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**AVOID FALLS  
CHECK FOOTING  
BEFORE DISMOUNTING**

**K**now safety

**C**are safety

**S**peak safety

**L**ive safely

## **SAFETY FIRST**

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



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**FOR THE GOVERNMENT OF EMPLOYEES ONLY  
SYSTEM**

**TIMETABLE**

**No. 4**

**Effective 12:01 a.m. Wednesday, July 1, 1987**

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**L.D. FIELDS  
Vice President-Operations**

## OFFICIALS

D. W. Brookings	CHIEF ENGINEER System	Kansas City, Mo.
O. C. Burge	ASSISTANT VICE PRESIDENT - OPERATIONS System	Kansas City, Mo.
J. Webb	ASSISTANT VICE PRESIDENT - TRANSPORTATION System	Shreveport, La.
M. W. Hahn	SUPERINTENDENTS KCS	Shreveport, La.
D. H. Morrison	L&A	Shreveport, La.
J. W. Talley	SUPERINTENDENT OF TERMINALS (Lake Charles, Beaumont & Port Arthur) KCS	Beaumont, Tx.
E. L. Terry	SUPERINTENDENT OF SAFETY System	Shreveport, La.
R. L. Everett	ASSISTANT SUPERINTENDENTS OF SAFETY System	Shreveport, La.
R. J. Morris	System	Shreveport, La.
S. A. Pence	TRAINMASTERS KCS	Pittsburg, Ks.
A. R. Luman	KCS	Heavener, Ok.
E. W. Burch	KCS	Shreveport, La.
C. W. Guillory	KCS	Leesville, La.
F. L. Ashworth	L&A	Dallas, Tx.
A. George, Jr.	L&A	Shreveport, La.
K. L. Richmond	L&A	Shreveport, La.
R. L. Oliver	TERMINAL TRAINMASTERS System	Shreveport, La.
I. S. Judice	KCS	Mossville, La.
J. E. Dunn	L&A	Baton Rouge, La.
W. A. Phillips	L&A	New Orleans, La.
L. M. McCarty	ASSISTANT TRAINMASTERS KCS	Pittsburg, Ks.
W. B. Warren	System	Shreveport, La.
L. L. Hicks	KCS	Lake Charles, La.
W. E. Blackburn	KCS	Beaumont, Tx.
E. G. Carter	L&A	Baton Rouge, La.
B. D. Sanders	GENERAL ROAD FOREMAN OF ENGINES System	Shreveport, La.
C. A. Benefield	ROAD FOREMEN OF ENGINES System	Pittsburg, Ks.
M. D. Clark	System	Heavener, Ok.
L. L. Harp	System	Heavener, Ok.
R. D. Ferrier	System	Shreveport, La.
R. E. Lavery	System	Shreveport, La.
H. C. Park	DIRECTOR-DISPATCHER'S OFFICE System	Shreveport, La.
H. E. Bond	CHIEF DISPATCHERS System	Shreveport, La.
T. S. McGuire	System	Shreveport, La.
D. L. Webb	System	Shreveport, La.
J. A. Anderson	TRAIN DISPATCHERS - SHREVEPORT, LA.	S. J. Fleming
B. K. Bolton, Jr.		B. W. Mabry
F. Crnkovic		B. H. Park
J. M. Cross		P. D. Waguespack
L. E. Deen		

## TELEPHONE NUMBERS

CHEMTREC	800-424-9300
Superintendent of Safety - Rules Examiner	318-227-7137
Superintendent, KCS	318-227-7017
Superintendent, L&A	318-227-7015
Chief Dispatcher, System	318-227-7028
Dispatcher, KCS	318-227-7026
Dispatcher, L&A	318-227-7029

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**MAKE EVERY DAY  
SAFETY DAY**

Station No.	Mile Post	Stations	Capacity Sidings Feet	Cars	Aux. Trks. Cars
0004	3.7	KNOCHE..ORSTWY			Yard
	5.1	1.4 COAL TRACK SWITCH			
	5.3	0.2 AIR LINE JUNCTION			Conn.
	5.4	0.1 UP CROSSING			
	5.5	0.1 UP CROSSING			Conn.
	5.9	0.4 KCS JUNCTION			Conn.
	6.1	0.2 KCT CROSSINGS (2)			
	6.1	0.0 ATSF CROSSING			
	6.1	0.0 BIG BLUE JUNCTION			Conn.
	6.7	0.6 ARMCO STEEL CROSSING			
	7.4	0.7 FIFTEENTH STREET	4350	79	Yard
	8.9	1.5 BLUE VALLEY	10016	183	
0023	23.5	14.6 GRANDVIEW	13684	249	Yard
0033	32.7	9.2 JAUDON	6978	127	
0053	53.1	20.4 DREXEL	11999	218	31
0062	62.4	9.3 AMSTERDAM..Y	6822	124	29
0081	80.7	18.3 HUME	7592	138	Yard
0099	98.9	18.2 EVE	10327	188	Yard
	114.6	15.7 BN CROSSING			Conn.
0118	118.1	3.5 MULBERRY	12457	226	10
	128.2	10.1 NORTH YARD..OTW			Yard
		128.2			

CTC-DTC MP 5.0 to MP 6.1 #  
 ABS-DTC MP 6.1 to MP 7.8  
 CTC-DTC MP 7.8 to MP 126.2

#Controlled by Kansas City Terminal Ry. Traffic Control.

#### Additional Stations

Station No.	Tracks and/or Industries	MP	Dir.	
			Car Cap.	of Entry
0010	Leeds.....	9.8	Yard	S
0018	Bryant.....	18.0	88	N&S
0022	Ford.....	22.2	14	N
0039	Cleveland.....	38.8	8	N
0062	K.C.P.L.....	61.3	Yard	N&S
0069	Amoret.....	68.9	16	S
0089	Stotesbury.....	89.1	16	N
0094	Richards.....	93.6	16	S

SYMBOL KEY: O - Diesel Fuel  
 R - TOFC Ramp  
 S - Scale  
 T - Turntable  
 W - Water  
 Y - Wye

TIMETABLE NO. 4

1. MAXIMUM AUTHORIZED SPEED..... MPH  
 Except: Loaded unit coal, grain and  
 soda ash trains..... 35

#### 2. SPEED RESTRICTION:

Joint Agency Trackage to MP 6.0..... 10  
 Between 12th and 17th Streets Kansas City.. 10  
 City limits Kansas City..... 25 \*  
 M.P. 0 - M.P. 21.7  
 M.P. 25.3 - M.P. 26.9  
 \*Over crossings unprotected by gates or watchman.  
 Siding Blue Valley..... 20  
 Calloway Mining Spur, M.P. 8.5..... 20 Eng. only  
 Siding Jaudon..... 20  
 City limits Amsterdam..... 35  
 Siding Eve..... 20  
 Siding Mulberry..... 20  
 City limits Pittsburg..... 25

3. Through turnouts and crossovers, and on all  
 tracks other than the main track..... 10  
 (Except on sidings where a higher speed is  
 specifically authorized)

On all engine service and car repair  
 facility tracks..... 5

#### 4. RAILROAD CROSSINGS AT GRADE:

Railroad	Mile Post	Type of Protection
KCS	5.1	Manual Interlocking #*
UP	5.4	Manual Interlocking #
UP	5.5	Manual Interlocking #
KCT (2)	6.1	Manual Interlocking #
ATSF	6.1	Manual Interlocking #
Armco Steel	6.7	Interlocked
BN	114.6	Automatic Interlocking #

\*For trains using the north or south main tracks.  
 #Controlled by Kansas City Terminal Ry. Traffic Control.  
 %See operating Rule 345.

#### 5. DO NOT CLEAR TRACKS:

Hand operated switches at the following locations are not  
 equipped with electric lock and trains and engines must not  
 clear on these tracks.

Union Wire Rope Acid spur.....	MP 8.0
Leeds.....	MP 9.8
Grandview, Ford plant.....	MP 22.2
Grandview, BN connection.....	MP 23.1
Grandview, Leach Hurlbert Lbr. Co. spur.....	MP 23.2
Grandview, Patco spur.....	MP 24.8
Cleveland spur.....	MP 39.0
Pimid spur.....	MP 66.3
Amoret, north siding switch.....	MP 68.7
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

TIMETABLE NO. 4

## 6. TRACKS OKAY FOR SIX AXLE ENGINES:

Blue Valley	Siding
Bryant	Siding
Grandview	Siding; all other tracks up to clearance point.
Jaudon	Siding
Cleveland	Team track to clearance point.
Drexel	Siding; team track from south switch to clearance point; North team track switch to Main Street crossing.
Amsterdam	Siding; team track; Lead; and all tracks at KCP&L.
Amoret	Team track to clearance point.
Hume	Siding; East Siding, Blaker's spur to derail; team track to clearance point.
Richards	Team track.
Eve	Siding; East Siding, new connection to clearance point; old connection; yard track No. 1.
Mulberry	Siding
North Yard	All yard tracks; all industry tracks to clearance point.

