loop track, **EXCEPT:**
 - 2 MPH approaching and moving through dumper building.
- (2) A signal mast with two position signal located on engineer's side 400 feet from entrance to dumper building governing movements through dumper building. Be governed by the following:
 - Red—Stop.
 - Green—Proceed not exceeding 2 MPH through dumper building.
 - Dark—Stop and crew member contact dumper operator immediately. Do not move train until signal changes to proceed indication or until verbally authorized by dumper operator.
- (3) An illuminated close clearance sign is located on engineer's side 400 feet from entrance to dumper building. A close clearance red light is located on the dumper face, each side of entrance to dumper building.
- (4) Be governed by the following while spotting train:
 - A. Before passing signal mast, all locomotive units must have windows closed, awnings down, side vents closed and caboose windows and doors closed.
 - B. Crew members on head end must remain inside of locomotive cabs.
 - C. Engineer will spot the lead car via radio contact, with dumper operator.
 - D. When dumper operator advises lead car is spotted, engineer will:
 1. Place reverse lever in the center (neutral) position.
 2. Release air brakes.
 3. Place generator field switch in off position.
 4. Notify crew members on caboose that train is spotted and release to Swepeco, after which all crew members will detrain. Crew members will not remain in vicinity of dumper building during unloading.
- (5) Handling after unloading is completed:
 - A. Swepeco will notify crew that train has been unloaded, at which time the rear car will be sitting on the rotary dumper.
 - B. Head end crew members will board engine after checking head three cars for hand brakes, but will not move train until radio contact is made with dumper operator and obtain okay to proceed. Dumper operator will advise when caboose has cleared dumper building. Engineer will not make a reverse move.

- C. Conductor and rear brakeman will remain in vicinity of loop track switch, inspect both sides of train as pulls by and board the caboose.
- D. Conductor will show on timeslip the time lead car spotted and train released to Swepeco and the time Swepeco released empty train to crew.

6.6 HUNT:

- (a) When occupying MKT tracks between Greenville and Hunt, L&A trains and engines will be governed by KCS Lines Operating Rules, KCS Lines System timetable and MKT general orders and instructions.

On the MKT, the direction from Greenville (MKT MP 713) to Hunt (MKT MP 714) is southward and the maximum authorized speed is 20 MPH.

Yard Limits and ABS Rules in effect between Greenville and Hunt.

- (b) L&A track No. 1 at Hunt Yard is designated as the main track. Main track switches will be lined and locked for this track when not in use. The track formerly known as the old main track has been designated as No. 1 track.
- (c) Northward and southward trains departing Hunt will not require KCS Lines clearance issued at Hunt but must secure verbal permission from the train dispatcher before departing.

Restricting orders will not be issued by the L&A train dispatcher to the train order office at Hunt except as prescribed in Operating Rules 216 (b) and 216 (c).

Northward and southward trains arriving Hunt will, upon arrival, turn train orders, clearances and instructions over to the relieving conductor and engineer as prescribed in Operating Rule 220. Should there be no relieving conductor and engineer on duty, the conductor and engineer being relieved will leave their train orders, clearances and instructions on their caboose and lead engine, respectively. Operating Rule 220 is modified accordingly.

The relieving conductor and engineer will receive their train orders, clearances and instructions from the conductor and engineer being relieved as prescribed in Operating Rule 220 or retrieve them from the caboose and lead engine of the conductor and engineer being relieved and will compare train orders, clearances and instructions with each other and with the train dispatcher prior to securing permission to depart Hunt.

Northward trains called on duty during the hours the train order office Hunt is open will secure ATSF clearance at Hunt. Northward trains called on duty during the hours the train order office Hunt is closed will secure ATSF clearance and train orders from the ATSF train dispatcher by contacting the ATSF operator at Dallas.

- (d) Trains and engines will not operate over street crossings between Lee to Wellington 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	

- (e) L&A trains or engines occupying SSW main track to affect delivery of interchange to SSW at Greenville will be governed by Special Instructions of St. Louis South-

western Railway Co. Timetable reading: SPECIAL INSTRUCTIONS. Rule 93. Yard limits are established at the following: MP—C550.5 Greenville C555.3.

- 6.7 **DALLAS:** L&A train order office has been established in the ATSF freight office Dallas, Texas. L&A trains originating C.J. Yard and ATSF Dallas Yard will secure K.C.S. Lines clearance along with any train orders and instructions before departing Dallas.

6.8 OPERATION VIA ATSF BETWEEN FARMERSVILLE AND DALLAS.

(See Item 7 page 56)

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

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 timetable.

Extra.—A train not authorized by a timetable 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 within half the range of vision.

Restricted Speed.—A speed that will permit stopping within half the range of vision, 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 AND STOP SIGNALS.

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 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.

KCS Rule 11 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.

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.

KCS Rule 14 (m) amended:

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

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.

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.

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.

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.

KCS Rule 99 amended:

Minimum flagging distance on ATSF is as follows:

Where maximum timetable speed is 30 MPH or less—1 mile.
Where maximum timetable speed is 31 MPH or more—1½ miles.

KCS Rule 99 (g) amended:

When a train is parted, disabled or stopped suddenly by an emergency application of the air brakes or other causes, immediate radio transmission must be made, giving exact location and status of train. Trains receiving this warning must approach the location at restricted speed and be on the lookout for a flagman or obstruction. Whistle signal 14 (p) must be sounded. A lighted red fusee must be immediately displayed on adjacent tracks at front and rear of train, and adjacent tracks as well as tracks of other railroads that are liable to be obstructed must be protected in both directions as prescribed by Rule 99, except flagmen must go at least **two miles** in each direction, until it is ascertained they are safe and clear for movement of trains. On engines so equipped the red beam must be displayed immediately. Trains on adjacent tracks observing the red beam must stop, and not proceed until it is known that their track is clear.

In such cases, it must be determined by inspection that the train involved and the track to be used are safe for a train to proceed. Train involved must not proceed nor may flagmen be recalled until engineman has been advised by the conductor that it is safe to do so.

KCS Rule 201 amended:

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

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.

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 KCS Rule 88 (a) amended as shown on page 34.

KCS Rule 216 (b) amended:

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

KCS Rule 223 amended:

Following additional abbreviation authorized:

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

Forms of Train Orders:

Form S-C, Giving Right over an Opposing Train. KCS Form 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 for Extra 91 West.	10:30 A.M.

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.

Form S-H, Work Extras, KCS Form H amended:

- (a) Extra 173 East wait at

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

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.

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 5 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 employee 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 employee 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.

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.

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 signal 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.

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.

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.

AUTOMATIC AIR BRAKE OPERATION

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.

6.9 STATE LINES: Louisiana—Texas MP T-9.73

Station No.	Mile Post	Stations	Capacity		Aux. Trks. Cars
			Sidings Feet	Cars	
0554	553.3	DERAMUS YARD			Yard
		3.0 KORSWY			Conn.
	556.3	HARRIET ST			Yard
		1.9 TWO MAIN TRACKS VIA KCS			
	558.2	NO. WYE SW			
		2.6 SILVER LAKE	5250	95	Yard
	561.2	RED JUNCTION			
		0.4 VIA SSW			
	561.7	LOUISIANA JCT.			
		7.5			
3009	569.2	CURTIS	5887	107	8
		35.2			
3044	604.4	COUSHATTA	1908	35	52
		13.1			
3058	617.5	KRAFT	1824	33	49
		4.2			
3062	621.7	CAMPTI	10636	193	10
		20.6			
3082	642.3	MONTGOMERY	1734	32	19
		15.0			
3097	657.3	COLFAX	5629	102	86
		16.8			
3114	674.1	BARRETT	4882	89	
		4.4			
	678.5	MP CROSSING			
		2.1			
3121	680.6	PINEVILLE	2371	43	Yard
		0.8			
	681.4	PINEVILLE JUNCTION			Yard
		0.5			
7194	681.9	ALEXANDRIA			Yard
		0.5 KORSWY			

128.6

Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
3017	Elm Grove	577.5	10	S	3068	Lin.	627.4	16	N
3032	East Point	592.1	29	N&S	3069	Clarence	628.6	15	N&S
3044	I.P. Chip Mill	603.0	60	N&S	3075	St. Maurice	634.4	38	S

SYMBOL KEY: K — Train Order Office T — Turntable
 O — Diesel Fuel W — Water
 R — TOFC Ramp Y — Wye
 S — Scale

Track diagrams and color codes are for general information only and are not to scale. RED indicates CTC-ABS; GREEN indicates ABS.

SHREVEPORT SUBDIVISION—L&A RY.

MPH

1. MAXIMUM AUTHORIZED SPEED. 40

SPEED RESTRICTIONS

- 1.1 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. 15
 Over Bridge 634.2 (Saline River). 25
 Over Bridge 650.0 (Nantaches Bayou). 25
 City Limits Colfax. 35
 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 Drawbridge Alexandria,
 MP 681.8. 5
 City Limits Alexandria. 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	678.5	Automatic Interlocking

3. SIGNAL RULES IN EFFECT.

CTC—ABS MP 554.1 to MP 557.1
 ABS MP 561.2 to MP 561.7—SSW

4. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.

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

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

MP 558.5* (East Main Track)	MP 651.5
MP 566.5*	MP 677.7*
MP 590.6	MP 681.3#
MP 611.3	MP 682.2#
MP 626.6	

* Equipped with Oversize Load feature.

Dragging Equipment Detectors only. Has radio alarm but no monitor display board or integrity light.

6. LOCAL SPECIAL INSTRUCTIONS.

6.1 DERAMUS YARD:

- (a) Operation via KCS between Deramus Yard and North Wye Switch. Be governed by KCS 6th Subdivision Special Instructions, pages 19-21.
- (b) Operation via SSW between Red Jct. and Louisiana Jct. Be governed by Items 5 and 5.1 pages 53-55 Shreveport Terminal Area Special Instructions.
- (c) Between Deramus Yard and Louisiana Jct. also be governed by Shreveport Terminal Area Special Instructions, pages 52-55.

- 6.2 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.

Station No.	Mile Post	Stations	Capacity		NORTH ↑	
			Siding			Aux. Trks. Cars
			Feet	Cars		
7194	681.9	ALEXANDRIA... KORSW			Yard Conn.	
	682.9	L&A CROSSING				
3131	691.1	LATANIER	2489	45	7	
3141	700.5	BIJOU	5401	98		
3149	708.6	HESSMER	4150	75	10	
3167	727.7	HYDE	4106	75		
3173	733.2	KELLER	12518	228	44	
3174	735.9	LETTSWORTH	2400	44	5	
3175	742.6	BATCHELOR	4562	83	5	
3176	750.9	MORGANZA	2309	42		
3177	760.9	NEW ROADS	4572	83	39	
	762.5	CAJUN ELEC. SPUR			Conn.	
3225	779.9	LOBDELL	8836	161	41	
	780.7	LOBDELL JUNCTION			Conn.	
	781.6	WEST JUNCTION			Conn.	
	784.8	EAST JUNCTION			Conn.	
	785.2	BRIDGE JUNCTION			Conn.	
	787.4	ICG CROSSING			Line Conn.	
3227	788.1	BATON ROUGE.. KORSWY			Yard	

106.2

Station No.	Trks and/or Industries	MP	Car Cap.	Dir. of Entry	Station No.	Trks and/or Industries	MP	Car Cap.	Dir. of Entry
3140	Louisiana Forest Prod.	698.3	21	S	3157	Moreauville	717.3	20	N&S
3144	Belledeau (Joan of Arc.)	704.4	24	N	3168	Simmesport	728.1	47	S
3153	Mansura	712.8	4	S	3170	Legonier	730.1	80	N&S
					3178	Glynn	768.3	46	N&S

SYMBOL KEY: K —Train Order Office T —Turntable
 O —Diesel Fuel W —Water
 R —TOFC Ramp Y —Wye
 S —Scale

Track diagrams and color codes are for general information only and are not to scale. RED indicates CTC-ABS; GREEN indicates ABS.

BATON ROUGE SUBDIVISION SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED. 40 MPH

SPEED RESTRICTIONS

1.1 City Limits Alexandria	10
Over Bridge 684.2	25
Over Bridge 704.5	25
City Limits Hessmer	25
Over Bridge 716.7	25
Between MP 728.1 and MP 735.9	30
Over Atchafalaya River Drawbridge MP 729.2	5
City Limits Morganza	25

TIMETABLE NO. 2

City Limits New Roads	25
Over Bridge 767.7	20
Over Mississippi River Bridge 783.2	20
City Limits Baton Rouge	20
"D" Line between Bridge Jct. MP D-221.4 and End of Line MP D-209.9	20
EXCEPT: Over Bridge D-214.7	10
Over ICG Crossing MP D-220.1	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
L&A (Yard)	682.9	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 688.0	Alexandria—Pineville
MP 778.5	Lobdell—Baton Rouge

5. RESTRICTED SPEED TERRITORY (Rule 92 applies).

Entire "D" Line.

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

MP 681.3#	MP 737.2*
MP 682.2#	MP 755.9
MP 695.6*	MP 776.3*
MP 724.0	MP 782.3#
MP 727.7#	MP 784.8#
MP 729.7#	

*Equipped with Oversize Load Feature.

#Dragging Equipment Detectors only. Has radio alarm but no monitor display board or integrity light.

7. LOCAL SPECIAL INSTRUCTIONS.

TIMETABLE NO. 2

7.1 MP-L&A JOINT TRACK BETWEEN LETTSWORTH 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.
MP employes are subject to instructions of L&A officers while occupying L&A tracks.
- (d) Two copies of 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:**
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 Mile	L&A Post	Station	MP Mile	L&A Post
LaCour	48.0	745.0	La. Elec.	26.5	766.4
LaBarre	39.1	754.3	Beaud	35.8	757.6
Dawson	38.0	753.8	Smithfield	19.0	774.4
Morrison	37.9	755.5			

- (g) **Atchafalaya River Bridge, MP 729.2:**

Automatic interlocked derails and signals govern movements over Atchafalaya River Bridge, Mile Post 729.2.

All trains and engines approach absolute signals located at MP 728.9 and MP 729.4, which govern movement over the Atchafalaya River Drawbridge (MP 729.2), at Restricted Speed expecting to find these signals at STOP position per Rule 292 and the switch point derails in OPEN position.

When a train or engine enters the approach circuit and the bridge is seated and locked and derails are closed and locked for rail traffic, signals governing the approaching movement should display YELLOW as prescribed by Rule 285 to permit movement over the bridge.

When a movement has been completed over the bridge and it is desired to make a reverse movement over the bridge, a member of the crew must operate pushbutton located on the absolute signal. After pushbutton has been operated, signal governing the reverse movement should display YELLOW to permit the reverse movement.

If power derails fail to operate to the closed position and/or signals fail to clear for an approaching train or engine, movement must be stopped before passing absolute signal. A member of the crew must contact bridge tender to make certain bridge is seated and safe for passage of the train or engine, then operate the dual controlled derails by hand, after which movement may be made over the bridge as prescribed by the rules. When movement has

been completed over the bridge, derails must be restored to derail position by hand and the selector levers restored to "POWER" position.

When derails are not closed and signals do not clear for an approaching train or engine due to bridge being positioned for river traffic, approaching movement must stop short of absolute signal and remain there until bridge is returned and locked in position for rail traffic. Under such condition, after bridge is returned and locked in position for rail traffic, the derails should operate to closed position and signal governing train or engine movement should display YELLOW.

Switch machines have been installed on walkway at each end of turn span of this bridge. Watch for these machines when getting on or off engines, cars or cabooses, and when using the walkway.

- (h) Southward approach signal to Lobdell Jct. is located 4,000 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 main track at Lobdell Jct. to the L&A train dispatcher.

7.2 LOBDELL-BATON ROUGE TERMINAL AREA:

- (a) All trains secure clearance at Baton Rouge yard office.
- (b) Trains doubling over Mississippi River Bridge (Bridge 783.2) must not leave any part of train on steel structure.
- (c) 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.