## 7. SIDINGS EQUIPPED WITH DUAL CONTROLLED SWITCHES:

Blue Valley \$	Amsterdam \$
Grandview	Hume
Jaudon \$	Eve
Drexel \$	Mulberry \$

\$Okay for loaded unit coal trains.

## 8. BLOCK CLEARANCES:

Due to grade conditions train dispatchers will not issue a block clearance to a following northward movement at North Grandview.

## 9. ELECTRICALLY LOCKED SWITCHES:

Bryant, siding  
Drexel, Team track \*  
Hume, north East siding  
south East siding \*  
Eve, crossover, MP 99.3

\*Controlled by the train dispatcher. Trains and engines desiring to use these tracks must obtain permission from the train dispatcher.

## 10. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 7.8	Knoche - Blue Valley
MP 126.2	North Yard - Pittsburg

## 11. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS:

MP 15.1 *	MP 86.8 # (Bridge A-89) Little Osage River
MP 26.1	MP 89.4 # (Bridge A-89) Little Osage River
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 integrity light.

## 12. LOCATION OF:

<b>GENERAL ORDER BOOKS</b>	<b>STANDARD CLOCKS</b>
Knoche	Knoche
East Kansas City,	East Kansas City,
Roundhouse	Roundhouse
North Yard	North Yard

## 13. BASE AND WAYSIDE RADIOS:

LOCATION	TYPE	FREQUENCY
Knoche Tower	Wayside	F-1, F-2
KCP&L plant (Amsterdam)	Wayside	F-1, F-2
North Yard	Wayside	F-1, F-2

Crews taking charge of unit coal trains with a BN operating control unit or caboose (which has no KCS radio) will immediately set the BN radio channel selector to channel 2 which will allow for communications with Knoche Tower and the KCS train dispatcher. The channel selector must remain "ON" and set to channel 2 so long as the engine or caboose is in use.

## LOCAL SPECIAL INSTRUCTIONS

## 14. KANSAS CITY:

- Southward trains obtain verbal permission from the train dispatcher before departing Air Line Jct.
- Southward trains obtain verbal permission from the train dispatcher to enter CTC-DTC territory, MP 7.8, before departing Air Line Jct.
- Southward yard engines obtain verbal permission from the train dispatcher before departing MP 7.8.
- Conductors of inbound trains will report their arrival to Knoche Tower and deliver waybills to Knoche yard office.
- Conductors of outbound trains will report for duty at Knoche yard office and obtain permission from the yardmaster to depart Knoche yard.
- The head brakeman will accompany the engine in moving from the roundhouse at East Kansas City to the train yard and position himself to observe whether or not the route is clear and the switches properly lined.
- When operating solid over-the-road trains from the KCS to the BN, the following will govern:
  - When train is routed via Kansas City Terminal Railway, notify Knoche Tower of the arriving and leaving time at Big Blue Junction.
  - Notify Knoche Tower when arriving Airline Junction to obtain route and clearance to BN.
  - When arriving Harlem Street, or Ustick Tower, call Knoche Tower to request transportation from BN yard and advise delivery time.
  - Show on timeslip the time engine arrives at the first set of puzzle switches after passing Harlem Street or Ustick Tower. This is the entrance to BN's Murray Yard.
  - Conductors notify crew dispatcher by telephone from the tie up point the time crew finally tied up.
  - Any delay in excess of fifteen minutes enroute to BN must be reported at once to Knoche yardmaster. If delay continues, a status report must be made each fifteen minutes to permit supervisors to handle.

- Maintenance of Way employees desiring to perform track work on the main track between MP 5.0 and MP 7.8 must obtain permission from the yardmaster at Knoche who will not allow trains and engines to occupy this portion of track until the track is released by those performing work.

- (i) Crew members of movements encountering STOP (RED) signal at KCS - Amco crossing MP 6.7. will be governed by applicable rules and, in addition, instructions posted inside the box marked "KCS" at that location.

Crew members of movements encountering STOP (RED) signal at UP - KCS crossing MP 7.7 will be governed by rule 98 and other applicable rules.

In the event signal continues to display STOP (RED) at either of the above referred to crossings after required procedures have been followed permission from the train dispatcher or control operator to proceed as prescribed by Rule 345 and Rule 350 is not required. The above instructions do not relieve crew members from complying with the requirements of Yard Speed.

- (j) A tumbler type derail has been placed on Track 700 (South Main track), sixty-five (65) feet south of M.P. 3.8 which is directly south of Knoche Yard Office. A derail sign indicating the location of derail is located on the south side of the track. This derail is to be used by the carmen only. It will be locked in the "ON" position with blue flag and/or light on, and locked in the "OFF" position when not used.

#### 15. KCPL PLANT AMSTERDAM:

- (a) Do not exceed:

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

- (b) Before entering dumper building all units must have windows closed, awnings down and side vents closed.

- (c) Crew members must remain inside of engine cabs and not ride on side of engine or cars while entering or moving through the dumper building.

- (d) Engineer will spot the head three cars via radio contact with the dumper operator.

- (e) When dumper operator advises the third car is spotted and released to KCP&L, crew members will detrain and not remain in the vicinity of the dumper building during unloading.

#### 16. PITTSBURG - NORTH YARD:

- (a) Northward trains obtain verbal permission from the train dispatcher before departing North Yard.
- (b) Northward trains obtain verbal permission from the train dispatcher to enter CTC-DTC territory before departing North Yard.

#### 17. STATE LINE: Missouri - Kansas, MP 120.1.

SOUTH

NORTH

Station No.	Mile Post	Stations	Capacity		Aux. Trks. Cars
			Feet	Cars	
0128	128.2	NORTH YARD..OTW 0.8			Yard
	129.0	UP CROSSING 0.2			Conn.
	129.2	PITTSBURG 0.3			Yard
	129.5	BN CROSSING 0.2			
	129.7	BN CROSSING 9.3			Conn.
4139	139.0	KOG JUNCTION 1.3			
0140	140.3	ASBURY 6.9	7094	129	5
	147.2	BN CROSSING 7.1			
0155	154.3	JOPLIN 0.6	5559	101	Yard Conn.
	154.9	BN CROSSING 5.1			
0160	160.0	SAGINAW 10.1	3300	60	Yard
0170	170.1	DALBY 2.6	6679	121	
	172.7	BN CROSSING 1.4			Conn.
0174	174.1	NEOSHO..OWY 6.7	3311	60	Yard
0181	180.8	MCELHANY 19.9	18105	329	17
0201	200.7	NOEL 16.3	8600	156	41
0217	217.0	DECATUR 5.5	2011	36	25
0222	222.5	GENTRY 1.2	7879	143	47
0224	223.7	FLINT CREEK 5.6			Conn.
0229	229.3	SILOAM 6.7	8109	147	Yard
0236	236.0	WATTS..W	12367	225	Yard
		107.8			

CTC-DTC MP 130.6 to MP 236.0

#### Additional Stations

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

SYMBOL KEY: O - Diesel Fuel  
R - TOFC Ramp  
S - Scale  
T - Turntable  
W - Water  
Y - Wye

	MPH	
1. MAXIMUM AUTHORIZED SPEED.....	40	
Except: Loaded unit coal, grain and soda ash trains.....	35	
2. SPEED RESTRICTIONS:		
City limits Pittsburg.....	25	
Siding Asbury.....	10	
City limits Joplin.....	25	
Siding Joplin.....	20	
Between MP 166 and 168.5.....	30	
Siding Dalby.....	20	
Between MP 172.0 and MP 174.5.....	20	
Over BN crossing, MP 172.7.....	25	
City limits Neosho.....	25 *	
*Over crossings not protected by automatic signals.....	10 Eng. only	
Between MP 174.5 and MP 177.5.....	25	
Siding McElhany.....	20	
City limits Goodman.....	25	
City limits Anderson.....	30	
Between MP 194.0 and MP 194.7.....	30	
10 degree curve, MP 196.5.....	25	
Between MP 196.7 and MP 199.0.....	25	
Over bridge A-198, MP 197.1.....	25	
Between MP 199.0 and MP 209.8.....	30	
Except: City limits Noel.....	20 Eng. only	
Siding Noel.....	20	
Between MP 204.0 and MP 204.1.....	25	
Over bridge 205.2, MP 205.2.....	25	
City Limits Decatur.....	30	
Siding Gentry.....	20	
Between MP 224.1 and MP 224.5.....	30	
Between MP 225.9 and MP 226.1.....	30	
Between MP 230.0 and north siding switch Watts.....	35	
Siding Watts.....	20	
3. Through turnouts and crossovers, and on all tracks other than the main track.....10 (Except on sidings where a higher speed is specifically authorized)		
On all engine service and car repair facility tracks.....	5	
4. RAILROAD CROSSINGS AT GRADE:		
Railroad    Mile Post    Type of Protection		
UP          129.0      Gate (Rule 98) @		
BN          129.5      Gate (Rule 98) @		
BN          129.7      Gate (Rule 98) @		
BN          147.2      Automatic Interlocking ‡		
BN          154.9      Electrically Locked Gate *		
BN          172.7      Automatic Interlocking		
@Normal position of gate against conflicting route. ‡See operating Rule 345. *Normally lined against BN.		
5. DO NOT CLEAR TRACKS:		
Hand operated switches at the following locations are not equipped with electric lock and trains and engines must not clear on these tracks.		
Joplin, UP connection.....	MP 155.0	
Joplin, BN connection.....	MP 155.1	
Joplin, Twelfth Street.....	MP 155.3	
Joplin, Montgomery Ward spur.....	MP 157.9	
McElhany, Coach track, north switch.....	MP 178.3	
McElhany, Coach track, south switch.....	MP 178.7	
Home Spur.....	MP 189.3	
Lanagan, switch to West track.....	MP 195.5	
Noel, Gas track.....	MP 200.9	
Gravette, East Team track.....	MP 209.9	