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 comply with his instructions.
3. If Night Supt. cannot be contacted, notify Emergency Coordinator, ext. 555.
4. Notify L&A supervisor at Baton Rouge—phone 344-3786.

Movements over Solvay Road must be kept to a minimum between 3:00 P.M. and 5:00 P.M.

- (d) "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.

7.3 LOBDELL-BATON ROUGE, TRACK OWNERSHIP:

Track owned by State of Louisiana—MP 780.73 to MP 785.18.

SOUTH ↓	Station No.	Mile Post	Stations	Capacity			NORTH ↑
				Sidings		Aux. Trks.	
				Feet	Cars	Cars	
	3227	788.1	BATON ROUGE.. KORSWY 6.6	.....	.....	Yard	
	3236	794.7	ESSEN.....	6339	115	.....
	3251	810.5	GONZALES..... 15.8	5806	106	41	
	3259	818.1	BARMEN..... 7.6	5376	98	.....
	3269	828.4	GRAMERCY..... KRY 10.3	4462	81	Yard	
	3276	835.1	RESERVE..... Y	.....	.....	Conn. Yard	
	3280	839.4	MONTEGUT.....	5949	108	.....	Conn.
	3287	846.8	NORCO..... 4.3	4666	85	Yard	
	3295	854.5	FRELLSEN..... 7.4	6155	112	.....
		856.4	ICG CROSSING..... 1.9	.....	.....	Conn.	
	3298	857.5	KENNER..... 1.1	.....	.....	44	
	3303	862.6	SHREWSBURY..... 5.1	.....	.....	.....
		862.8	NOT CROSSING..... 0.2	.....	.....	Conn.	
		864.4	WEST YARD..... ORSWY 1.6	.....	.....	Yard Conn.	
		865.0	KCS JUNCTION... } VIA 0.9 } CARROLLTON AVE. } NOUPT 2.3 } NEW ORLEANS.....	.....	.....	.....
				76.3			

Station No.	Trucks and/or Industries	MP	Car Cap.	Dir. of Entry	Station No.	Trucks and/or Industries	MP	Car Cap.	Dir. of Entry
3236	Associated Grocers.	795.3	15	S	3276	Betz Laboratories.	835.7		N
3236	Capitol City Press.	795.4	11	S	3276	Sewell Plastics.	835.8	13	S
3241	Kleinpeter.	800.4	13	N&S	3276	Filters Media, Jones Chemical and Boyce Machy.	835.9	45	S
3246	Prairieville.	805.0	9	N&S	3276	St. Joe Paper.	836.1	40	S
3255	Wallace Co.	811.6	12	N	3288	Good Hope.	848.2	Conn.	S
3256	Sorrento	815.4	24	S	3302	Signor.	861.6	7	N
3260	McElroy.	820.6	48	N&S					
3275	Marathon.	833.5	Lead	N&S					

SYMBOL KEY: K — Train Order Office T — Turntable
O — Diesel Fuel W — Water
R — TOFC Ramp Y — Wye
S — Scale

Track diagrams and color codes are for general information only and are not to scale. RED indicates CTC-ABS; GREEN indicates ABS.

NEW ORLEANS SUBDIVISION SPECIAL INSTRUCTIONS

1. **MAXIMUM AUTHORIZED SPEED.** 40 MPH
- SPEED RESTRICTIONS**
- 1.1 Over Bridge 788.4 (Boyd Avenue)..... 10
Over Bridge 790.0 (City Park)..... 10
City Limits Baton Rouge..... 20
Over Bridge 801.8 (Manchac)..... 25
Over Bridge 824.4..... 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 Crossing to
Labarre Road Crossing..... 10

Southport Branch..... 10

*Brakes must be applied, speed reduced to 20 MPH, and brakes released ¼ 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

2. RAILROAD CROSSINGS AT GRADE.

Railroad	Location	Type of Protection
ICG	Delta Match Spur	Interlocked*
ICG	MP 856.4	Manual Interlocking @
NOT	MP 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.

- 3.1 A-PB System in effect south siding switch Essen to north siding switch Frellsen.

4. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS

MP 796.5	Lobdell-Baton Rouge-Essen
MP 827.1 to MP 830.4	Gramercy
MP 846.3 to MP 848.6	Norco
MP 855.0	Frellsen-West Yard- New Orleans

5. RESTRICTED SPEED TERRITORY (Rule 92 applies).

All trains and engines move at Restricted Speed between Mile Post 834.0 and Mile Post 837.0 and between North siding switch Frellsen and North Yard Limit sign Frellsen Mile Post 855.0.

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

MP 797.2—Also equipped with oversize load feature.
MP 813.0
MP 832.0
MP 843.2#
MP 846.8#
MP 849.5

#Dragging Equipment Detectors only. Has radio alarm but no monitor display board or integrity light.

7. LOCAL SPECIAL INSTRUCTIONS

- 7.1 **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 entering ABS territory Mile Post 862.6.
- (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.
- (c) Between KCS Jct. and New Orleans and while on NOUPT Ry. tracks, trains and engines will be governed by NOUPT Ry. rules and instructions.

48

HOPE SUBDIVISION—L&A RY.

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑
				Sidings Feet	Cars	
	7001	0.0	HOPE..... KOWY			Yard
	7023	22.8	22.8 STAMPS.....			Conn.
			SSW CROSSING.....			Conn.
	7041	41.2	18.4 TAYLOR.....	1260	23	4
	7050	50.3	9.1 CULLEN.....	5546	101	Yard
	7078	78.8	28.5 SHREVEPORT JUNCTION.....			Yard
			MINDEN..... KORSWY			
		79.2	0.4 WEST WYE SWITCH.....			
	5083	B-83.4	4.2 DOYLINE.....	793	14	25
	5087	B-86.7	3.3 GOODWILL.....	4885	89	
	5093	B-92.5	5.8 PRINCETON.....	2599	47	30
	5097	B-97.3	4.8 ADNER.....	4272	78	8
		B-105.1	7.8 L&A JUNCTION.....			Conn.
		B-105.4	0.3 ICG CROSSING.....			
		B-105.9	0.5 L&A CROSSING.....			
		561.7	0.3 LOUISIANA JCT.....			Conn.
		561.2	0.5 RED JUNCTION.....			Conn.
		560.8	0.4 SILVER LAKE.....	5250	95	Yard
		558.2	2.6 NO. WYE SW.....			
		556.3	1.9 HARRIET ST.....			Yard
	0554	553.3	3.0 DERAMUS YARD. KORSWY			Conn. Yard

114.6

Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
7001	Dunwhite.....	1.6	17	N&S	7060	Treat.....	62.8	45	N
7003	Anthony.....	2.5	14	N	7072	Dorcheat.....	72.0	48	N&S
7048	Springhill.....	47.7	21	S	7078	Owens Illinois... B-80.0	20	N	
7056	Sarepta.....	55.5	4	N	5101	Carruthers..... B-101.0	68	N&S	
7061	Cotton Valley.....	61.0	50	N&S	5102	Ferguson..... B-101.9	12	N&S	
7061	Dayson.....	62.3	93	N&S	5104	Hinkle..... B-104.8	56	N&S	

SYMBOL KEY: K — Train Order Office T — Turntable
 O — Diesel Fuel W — Water
 R — TOFC Ramp Y — Wye
 S — Scale

Track diagrams and color codes are for general information only and are not to scale. RED indicates CTC-ABS; GREEN indicates ABS.

HOPE SUBDIVISION SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED..... 30 MPH SPEED RESTRICTIONS

- 1.1 City Limits Hope..... 8*
 Over SSW Crossing MP 22.8..... 20 Eng. Only
 Between MP 71.0 and 72.0..... 20
 City Limits Minden..... 8
 City Limits Bossier City to MP B-99..... 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.

TIMETABLE NO. 2

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

1.3 SPEED RESTRICTIONS, SIX AXLE ENGINES.

Six axle engines are restricted to main track with speed restricted as follows:

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

2. RAILROAD CROSSING AT GRADE.

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

3. SIGNAL RULES IN EFFECT.

CTC-ABS MP 554.1 to MP 557.1
 ABS MP 561.2 to MP B-105.1—SSW

4. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS.

MP 0.0 to MP 2.9 Hope
 MP 47.0 to MP 52.4 Springhill—Cullen
 MP 75.6 to MP B-84.0 Minden
 MP B-103.6 Hinkle—Bossier City—Deramus Yard

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

MP 28.7
 MP 69.5
 MP 558.5 (East Main Track)—Equipped with oversize load feature.

6. RESTRICTED SPEED TERRITORY, (Rule 92 applies)

All trains and engines move at Restricted Speed between MP B-99.6 and MP B-103.6.

7. LOCAL SPECIAL INSTRUCTIONS.

7.1 DERAMUS YARD:

- (a) Operation via KCS between Deramus Yard and North Wye Switch. Be governed by KCS 6th Subdivision Special Instructions, pages 19-21.
 (b) Operation via SSW between Red Jct. and L&A Jct. Be governed by Items 5 and 5.1 pages 53-55 Shreveport Terminal Area Special Instructions.
 (c) Between Deramus Yard and L&A Jct. also be governed by Shreveport Terminal Area Special Instructions, pages 52-55.

7.2 MINDEN:

- (a) All trains secure clearance at Minden.

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

7.4 HOPE: City ordinance prohibits blocking of streets in excess of 10 minutes. 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.

7.5 STATE LINES: Louisiana—Arkansas MP 46.78.

8. RULE 99 (d).

Rule 99 (d) in effect on the Hope Subdivision.

TIMETABLE NO. 2

Station No.	Mile Post	Stations	Capacity		
			Sidings		Aux. Trks.
			Feet	Cars	Cars
7078	78.8	MINDEN. KORSWY	.....	.....	Yard
	79.2	0.4 SOUTH WYE SWITCH. . . . .	.....	.....	Yard
7083	83.2	4.0 SIBLEY.	3306	60	15
		6.1 ICG CROSSING. . . . .	.....	.....	Conn.
7089	89.3	8.8 HEFLIN.	1965	36	13
7098	98.1	7.0 JAMESTOWN.	1760	32	15
7105	105.1	9.2 CASTOR.	1660	30	.....
7114	114.3	7.9 ASHLAND.	1882	34	22
7122	122.2	16.7 CHESTNUT.	1787	32	14
7139	138.9	8.9 CALVIN.	2987	54	.....
7148	147.8	9.9 WINNFIELD.	2966	54	Yard
7157	157.7	8.8 PACKTON. Y	1495	27	8
		7.4 WILLIANNA.	2399	44	Conn.
7166	166.5	4.7 DRY PRONG.	3020	55	7
7174	173.9	9.8 BENTLEY.	2270	41	16
7179	178.6	0.5 TIOGA.	3837	70	9
7188	188.4	4.9 MP CROSSING. . . . .	.....	.....	.....
	188.9	4.9 PINEVILLE JUNCTION. . Y	.....	.....	Yard
	193.8				

115.0

Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
7082	Aero Pres.	82.3	9	N	7114	Intl. Paper Co.	114.4	14	S
7083	Bodcaw Wood Yard.	82.9	16	S	7130	Intl. Paper Co.	130.6	19	S
7098	Intl. Paper.	97.8	12	N	7131	Placid Oil Co.	131.5	21	N&S
7104	Anderson.	104.0	20	N	7145	Carla.	144.9	Lead	N
7107	Roy.	107.4	83	N	7182	Garnett.	181.6	55	S

SYMBOL KEY: K — Train Order Office T — Turntable
 O — Diesel Fuel W — Water
 R — TOFC Ramp Y — Wye
 S — Scale

Track diagrams are for general information only and are not to scale.

MINDEN SUBDIVISION SPECIAL INSTRUCTIONS

- MPH
1. MAXIMUM AUTHORIZED SPEED. 30
- SPEED RESTRICTIONS
- 1.1 City Limits Minden. 8
 Over ICG Crossing MP 83.2. 20 Eng. Only
 Carla Branch. 5
 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, SIX AXLE ENGINES.

Six axle engines are restricted to main track with speed restricted as follows:

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

2. RAILROAD CROSSINGS AT GRADE.

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

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 192.0	Pineville Jct.-Alexandria

4. RESTRICTED SPEED TERRITORY (Rule 92 applies).

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

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

MP 109.0
 MP 149.6
 MP 190.3—Also equipped with Oversize Load Feature.

6. LOCAL SPECIAL INSTRUCTIONS.

- 6.1 MINDEN: Normal position of switches at Shreveport Jct. and West Wye Switch is for Hope Subdivision.
- 6.2 WINNFIELD—ALEXANDRIA: N.L.&G. trains operate over L&A between Winnfield and Alexandria and are governed by KCS Lines Operating Rules, system timetable and special instructions.

N.L.&G. trains will obtain necessary train orders and instructions from L&A train dispatcher before entering L&A main track.

Northward N.L.&G. trains will report to L&A train dispatcher the time clear of L&A main track at 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. After stopping at "STOP" sign, southward trains and engines from the Minden Subdivision may trail through the points.
- 6.4 Between Pineville Jct. and Alexandria, be governed by instructions on pages 40 and 41, Shreveport Subdivision.

- 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.
- 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.
- 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.

Red—Stop, or Stop and Proceed.

Yellow—Proceed at Restricted Speed.

These signals are located as follows:

High absolute 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 absolute 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 absolute 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.

- 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

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

Main Track. Southward movements on West Main Track 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.

OPERATION VIA SSW BETWEEN RED JCT. AND L&A JCT.

(See Item 7 page 56)

KCS and L&A movements using SSW tracks between Red 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:

- 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.

- 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.

- 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.

(d) **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.

(e) 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.

5.1 KCS and L&A movements between Red Jct. and L&A Jct. will also be governed by the following SSW instructions:

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

SSW Mile Post	Stations
K-450.7	Red Jct.
K-450.2	Louisiana Jct.
K-449.9	L&A Crossing
K-449.4	ICG Crossing
K-449.1	L&A 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 (KCS Yard 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 City, 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

AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING—Here's what happens

4 miles per hour <input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour <input type="checkbox"/>	Damage begins
6 miles per hour <input type="checkbox"/>	2½ times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

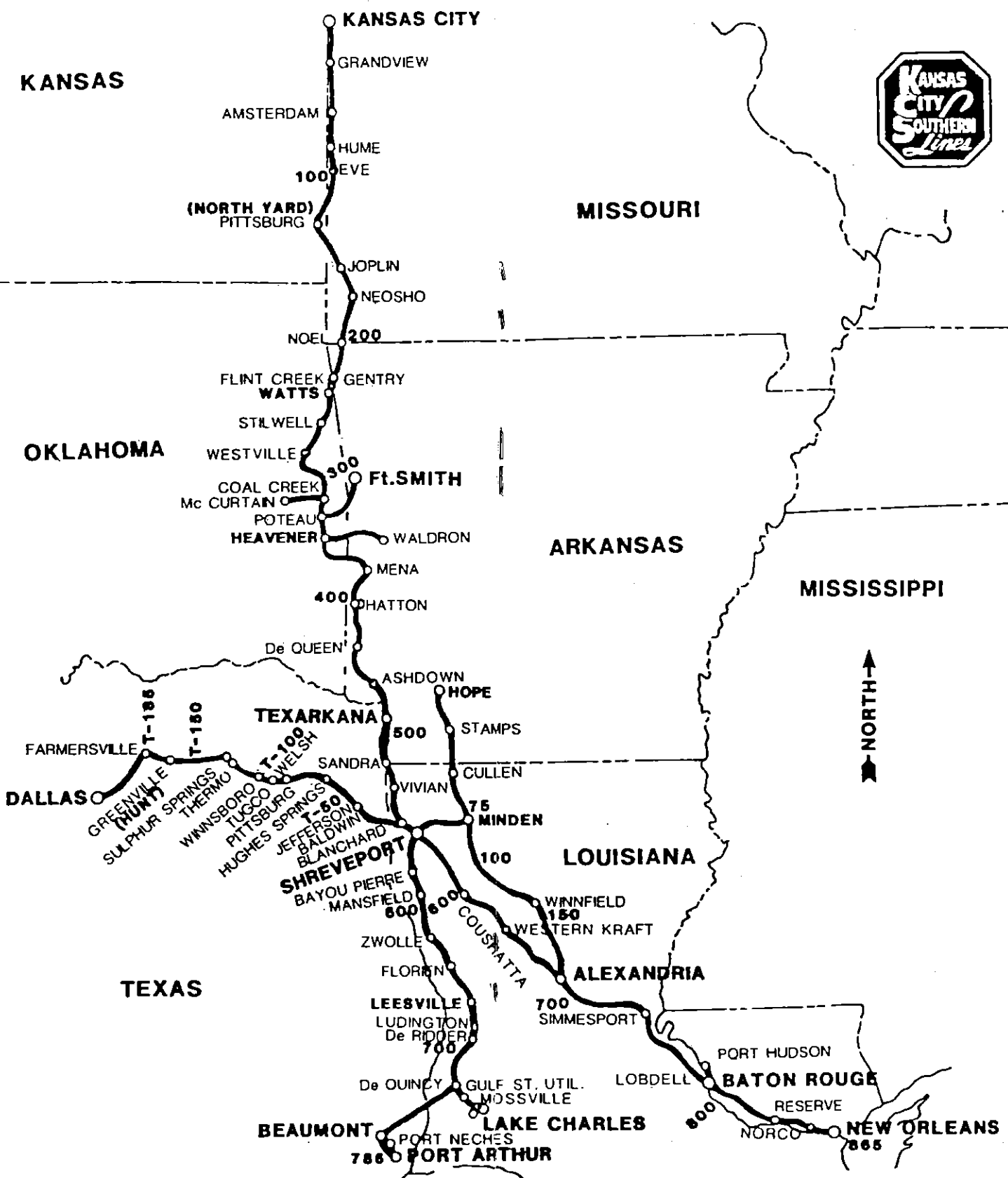
HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS!