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
Siloam, south West Siding switch.....	MP 229.5

## 6. TRACKS OKAY FOR SIX AXLE ENGINES:

North Yard	All yard tracks, all industry tracks to clearance point.
KOG Branch	To clearance point.
Waco Branch	To clearance point.
Asbury	Siding
Joplin	Siding, JUD main track, No. 3 yard track, all other yard tracks and industry tracks to clearance point.
Saginaw	Siding, all industry tracks.
Dalby	Siding
Neosho	Siding, BN connection, Cave spur to Southwest Lime spur switch includ- ing Southwest Lime industry track, all other yard tracks and industry tracks to clearance point.
Linde Spur	To clearance point.
La-Z-Boy	To clearance point.
Government Lead	To clearance point.
Coach Track	To clearance point.
McElhany	Siding, Team track to clearance point.
Goodman	Split Log to first road crossing south of derail.
Family Home Spur	To clearance point.
Anderson	East Team; Simmons Feed Mill.
Lanagan	West Team to derail.
Noel	East Team to clearance.
Gravette	East team track to derail, West team track south end for 450 feet, West team track to clearance point on the north end.
Decatur	Siding, except bridge just south of derail, East team track to clear- ance point and West team track from switch to clearance point
Gentry	Siding, East team track to clearance point on north end, West team track to derail on south end and to clear- ance point on north end.
Flint Creek	Lead and all tracks SWEPCO.
Siloam Springs	Siding, ramp track, West siding south end to Kenwood Street, West siding north end to clearance point and all other industry tracks to clearance point or derail.
Watts	Siding, all other tracks to clearance point.

## 7. SIDINGS EQUIPPED WITH DUAL CONTROLLED SWITCHES:

Asbury	Gentry ‡
Joplin †	Flint Creek ‡
Dalby †	Siloam †
McElhany †	Watts †
Noel †	

‡Okay for loaded unit coal trains.

## 8. BLOCK CLEARANCES:

- (a) Train dispatchers will not issue a block clearance to a train or engine for movement between North Dalby and South Joplin if a track light is indicated on the CTC-DTC board and there is evidence of heavy rain in the area.
- (b) Due to grade conditions train dispatchers will not issue a block clearance to a following northward movement at North McElhany or to a following southward movement at South Siloam.

## 9. ELECTRICALLY LOCKED SWITCHES:

K.O.G. Jct.  
 Waco spur  
 Joplin  
 North switch, Joplin Union Depot  
 South switch, Joplin Union Depot  
 Long Bell spur  
 McElhany  
 Linde spur  
 La-Z Boy spur  
 Government lead  
 North crossover  
 Goodman, Splin Log spur  
 Anderson, East Team track  
 Gravette, siding  
 Decatur, siding  
 Gentry, McKee Baking Company spur  
 Siloam  
 North, West Siding switch  
 Watts, south crossover

10. The Waco spur track, MP 139.8, is out of service south of the first highway road crossing.

## 11. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 130.6 North Yard - Pittsburg

## 12. LOCATION OF HIGH WATER DETECTORS AND SIGNALS AFFECTED WHICH, WHEN TRIPPED, WILL SET SIGNALS AT "STOP" POSITION.

LOCATIONS	SIGNALS AFFECTED
MP 158.6	SOUTHWARD MOVEMENTS: Southbound absolute signals at South Joplin, BN crossing (MP 154.9) and approach signals at MP 156.2 and MP 158.4 NORTHWARD MOVEMENTS: Northbound absolute signals at North Dalby and approach signals at MP 166.1 and MP 161.1
MP 163.6 MP 164.7 MP 165.1	SOUTHWARD MOVEMENTS: Southbound absolute signals at South Joplin, BN crossing (MP 154.9) and approach signals at MP 156.2, MP 158.4 and MP 161.1 NORTHWARD MOVEMENTS: Northbound absolute signal at North Dalby and approach signal at MP 166.1
MP 170.2*	SOUTHWARD MOVEMENTS: Southbound absolute signal at North Dalby. NORTHWARD MOVEMENTS: Northbound absolute signal at South Dalby.

During times of heavy rains crew members must watch for high water at or between the above shown locations.

The signal maintainer will not reset the detector until the train dispatcher has full knowledge of the water and track conditions and the track has been inspected and okayed for service by the Maintenance of Way Department.

\*CTC-DTC signals can be controlled to permit movements into the siding when the high water detector is tripped.

## 13. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS:

MP 144.0 *	MP 197.6
MP 164.3	MP 213.5 *
MP 183.8 *	MP 226.7

\*Equipped with oversize load feature.

## 14. LOCATION OF:

GENERAL ORDER BOOKS	STANDARD CLOCKS
North Yard	North Yard
Neosho	Neosho
Watts	Watts

TIMETABLE NO. 4

## 15. BASE AND WAYSIDE RADIOS:

LOCATION	TYPE	FREQUENCY
North Yard	Wayside	F-1, F-2
Neosho	Wayside	F-1, F-2
Flint Creek		
Southwestern Electric Power	Wayside	F-1, F-2
Siloam	Wayside	F-1, F-2
Watts	Wayside	F-1, F-2

Crews taking charge of unit coal trains with a BN operating control unit or caboose (which has no KCS radio) will immediately set the BN radio channel selector to channel 2 which will allow for communications with the KCS train dispatcher. The channel selector must remain "ON" and set to channel 2 so long as the engine or caboose is in use.

## LOCAL SPECIAL INSTRUCTIONS

## 16. NORTH YARD:

Southward trains obtain verbal permission from the train dispatcher before departing North Yard.

Southward trains obtain verbal permission from the train dispatcher to enter CTC-DTC territory before departing North Yard.

## 17. JOPLIN:

Northward trains receiving a Stop indication at the BN interlocking, Mile Post 154.9, will also receive a dark signal at the south siding switch until such time as the engine has occupied the interlocking.

## 18. NEOSHO:

(a) 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.

(b) Due to heavy grade, all movements on Ozark Terminal spur will be made with automatic air brakes cut in and operative.

## 19. FLINT CREEK:

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

Do not exceed 10 MPH using the Flint Creek spur, except 5 MPH from Loop track switch to dumper building. 2 MPH entering or moving over the rotary dump unloader.

Before entering dumper building all units must have windows closed, awnings down and side vents closed.

Crew members must remain inside of engine cabs and not ride on side of engine or cars while entering or moving through the dumper building.

Engineer will spot the head car via radio contact with the dumper operator.

When dumper operator advises the head car is spotted and released to SWPECO, crew members will detrain and not remain in the vicinity of the dumper building during unloading.

If necessary to spot additional cars to complete unloading, crew members will do so by pulling train through the dumper building while maintaining radio contact with the dumper operator.

TIMETABLE NO. 4

## 20. WATTS:

Northward trains originating must obtain verbal permission from the train dispatcher before departing.

## 21. STATE LINES:

Kansas - Missouri, MP 138.5.  
 Missouri - Arkansas, MP 203.9.  
 Arkansas - Oklahoma, MP 232.7.

SOUTH  
↓

Station No.	Mile Post	Stations	Capacity Sidings Feet Cars	Aux. Trks. Cars
4139	139.0	KOG JUNCTION 9.0		
4148	148.0	END OF LINE		Yard
		9.0		

NORTH  
↑

DTC IS IN EFFECT ON THE K.O.G. BRANCH.