PER DIEM (CAR HIRE) IS ONE OF OUR LARGEST EXPENSES.

REPORT DELAYED CARS TO THE CHIEF DISPATCHER OR YOUR SUPERVISOR.

KEEP CARS MOVING!

TAKE TIME FOR SAFETY



TAKE PRIDE
in
RULES
OBSERVANCE

**ONE LOST OR
DISSATISFIED CUSTOMER
HURTS EVERYONE. BE
COURTEOUS TO
CUSTOMERS AND SERVE
THEM EFFICIENTLY.**

**WORK SAFELY
DRIVE SAFELY
LIVE SAFELY**

track of conflicting route before trainman gives proceed signal to his train.

When a KCS or L&A movement is disabled or stopped suddenly by emergency application of air brakes on SSW tracks between Red Jct. and L&A Jct., SSW Yardmaster must be notified.

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** Traffic lights over Jordan, Louisiana and McNeil Streets operate in conjunction with the crossing signals.

When the traffic lights display green as viewed from an approaching train or engine, it indicates that the traffic lights display red for approaching vehicular traffic. If green indication is not displayed or signal is not lighted, all movements must be stopped clear of crossing and crossing flagged by member of crew from ground position.

Unless otherwise restricted, all trains and engines must not exceed 15 MPH approaching Jordan, Louisiana and McNeil Streets and must approach those street crossings at restricted speed prepared to stop if crossing is not clear of vehicular traffic.

Train and engine men must bear in mind that vehicular traffic at Jordan Street is heavy and extreme caution must be exercised in occupying the crossing at about the same time trains or engines occupying adjacent tracks are clearing the crossing.

- 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 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.
- 6.4 BOSSIER CITY:** Cars must not be left between the permanent Speed Restriction signs on each side of Barksdale AFB crossing.
- 7.** Anti-whistling ordinance in effect within Shreveport City Limits.
- 8.** A crossover has been installed between L&A main track and ICG main track just north of Jordan Street at L&A Mile Post 559 and is O.K. for all classes of power. Normal position of switches will be for the main tracks except during movement through crossover. This crossover is designated as Jordan Street crossover.

The SP and SSW are authorized to operate through freight trains and yard engines handling excessive dimensional loads over the L&A main track between Jordan Street crossover and Red Jct.

All movements will be made under the provisions of KCS Operating Rule 93 and Special Instructions. SP-SSW movements will not enter L&A main track at Jordan Street crossover or Red Jct. unless authorized by KCS yardmaster at Deramus Yard, and KCS yardmaster must be notified promptly when each SP-SSW movement clears L&A main track at either point.

KCS LINES SYSTEM SPECIAL INSTRUCTIONS

A. GENERAL

- Capacity of sidings shown in 55 ft. cars, also feet, clearance point to clearance point.
- 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.
- When a train holding the main track at a station is restricted for the arrival of an opposing train, the train holding the main track must stop and stay clear of arriving switch (the first switch of the siding encountered by the train holding main track) until train to be met has entered the siding and stopped. The train entering the siding will, when the rear of train arrives in the clear, stop and allow train holding main track to proceed.
- Unless otherwise restricted, trains will not exceed 25 MPH when meeting or passing another train occupying a siding.
- Except in CTC or ABS territory, trains and engines must approach interlockings at restricted speed expecting to find absolute signal governing movement over crossing at STOP indication per Rule 292.

6. **ADDITION TO OPERATING RULES.**
Absolute-Permissive Block System (A-PB)

NEW RULE 416.

Trains and engines may enter and use the main track under the provisions of Rule 92 in Restricted Speed Territory and Rule 93 in Yard Limits located within A-PB without securing verbal authority of the train dispatcher but must secure such verbal authority before departing Restricted Speed Territory or Yard Limits.

- EMPLOYEES MUST EXERCISE EXTREME CAUTION CONCERNING THE APPLICATION OF FOREIGN LINE OPERATING RULES LISTED ON PAGES 33-38 AND 53-55.

THESE RULES ARE APPLICABLE TO OUR MOVEMENTS WHILE OPERATING OVER THE FOREIGN LINE INVOLVED AND ARE NOT TO BE CONFUSED WITH K.C.S. LINES OPERATING RULES WHEN OPERATING ON K.C.S. TRACKAGE.

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

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

KCS Ry.:

All subdivisions. 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 Branch, unless authorized by Supt.

L&A Ry.:

SHREVEPORT SUBDIVISION. 25 MPH

Except:

Over Bridges 589.6; 634.2; 650.0; and 680.3. . . . 10 MPH

BATON ROUGE SUBDIVISION. 25 MPH

Except:

Over Bridges 684.2; 704.5; 716.7; 767.7; 783.2; 785.1 10 MPH

NEW ORLEANS SUBDIVISION. 25 MPH

Except:

Over Bridges 788.4; 790.0; 801.8; 824.4; 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 Bridges T-49.0; T-86.8; T-92.6; T-93.0. . . . 10 MPH

Unless otherwise authorized by superintendent, wreckers must be handled with boom down in trailing position.

System wreckers and wrecker outfit cars will be handled on head end of train.

- Pile Driver-Clamshell 093 and 095. 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 Bridges 589.6; 634.2; 650.0; 680.3. 10 MPH

BATON ROUGE SUBDIVISION

Over Bridges 684.2; 704.5; 716.7; 767.7; 783.2; 785.1 10 MPH

NEW ORLEANS SUBDIVISION

Over Bridges 788.4; 790.0; 801.8; 824.4; 845.6. . . . 10 MPH

HOPE SUBDIVISION

Over Bridge 71.7. 10 MPH

TEXAS SUBDIVISION. 25 MPH

Except:

Over Bridges T-49.0; T-86.8; T-92.6; T-93.0. . . . 10 MPH

KCS 093 and 095 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.

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

- Except on locals, dodgers and work trains, cabooses must be handled on the rear of trains, unless otherwise authorized by the Supt.
- Occupied outfit cars must be handled on the rear of trains.
- 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, engines, 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 end 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. This restriction will not apply to cars specifically equipped to carry trailers, containers or removable trailer bodies for the transportation of freight in TOFC/COFC service between New Orleans and Dallas on the L & A Ry.
9. Six axle engines 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. Before Plug Door cars are moved from an industry or interchange track, doors must be properly closed.
14. Passenger equipment may only be handled as authorized by the superintendent.
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 125 tons (gross weight) or more (bulk commodities), speed must be reduced to 25 MPH over bridges designated by timetable, general order or train order.
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.
- 18.1. When possible and practicable, 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. 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 six axle engines in an engine consist.
6. Engines with flat spots in excess of 2¼ inches must not be handled exceeding 10 MPH, unless authorized by Supt.
7. When two or more diesel units are coupled, the speed limit of the combination will be the lowest maximum permissible speed of the combination.
8. When an engine is observed throwing sparks or fire, report such instance to the chief dispatcher immediately and to the mechanical foreman at final terminal.
9. 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 and notify the train dispatcher.

F. SHIPMENTS REQUIRING CLOSE ATTENTION:

Unless otherwise directed by superintendent, 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 cars and lading) which can be moved over the KCS-L&A: (For operation over BN between Poteau and Ft. Smith see item 4 of this section.)

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:

K.C.S. Ry.:

Must not be handled over Baxter Springs Branch, FSVB Branch or A.W. Ry. without authority of the superintendent.

L&A Ry.:

SHREVEPORT SUBDIVISION

Over Bridges 589.6; 634.2; 650.0 25 MPH
Over Bridge 680.3 10 MPH

BATON ROUGE SUBDIVISION

Over Bridges 684.2; 704.5; 716.7 25 MPH
Over Bridge 767.7 20 MPH
Over Bridge 783.2 10 MPH

NEW ORLEANS SUBDIVISION

Over Bridges 788.4; 790.0 10 MPH
Over Bridges 801.8; 824.4 25 MPH

Cars with a gross weight in excess of 263,000 lbs. must not be handled over the "D" Line, 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 Branch 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**
Over Bridge A-741-B, MP 740.0-B 5 MPH**
Over Bridge B-741-B, MP 740.8-B 10 MPH**

L&A Ry.:

SHREVEPORT SUBDIVISION

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

BATON ROUGE SUBDIVISION

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

NEW ORLEANS SUBDIVISION

Over Bridges 788.4; 790.0 10 MPH
Over Bridges 801.8; 824.4 25 MPH
Over Bridge 845.6 10 MPH

TEXAS SUBDIVISION 25 MPH

Except:

Over Bridge T-49.0; T-86.8; T-92.6 and T-93.0 . . . 10 MPH

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

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

3. CR, DUPX, GATX, UTLX and other 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 SUBDIVISIONS 35 MPH

Except:

FIFTH SUBDIVISION 30 MPH

Except:

Over Bridge A-540, MP 539.2 20 MPH

SIXTH SUBDIVISION 30 MPH

SEVENTH SUBDIVISION 30 MPH

LAKE CHARLES BRANCH 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**

Over Bridge A-741-B, MP 740.0-B 5 MPH**

Over Bridge B-741-B, MP 740.8-B 5 MPH**

These cars must not be handled over the Baxter Springs Branch, FSVB Branch or AW Ry.

L&A Ry.:

(Also applies to cars referred to in item 5 of this section)

ALL SUBDIVISIONS 35 MPH

Except:

SHREVEPORT SUBDIVISION

Over Bridges 589.6; 634.2; 650.0 20 MPH

Over Bridge 680.3 10 MPH

BATON ROUGE SUBDIVISION

Over Bridges 684.2; 704.5; 716.7 20 MPH

Over Bridge 767.7 10 MPH

NEW ORLEANS SUBDIVISION

Over Bridges 788.4; 790.0 10 MPH

TEXAS SUBDIVISION 25 MPH

Except:

Over Bridge T-49, MP T-49.0 10 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 BN between Poteau and Ft. Smith is 263,000 lbs.
5. DUPX 28050 series and other similar 8-axle tank 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 73.2. 25 MPH

FIFTH SUBDIVISION

Over Bridge A-478, MP 477.9. 10 MPH

Over Bridge A-498, MP 497.5. 25 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.

6. When gross weight of any car exceeds those provided for in items 1-5 above, cars must not be moved except upon instructions from Asst. Vice President-Transportation.

H. OVERLOADS:

1. Cars of the following capacities with gross weight as indicated below may be accepted for movement from connections for system destinations or billed from one point to another point on line:

Capacity Car	Loaded Gross Weight
60,000 lbs.	108,150 lbs.
70,000 lbs.	121,800 lbs.
80,000 lbs.	149,100 lbs.
100,000 lbs.	185,850 lbs.
140,000 lbs.	231,000 lbs.
154,000 lbs.	227,700 lbs.
200,000 lbs.	270,890 lbs.*
250,000 lbs.	324,459 lbs.

*(NOTE: 270,890 lbs. gross weight of 200,000 lbs. capacity cars does not apply to cars having wheels less than 36 inches in diameter.)

Except:

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 except for on-line destinations at gross weights not exceeding those shown above. 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 except for on-line destinations at gross weights not exceeding those shown above.
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:

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

Following are clearances on BN between Poteau and Ft. Smith:

Heights ATR	Widths	Heights ATR	Widths
18'3"	3'0"	16'0"	7'10"
18'0"	4'8"	15'6"	8'6"
17'9"	5'4"	15'0"	9'1"
17'6"	6'0"	14'6"	9'10"
17'3"	6'8"	14'0"	10'3"
17'0"	6'11"	11'0"	11'4"
16'9"	7'0"	10'0"	11'6"
16'6"	7'3"	2'0"	11'6"
16'3"	7'6"	0'6"	11'4"

J. 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. 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.
3. 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.
4. 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.

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.

5. 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, TOCs and other station attendants understand and comply with this order.
6. Trainmen will see that hand brakes are properly released before leaving terminals or at outlying points where cars are picked up.
7. 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.

8. 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.
9. 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.
10. When engines or units are picked up on the road, trainmen will see that hand brakes are properly released before moving.
11. 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. Be governed by Operating Rule 103(n).
12. When air is cut out of a car between terminals, conductor will notify forces at next terminal, trainmaster and relieving crew when applicable.
13. When necessary to use helper engine to assist a train, employes must not ride in or on caboose trained ahead of helper engine. Train must be shoved at restricted speed and movements involved must maintain radio contact with each other.
14. Crews deadheaded on freight trains must not ride in operating control unit of engine consist.

L. HIGH WATER DETECTORS:

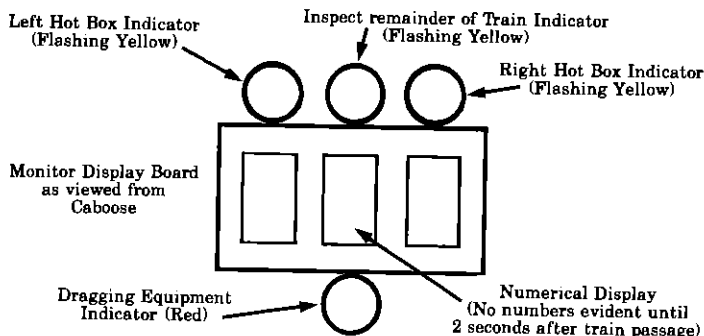
High water detectors are in service at the following locations:

MP 165.1	MP 384.7
MP 169.7	MP 406.3
MP 383.4	

High water detectors will trip and set block signals at "Stop" when water reaches ballast line. During periods of high water and heavy rains, engineers must be on the lookout for high water at and in the vicinity of the above locations.

Signal maintainer must not reset the detector until the train dispatcher has full knowledge of condition and protects with the necessary train orders.

M. HOT BOX, DRAGGING EQUIPMENT AND OVERSIZE LOAD 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 on top of instrument house is not illuminated or movements have been notified the detection system

has been temporarily taken out of service, a member of crew must drop off and 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 are equipped with a second signal to signify dragging or derailed equipment. This signal also signifies oversize load at detection systems equipped with oversize load detector feature. The second signal referred to in this paragraph 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 is made.

Oversize load detector installations are equipped with three (3) lights and will indicate the following if an alarm is received:

Flashing light on right side of structure—wide on right side

Flashing light on left side of structure—wide on left side

Flashing light on top of structure—high load

Combination of flashing lights on the structure—more than one high or wide load.

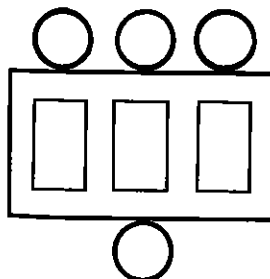
The middle light on top of monitor display board is a multiple alarm light and will be activated, in addition to the other appropriate light or lights, in the event more than one defect is detected.

Oversize load detector installations will not clear man on side of car.

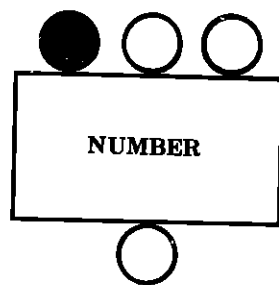
Dragging equipment detectors have been installed on each side of various bridges. Locations are designated on the subdivision special instructions which identify the location of Hot Box and Dragging Equipment installations.

These installations are equipped with radio alarm but are not equipped with monitor display board or integrity light. The alarm 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.

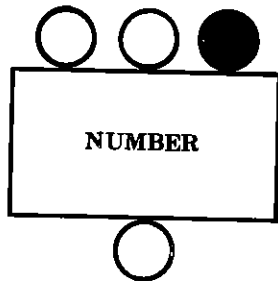
●—Indicates indicator light illuminated.



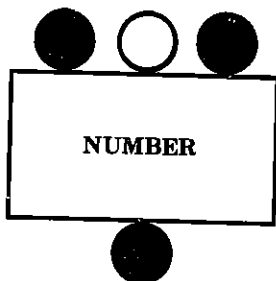
No Hot Box or Dragging Equipment on train—indicated by all zero display. No inspection required.



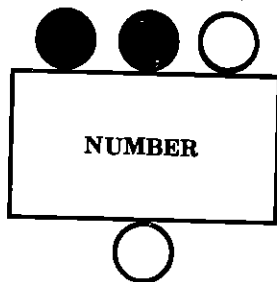
Hot Box on left side at the indicated number of axles from the rear of the train. Inspect this journal.



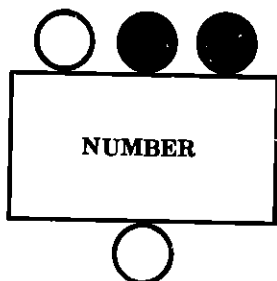
Hot Box on right side at the indicated number of axles from the rear of the train. Inspect this journal.



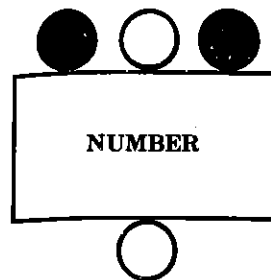
Dragging Equipment detected in the area of the indicated number of axles from the rear of the train. Inspect this area.



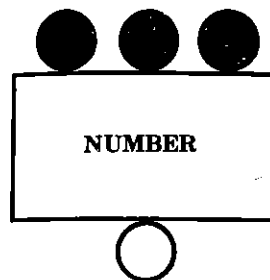
Hot Box on left side at the indicated number of axles from the rear of the train. Additional hot box or hot boxes on left side—inspect from the indicated axle location to the rear of train.



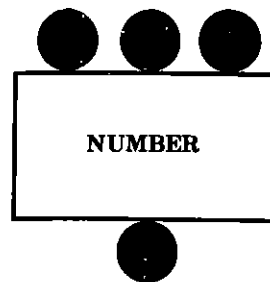
Hot Box on right side at the indicated number of axles from the rear of the train. Additional hot box or hot boxes on right side—inspect from the indicated axle location to the rear of train.



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 rear 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.

N.1 AIR BRAKES AND HAND BRAKES

The United States Safety Appliance Standards and Power Brake Requirements of 1977 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) When 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 engineman 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.

7. 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) to (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) to (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) to (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) to (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) to (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) to (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) to (j) before it proceeds.

N.2 FREIGHT TRAIN AIR BRAKE TEST

Freight trains must be given initial terminal, intermediate terminal, run-through and interchange, and final terminal tests and inspections as prescribed by the applicable current statutes previously quoted. Procedures for determining brake pipe leakage when making train air brake tests shall be as follows:

- (a) Charge the train to required pressure.
- (b) After receiving proper signal, make a continuous 15 pound equalizing reservoir pressure reduction.
- (c) After brake pipe discharge ceases, cut out the pressure maintaining feature (if so equipped), wait at least 40 seconds and time the brake pipe leakage which must not exceed 5 PSI per minute.
- (d) Following the leakage test reduce brake pipe pressure to the equivalent of a full service application, if not already accomplished due to leakage, then complete the train brake test with pressure maintaining cut out.

When making this reduction with pressure maintaining feature involved, it is advantageous to reduce the equalizing reservoir pressure below the brake pipe pressure but not to exceed approximately 3 PSI below. This should eliminate any possibility of unintentional release of train brakes. This procedure should be accomplished just prior to returning pressure maintaining feature to operative position. The approximate 3 PSI limit is recommended in order to reduce any possibility of an undesired emergency being initiated when the pressure maintaining feature is returned to operative position.

- (e) When proper signal for release is received, place the automatic brake valve handle in the "release" or "running" position and the pressure maintaining feature (if so equipped) should then be cut in.
- (f) The release inspection may be accomplished by means of a "roll-by" inspection.

N.3 AIR BRAKE TEST—REMOTE CONTROL EQUIPPED ENGINES.

1. Procedure for making initial terminal air brake test:
 - (a) When the train is made solid and air is being supplied to rear of train from lead unit, cut feed valve in on the remote unit.
 - (b) Charge the train line to required pressure.

- (c) After receiving proper signal, make a continuous 15 pound equalizing reservoir reduction using the air brake console (ABA).
 - (d) After brake pipe discharge ceases, cut out the brake pipe cut-out cock on the master unit and the feed valve on the remote unit.
 - (e) Make brake pipe leakage test. Reduce equalizing reservoir 3 PSI below that of brake pipe prior to returning brake pipe cut-out cock to "in" position. This should eliminate any possibility of unintentional release of train brakes.
 - (f) Increase brake pipe reduction to full service and perform train air brake inspection for application of brakes as required.
 - (g) When proper signal for release is received, start the air brake release by cutting in only one (1) feed valve, either on control unit or on remote unit.
 - (1) If the feed valve on the control unit is cut in for the release test, the feed valve on the remote unit must not be cut in until it is known that brake pipe pressure at rear of train has increased significantly.
 - (2) If the feed valve on the remote unit is cut in for the release test, the feed valve on the control (master) unit must not be cut in until the brake pipe pressure on the control unit shows a significant increase.
 - (h) Before proceeding it must be known that the brake pipe pressure, as indicated at the rear of the train, is being restored and that all requirements of an initial terminal air brake test have been complied with.
 - (i) The release inspection may be accomplished by means of a "roll-by" inspection.
2. Procedure for making air brake test at other than initial terminal.
 - (a) Make a 20 pound equalization reservoir reduction using the air brake console (ABA) and determine that brake on rear car applies. Cut the feed valve out on the remote unit.
 - (b) Start the air brake release by cutting in control (master) unit feed valve only. The feed valve on the remote unit must not be cut in until it is known that brake pipe pressure at the rear of the train has increased significantly and it is determined that brake on rear car releases.

0. HAZARDOUS MATERIALS / HAZARDOUS WASTE INCIDENTS

In the event of any incident involving hazardous materials/waste (derailment, fire, spills, etc.) the following procedures should be followed:

1. Extinguish all cigarettes, fuses, 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 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 or spills is the most critical time for accidents to occur. Employees are urged to be very careful in approaching the site of the derailment or spill, must approach from the upwind side, must check for unusual odors,

- draining liquids, etc. Employees should approach the derailment or spill only as close as necessary to determine cars leaking or cars remaining on each side of the derailment.
4. When it has been determined what car or cars are involved, conductor or employe involved will notify the Train Dispatcher of the following information:
 - (a) name of person reporting derailment or spill.
 - (b) classification, name, amount of hazardous material/waste contained in shipment and amount spilled, to the extent available.
 - (c) kind of car, car initial and number.
 - (d) name and address of shipper including point of origin, destination and routing.
 - (e) any identifying labels.
 - (f) description of the incident.
 - (g) date, time and exact place of derailment or spill.
 - (h) if spill, extent of spill into air, land, public water supply or other water.
 - (i) extent of personal injuries, if any.
 5. Train Dispatcher, upon receipt of information that the spill threatens the public and/or fire or explosion is evident, will immediately contact law enforcement officials in the area, giving available information and requesting Fire Department be alerted, but that the area be sealed off for a radius of 2,000 feet and that all persons, including police and Fire Department personnel be kept out of the area until it has been determined from the waybill what hazardous materials/waste are involved. Train crews or employees, insofar as they are able, should keep all spectators away from the derailment or spill until police officials arrive. Upon receipt of waybill information, Train Dispatcher or designated officer notify CHEMTREC (phone 800-424-9300) 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 Department officials at the derailment or spill site.
 6. Radio communication must be kept to a minimum during this time, giving conductors, employes involved and Train Dispatcher preference.
 7. In particular, KCS supervisory personnel shall be governed by Company's "Rail Transportation of Hazardous Wastes—Spills."
 8. In general, the following emergency procedures will apply: If fire occurs, immediately:
 - (a) pull away all cars that are movable and not burning or leaking.
 - (b) dike burning liquids to prevent spread of fire.
 - (c) control fire if possible, but do not extinguish until all spilled material has burned.
 - (d) avoid breathing smoke and fumes.
 If cars are leaking and not on fire:
 - (e) dike liquids, preventing their spread or entry into public water supply, rivers and sewers. Cover with earth, sand, etc. to retard evaporation rate.
 - (f) pull away any undamaged cars that are movable, avoiding any shocks or jars that could cause sparks or friction.

- (g) avoid contact with and/or breathing liquid and vapors.
 - (h) do not allow trains on adjacent tracks to pass until authorized by proper officer.
 - (i) many vapors are heavier than air and follow contour of land.
9. 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/wastes, are to be reported to CHEMTREC. In addition, Dupont and Dow Chemical have requested that any Dupont or Dow Chemical owned or leased cars, placarded or not, loaded or empty, involved in an accident, be reported to CHEMTREC immediately by telephone. Notify the appropriate Federal and State emergency response centers. Supervisors are furnished a listing of these emergency telephone numbers.

In addition to the above guidelines for handling Hazardous Materials and Hazardous Wastes, the following will govern spills or leaking tank cars within a classification yard:

Whenever a car containing HAZARDOUS MATERIAL/WASTE is found to be leaking within the confines of a classification yard, the following procedures **must be followed**:

Employe finding leak must immediately leave the area of the leak and notify the Yardmaster, or Operating Supervisor, and give him the car number and location if possible.

When notified, the Yardmaster, or Operating Supervisor, will check waybill to determine shipper and proper name of contents and will notify shipper. Shipper will be requested to assist in handling of the situation.

If the material leaking is of a TOXIC or EXPLOSIVE nature, the following procedures must be followed:

(A) If material is TOXIC:

- (1) Yardmaster, or Operating Supervisor, will notify personnel in the affected area of the location and nature of the leaking commodity and instruct all personnel in that immediate area to move to a safe location.
- (2) Two supervisors, using proper protective equipment, will make inspection of car to determine problem and decide what disposition will be made.
- (3) After inspection, if it is determined that further evacuations are necessary, supervisor in charge will notify local law enforcement officials.
- (4) Supervisor in charge will not allow anyone, except those wearing proper protective equipment, into the danger area until it is clear of fumes and vapors.

(B) If material is EXPLOSIVE OR FLAMMABLE:

- (1) Yardmaster, or Operating Supervisor, will notify personnel in the affected area of the location and nature of the leaking commodity and instruct all personnel in that immediate area to move to a safe location.

- (2) All sources of fire (example: torches, cigars, cigarettes, lighters, etc.) must be extinguished. Ignition systems of all vehicles must be shut off (example: automobile engines). Diesel engines in the area must be shut down.
 - (3) Two supervisors, using proper protective equipment, will make inspection of car to determine problem and decide what disposition will be made.
 - (4) After inspection, if it is determined that public evacuations are necessary, supervisor in charge will notify local law enforcement officials.
 - (5) Supervisor in charge will not allow anyone, except those wearing proper protective equipment, into danger area until it is clear of fumes and vapors.
- (C) If material is not explosive or toxic in nature, but it does constitute a hazard to persons: (example—Caustic Soda)
- (1) Yardmaster, or Operating Supervisor, will immediately notify personnel in the immediate area giving them the location of the car and instruct them to stay away from that car.
 - (2) Two supervisors, wearing proper protective clothing, will make inspection of car to determine problem and decide what disposition will be made.

10. Whenever a leaking car containing HAZARDOUS MATERIALS/WASTE is to be moved before the repairs are made to the car, the relocation move will be performed by supervisors.
11. All incidents involving a car leaking HAZARDOUS MATERIALS/WASTE, a sign reading: "Caution: Tank Car Leaking" will be placed on each side of the car and not removed until car has been repaired.
12. Whenever a leaking car is to be spotted to a repair track, Car Department personnel must be informed as to the contents of the car and the precautions to be taken.
13. When immediate repair or isolation is not necessary and the supervisor deems it safe and appropriate, he will handle with shipper to have leaking car returned to shipper for repairs, if shipper is located at that station.

P. HYDROCYANIC ACID TANK CAR MOVEMENTS:

The following will govern:

Any employe accepting or signing bill of lading covering shipment of the above chemical, must immediately notify Office of Assistant Vice President-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 hand 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.

Q.1 HAZARDOUS MATERIALS REGULATIONS.

(Exerpts from 1981 B. of E. Pamphlet #20)

LOCATION OF PLACARDED CARS IN TRAINS

Position in train of cars placarded "EXPLOSIVES A" or "POISON GAS" when accompanied by cars carrying guards or technical escorts. A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.

Position in train of cars placarded "EXPLOSIVES A." In a moving or standing train, a car placarded "EXPLOSIVES A" may not be placed nearer than the sixth car from the engine or an occupied caboose. However, when the length of the train will not permit this car to be so placed, it must be placed as near the middle of the train as possible, but not less than the second car from the engine or occupied caboose.

Position in train of cars placarded "RADIOACTIVE." In a moving or standing train, a car placarded "RADIOACTIVE" may not be placed next to any other loaded placarded car (other than one placarded "COMBUSTIBLE"), an engine, occupied caboose, or carload of undeveloped film. Cars placarded "RADIOACTIVE" may be placed next to each other.

Separating cars placarded "EXPLOSIVES A" or "POISON GAS" from other cars in trains.

- (a) In a moving or standing train, a car placarded "EXPLOSIVES A" or "POISON GAS" may not be placed next to:
 - (1) A passenger car or combination car that may be occupied except as provided in first paragraph Item Q.1.
 - (2) Any loaded placarded car other than a car placarded with the same placard or one placarded "COMBUSTIBLE."
 - (3) An engine;
 - (4) A wooden underframe car (except on narrow gauge railroads);
 - (5) A loaded flatcar, except that loaded cars placarded "EXPLOSIVES A" may be placed next to each other. A flatcar equipped with permanently attached ends of rigid construction is considered to be an open-top car. (See subparagraph (6) of this paragraph.)
 - (6) An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends;
 - (7) A car with automatic refrigeration or heating apparatus in operation, or a car with open-flame apparatus in service, or with an internal combustion engine in operation;
 - (8) A car containing lighted heaters, stoves, or lanterns;
 - (9) A car occupied by any persn, including any attendant for the cargo contained therein; or
 - (10) An occupied caboose, except as provided in first paragraph Item Q.1.