## K. O. G. BRANCH SPECIAL INSTRUCTIONS

1. The K. O. G. Branch is out of service.



Station No.	Mile Post	Stations	Capacity	Aux.	
			Sidings Feet	Trks. Cars	
0236	236.0	WATTS..W 8.4	12367	225	Yard
0244	244.4	WESTVILLE 13.8	3434	62	46
0258	258.2	STILWELL 22.9	7844	143	Yard
0281	281.1	MARBLE CITY 9.3	8376	152	49
	290.4	UP CROSSING 0.7			Conn.
0291	291.1	SALLISAW..R 8.1	5880	107	Yard
0299	299.2	GANS 12.5	8167	148	8
0312	311.7	SPIRO 4.0	8023	145	Yard
0316	315.7	COAL CREEK 1.6			Conn.
0317	317.3	PANAMA 2.7	3252	59	Conn.
0320	320.0	SHADY POINT 6.4	7674	140	
0326	326.4	POTEAU 6.6	1771	32	Yard
0333	333.0	HOWE 5.0	7693	140	Yard
0338	338.0	HEAVENER..OSWY	13698	249	Yard
		102.0			

CTC-DTC MP 236.0 to MP 335.8

**Additional Stations**

Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
0241	Feeder.....	241.0	86	N&S
0249	Baron.....	250.0	21	N&S
0272	Bunch.....	271.7	28	N&S
0282	Marble City Q.Spur	281.3	189	N
0292	Holley Carburetor	292.2	56	N

SYMBOL KEY: O - Diesel Fuel  
R - TOFC Ramp  
S - Scale  
T - Turntable  
W - Water  
Y - Wye

**THIRD SUBDIVISION SPECIAL INSTRUCTIONS**

	MPH
1. MAXIMUM AUTHORIZED SPEED.....	40
Except: Loaded unit coal, grain and soda ash trains.....	35
2. SPEED RESTRICTIONS:	
Siding Watts.....	20
Between MP 239.5 and MP 240.0.....	30
Between MP 250.0 and MP 256.0.....	35
City limits Stilwell.....	25
Siding Stilwell.....	20
Between MP 259.0 and MP 260.2.....	35
Between MP 262.5 and MP 264.0.....	30
Between MP 277.5 and MP 279.0.....	30
Between MP 280.0 and MP 280.3.....	35
Siding Marble City.....	20
Between MP 285.4 and MP 285.6.....	30
City limits Sallisaw.....	35
Siding Gans.....	20
Siding Shady Point.....	20
Siding Howe.....	20

TIMETABLE NO. 4

3. Through turnouts and crossovers, and on all tracks other than the main track..... 10  
(Except on sidings where a higher speed is specifically authorized)

On all engine service and car repair facility tracks..... 5

4. RAILROAD CROSSINGS AT GRADE:

Railroad	Mile Post	Type of Protection
UP	290.4	Automatic Interlocking &

§See operating Rule 345.

5. DO NOT CLEAR TRACKS:

Hand operated switches at the following locations are not equipped with electric lock and trains and engines must not clear on these tracks.

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
Sallisaw, House track.....	MP 291.2
Quick.....	MP 292.2
Spiro, South Wye switch.....	MP 311.9
Panama, Oil Tracks No. 1 and No. 2.....	MP 317.6
Poteau, Old BN connection.....	MP 326.8

6. TRACKS OKAY FOR SIX AXLE ENGINES:

Watts	Siding, all other tracks to clearance point.
Mile Post 241	Feeder spur
Westville	Siding
Stilwell	Siding
Marble City	Siding
Sallisaw	Siding, yard lead north and south ends, scale track (SLIC NO. 026), No. 2 track (SLIC No. 025), No. 1 track (SLIC No. 024), storage track up to 200 feet south of the first road crossing, UP connection, Crown Zellerbach to clearance point or derail, Holley Carburetor to clearance point.
Gans	Siding
Spiro	Siding
Panama	Oil track No. 2 to clearance point or derail.
Shady Point	Siding
Poteau	All tracks up to clearance point.
Howe	Siding, yard tracks No. 1 and No. 2 up to clearance point or derail.

7. SIDINGS EQUIPPED WITH DUAL CONTROLLED SWITCHES:

Watts \$	Spiro
Stilwell \$	Shady Point \$
Marble City \$	Howe \$
Sallisaw	Heavener \$
Gans \$	

§Okay for loaded unit coal trains.

8. BLOCK CLEARANCES:

Due to grade conditions train dispatchers will not issue a block clearance to a following southward movement at South Westville.

9. ELECTRICALLY LOCKED SWITCHES:

Watts, South crossover
Feeder
Westville, siding
Poteau
BN connection
South siding switch

TIMETABLE NO. 4

## 10. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 336.3 Heavener

## 11. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS:

MP 247.2 *	MP 305.3 # (Bridge A-307) Arkansas River
MP 262.1 *	MP 308.3 # (Bridge A-307) Arkansas River
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 integrity light.

## 12. LOCATION OF:

## GENERAL ORDER BOOKS                      STANDARD CLOCKS

Watts	Watts
Sallisaw	Heavener
Heavener	Ft. Smith
Ft. Smith	

## 13. BASE AND WAYSIDE RADIOS:

LOCATION	TYPE	FREQUENCY
Watts	Wayside	F-1, F-2
Sallisaw	Wayside	F-1, F-2
Ft. Smith	Wayside	F-1, F-2
Heavener	Wayside	F-1, F-2

## LOCAL SPECIAL INSTRUCTIONS

## 14. WATTS:

Southward trains originating must obtain verbal permission from the train dispatcher before departing.

## 15. FEEDER:

Sound engine whistle frequently when approaching the first road crossing north of MP 241.

## 16. HEAVENER:

(a) Trains and engines move at Restricted Speed between MP 335.8 and MP 336.3.

(b) Northward and southward trains and engines arriving Heavener will upon arrival turn speed restrictions and track conditions over to the relieving conductor or engineer. Should there be no relieving conductor or engineer on duty, the conductor or engineer being relieved will leave their speed restrictions and track conditions on the lead engine.

The relieving conductor or engineer will receive their speed restrictions and track conditions from the conductor or engineer being relieved or retrieve them from the lead engine of the train being relieved and will compare speed restrictions and track conditions with train dispatcher prior to departing.

## 17. FORT SMITH:

(a) KCS trains and engines use BN and A&amp;M tracks between BN connection Poteau, MP 325.6 and S.F. Jct.

(b) Rule 93 is in effect between Poteau and S.F. Jct. KCS tracks at Ft. Smith are within Yard Limits.

(c) Maximum Authorized Speed between BN connection, Poteau, MP 325.6 and S.F. Jct., Ft. Smith.... 10 MPH  
Except through Jenson Tunnel ..... 5 MPH

(d) Maximum Authorized Speed on KCS tracks, Ft. Smith, through turnouts and crossovers..... 5 MPH

## (e) RAILROAD CROSSINGS AT GRADE:

Railroad	Location	Type of Protection
UP	MP 326.9A	Stop (Rule 98)
A&M	Stem of Wye	Interlocked, 2 crossings \$
A&M	SF Jct.	Gate (Rule 98) #
UP	North L St.	Gate (Rule 98) #
A&M	North L St.	Stop (Rule 98)

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

#Normal position against KCS.

## 18. CLEARANCES:

Normal TOFC clearance over BN between Poteau and Ft. Smith is 16'3" ATR at normal trailer width of 8'6". Movements exceeding these dimensions must be authorized by Asst. V.P. - Transportation.

Following are clearances between Poteau and Ft. Smith:

Heights ATR	Widths	Heights ATR	Widths
18'6"	5'6"	16'3"	9'6"
18'3"	6'0"	16'0"	10'0"
18'0"	6'3"	15'6"	10'6"
17'9"	6'9"	15'0"	11'0"
17'6"	7'0"	14'6"	11'3"
17'3"	8'0"	14'0"	11'9"
17'0"	8'3"	10'0"	12'0"
16'9"	9'0"	0'6"	12'0"
16'6"	9'3"		

## 19. THE FOLLOWING INSTRUCTIONS WILL GOVERN TRAIN AND ENGINE MOVEMENTS THROUGH THE JENSON TUNNEL:

(a) The conductor will ascertain if there are cars in his train which are stencilled plate C, E, or F.

(b) Should a plate C, E, or F car be in the train it will be handled as follows:

(1) Reduce speed to five (5) miles per hour and afford protection for close clearance while moving through the tunnel.

(2) A car stencilled "Exceeds plate F" will not be handled through the Jenson Tunnel. Obtain disposition of such cars from the train dispatcher or trainmaster.

## 20. MAXIMUM GROSS WEIGHT ALLOWABLE BETWEEN POTEAU AND FORT SMITH IS 220,000 lbs. NO OVERLOADS ARE ALLOWED.

SOUTH

NORTH

Station No.	Mile Post	Station	Capacity		Aux.
			Sidings Feet	Trks. Cars	
0316	20.0	COAL CREEK 7.0		33	
	27.0	UP CROSSING 0.3			
6307	27.3	BOKOSHE 10.7	13		
6318	38.0	MCCURTAIN 2.7	24		
	40.7	END OF LINE			
		20.7			

DTC IS IN EFFECT ON THE FSVB BRANCH.

## Additional Stations

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

## FS&amp;VB RAILWAY SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED..... 10 MPH

## 2. SPEED RESTRICTIONS:

Through turnouts and crossovers, and on all tracks other than the main track..... 10  
(Except on sidings where a higher speed is specifically authorized)

## 3. RESTRICTED SPEED TERRITORY: (Rule 92 applies)

Trains and engines move at Restricted Speed between Coal Creek and End of Line.