- (b) In a moving or standing train, a car placarded "EXPLOSIVES A" may not be placed next to a car placarded "POISON GAS."

Position in train of loaded placarded tank car other than car placarded "COMBUSTIBLE." Except for a tank car placarded "COMBUSTIBLE," a loaded placarded tank car in a moving or standing train may not be nearer than the sixth car from the engine, occupied caboose, or passenger car. However, when the length of the train will not permit a loaded placarded tank car to be so placed, it must be placed as near the middle of the train as possible and not nearer than the second car from the engine, occupied caboose, or passenger car.

Separating loaded placarded tank cars other than cars placarded COMBUSTIBLE from other cars in trains.

- (a) In a moving or standing train a loaded placarded tank car, other than one placarded "COMBUSTIBLE," may not be placed next to:
- (1) A passenger car or combination car, other than a car occupied by technical escorts and authorized personnel accompanying shipments;
 - (2) Any car placarded "EXPLOSIVES A," "RADIOACTIVE," or "POISON GAS;"
 - (3) An engine or occupied caboose;
 - (4) A wooden underframe car (except on narrow gauge railroads);
 - (5) A loaded flatcar, other than a specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads subject to the following:
 - (i) A flatcar equipped with permanently attached ends of rigid construction is considered to be an open-top car (see paragraph (a) (6) of this section); and
 - (ii) This exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors;
 - (6) An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends;
 - (7) A car with automatic refrigeration or heating apparatus in operation or a car with open-flame apparatus in service or with an internal combustion engine in operation;
 - (8) A car occupied by any person, including any attendant for the cargo contained therein.

Position in train of empty placarded tank cars. In a moving or standing train, empty placarded tank cars, except empty tank cars last containing combustible liquid, may not be placed nearer than the second car from the engine or occupied caboose.

SWITCHING

Switching of cars containing hazardous materials.

- (a) In switching operations where the use of hand brakes is necessary, a loaded placarded tank car, or a draft which includes a loaded placarded tank car, may not be cut off until

the preceding car or cars clear the ladder track and the draft containing the loaded placarded tank car, or a loaded placarded tank car, shall in turn clear the ladder before another car is allowed to follow. In switching operations where hand brakes are used, it must be determined by trial whether a loaded placarded car, or a car occupied by a rider in a draft containing a placarded car, has its hand brakes in proper working condition before it is cut off.

- (b) A car placarded "EXPLOSIVES A" or "POISON GAS" may not be cut off while in motion or coupled into with more force than is necessary to complete the coupling. No car moving under its own momentum shall be allowed to strike any car placarded "EXPLOSIVES A" or "POISON GAS."
- (c) When transporting a car placarded "EXPLOSIVES A" in a terminal, yard, or on a side track, or siding, it must be separated from the engine by at least one non-placarded car.
- (d) The doors of each closed car placarded "EXPLOSIVES A" must be closed, securely fastened, and the lading securely braced before it is moved.

Switching of flatcars carrying placarded trailers, freight containers, portable tanks or 1 M portable tank.

- (a) A placarded flatcar or a flatcar carrying a portable trailer, freight container, portable tank or 1 M portable tank may not be cut off while in motion.
- (b) No rail car moving under its own momentum may be permitted to strike any placarded flatcar or any flatcar carrying a placarded trailer, freight container, portable tank or 1 M portable tank.
- (c) No placarded flatcar or any flatcar carrying a placarded trailer, freight container, portable tank or 1 M portable tank may be coupled into with more force than is necessary to complete the coupling.

Placement of freight cars placarded "EXPLOSIVES A" in yards, on sidings, or side tracks. A rail car placarded "EXPLOSIVES A" while in a yard on a siding or side track must be placed so that it will be safe from all probable danger of fire. A car so placarded may not be placed under a bridge or overhead highway crossing, not in or alongside a passenger shed or station except for loading or unloading purposes.

Q.2 ALTERNATE DISPLAY PLACARDS.











Alternate Display Placard— The display of identification numbers on placards is allowed as an alternative to the use of an orange panel displaying the identification number. The alternate display placard may be used in place of any placard except a POISON GAS, RADIOACTIVE, or EXPLOSIVE placard. The alternate display placard will show the identification number assigned to the product across the center of the placard and the United Nations hazard class number in the lower corner. A COMBUSTIBLE placard used in rail or highway transportation must keep a white background below the white background for the identification number. Precautions should be taken to make sure that the correct identification number corresponds to the proper worded placard.

the lower corner. A COMBUSTIBLE placard used in rail or highway transportation must keep a white background below the white background for the identification number. Precautions should be taken to make sure that the correct identification number corresponds to the proper worded placard.

Note that the identification number replaces the name and hazard class wording. The hazard class of the material is indicated by:

1. The color of the placard;
2. The symbol at the top; and
3. The UN Class number at the bottom of the placard. (See Table below for example)

COLOR	SYMBOL	UN CLASS	HAZARD CLASS
Red		2	Flammable Gas
Green		2	Non-Flammable Gas
Red		3	Flammable Liquid
Yellow		5	Oxidizer
Red/White		4	Flammable Solid
White & Black		8	Corrosive Material
White		6	Poison B
Red	None	9	Irritating Materials (Dangerous Placard)
Red (with White Bottom)		3	Combustible liquid
White	None	9	ORM-E

R. LOCATION OF TRAIN REGISTERS

KCS	L&A
West Wye Tower	Hunt (Greenville)
North Yard	Deramus Yard
Watts	Alexandria
Heavener	West Yard
DeQueen	Minden
Deramus Yard	Hope
Leesville	
Port Arthur	

R.1 LOCATION OF GENERAL ORDER BOOKS

KCS	L&A
Knoche Yard Office	Trigg St., Yard Office
East Kansas City Roundhouse	Trigg St., Mechanical Dept.
North Yard, Yard Office	Leesville, Yard Office
North Yard, Diesel Shop	Boise Southern
Neosho	Chaison, Yard Office
Watts	Chaison, Mechanical Dept.
Ft. Smith	Port Arthur, Yard Office
Heavener, Yard Office	Port Arthur, Mechanical Dept.
Heavener, Mechanical Dept.	Mossville, Yard Office
DeQueen, Yard Office	
Ashdown	

L&A

Minden Yard Office
Minden, Mechanical Dept.
Hope, Yard Office
Hughes Springs Yard Office
Sulphur Springs
Hunt, Yard Office
Alexandria, Yard Office
Baton Rouge, Yard Office
Baton Rouge, Mechanical Dept.
Gramercy
Norco
West Yard, Yard Office
West Yard, Mechanical Dept.
Dallas (ATSF Yard Office Bldg.)

KCS and L&A

Deramus Yard, Yard Office
Deramus Yard, Diesel Shop
Train Dispatcher's Office

S. LOCATION OF STANDARD CLOCKS

KCS

Knoche Yard Office
West Wye Tower
East Kansas City Roundhouse
North Yard, Yard Office
Neosho
Watts
Heavener
Ft. Smith
DeQueen, Yard Office
Trigg St., Yard Office
Leesville, Yard Office
Mossville, Yard Office
Chaison, Yard Office
Pt. Arthur, Yard Office

L&A

Hughes Spgs.
Hunt, Yard Office
Hope, Freight Office
Minden, Yard Office
Alexandria, Yard Office
Baton Rouge, Yard Office
West Yard, Yard Office

KCS and L&A

Deramus Yard, Yard Office
Deramus Yard, Diesel Shop
Train Dispatcher's Office

T. ACCIDENT REPORTS:

Except as indicated below, when an accident or injury occurs, conductors, engine foreman, M of W and 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.

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.

U. TERRITORIES OF CLAIM AGENTS:

Mr. C.M. Amis, Kansas City, Missouri

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. P.B. Gardner, Shreveport, La.

K.C.S.—South switch Blanchard, La. to Leesville, La. L&A—Shreveport, La. to Dallas, Tex., Shreveport, La. to Minden, La., Shreveport, La. to Alexandria, La., Alexandria, La. to Ark.—La. State Line north of Springhill, La.

Mr. G.A. LaBorde, Baton Rouge, La.

Alexandria, La. to New Orleans, La.

Mr. J.H. Reynolds, Lake Charles, La.

Leesville, La. to Port Arthur, Tex. and Lake Charles Branch.

Copies of reports listed in Item T 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.

V.

Texas Senate Bill No. 839 which became effective August 31, 1981, requires a Railroad Company to issue to each person that it employs to operate or permits to operate a railroad locomotive in Texas an Engineer's Operator Permit. A permit must include the engineer's name, address, physical description and date of birth.

The law also requires that a person operating a railroad locomotive in the State of Texas shall have in his or her immediate possession a permit issued under this Act.

Section three (3) of the Act (Proof of Identification) states: "A person who operates a railroad locomotive and who is required by a peace officer to show proof of identification in connection with the person's operation of a locomotive shall display the person's permit issued under this Act and may not be required to display an operator's commercial or chauffeur's drivers license, issued under Chapter 173, Acts of the 47th Legislature, Regular Session, 1941, as amended (Article 6687b, Vernon's Texas Civil Statutes.)"

Engineers operating in the State of Texas must secure the above described permit from General Road Foreman of Engines and carry on their person.

W.1 OFFICIAL WATCH INSPECTORS

National Railway Time Service Co.

General Time Inspector

Alexandria, Louisiana

Ashdown, Arkansas

Baton Rouge, Louisiana

Baxter Springs, Kansas

Beaumont, Texas

Beaumont, Texas

Coushatta, Louisiana

Cullen, Louisiana

DeRidder, Louisiana

DeQuincy, Louisiana

Ft. Smith, Arkansas

Ft. Smith, Arkansas

Ft. Smith, Arkansas

Greenville, Texas

Groves, Texas

Heavener, Oklahoma

Chicago, Illinois

Ward's Jewelry

Lee's Jewelers

Johnson-Bailey Jewelry

McElwain Jewelry

Freedman Jewelry

Highland Watch Shop

Bryant's Jewelry

Hudson Jewelry

Champion's Jewelry

Browning Jewelry

Esquire Jewelry

Fink Jewelry

Malone Jewelry

Winans & Son, Jewelers

Nacol's Jewelry

Phipp's Jewelry

Hodge, Louisiana
Hope, Arkansas
Independence, Missouri
Joplin, Missouri

Raytown, Missouri

Lake Charles, Louisiana

Lake Charles, Louisiana

Leesville, Louisiana

Marshall, Texas

Metairie, Louisiana

Minden, Louisiana

(Traveling Insp.)

New Orleans, Louisiana

Overland Park, Kansas

Pineville, Louisiana

Pittsburg, Kansas

Port Arthur, Texas

Port Arthur, Texas

Poteau, Oklahoma

Sallisaw, Oklahoma

Shreveport, Louisiana

Shreveport, Louisiana

Shreveport, Louisiana

Texarkana, Arkansas

Winnfield, Louisiana

Johnny's Jewelry
Becherer Jewelers
Drenon Jewelry
Tick-O-Time Jewelry
Zinner's Jewelry
Bill Partin Jewelry
Gem Jewelry
Smith's Jewelers
Morrison Jewelers
DeGruy's Jewelry

Bryan's Jewelers

House of Time

Connor's Jewelry

Don Lindsay Jewelers

William's Jewelers

Nacol's Jewelers

Watchmaker's Shop

Jack's Jewelers

Heritage Jewelry

Bryan's Jewelry

Clarke's Jewelry

Couch's Jewelry

Gray's Jewelry

Baum Jewelry

W.2 APPROVED STANDARD WATCHES

POCKET WATCHES

Elgin	16 size "Raymond"	21 and 23 jeweled
Hamilton	16 size No. 950-B & No. 990	23 jeweled
	16 size No. 992 & No. 992-B	21 jeweled
Waltham	16 size "Vanguard"	23 jeweled
Illinois	16 size "Bunn Special"	21 jeweled

WRIST WATCHES

Ball, Webb C.	Trainmaster	21 jeweled
Bulova Accutron Electric		Models 202, 21014 & 24010
		Model 218
		Style #91808-W
Bulova Accutron R.R. Calendar		
Bulova	Quartz	
Bulova	Quartz, Ladies R.R.	
	Wristwatch	Style #92278
Elgin	B.W. Raymond Chronometer	21 and 23 jeweled
Hamilton RR	Electronic	Product No. 910917
Seiko Railroad	Quartz	Models FJ055M, FY625M, FY626, FY626M, HA163M & HA164M
Seiko	Quartz, Ladies Wristwatch	Model UX015M
Wylar	Conventional	Model 1370RA
Wylar	Automatic	Model 4125RA
Wylar	Automatic	Model 3425RA
Wylar	Electronic	Model 133T-RA1550
Wylar	Electronic	Model 433T-RA1550
Rodania	Quartz	Models 8213 and 8214
Pulsar Time	Wristwatches	Models JG038 and JG041

Elgin 23 Jeweled B.W. Raymond wrist Chronometer is no longer manufactured. Any employe in possession of Elgin 23 Jeweled B.W. Raymond wrist Chronometer may continue to use it provided it is registered and presently in service.

The Hamilton 505 Railroad wristwatch has been eliminated

from this list of approved watches for employes entering the service, due to the fact that parts are not available for repairing these watches. Employes now in service in possession of the Hamilton 505 may continue to use this watch as long as it is in proper running condition and can pass the regular watch inspection requirements.

X. COMPANY PHYSICIANS—Dr. J.M. Masucci, Chief Medical Officer

Whenever employes are injured, everything must be done to care for them properly. If they are able to be moved, they should be taken to the nearest company physician as shown below, unless the injured employe desires to be sent to another doctor, in which case he should be sent to the latter. If a company physician is not available or the injury occurs at a location too far from a location where a staff doctor or a doctor of the employe's choice is available, then the employe should be transported to the nearest available emergency facility for medical treatment. If they cannot be moved, the nearest available physician should be called.

Kansas City, Missouri
Dr. Joseph M. Masucci
600 Argyle Building
306 East 12th Street
Kansas City, Mo., 64106

Lake Charles, Louisiana
Dr. B.M. Woodward
Medical Arts Group
401 South Ryan Street
Lake Charles, La., 70601

Pittsburg, Kansas
Dr. G.W. Pogson
1015 Mt. Carmel Place
Pittsburg, Ks., 66762

Port Arthur, Texas
Dr. Richard J. Bourgeois
3030 39th Street
Port Arthur, Tx., 77640

Gravette, Arkansas
Dr. Billy V. Hall
Gravette Medical Associates,
Ltd.
Gravette, Ark., 72736

Alexandria, Louisiana
Dr. N.M. Brian, Jr.
Brian Clinic
201 Fourth Street
Alexandria, La., 71301

Poteau, Oklahoma
Dr. C.D. Cook
Poteau Medical Center
1373 East Dewey
Poteau, Okla., 74953

Baton Rouge, Louisiana
Dr. R.M. Hill
Hill Medical Associates
170 McGehee
P.O. Box 15626
Baton Rouge, La., 70815

DeQueen, Arkansas
DeQueen Clinic, Ltd.
Highway 70 West
DeQueen, Ark., 71832

New Orleans
Drs. J.M. Lyons, M.D. Paine
Suite 1500-1510
Hibernia Bank Building
New Orleans, La., 70112

Texarkana, Texas
Dr. Harold H. Short
Glenwood Clinic
1400 College Drive
Texarkana, Tx., 75503

Greenville, Texas
Dr. William Cantrell
Greenville Medical & Surgical
Clinic
4311 Wesley Street
Greenville, Tx., 75401

Shreveport, Louisiana
Drs. R.E. Rushing,
G.L. Risinger
Rushing-Risinger Clinic
2020 Centenary Blvd.
Shreveport, La., 71104

Minden, Louisiana
Dr. G.G. Daniel
427 Homer Road
Minden, La., 71055

Leesville, Louisiana
Dr. J.E. Hearn
Leesville, La., 71446

Y. TRACK CAR LINE-UPS:

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.