## 4. RAILROAD CROSSINGS AT GRADE:

Railroad	Mile Post	Type of Protection
UP	27.0	Stop (Rule 98)

## LOCAL SPECIAL INSTRUCTIONS

5. (a) The main track is out of service between Coal Creek and the End of Line. The connection switch between the FSVB Railway and the KCS Railway has been removed.
- (b) Engines will not go beyond the conveyor on Great National Coal Mine Corporation spur.

SOUTH

NORTH

Station No.	Mile Post	Stations	Capacity		Aux. Trks. Cars
			Sidings Feet	Cars	
0338	338.0	HEAVENER..OSWY 16.7	13698	249	Yard
0355	354.7	PAGE 12.6	6710	122	15
0367	367.3	RICH MOUNTAIN 12.5	8966	163	23
0380	379.8	MENA 6.5	5304	96	Yard
0386	386.3	POTTER 5.9	7025	128	25
0392	392.2	HATFIELD 9.6	5119	93	40
0402	401.8	VANDERVOORT 7.0	6786	123	36
0409	408.8	WICKES 12.5	11932	217	20
0421	421.3	GILLHAM 11.6	6708	122	24 Yard Conn.
0433	432.9	DEQUEEN..W 94.9	7465	136	

CTC-DTC MP 338.5 to MP 431.7

Station No.	Additional Stations Tracks and/or Industries	MP	Dir. Car Cap.	of Entry
0380	Rodgers Lumber Co	379.1	9	S
0404	Hatton Rock Co...	403.7	65	S
0404	Hatton.....	403.8	24	S
0405	South Hatton.....	405.0	185	N
0414	Grannis.....	413.5	18	N&S

SYMBOL KEY: O - Diesel Fuel  
R - TOPC Ramp  
S - Scale  
T - Turntable  
W - Water  
Y - Wye

## FOURTH SUBDIVISION SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED..... 35 MPH

## 2. SPEED RESTRICTIONS:

Between north and south siding switches, Heavener.....	20
Between MP 344.0 and MP 346.0.....	30
Siding Page.....	20
Siding Potter.....	20
Between MP 379.5 and MP 380.2.....	20
Over the south siding switch, Mena.....	20 Eng. only
Siding Vandervoort.....	20
Between MP 402.0 and MP 402.3.....	30
Between MP 407.0 and north siding switch Wickes.....	30
Siding Wickes.....	20
Between MP 415.7 and MP 417.0.....	30
Between MP 419.8 and MP 420.1.....	30
Siding Gillham.....	20
Between MP 422.0 and MP 428.0.....	30
Siding DeQueen.....	20
City limits DeQueen.....	25

3. Through turnouts and crossovers, and on all tracks other than the main track..... 10  
(Except on sidings where a higher speed is specifically authorized)

On all engine service and car repair facility tracks..... 5

## 4. DO NOT CLEAR TRACKS:

Hand operated switches at the following locations are not equipped with electric lock and trains and engines must not clear on these tracks.

Mena, Rodger's Lumber Co. spur.....	MP 379.1
Nekoosa spur.....	MP 381.1
Hatton Lumber Company spur.....	MP 403.8
Grannis, north switch Team track.....	MP 413.2
Grannis, south switch Team track.....	MP 413.6

## 5. SIDINGS EQUIPPED WITH DUAL CONTROLLED SWITCHES:

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

\$Okay for loaded unit coal trains.

## 6. TRACKS OKAY FOR SIX AXLE ENGINES

Page	Siding
Rich Mountain	Siding, team track to clearance point or derail.
Mena	Siding, Tyson, I.P. woodyard to clearance point or derail, No. 7 track to clearance point.
Potter	Siding, team track to clearance point or derail.
Hatfield	Siding, team track to clearance point or derail, Cimarron Lumber to derail.
Vandervoort	Siding; Team to clearance point or derail.
Hatton	To clearance point or derail, industry tracks serving Hatton Rock plant.
Wickes	Siding, team track.
Grannis	Team track
Gillham	Siding, team track to clearance point or derail.
DeQueen	No. 2 track, loop track, all yard tracks, all industry tracks to clearance point or derail and D&E connection.

## 7. BLOCK CLEARANCES:

Due to grade conditions train dispatchers will not issue a block clearance to a following northward movement at North Rich Mountain or to a following southward movement at South Rich Mountain.

## 8. ELECTRICALLY LOCKED SWITCHES:

Hatfield, siding  
Hatton, Rock spur  
South Hatton spur

## 9. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 339.3	Heavener
MP 431.7	DeQueen

## 10. LOCATION OF HIGH WATER DETECTORS AND SIGNALS AFFECTED WHICH, WHEN TRIPPED, WILL SET SIGNALS AT "STOP" POSITION.

LOCATIONS	SIGNALS AFFECTED
MP 383.4 MP 384.4	SOUTHWARD MOVEMENTS: Southbound absolute signal at South Rich Mountain and approach signals at MP 372.1, 377.0 and 382.5. NORTHWARD MOVEMENTS: Northbound absolute signal at North Potter.
MP 406.3	SOUTHWARD MOVEMENTS: Southbound absolute signal at South Vandervoort and approach signal at MP 404.4. NORTHWARD MOVEMENTS: Northbound absolute signal at North Wickes and approach signal at MP 406.4.

During times of heavy rains crew members must watch for high water at or between the above shown locations.

The signal maintainer will not reset the detector until the train dispatcher has full knowledge of the water and track conditions and the track has been inspected and okayed for service by the Maintenance of Way Department.

## 11. 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.

## 12. LOCATION OF:

GENERAL ORDER BOOKS	STANDARD CLOCKS
---------------------	-----------------

Heavener	Heavener
DeQueen	DeQueen

## 13. BASE AND WAYSIDE RADIOS:

LOCATION	TYPE	FREQUENCY
Heavener	Wayside	F-1, F-2
Mena	Wayside	F-1, F-2
DeQueen	Wayside	F-1, F-2

## LOCAL SPECIAL INSTRUCTIONS

## 14. HEAVENER:

- (a) Derail on south lead at 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.
- (b) Trains and engines move at Restricted Speed between MP 335.8 and MP 336.3.
- (c) Northward and southward trains and engines arriving Heavener will upon arrival turn speed restrictions and track conditions over to the relieving conductor or engineer. Should there be no relieving conductor or engineer on duty, the conductor or engineer being relieved will leave their speed restrictions and track conditions on the lead engine.

The relieving conductor or engineer will receive their speed restrictions and track conditions from the conductor or engineer being relieved or retrieve them from the lead engine of the train being relieved and will compare speed restrictions and track conditions with train dispatcher prior to departing.

## 15. PAGE - MENA:

The sighting of fire between Page and Mena must be reported immediately to the train dispatcher, who will notify the Forest Ranger Tower at Mena.

## 16. MENA:

Siding Mena out of service north of Seventh Street.

## 17. HATTON:

Train and engine crews will use air while switching the Rock plant at Hatton. Cars stored or spotted for loading must be left with the air brakes set, wheels chocked and sufficient hand brakes applied to prevent cars from rolling away.

## 18. DEQUEEN:

- (a) Northward and southward trains and engines arriving DeQueen will upon arrival turn speed restrictions and track conditions over to the relieving conductor or engineer. Should there be no relieving conductor or engineer on duty, the conductor or engineer being relieved will leave their speed restrictions and track conditions on the lead engine.

The relieving conductor or engineer will receive their speed restrictions and track conditions from the conductor or engineer being relieved or retrieve them from the lead engine of the train being relieved and will compare speed restrictions and track conditions with train dispatcher prior to departing.

- (b) Maintenance of Way employees desiring to perform track work within the Yard Limits must obtain and maintain a current line up of trains at DeQueen.

## 19. STATE LINE: Oklahoma - Arkansas, MP 360.3.

SOUTH

NORTH

Station No.	Mile Post	Stations	Capacity		Aux.
			Feet	Cars	Trks. Cars
0338	0.0	HEAVENER..OSWY 31.8			Yard
6432	31.8	WALDRON 1.2		24	49
	33.0	END OF LINE			
		33.0			

## Additional Stations

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

SYMBOL KEY: O - Diesel Fuel  
R - TOFC Ramp  
S - Scale  
T - Turntable  
W - Water  
Y - Wye

## ARKANSAS WESTERN RAILWAY

## SPECIAL INSTRUCTIONS

1. **MAXIMUM AUTHORIZED SPEED**..... 25 MPH
2. **SPEED RESTRICTIONS:**
- Between MP 1.2 and MP 1.4..... 10  
Between MP 6.8 and MP 9.0..... 10  
Between MP 30.5 and MP 33..... 10  
Over B & B Cedar switch, MP 32.5..... 5
3. Through turnouts and crossovers, and on all tracks other than the main track..... 10  
(Except on sidings where a higher speed is specifically authorized)
- On all engine service and car repair facility tracks..... 5
4. Trains and engines must obtain permission from and verify the current track condition report with the train dispatcher before occupying the main track.

It will not be necessary to complete KCS Form 420 to record permission from the train dispatcher or verification of the current track condition report.

Permission from the train dispatcher will authorize the train or engine, to whom permission has been granted, to occupy the main track and move in either direction between Heavener and End of Line without flag protection. This permission will expire at the end of the tours of duty of the conductor and engineer to whom permission has been granted.

The train dispatcher will not grant permission to more than one train or engine at a time.

5. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 3.1 Heavener

6. Train or engine movements over old Highway 71 road crossing must be flagged by a trainman at the crossing.

This crossing must not be blocked for excessive periods of time.

7. LOCATION OF:

GENERAL ORDER BOOKS                      STANDARD CLOCKS

Heavener    Heavener

8. BASE AND WAYSIDE RADIOS:

LOCATION	TYPE	FREQUENCY
Heavener	Wayside	F-1, F-2

9. STATE LINE: Oklahoma - Arkansas, MP 9.9.

SOUTH

NORTH

Station No.	Mile Post	Stations	Capacity		Aux. Trks. Cars
			Sidings Feet	Cars	
0433	432.9	DEQUEEN..W 0.9	7465	136	Yard
	433.8	D&E CROSSING 4.4			Conn.
	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..Y 16.8	10872	198	Yard
0488	487.0	TRIGG STREET.ORSW 0.3	8250	150	Yard
	487.3	DEPOT JUNCTION 0.1			Conn.
	487.4	UP CROSSING 0.1			
	487.5	SSW CROSSING 1.9			
	489.4	KERR-MCGEE CROSSING 0.0			
	489.4	UP 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.ORSWY			Yard
		120.4			

CTC-DTC MP 434.3 to MP 484.7

CTC-DTC MP 492.2 to MP 549.0

Additional Stations

Station No.	Tracks and/or Industries	MP	Dir. Car Cap.	of Entry
0469	Nekoosa Paper Co.	470.3	Yard	WYE
0491	Baroid Sales Co.	490.4	11	N
0508	Bloomburg.....	507.2	57	N
0528	Vivian.....	526.8	28	N&S
0528	V.I.P. Spur.....	527.4	7	S
0531	Superior Tie & Timber Co.....	530.2	Yard	N&S
0537	Oil City.....	536.0	28	N&S
0539	Southwestern Gas & Electric Co.	538.4	2	S
0542	Ark-La-Tex.....	541.3	3	N
0545	Brian.....	544.9	Yard	S
	L&A Conn. Blanchard.....	548.4	Wye	S

SYMBOL KEY: O - Diesel Fuel  
R - TOFC Ramp  
S - Scale  
T - Turntable  
W - Water  
Y - Wye

## FIFTH SUBDIVISION SPECIAL INSTRUCTIONS

	MPH
1. MAXIMUM AUTHORIZED SPEED.....	40
Except: Loaded unit coal, grain and soda ash trains.....	35
2. SPEED RESTRICTIONS:	
Siding DeQueen.....	20
City limits DeQueen.....	25
Over BN crossing, MP 467.6.....	20
Between MP 467.6 and south siding switch Ashdown.....	20
Over bridge B-478 (Red River bridge), MP 477.9.....	20
City limits Texarkana.....	20 *
Siding Trigg Street.....	20
Over UP crossing, MP 487.4.....	20
Over SSW crossing, MP 487.5.....	20
Over UP-KM crossings, MP 489.4 (2).....	20
Siding Jury.....	20
Over bridge A-498, MP 497.5.....	30
City limits Bloomburg.....	30
Over Main Street Rodessa, MP 519.4.....	25 Eng. only
City limits Vivian.....	30
Over bridge A-540 (Caddo Lake), MP 539.2....	25
Between north and south siding switches Blanchard.....	30

\*30 MPH between 24 th. Street and 40 th. Street and 40 MPH between 40 th. Street and the north City Limits line.

Bridges A-498, A-521 and A-540 are subject to System Special Instructions, Item D (17).

3. Through turnouts and crossovers, and on all tracks other than the main track..... 10  
(Except on sidings where a higher speed is specifically authorized)

## EXCEPT:

Northward trains and engines moving on the long tail track and through the north high switch at Deramus Yard may accelerate to Yard Speed after the rear car has passed over the north overpass near the north entrance to Deramus Yard.

On all engine service and car repair facility tracks..... 5

4. 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.

## 5. RAILROAD CROSSINGS AT GRADE:

Railroad	Mile Post	Type of Protection
D&E	433.8	Interlocked
BN	467.6	Automatic Interlocking ‡
UP	487.4	Manual Interlocking
SSW	487.5	Manual Interlocking
KM	489.4	Automatic Interlocking
UP	489.4	Automatic Interlocking

‡See operating Rule 345.

## 6. TRACKS OKAY FOR SIX AXLE ENGINES:

DeQueen	No. 2 track, loop track, all yard tracks, all industry tracks to clearance point or derail. D&E connection.
Wade	Siding
Winthrop	Siding, all industry tracks to clearance point or derail.
Wilton	Siding, back track from south switch to crossover switch.
Ashdown	Siding, all industry tracks except Compress okay to clearance point.
Texarkana	Siding, all industry tracks, except to clearance point in Baroid.
Jury	Siding
South Texarkana	Lead and all class yard tracks.
Bloomburg	Siding
Sandra	Siding, all industry tracks to clearance point or derail.
Vivian	Siding, all industry tracks except VIP spur okay to clearance point.
Shoreline	Siding
Superior	All industry tracks.
Oil City	All industry tracks.
Sweppo	To clearance point or derail.
Ark-La-Tex	To clearance point or derail.
Brian	To clearance point or derail.
Blanchard	Siding, all tracks except back track to clearance point or derail.

## 7. DO NOT CLEAR TRACKS:

Hand operated switches at the following locations are not equipped with electric lock and trains and engines must not clear on these tracks.

Winthrop, Brotherton Woodyard.....	MP 449.4
Vivian, V.I.P. spur.....	MP 527.4
Superior T&T, north switch.....	MP 530.0
Superior T&T, south switch.....	MP 530.4
Oil City, north switch.....	MP 535.7
Oil City, south switch.....	MP 536.1
Southwestern Gas & Electric Co. spur.....	MP 538.4
Ark-La-Tex spur.....	MP 541.3

## 8. SIDINGS EQUIPPED WITH DUAL CONTROLLED SWITCHES:

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

\$Okay for loaded unit coal trains.

## 9. ELECTRICALLY LOCKED SWITCHES:

Wilton, siding
Ashdown
BN connection
South switch to the Old Storage track *
North leg of the wye *
South leg of the wye
Texarkana, south switch to Kerr-McGee
Bloomburg, south siding switch
Vivian, siding
Brian, UOP spur

\*Controlled by the train dispatcher. Trains and engines desiring to use these tracks must obtain permission from the train dispatcher.

## 10. 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

## 11. 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 feature.

#Equipped with hot wheel and loose wheel features.

## 12. LOCATION OF:

## GENERAL ORDER BOOKS                      STANDARD CLOCKS

DeQueen	DeQueen
Ashdown	Trigg St.
Trigg St.	Deramus Yard
Deramus Yard	Deramus Yard,
Deramus Yard,	Diesel Shop
Diesel Shop	

## 13. BASE AND WAYSIDE RADIOS:

LOCATION	TYPE	FREQUENCY
DeQueen	Wayside	F-1, F-2
Ashdown	Wayside	F-1, F-2
Trigg Street	Wayside	F-1, F-2
South Texarkana		
International Paper Company	Wayside	F-1, F-2
Deramus Yard (Dispatcher)	Base	F-2
Deramus Yard (Yardmaster)	Wayside	F-1, F-2

## LOCAL SPECIAL INSTRUCTIONS

## 14. DEQUEEN:

(a) Maintenance of Way employees desiring to perform track work within the Yard Limits must obtain and maintain a current line up of trains.

(b) Southward trains obtain verbal permission from the train dispatcher before departing.

Southward trains obtain verbal authority from the train dispatcher to enter CTC-DTC territory before departing.

(c) Northward and southward trains and engines arriving DeQueen will upon arrival turn speed restrictions and track conditions over to the relieving conductor or engineer. Should there be no relieving conductor or engineer on duty, the conductor or engineer being relieved will leave their speed restrictions and track conditions on the lead engine.

The relieving conductor or engineer will receive their speed restrictions and track conditions from the conductor or engineer being relieved or retrieve them from the lead engine of the train being relieved and will compare speed restrictions and track conditions with train dispatcher prior to departing.

(d) Absolute Signals governing movements over D&E crossing are not a part of CTC-DTC 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.

## 15. ASHDOWN:

(a) For the purpose of issuance of Track and Time Limits (Rule 402) the southward absolute signal which governs southward movement over the KCS - BN Interlocking, MP 467.6, is designated as North Ashdown.