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

TRAIN TONNAGE PROFILE

A Train Tonnage Profile (TTP) is issued at the time of printing of a Conductor's Wheel Report from the data processing system and provides to the crew members a visual graph of the location in their train of empty, loaded, overloaded and high or wide cars.

The base line of the TTP is displayed by the letters "C" for cabooses, "E" for empty car, "L" for loaded car and "U" for engine. The weight in tons of each car in the train is indicated by columns consisting of vertical bars or the letters "O" or "H" with the upper bar or letter for each car designating the tonnage category in which the car falls. In addition, the letters, "O" and "H" identify overloaded or high or wide cars.

Running totals of tonnage and cars in increments of five cars are also shown as well as the average tons per car.

Z.		TONNAGE RATINGS K.C.S.						
Subdivision	From MP	To MP	GP7-GP9	GP30	GP38-2	GP-40	SD40	SD50
			F-SW&MP15 1500HP	4 Axle 2000HP	4 Axle 2000HP	4 Axle 3000HP	6 Axle 3000HP	6 Axle 3500HP
First								
South	0	23	3037	4293	4293	4293	6992	7415
	23	129	3581	4530	4530	4530	7276	7936
North	129	23	3581	4530	4530	4530	7276	7936
	23	0	TONNAGE RESTRICTED TO TRAIN LENGTH					
Second								
South	129	155	4548	5942	5942	5942	8178	9252
	155	174	3581	4530	4530	4530	7276	7936
	174	181	1152	1600	1600	1600	2500	2900
	181	201	2500	3675	3675	3675	4900	5538
	201	229	1160	1600	1600	1600	2500	2900
	229	236	2500	3750	3750	3750	4900	5538
North	236	185	1250	1730	1730	1730	2700	3132
	185	129	2850	4270	4270	4270	5600	6078
Third								
South	236	265	1889	2560	2560	2560	3833	4275
	265	338	3581	4530	4530	4530	7276	7936
North	338	265	3000	4480	4480	4480	5800	6562
	265	236	2168	2480	2480	2480	3833	4275
Fourth								
South	338	367	1250	1790	1790	1790	2800	3200
	367	404	1500	2150	2150	2150	3225	3426
	404	433	1790	2500	2500	2500	3900	3543
North	433	367	1370	1870	1870	1870	2970	3426
	367	338	3230	4800	4800	4800	5864	6335
Fifth								
South	433	488	3250	4830	4830	4830	5800	6585
	488	554	3050	4560	4560	4560	5800	6585
North	554	488	3050	4560	4560	4560	5800	6585
	488	433	3250	4830	4830	4830	5800	6585
Sixth								
South	554	669	1950	2860	2860	2860	4500	5130
North	669	592	2220	3780	3780	3780	4972	5626
	592	554	3120	3780	3780	3780	5469	6094
Seventh								
South	669	719	3170	4740	4740	4740	5800	6562
	719	767	4500	7200	7200	7200	8200	8943
	767	787	4500	7200	7200	7200	12000	13500
Except	735	787	TONNAGE RESTRICTED TO TRAIN LENGTH					
North	787	767	4500	7200	7200	7200	12000	13500
	767	719	4500	7200	7200	7200	8200	8943
	719	669	3240	4800	4800	4800	5800	6562
Except	787	735	TONNAGE RESTRICTED TO TRAIN LENGTH					
Lake Charles								
South	719	B742	7000	7500	7500	7500	10000	10702
North	B742	719	7000	7500	7500	7500	10000	10702

TIMETABLE NO. 2

		TONNAGE RATINGS L&A						
From	To	GP7-GP9	GP30	GP38-2	GP-40	SD40	SD50	
		F-SW&MP15 1500HP	4 Axle 2000HP	4 Axle 2000HP	4 Axle 3000HP	6 Axle 3000HP	6 Axle 3500HP	
N.O. and B. Rouge								
South	Alex.	N.O.	5000	7200	7200	7200	10000	10872
Except	Lobdell	Bridge Jct	1900	2640	2640	2640	3650	4156
North	N.O.	Alex.	5000	7200	7200	7200	10000	10872
Except	Bridge Jct	Lobdell	2990	3010	3010	3010	4000	4565
Shreveport								
South	S'port	Aloha	4500	6240	6240	6240	8200	10872
	Aloha	Alex.	6000	7200	7200	7200	10000	14010
North	Alex.	Aloha	5000	7200	7200	7200	10000	14010
	Aloha	S'port	4500	6200	6200	6200	8200	10872
Hope								
South	Hope	Stamps	3490	4800	4800	4800	5858	6497
	Stamps	Cullen	5250	7180	7180	7180	8695	9322
	Cullen	Cotton V.	3570	4930	4930	4930	6248	6900
	Cotton V.	Minden	2950	4080	4080	4080	5163	5776
	Minden	S'port	3300	4560	4560	4560	5200	5841
North	S'port	Minden	3060	4210	4210	4210	5350	5975
	Minden	Taylor	3560	4930	4930	4930	6248	6900
	Taylor	Stamps	5600	8130	8130	8130	9737	10300
	Stamps	Hope	3490	4800	4800	4800	5858	6497
Minden								
South	Minden	Chestnut	2600	3600	3600	3600	5000	5625
	Chestnut	Winnfield	2870	3970	3970	3970	5300	5750
	Winnfield	Alex.	2960	4080	4080	4080	5400	6057
North	Alex.	Winnfield	2990	3970	3970	3970	5750	6442
	Winnfield	MP-125	2700	3720	3720	3720	5350	6062
	MP-125	Sibley	3120	4320	4320	4320	6200	6405
	Sibley	Minden	4850	6720	6720	6720	8100	8715
Texas								
South	Dallas	F'ville	1830	2530	2530	2530	3790	4312
	F'ville	Hunt	2080	2880	2880	2880	4075	4625
	Hunt	Winnsboro	1830	2530	2530	2530	3790	4312
	Winnsboro	H. Spgs	1943	2489	2489	2489	3960	4495
	H. Spgs	Jefferson	1960	2720	2720	2720	3750	4269
	Jefferson	Baldwin	3470	4800	4800	4800	6200	6653
	Baldwin	Shipp	2900	4000	4000	4000	5300	5970
	Shipp	S'port	4630	6500	6500	6500	8200	8936
North	S'port	Jefferson	2430	3360	3360	3360	4600	5214
	Jefferson	H. Spgs	1960	2720	2720	2720	3850	4292
	H. Spgs	Hunt	1830	2530	2530	2530	3750	4074
	Hunt	Dallas	1960	2720	2720	2720	3960	4495

Slugs 4250 through 4257—same tonnage ratings as 1500HP engines.

Slugs 4050, 4060, 4055, 4056, 4075, 4076 & 4077, when coupled to 1500HP F-unit, will be given same tonnage rating as 1500HP engines. When coupled to 3000HP GP40-2, will be given same tonnage rating as 4 axle 3000HP GP40-2.

TIMETABLE NO. 2

Classification of Engines

Class	Unit No.	Tract. Effort	Weight	H.P.	Max. Speed MPH.
Switch	4125-4126, 4200-4231	61,000	244,000	1000	45
Except	4203-4205-4214	65,000	265,000	1250	45
Switch	4300-4315	61,000	244,000	1200	45
Switch	4320-4362	62,000	258,000	1500	45
Slugs	4250-4257, 4078-4079	61,000	265,000	750	45
Switch	1	62,000	258,000	1500	45
MP 15	4363-4366	62,000	266,000	1500	65
Freight	4051-4054, 4057-4059	61,000	244,000	1500	65
Freight	4061-4064, 70B, 73B	61,000	244,000	1500	65
Slug Bstrs	4075-4077	61,000	260,000	750-	65
				1500	
Cab Slugs	4050, 4055, 4056, 4060	61,000	260,000	750-	65
				1500	
GP-7	4150-4161	61,000	238,000	1500	65
GP-9	4162-4165	61,000	245,700	1500	65
GP-30	4100-4119	62,000	260,000	2000	65
GP-38-2	4000-4011	63,000	266,000	2000	65
GP-40	777-795	65,000	262,000	3000	65
GP-40-2	796-799	65,000	262,000	3000	65
SD-40-2	600-636	101,500	398,000	3000	65
SD-40-2	637-692	101,500	396,000	3000	65
SD-50	700-713	110,000	393,000	3500	65

Units 4054, 4059, 4061, 4064 will couple up to Slug Boosters or Cab Slugs.

GP-40-2 will couple up to Slug Boosters or Cab Slugs.

Master Units

for Operation with

Remote Units

604-605-608-609

618-619-626-632

633-653-654-661

662-663-673-674

677-678-679-683

684-687-688-700

701

Remote Units

606-607-610-611

620-621-627-634

635-655-656-664

665-666-675-676

680-681-682-685

686-689-690-702

703

Units Equipped to Handle Slugs

4326-4329-4331

4334-4337-4344

4345-4346-4347

4348-4349-4350

4351-4362-4363

4364-4365-4366

1

The following engines are equipped with front end connection and will work as booster or control: 4053, 4054, 4060, 4057, 4059, 4061, 4062, 4063, 4064, 4050.

ALPHABETICAL LISTING AND STATION NUMBERS OF ALL STATIONS:

Station	Station No.	Station	Station No.
Adner, La.	5097	Ashland, La.	7114
Aero Jet Spur, Mo.	0178	Atreco, Tex.	0788
Alexandria, La.	7194	Avinger, Tex.	9067
Allene, Ark.	0457		
Aloha, La.	3092	Baldwin, Tex.	9042
Amoret, Mo.	0069	Barmen, La.	3259
Amsterdam, Mo.	0062	Baroid Sales Co., Tex.	0491
Anacoco, La.	0660	Baron, Okla.	0249
Anchorage, La.	3223	Barrett, La.	3114
Anderson, La.	7104	Batchelor, La.	3175
Anderson, Mo.	0192	Baton Rouge, La.	3227
Anthony, Ark.	7003	Bates, Ark.	6414
Ark-La-Tex, La.	0542	Bayou Pierre, La.	0580
Asbury, Mo.	0140	Beaumont, Tex.	0767
Ashdown, Ark.	0469	Belledeau, La.	3144

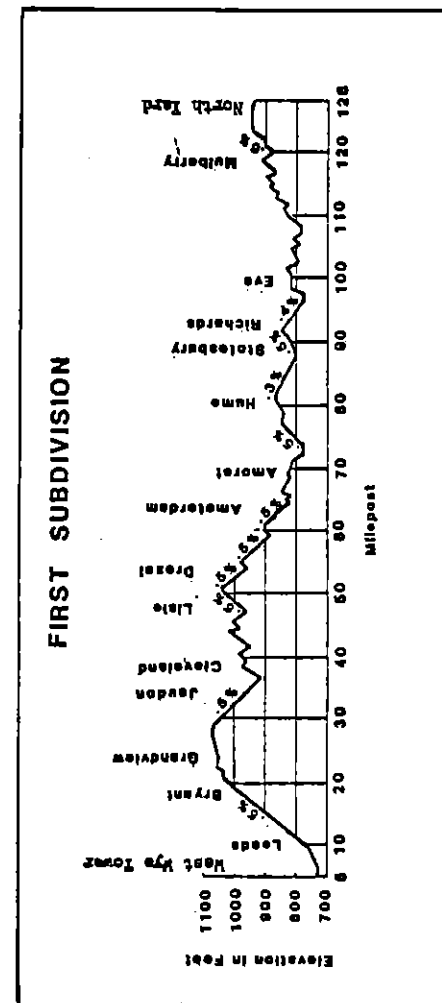
Station	Station No.	Station	Station No.
Benson, La.	0605	Farmersville, Tex.	9185
Bentley, La.	7179	Feeder, Okla.	0241
Bijou, La.	3141	Ferguson, La.	5102
Blanchard, La.	0549	Fisher, La.	0640
Blenheim, La.	3006	Flint Creek, Ark.	0224
Bloomburg, Tex.	0508	Florien, La.	0643
Boise Southern, La.	0688	Floyd, Tex.	9178
Bokoshe, Okla.	6307	Forbing, La.	0567
Brashear, Tex.	9148	Ft. Crowder (Coach), Mo.	0179
Brian, La.	0545	Fort Polk, La.	0674
Buhler, La.	2729	Forth Smith, Ark.	6356
Bullion, La.	3243	Fox, Tex.	9035
Bunch, Okla.	0272	Freilsen, La.	3295
Burford, Tex.	9052	Frierson, La.	0577
Butane Spur, Mo.	0153		
		Gandy, La.	0645
Calvin, La.	7139	Gans, Okla.	0299
Campbell, Tex.	9161	Garnett, La.	7182
Campti, La.	3062	Gentry, Ark.	0222
Caplis, La.	3013	Gillham, Ark.	0421
Carla, La.	7145	Glazer Spur, Mo.	0178
Carruthers, La.	5101	Glynn, La.	3178
Cason, Tex.	9089	Goldonna, La.	7130
Castor, La.	7105	Gonzales, La.	3251
Chaison, Tex.	0769	Good Hope, La.	3288
Chamberlin, La.	3179	Goodman, Mo.	0185
Chestnut, La.	7122	Goodwill, La.	5087
Clarence, La.	3069	Gramercy, La.	3269
Cleveland, Mo.	0039	Grandview, Mo.	0023
Coal Creek, Okla.	0316	Grannis, Ark.	0414
Coker, La.	0596	Grappe's Bluff, La.	3056
Colfax, La.	3097	Gravette, Ark.	0210
Como, Tex.	9131	Green Island, La.	0727
Converse, La.	0611	Greenville, Tex.	9172
Coopers, La.	0675	Gulf States Util.	2733
Cotton Valley, La.	7061		
Coushatta, La.	3044	Hamburg, La.	3160
Cove (Rebold Spur), Ark.	0397	Hammock, La.	9004
Crestline, Kans.	4148	Hatfield, Ark.	0392
Crews, La.	3078	Hatton, Ark.	0404
Cullen, La.	7050	Hawthorn, La.	0664
Cumby, Tex.	9154	Heavener, Okla.	0338
Curtis, La.	3009	Hefin, La.	7089
		Helme, La.	0724
		Herbert, Ark.	7021
Daingerfield, Tex.	9083	Hessmer, La.	3149
Dalby, Mo.	0170	Hoot, Tex.	0494
Dallas, Tex.	9223	Hope, Ark.	7001
Decatur, Ark.	0217	Hornbeck, La.	0653
DeQueen, Ark.	0433	Howe, Okla.	0333
DeQuincy, La.	0719	Hughes Spgs, Tex.	9076
DeRidder, La.	0690	Hume, Mo.	0081
Dorcheat, La.	7072	Hyde, La.	3167
Dowling, Tex.	0773		
Doyline, La.	5083	Intl. Creo, Tex.	0490
Drexel, Mo.	0053	Irene, La.	3213
Dry Prong, La.	7174		
Duplessis, La.	3248	Jamestown, La.	7098
		Jefferson, Tex.	9049
East Point, La.	3032	Joplin, Mo.	0155
Ecol, (Marathon), La.	3275	Joslyn Mfg., Ark.	0383
Elm Grove, La.	3017	Jury, Tex.	0494
Eser, Tex.	9116		
Essen, La.	3236	Kansas City, Mo.	0004
Eve, Mo.	0039	Karnack, Tex.	9037
		Keller, La.	3173
Faker, Tex.	9094		

Station	Station No.	Station	Station No.
Kenner, La.	3298	Panama, Okla.	0317
Kleaner, Okla.	6310	Pickton, Tex.	9126
Kleinpeter, La.	3241	Pimid, Mo.	0066
K.O.G. Jct., Mo.	4139	Pineville, La.	3121
Korf, Tex.	0765	Pittsburg, Kans.	0128
Kraft, La.	3058	Pittsburg, Tex.	9098
La. Gas Co., La.	3016	Placid Oil Co., La.	7131
Lake Charles, La.	2742	Port Arthur, Tex.	0787
Lanagan, Mo.	0195	Port Gardner, La.	3210
LaPlace, La.	3282	Port Neches, Tex.	0779
Lassater, Tex.	9061	Poteau, Okla.	0326
Latanier, La.	3131	Potter, Ark.	0386
Leeds, Mo.	0010	Prairieville, La.	3246
Leesburg, Tex.	9105	Princeton, La.	5093
Leesville, La.	0669	Quarry Spur, Okla.	0282
Legonier, La.	3170	Ravanna, Ark.	0514
Lemonville, Tex.	0748	Rebold Spur (Cove), Ark.	0397
Lerch, Ark.	7030	Redland, Okla.	0306
Lettsworth, La.	3174	Reserve, La.	3276
L.I.D.A. Spur, La.	0667	Richards, Mo.	0094
Lin, La.	3068	Rich Mountain, Ark.	0367
Linde Spur, Mo.	0177	Roy, La.	7107
Lobdell, La.	3225	Ruliff, Tex.	0741
Long Bell Amer., Mo.	0158	St. Maurice, La.	3075
Loring, La.	0627	Sallisaw, Okla.	0291
Lucas, La.	0729	Sandra, La.	0518
Ludington, La.	0687	Sarber, Tex.	9058
Lunita, La.	0731	Sarepta, La.	7056
McCurtain, Okla.	6318	Shady Point, Okla.	0320
McElhany, Mo.	0181	Shipp, La.	9006
McElroy, La.	3260	Shoreline, La.	0533
Mansfield, La.	0592	Shreveport, La.	0554
Mansura, La.	3153	Sibley, La.	7083
Many, La.	0634	Signor, La.	3302
Marble City, Okla.	0281	Siloam Springs, Ark.	0229
Mauriceville, Tex.	0751	Simmesport, La.	3168
Mayer, La.	3012	Singer, La.	0705
Mena, Ark.	0380	Smith's Bluff, Tex.	0776
Military, Kans.	4148	Sorrento, La.	3256
Minden, La.	7078	S/W Gas & Elec., La.	0539
Montegut, La.	3280	Spindletop, Tex.	0771
Montgomery, La.	3082	Springhill, La.	7048
Moreauville, La.	3157	Spiro, Okla.	0312
Morganza, La.	3176	Stamps, Ark.	7023
Mossville, La.	2736	Starks, La.	0736
Mulberry, Kans.	0118	Stilwell, Okla.	0258
Neal Springs, Ark.	0443	Stotesbury, Mo.	0089
Neame, La.	0680	Sugar Creek, Mo.	8000
Nederland, Tex.	0777	Sulphur Springs, Tex.	9140
Neosho, Mo.	0174	Sun Spur, Tex.	0775
New Orleans, La.	3308	Superior, La.	0531
New Roads, La.	3177	South Texarkana, Tex.	0499
Newsome, Tex.	9108	Taylor, Ark.	7041
Noble, La.	0618	Texarkana, Tex.	0488
Noel, Mo.	0201	Thermo, Tex.	9135
Norco, La.	3287	Tidewater, Tex.	9112
North Baton Rouge, La.	3227	Tioga, La.	7188
Oil City, La.	0537	Treat, La.	7060
Ozark Terminal Spur, Mo	0172	Trenton, La.	0599
Packton, La.	7157	Vandervoort, Ark.	0402
Page, Okla.	0355	Veals, Tex.	9079

TIMETABLE NO. 2

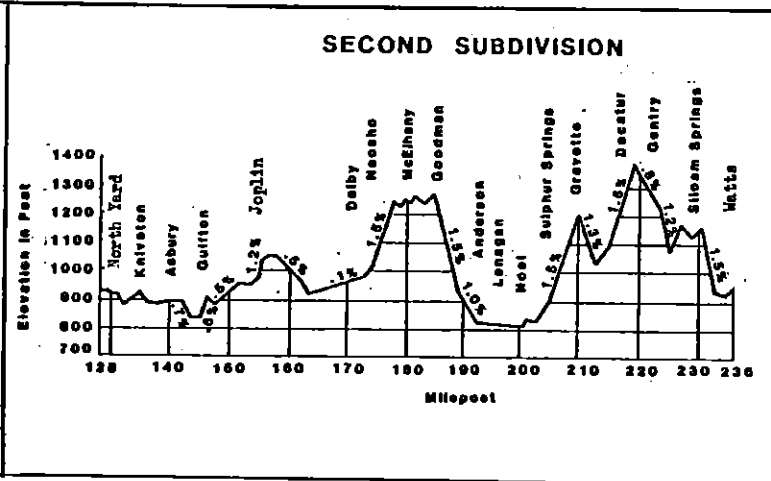
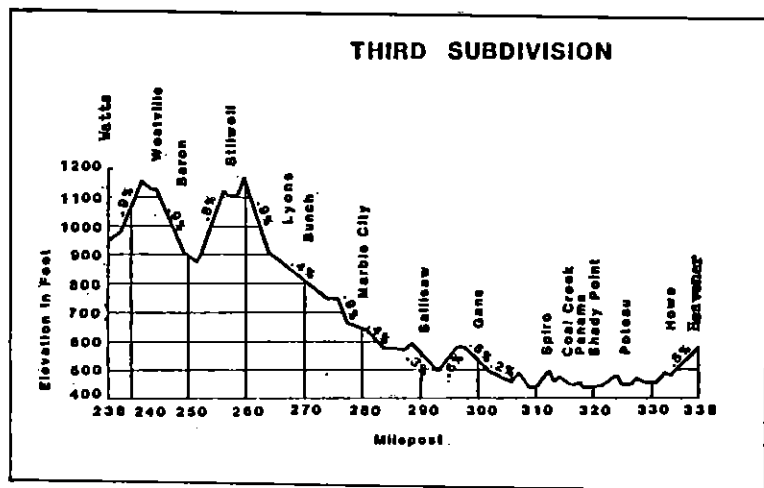
Station	Station No.	Station	Station No.
Vidor, Tex.	0761	Whelan, La.	9009
Vivian, La.	0528	Wickes, Ark.	0409
V.P. Spur, La.	0644	Wilkes Spur, Tex.	9064
Waco Spur, Mo.	0140	Willianna, La.	7166
Waldron, Ark.	6432	Winford Spur, La.	7082
Watts, Okla.	0236	Winnfield, La.	7148
Welsh, Tex.	9090	Winnsboro, Tex.	9118
West Junction, La.	3223	Winthrop, Ark.	0450
West Lake Charles, La.	2751	Wood, La.	3059
West Lake, La.	2740	Wilton, Ark.	0464
Westland Oil, La.	9001	Zummo, Tex.	0770
Westville, Okla.	0244	Zwolle, La.	0623

ELEVATION PROFILE

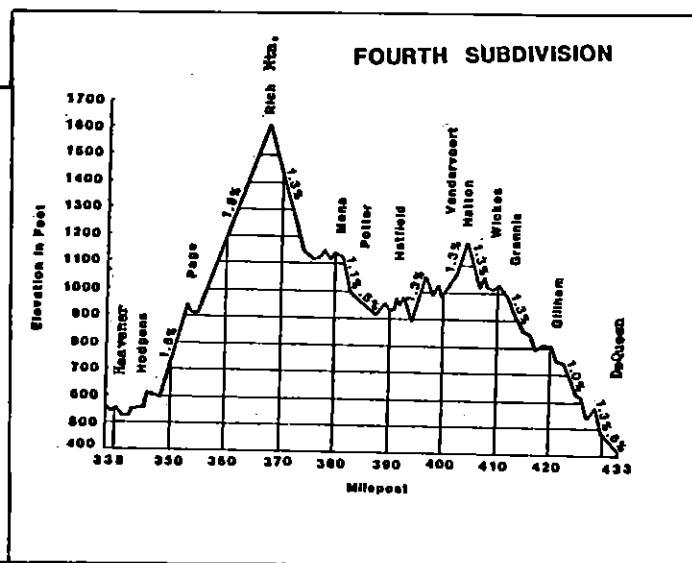
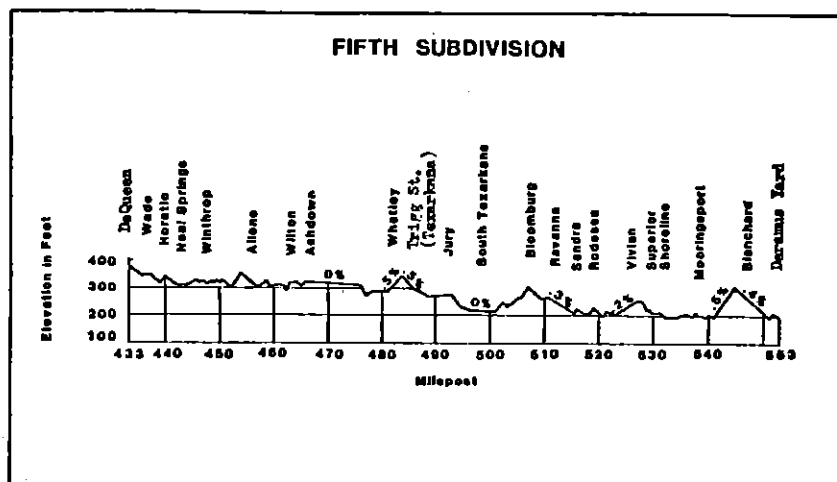


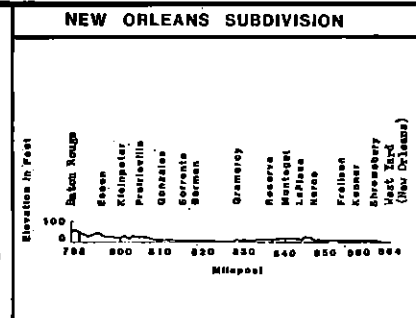
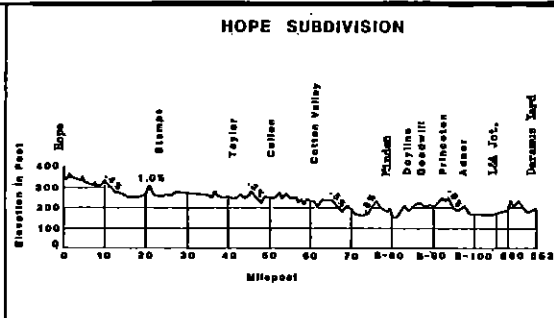
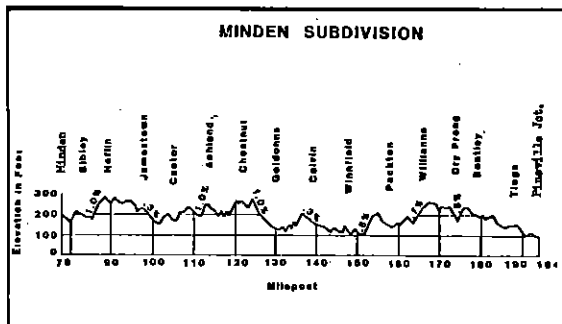
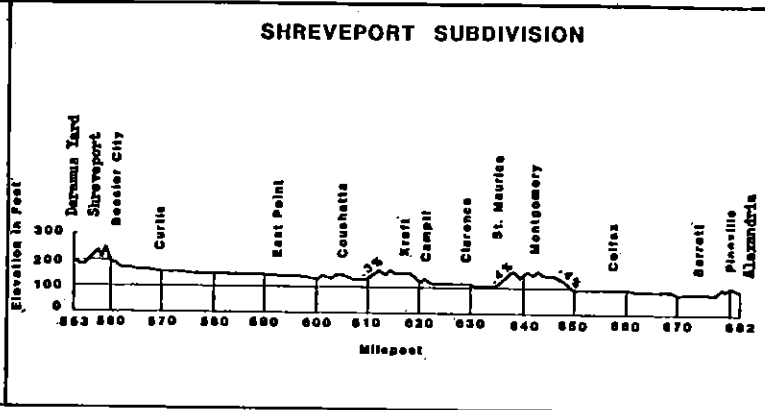
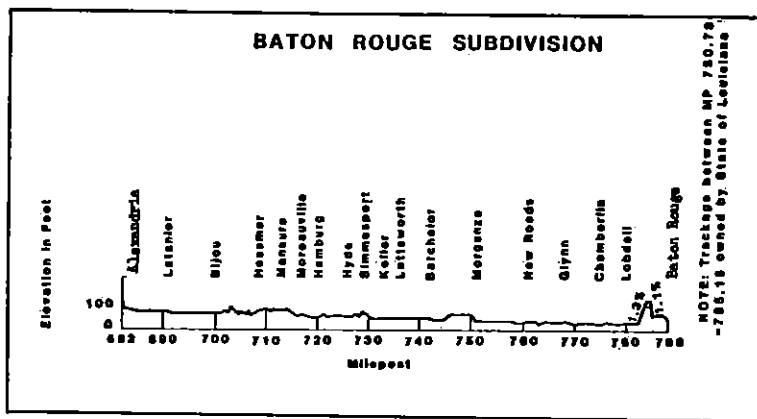
TIMETABLE NO. 2

TIMETABLE NO. 2



TIMETABLE NO. 2





MILW—KANSAS CITY SOUTHERN JOINT AGENCY SPECIAL INSTRUCTIONS

These instructions govern Joint Agency employes, and Kansas City Southern and Milwaukee road crews while operating upon trackage of the MILW-KCS Joint Agency.

K.C.S. Lines Operating Rules will govern all Transportation Dept. employes operating within the limits of the MILW-KCS Joint Agency.

While operating upon trackage of foreign lines in the Kansas City area, all employes will be governed by the current edition of the Greater Kansas City Area Operating Rules.

Item 1. ACCIDENT REPORTS.

Every accident must be reported in accordance with K.C.S. lines Operating Rules, and, in addition:

- (a) Any accident on the Joint Agency or involving Joint Agency employes must be reported to the Joint Agency Yardmaster in charge at once, who will notify all interested parties. It will be the duty and responsibility of the Engine Foreman to make full and complete report on proper form for any accident involving his crew or an injury to a member of his crew including enginemen. Reports must be made before the engine foreman leaves the property, providing he is physically able to do so, and the Joint Agency Yardmaster in charge of the crew must see this is done.
- (b) If foreign line crews are involved in accident or injury while on Joint Agency, it will be the responsibility of the Joint Agency Yardmaster in charge of territory where accident or injury occurs to make proper reports before leaving company property.
- (c) All accident reports must be forwarded promptly to the General Superintendent's office.

Item 2. AIR BRAKES

- (a) Portion of Power Brake Law that applies to Joint Agency yard operations reads as follows:

232.13(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.

You will note that while a brake pipe leakage test is not required, the engineer should know that the engine will maintain sufficient brake pipe pressure to keep brakes released. Since the output of engine air compressors is in direct proportion to the RPM of the compressor, the engine will be operated in throttle position number five (5) when charging system prior to making air brake tests, and in restoring brake pipe pressure after brakes released, except when main reservoir is indicating maximum prescribed pressure.

In determining the amount of brake pipe leakage, wait at least 40 seconds after brake pipe exhaust closes before timing is started. This will allow time for quick service activity throughout the transfer to be completed and will permit a more accurate reading of brake pipe leakage. Any questions should be referred to the Road Foreman of Engines.

- (b) When cutting off cars on grade, a service application of brakes must be made, angle cock on engine closed and uncoupling made with angle cock on cars open. You must not make emergency application with automatic engine brake or "big hole" the engine unnecessarily. This practice, if continued, causes damage to the delicate parts in the control valves and regulating valves of the engine braking equipment. When required, hand brakes must be applied and wheel chocks in place.