The absolute signal which governs northward movements on the main track, located 1,400 feet south of MP 473 is designated as South Ashdown.

(b) Foreign line trains and engines must obtain track and time limits from the train dispatcher before entering the main track or siding at Ashdown.

(c) Trains originating Ashdown obtain verbal permission from the train dispatcher before departing.

(d) Maintenance of Way employees desiring to perform track work between North Ashdown and South Ashdown must obtain track and time limits.

## 16. TRIGG STREET:

(a) Northward trains and engines may enter CTC-DTC at North Trigg St on signal indication.

(b) Southward trains and engines obtain verbal permission from the train dispatcher to enter CTC-DTC territory before departing Trigg St.

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

17. Sound engine whistle frequently when approaching the first road crossing south of the Sulphur River bridge (A-498).

## 18. BLANCHARD WYE:

Trains and engines may enter the L&A or KCS main track from the north leg of the wye at Blanchard on signal indication.

## 19. DERAMUS YARD:

(a) Northward trains obtain verbal permission from the KCS train dispatcher before departing Deramus Yard to enter CTC-DTC territory.

(b) Be governed by Deramus Yard Area special instructions.

## 20. STATE LINES:

Arkansas - Texas,           MP 478.0.  
Texas     - Arkansas,     MP 509.5.  
Arkansas - Louisiana, MP 515.9.



SOUTH

NORTH

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

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

## Additional Stations

Station No.	Tracks and/or Industries	MP	Dir. Car Cap.	of Entry
0554	Std. Wd. Pres....	564.2	60	S
0554	Slack Ind. Park..	564.4	Yard	N&S
0589	Boise So. Woodyard	588.6	10	N
0592	Hendrix.....	592.3	20	S
0592	Intl. Paper Spur.	593.1	30	N&S
0618	Noble.....	616.6	43	N
0634	J&M Spur.....	634.5	40	N&S
0643	Boise Cascade....	641.4	35	S
0643	Olin Kraft.....	641.5	17	S
0645	Gandy Spur.....	645.5	18	S
0664	Hawthorne.....	664.0	25	S

SYMBOL KEY: O - Diesel Fuel  
R - TOFC Ramp  
S - Scale  
T - Turntable  
W - Water  
Y - Wye

TIMETABLE NO. 4

1. MAXIMUM AUTHORIZED SPEED..... MPH  
40  
Except: Loaded unit coal, grain and  
soda ash trains..... 35
2. SPEED RESTRICTIONS:

City limits Shreveport..... 20  
Through spring switch, Hollywood Avenue..... 10  
Over UP crossing, MP 563.5..... 20  
Mansfield:  
Between Peques Street (The 2nd road crossing  
north of the old depot) and Oak Hill Street  
(The first road crossing south of Highway 171). 25\*

\*Northward trains and engines may resume Maximum  
Authorized Speed after the engine has covered  
Peques Street and southward trains and engines  
may resume Maximum Authorized Speed after the  
engine has covered Oak Hill Street.  
Siding Converse..... 20  
MP 621.4 to MP 622.4..... 20  
Zwolle..... 15 \*

\*Northward trains and engines may resume  
Maximum Authorized Speed after the engine has  
covered north Laroux Street (Catholic Church  
crossing) and southward trains and engines may  
resume Maximum Authorized Speed after the engine  
has covered the south siding switch.

Between MP 633 and the south Stock Pen track  
switch Many ..... 20\*

\*Northward trains and engines may resume Maximum  
Authorized Speed after the engine has passed  
MP 633 and southward trains and engines may  
resume Maximum Authorized Speed after the engine  
has covered the south Stock Pen track switch.

Siding Anacoco..... 20  
Over bridge A-661, MP 660.7..... 35  
City limits Leesville..... 20

3. Through turnouts and crossovers, and on all  
tracks other than the main track..... 10  
(Except on sidings where a higher speed is  
specifically authorized)

Except:

Between stem of wye Bayou Pierre & International  
Paper Company marshalling yard..... 10

EXCEPT: 20 Miles Per Hour between Mile Marker A-1 and A-5  
5 Miles Per Hour over road crossing Mile Marker  
A-0.9.

On all engine service and car repair  
facility tracks..... 5

## 4. RAILROAD CROSSINGS AT GRADE:

Railroad	Mile Post	Type of Protection
UP	563.5	Automatic Interlocking

## 5. DO NOT CLEAR TRACKS:

Hand operated switches at the following locations are not  
equipped with electric lock and trains and engines must  
clear on these tracks.

Mansfield, Boise Southern wood yard switch.....	MP 588.6
Mansfield - All tracks except siding .....	MP 591.3
Noble.....	MP 616.6
Loring, Short siding, north switch.....	MP 627.3
Loring, Short siding, south switch.....	MP 627.5

TIMETABLE NO. 4

Many - All tracks other than the Stock Pen

track and siding.....	MP 633.3
Fisher, Boise Cascade switch.....	MP 641.4
Fisher, Burke's Wood Yard switch.....	MP 641.5
V.P. spur switch.....	MP 644.3
Gandy spur switch.....	MP 645.5
Hawthorne.....	MP 664.0

#### 6. TRACKS OKAY FOR SIX AXLE ENGINES:

Frierson	Siding
Bayou Pierre	All tracks
Mansfield	Siding
Benson	Siding, when orally authorized by the train dispatcher.
Converse	Siding
Zwolle	Siding
Loring	Siding
J&M Poultry (MP-634)	Con Agra
Van-Ply Inc. (MP-634.8)	New track to clearance point.
VP Spur	Okay for first 100 feet south of the main track switch.
Anacoco	Siding
Leesville	All tracks except rip track.

#### 7. SIDINGS EQUIPPED WITH DUAL CONTROLLED SWITCHES:

Frierson	Converse \$
Bayou Pierre, north leg of wye	Loring
Bayou Pierre, south leg of wye	Fisher
Mansfield	Anacoco \$
Benson	

\$Okay for loaded unit coal trains.

#### 8. ELECTRICALLY LOCKED SWITCHES:

Mansfield, Swift Fertilizer Company track \*  
Trenton, siding  
Fisher, Boise Cascade Co. chip mill track  
Florien, siding  
Hawthorne, Wood yard track

\*Controlled by the train dispatcher. Trains and engines desiring to use this track must obtain permission from the train dispatcher.

#### 9. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 566.3	Deramus Yard
MP 666.0	Leesville

#### 10. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS:

MP 567.6 *	MP 629.3
MP 578.2 *	MP 645.2
MP 601.0	MP 663.0 *
MP 614.9 *	

\*Equipped with oversize load feature.

#### 11. LOCATION OF:

GENERAL ORDER BOOKS	STANDARD CLOCKS
Deramus Yard	Deramus Yard
Deramus Yard, Diesel Shop	Deramus Yard, Diesel Shop
Leesville	Leesville

#### 12. BASE AND WAYSIDE RADIOS:

LOCATION	TYPE	FREQUENCY
Deramus Yard (Dispatcher)	Base	F-2
Deramus Yard (Yardmaster)	Wayside	F-1, F-2
Leesville	Wayside	F-1, F-2

#### 13. DERAMUS YARD:

(a) Be governed by Deramus Yard Area special instructions.

(b) Southward trains obtain verbal permission from the train dispatcher before departing.

Southward trains obtain verbal permission from the train dispatcher to enter CTC-DTC territory before departing end of double track at Hollywood Avenue.

#### 14. MANSFIELD:

Siding out of service except for 300 feet from each siding switch.

#### 15. MANY:

Train and engine crews will use air while switching the Boise Cascade, plant. Watch for close clearance and do not ride the west side of cars while switching this industry.

Watch for close clearance and do not ride the west side of cars between McDonald Road and the ConAgra building.

Sound the engine horn frequently approaching McDonald Road (Con Agra, Inc.) crossing.

#### 16. FLORIEN:

Sound the horn frequently when approaching the log truck crossing at the Boise Cascade chip mill at Florian.

#### 17. LEESVILLE:

(a) Northward trains obtain verbal permission from the train dispatcher before departing.

Northward trains obtain verbal permission from the train dispatcher to enter CTC-DTC territory before departing.

(b) Northward and southward trains and engines arriving Leesville will upon arrival turn speed restrictions and track conditions over to the relieving conductor or engineer. Should there be no relieving conductor or engineer on duty, the conductor or engineer being relieved will leave their speed restrictions and track conditions on the lead engine.

The relieving conductor or engineer will receive their speed restrictions and track conditions from the conductor or engineer being relieved or retrieve them from the lead engine of the train being relieved and will compare speed restrictions and track conditions with train dispatcher prior to departing.