Item 3. CABOOSES.

- (a) It is only through the efforts of a good many of our Joint Agency employes, and at considerable expense to the Company, that we are able to acquire cabooses suitable for yard and transfer service.

Keep in mind that yard and transfer cabooses are for your convenience and comfort, so take care of them as if they were your own—because they are.

- (b) The white KCS yard cabooses are equipped with liquid heaters. The instructions for operation of these heaters are posted in each caboose. In the event the pilot light goes out, use caution in relighting. If cannot be relighted with a match, DO NOT ATTEMPT TO RELIGHT BY ANY OTHER METHOD. UNDER NO CIRCUMSTANCES WILL A FUSEE BE USED TO RELIGHT BURNERS.

When cabooses are getting low on fuel, report must be made promptly so it can be sent to rip track or other location for service.

When leaving cabooses, all doors and windows must be closed and heat control must be left on LOW or PILOT position. This applies to all cabooses including those belonging to foreign lines.

- (c) It is prohibited to switch cars while hanging onto a yard or road caboose. To do so causes excessive damage to the cabooses and interior equipment.

Do not kick or drop cabooses against other cabooses or cars. A straight pulling or shoving movement is not considered switching and is permissible, provided slack action is properly controlled so as to avoid excessive shock.

It is the responsibility of all concerned to take good care of cabooses. Engine foreman will show on JA-400 the caboose numbers used and the condition of caboose.

Item 4. ROAD CROSSINGS AT GRADE.

- (a) All movements must stop before moving over road crossings listed below. In addition, during the hours of darkness, or when it is raining, snowing or foggy, engine foreman will see that a red burning fusee, is placed near center of pavement near tracks before moving over these crossings:

All Front Street crossings.
Manchester Ave. at 23rd and 27th streets.
Grand Avenue lead at 3rd and 5th streets.
Walnut Street lead at 3rd street.
May Street lead at 3rd, 5th & 6th streets.
Gardner Ave. at west end of MOP interchange tracks.
12th street in Armourdale district.
Kansas Ave. crossings in Armourdale district.

- (b) Road crossings used by employes of industries must not be blocked any longer than absolutely necessary, particularly during the hours when the industries change shifts.

Item 5. DELAYS AND REPORTING LOCATION.

- (a) Any time you experience a delay in carrying out assigned instructions, this fact must be reported to the Joint Agency yardmaster in charge of the crew at once. Crews engaged in switching must report to the yardmaster for instructions as soon as engine is coupled to cars to be switched.
- (b) Except when other duties require, such as while engaged in switching operations, all movements through and between yards and upon work leads with or without cars, must be attended by a crew member on the leading end of the lead car or engine to maintain constant lookout for conflicting movements or other conditions affecting the movement of engine or cars and to be in position to align switches promptly when necessary.
- (c) Unless otherwise instructed, crews engaged in any service or from and/or to foreign lines must keep the Joint Agency yardmaster informed of any delays in excess of fifteen (15) minutes and where delay continues, a status report must be made each fifteen (15) minutes to permit Joint Agency supervisors to take steps to reduce such delays.
- (d) Westbound movements must report to West Wye Tower when passing Olive St. (Park Avenue) and arriving and leaving Lydia Ave. Crews using BN connection route will report arriving and leaving BN connection switch. Crews inbound to Knoche Yard or EKC will call yardmaster for instructions when passing BN connection switch for track to yard cars and, additionally, crews inbound from BN or N&W will report to West Wye Tower when coming off ASB bridge. Crews inbound from KCT, Coburg or Centropolis must report to yardmaster leaving Big Blue Jct. for instructions.
- (e) Reports to be made by radio, unless inoperative, in which case report may be made by another means of communication when can be done without delay to movement.
- (f) Engineers and engine foremen are jointly responsible for prompt reporting of delays and must do everything possible to eliminate and minimize delays.
- (g) Delivery time of transfers to connections must be given to yardmaster as soon as practicable after delivery.

Item 6. GOING ON DUTY—TIE UP—TIME-SLIPS

- (a) Prior to the starting time of each assignment going to work at the roundhouse, the roundhouse will furnish the yardmaster the engine numbers assigned to each job. At the appointed starting time of each assignment, the yardmaster will call the crew on the intercom, secure the name of the engine foreman, advise him of the engine assigned to his job and give the crew their instructions. This does not in any way relieve the engine foreman, or other crew members, of the responsibility of reporting to the yardmaster at the appointed starting time of your assignment, properly attired and ready to go to work. Crews going on or off duty at outlying points must report to yardmaster at starting time of assignment and at the conclusion of assignment.
- (b) In the case of engineman, when it is known what engine you will be using, arrange to be at your engine and ready to go to work at the starting time of the assignment.
- (c) Engineers and engine foremen must show on time-slips the actual time each crew member first went on duty, actual time finally went off duty and total time on duty. In

some cases the starting time of assignment is shown as the time an individual first went on duty when he may have been as much as 2 hours late due to late call or other reasons. In each case the total time on duty for each crew member must be computed from the time he first went on duty and the time finally went off duty.

- (d) Tie up time will be shown as the time that engine stops on designated turn-in track.
- (e) All Joint Agency engineers, K.C.S. and MILW road crews must report tie up time to crew dispatchers promptly when tying up. KCS road crews will also report arrival times. Following phone numbers may be used:

Phone extension 220

Outside numbers: 245-9220 or 231-6685

In addition, it is the responsibility of all Joint Agency extra employees to know that crew dispatchers have received their correct tie up times.

- (f) Time-slips and other required reports must be turned in at proper location at end of each tour of duty. **DO NOT TAKE ANY REPORT HOME WITH YOU TO FILL OUT LATER.**

Item 7. INDUSTRIES (Cars requiring special attention)

- (a) The Joint Agency will not accept cars loaded at industries on the Joint Agency that are loaded with loose scrap when material is loaded above sides and/or ends of car. Loads are not to be pyramided in the center of the car and cars will be accepted only when loaded not to exceed water level full. Engine foreman in charge of crews working areas where such cars are loaded must pay close attention to loading of such cars and when loaded contrary to the above instructions, the cars must not be moved or switched with. Loose scrap falling off cars is a very serious hazard.
- (b) Tank cars must not be moved from any industry until dome covers and outlet caps are in place and secured. It is the responsibility of the industry to place and secure such equipment and engine foremen must see that such cars are not moved from the industry until such equipment is in place.
- (c) Cars equipped with plug type doors must not be moved from any industry until such plug type doors are closed. These doors are very heavy and will not stay on door track if cars are moved or switched with while doors are in open position. When any of these cars are found moving with plug doors open, supervisors should be notified in order that arrangements may be made to have the doors closed and secured.
- (d) Hopper cars must not be moved from an industry until outlet gates are closed and secured and, if equipped with top hatch covers, the covers must be closed.

Item 8. JA-400 REPORTS.

- (a) Yardmen performing service as engine foreman must make JA-400 accounting for all time on duty. In the case of yardmen performing conductor/pilot or flagmen service, JA-400 must be submitted as for any other assignment and if light engine movements, show lead engine number and total number of units. In all cases, show run or job number at top of page.
- (b) In preparing JA-400 for transfer service or moves to industrial areas, you must show cut off in time when leaving and returning to Joint Agency rails together with cars handled. Show routes used in transfer service such as Via KCT Sheffield & Union Station, Via MOP Incline, via

MOP River Route (Broadway), via Gooseneck, etc. You must always show times arriving and leaving Lydia Avenue and Big Blue Jct. at Sheffield.

- (c) Charges for use of foreign line rails can only be verified to the extent that the engine foreman in charge made an accurate JA-400. Also, the charges for expense of operating the Joint Agency are assessed to the KCS and the MILW road according to the cars handled for each railroad's account through, and in, the various zones in the Joint Agency. In order for charges to be properly proportioned to each railroad, it is important that JA-400s be made accurately. Show delivery time of cars handled to foreign lines.
- (d) Do not use zone numbers in identifying locations but indicate a definite and recognizable point such as Lydia Avenue, East Kansas City, Knoche Yard, Hawthorne, etc.
- (e) You must show time consumed and cars handled to and/or from each of the following areas:

Armourdale Dist. (Show switching K&M separate)
2nd & Main
Elmdale—Rice Carden lead area
Northeast Industrial area
Piggy Back strip
Kansas City Terminal Elevator
Repair Tracks
Hawthorne area including Mobay
Coburg
Centropolis
Grandview

Item 9. ENGINES—RADIO CHECKS—TOWING ENGINES.

- (a) When taking charge of engine at any location enginemen must make sure that the radio switch is turned "ON" and switch must not be turned off unless engine is shut down. Volume control must be kept adjusted so that incoming transmissions are always at an audible level. Promptly upon taking charge of engine, enginemen must make talking test to determine that radio is operating properly. Call should be made to roundhouse or other base station and should be generally as follows: "KCS ENGINE 4310 CALLING ROUNDHOUSE FOR RADIO CHECK." Base station should either say, "LOUD AND CLEAR" or advise what reception is. In the event communications cannot be established with base station, it will be satisfactory to call another mobile unit for this purpose. All cases of radio failure must be reported to roundhouse forces as soon as practical without delay to assignment.
- (b) Enginemen trading engines or leaving engines at outlying points and who tie up at the roundhouse, must bring work report to roundhouse with time-slip and note on work report where engines in your charge were left or traded.
- (c) Specific instructions will be given when engines are to be placed in tow and in which case enginemen picking up such units must see that air brake equipment is placed in proper position to be towed including all brakes released and wheel chocks removed. It is not necessary to place engine in tow to handle for short distances or to set over from one track to another and enginemen handling such units must see that brakes are released before moving and that engine is properly secured before uncoupling from it.
- (d) 1. Tying up engines at Roundhouse.
All road units will turn in from west end unless otherwise instructed. Yard engines will turn in from the east end if in the vicinity, however, if it is more ex-

peditious to turn in from the west end, you must call the roundhouse on radio for authority to turn in at west end and be governed by their instructions. Road and yard crews moving into or from the roundhouse area must lookout for movements in charge of engine attendants moving about the Mechanical yard.

2. During hours when there are no roundhouse personnel on duty at Kansas City, the following will govern where crews tie up their engines at roundhouse unless otherwise instructed by proper authority:

Road crews will leave engine on east end of diesel pit (track 014) if track not occupied. If diesel pit occupied, tie up engine on east end of inbound track (013, next track north).

Yard engines tie up on track 012 from east end leaving to clear crossover east of road crossing, except run No. 26 will leave engine on west end of track 011 (south track next to switch shanty) to be used by run No. 42.

Do not leave engine to foul any track or crossover in roundhouse area.

Item 10. MISCELLANEOUS INSTRUCTIONS.

- (a) There must not be any interference with the work of yardmasters, clerical employes or crew dispatchers due to other employes going in and/or out of or lounging about in working areas reserved for yardmasters, clerical employes and crew dispatchers and you must keep out of these areas except when necessary in performance of your duties.
- (b) Parking facilities are provided for the convenience of employes who must park vehicles only in designated areas and not in spaces reserved for other employes. Those who drive upon Company property must observe speed limits and not operate vehicles in a careless or imprudent manner.
- (c) It is prohibited to throw empty cans or bottles on Company property and it is sufficient cause for disciplinary action to discard any kind of trash or refuse, paper, waste or food scraps on Company premises including buildings, engines, cabooses or vehicles except in containers designated for that purpose.
- (d) Those employes who reside in locations that have telephone numbers that require long distance service, or additional tolls, to communicate with them concerning matters that involve their employment with this Company will be called "collect" and are not privileged to refuse to accept such charges.
- (e) The stealing or unlawful removal of the property of other employes or the property of the Company or that which is entrusted to its care could result in dismissal from the service.

Item 11. OVERSIZE AND EXCESSIVE DIMENSIONAL CARS AND LOADS.

- (a) Interstate Underground Warehouse at 2701 Manchester has vertical clearance of sixteen (16) feet and minimum horizontal clearance of six (6) feet nine (9) inches from track center in tunnel at docks.

Crews handling cars into this industry must be alert to see that you do not attempt to move any car into tunnel that has a height or width in excess of the above clearances.

When shoving cars into this tunnel, a caboose must be in the lead position with air coupled and working.

- (b) All oversize loads received from connections and/or loaded on Joint Agency must be inspected, measured and okayed by Car Department and measurements must be reported to Chief Dispatcher and be governed by his instructions as to forwarding unless otherwise cleared for movement by the General Superintendent's office.

Oversize loads arriving in Milwaukee and K.C.S. trains for connecting lines must be reported to Joint Agency West Wye Operator and to Superintendent, Trainmaster or Yardmaster of the connecting line before forwarded from East Kansas City.

- (c) Oversize loads must be isolated insofar as is possible and must not be switched with.

Many loads in excess of 12½ feet wide and some 13 feet wide or more, are moving north, south, east, and west and will not clear each other on adjacent tracks.

Use extreme caution to avoid accidents.

Triple loads 100 to 150 feet long are moving in and out of Kansas City. Watch for these. Handle the same as an oversize load. Caution all concerned to move these very carefully through turnouts and watch for close clearance from the overhang.

- (d) The maximum vertical clearances on routes which you use are as follows:

Missouri Pacific Incline Track. 19 feet 0 inches
Missouri Pacific River Route:

North Track. 20 feet 5 inches
Middle Track. 20 feet 3 inches
South Track. 20 feet 4 inches

Kansas City Terminal Main Line:

Track No. 1. 20 feet 10 inches
Track No. 2. 20 feet 10 inches
Track No. 3. 20 feet 10 inches
Track No. 4. 20 feet 10 inches

St. Louis Avenue:

Track No. 1301. 19 feet 3 inches
Track No. 1307. 19 feet 2½ inches
Track No. 79. 19 feet 6 inches
Track No. 80. 19 feet 6 inches
Track No. 81. 19 feet 6 inches

Burlington-Northern-Gooseneck. 19 feet 6 inches
Subway. 18 feet 9 inches

- (e) Crews handling oversize loads or cars must know they will clear structures on route to be used.

Item 12. SPEED RESTRICTIONS.

- (a) The speed of all trains and engines using Joint Agency trackage must not exceed ten (10) miles per hour.
- (b) When handling cars past any of the TV cameras do not exceed eight (8) miles per hour until all cars have passed the camera.
- (c) Do not exceed five (5) miles per hour moving through or upon any of the repair tracks.

Item 13. SWITCHES.

- (a) Tail track switches at both ends of Knoche Yard must be left lined for tail tracks except while movement through them is being made. Yardmasters should instruct foreign line crews to restore these switches for tail tracks after using them.
- (b) The south main track switch east of West Wye Tower must be left lined for the East Kansas City switching lead except while movement through it is being made.

- (c) Switch No. 17—electrically locked—is equipped with power derail and located south end of yard lead Air Line Jct.

When operator at West Wye Tower sends out control to unlock switch 17, the derail will operate to non-derailing position, then switch 17 will unlock and may then be lined as required.

If switch 17 fails to unlock and it is necessary to break the seal on the lock to line switch, it will also be necessary to operate the derail manually by removing rod located in holder on side of mechanism housing and inserting it in the hub located at the end of the housing nearest the rail.

After movement has been made, derail must be placed in derailing position manually, then rod removed from hub and placed back in holder on side of housing.

- (d) Switch No. 15—electrically locked—is located at Southwest Jct. Missouri Pacific connection, Mile Post 5.5.

Movements entering K.C.S. Main Track are governed by low signal located at fouling point, displaying aspects RED (Rule 292) and LUNAR (Rule 290).

Movements entering K.C.S. Main Track from this connection must stop short of signal, then after electric locked switch #15 has been reversed, signal should display LUNAR and movement may then be made onto main track.