Station No.	Mile Post	Stations	Capacity		Aux. Trks. Cars
			Sidings Feet	Cars	
0669	668.4	LEESVILLE..OW 4.2	6556	119	Yard
	672.6	DAUB..Y 7.2			Lead
0680	679.8	NEAME 7.2	6612	120	17
0687	687.0	LUDINGTON 2.2			Yard
0690	689.2	DERIDDER 0.6	2886	52	87
	689.8	ATSF CROSSING 15.3			Conn.
0705	705.1	SINGER 13.9	6904	126	5
0719	719.0	DEQUINCY..Y 1.3	7060	128	Yard
	720.3	CS JUNCTION 3.3			Conn.
0724	723.6	HELME 4.8	4881	89	
0729	728.4	LUCAS 6.8	4907	89	
0736	735.2	STARKS 5.4	7996	145	20
0741	740.6	RULIFF 9.6	4890	89	
0751	750.2	MAURICEVILLE..Y 0.0	10371	188	Conn.
	750.2	UP CROSSING 10.2			Conn.
0761	760.4	VIDOR 4.5	13359	243	24
	764.9	SP JUNCTION 1.1			Conn.
0767	766.0	BEAUMONT 0.0			
	766.0	SP CROSSING 0.6			Conn.
	766.6	GCL JUNCTION 0.1			Conn.
	766.7	ATSF CROSSING 2.4			
0769	769.1	CHAISON..OSWY 0.7			Yard
	769.8	SP CROSSING 5.5			
0775	775.3	SUN JUNCTION 0.8			Conn.
0777	776.1	NEDERLAND 3.5			41
	779.6	NECHES JUNCTION..Y 5.3			Yard
	784.9	SP CROSSING 1.2			
0787	786.1	PT. ARTHUR..ORSWY			Yard
		117.7			

CTC-DTC MP 670.3 to MP 686.0  
CTC-DTC MP 690.3 to MP 766.8

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

SYMBOL KEY: O - Diesel Fuel  
R - TOFC Ramp  
S - Scale  
T - Turntable  
W - Water  
Y - Wye

## SEVENTH SUBDIVISION SPECIAL INSTRUCTIONS

- MAXIMUM AUTHORIZED SPEED**..... MPH  
Except: Loaded unit coal, grain and soda ash trains..... 35
- SPEED RESTRICTIONS:**

City limits Leesville..... 20  
City limits DeRidder..... 20  
Over ATSF crossing, MP 689.8..... 20  
City limits DeQuincy..... 20  
On Green Island industry track, MP 726.8..... 5  
City limits Vidor, MP 757.0 to MP 762.0..... 30  
Between MP 762.0 and MP 764.9 (Rose City)..... 30  
Over Neches River Bridge, MP 765.9..... 20  
Between Beaumont and Pt. Arthur..... 20

Except:  
Over ATSF crossing, MP 766.7..... 10  
Between Franklin St. and MP 769.8..... 10  
Over SP crossing, MP 784.9..... 10  
Between SP crossing, MP 784.9 and Port Arthur..... 10  
Pt. Neches Branch..... 20
- Through turnouts and crossovers, and on all tracks other than the main track..... 10  
(Except on sidings where a higher speed is specifically authorized)

Except:  
Between stem of wye Daub and Fort Polk..... 20

On all engine service and car repair facility tracks..... 5
- RESTRICTED SPEED TERRITORY:** (Rule 92 applies)

Trains and engines move at Restricted Speed between the south Yard Limit Sign Beaumont and the north Yard Limit Sign Pt. Arthur.

## 5. RAILROAD CROSSINGS AT GRADE:

Railroad	Mile Post	Type of Protection
ATSF	689.8	Gate (Rule 98) §
UP	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.

‡See operating Rule 345.

\*Should the absolute signals governing KCS movements remain at STOP position upon the approach of a train or engine, flag protection per Rule 99 must be provided on the conflicting route while moving over the crossing.

## 6. TRACKS OKAY FOR SIX AXLE ENGINES:

Leesville	All tracks except Rip track.
Daub	Wye and Ft. Polk lead.
Neame	Siding
Ludington	No. 1 and No. 2 tracks.
Boise Southern	All tracks including lead and yard tracks to paper mill.
Singer	Siding
DeQuincy	Siding, track No. 1, both legs of wye and UP interchange.
New Park Drilling	New track, MP 721.0.
Lucas	Siding
Starks	Siding
Mauriceville	Siding, SR&N connection, SR&N main track and delivery tracks at Lemonville.
Vidor	Siding
Beaumont	All tracks
Neches Branch	From wye to Neches Jct., to north leg of wye at Port Neches.
H & G Loop	North leg of wye, Port Neches to coal unloading facility via new connect-at Steeltown.
Port Arthur	All tracks, except north and south

## 7. DO NOT CLEAR TRACKS:

Hand operated switches at the following locations are not equipped with electric lock and trains and engines must not clear on these tracks.

DeQuincy, Alton Box Co. spur.....	MP 721.2
Vidor, north switch, Team track.....	MP 760.2
Vidor, south switch, Team track.....	MP 760.5

The following hand operated main track switches at DeQuincy are not equipped with electric locks. Do Not Exceed 20 Miles Per Hour over these switches.

- The south leg of the wye switch.
- The north switch to Number 1 track.
- The north switch to the north crossover.
- The south switch to the south crossover.

## 8. SIDINGS EQUIPPED WITH DUAL CONTROLLED SWITCHES:

Neame	Helme
Singer	Lucas
DeQuincy	Starks
North siding switch	Ruliff
North leg of wye	Mauriceville
South siding switch	Vidor
C.S. Jct.	S. P. Jct.
Long Lead	G. C. L. Jct.
No. 1 track, south switch	

## 9. ELECTRICALLY LOCKED SWITCHES:

Daub, north and south legs of wye  
DeQuincy, New Park switch  
Green Island  
Mauriceville, UP connection

## 10. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 671.0	Leesville
MP 686.0 to MP 690.3	Ludington - DeRidder
MP 764.9 to MP 775.2	Beaumont
MP 779.5	Pt. Arthur

## 11. NECHES RIVER BRIDGE, MP 765.9: This drawbridge is designated as a manual interlocking controlled by KCS control operator Beaumont.

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

## 12. 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 feature.

‡Equipped to transmit alarm on KCS and UP channels.

#Equipped with only an oversize load feature. This alarm is a 30 seconds continuous dial tone type signal. When this alarm is sounded, train involved must be stopped as quickly as possible without an emergency application of the air brakes and a walking inspection made. The alarm transmits on KCS, SP & UP channels.

This detector is equipped with an approach lit integrity light on top of the equipment box. Should this light not light upon the approach of a train, then a roll-by ground inspection of the train must be made before proceeding over the Neches River bridge.

## 13. LOCATION OF:

## GENERAL ORDER BOOKS

Leesville  
Chaison  
Chaison, Roundhouse  
Pt. Arthur

## STANDARD CLOCKS

Leesville  
Chaison  
Pt. Arthur

## 14. BASE AND WAYSIDE RADIOS:

LOCATION	TYPE	FREQUENCY
Leesville	Wayside	F-1, F-2
DeQuincy	Wayside	F-1, F-2
Beaumont (CTC-DTC)	Wayside	F-1, F-2
Chaison	Wayside	F-1, F-2
Port Arthur	Wayside	F-1, F-2

## LOCAL SPECIAL INSTRUCTIONS

## 15. LEESVILLE:

(a) Southward trains and engines obtain verbal permission from the train dispatcher before departing.

Southward trains and engines obtain verbal permission from the train dispatcher to enter CTC-DTC, MP 670.3, before departing.

(b) Northward and southward trains and engines arriving Leesville will upon arrival turn speed restrictions and track conditions over to the relieving conductor or engineer. Should there be no relieving conductor or engineer on duty, the conductor or engineer being relieved will leave their speed restrictions and track conditions on the lead engine.

The relieving conductor or engineer will receive their speed restrictions and track conditions from the conductor or engineer being relieved or retrieve them from the lead engine of the train being relieved and will compare speed restrictions and track conditions with train dispatcher prior to departing.

16. LUDINGTON - DERIDDER:

- (a) Southward trains and engines obtain verbal authority from the train dispatcher to enter CTC-DTC, MP 690.3, before departing Ludington.

Northward trains and engines obtain verbal permission from the train dispatcher to enter CTC-DTC, MP 686.0, before departing DeRidder.

- (b) Watch for close clearance and do not ride the side of cars or engine while switching Ampacet Corporation, MP 687.4.

17. DEQUINCY - LAKE CHARLES:

The south leg of the wye at DeQuincy is defined as a track other than the main track. Trains and engines using this track must obtain permission from the train dispatcher to enter the main track in either direction.

Seventh subdivision southward trains and engines must obtain permission from the control operator at Beaumont before departing DeQuincy.

Trains and engines moving via the south leg of the wye at DeQuincy must be within fifty (50) feet of either side of Louisiana Highway 12 (Fourth Street) to engage the flashing light type signals and such signals must be permitted to operate a minimum of twenty (20) seconds prior to a train or engine occupying the grade crossing.

18. THE CURRENT SR&N SPECIAL INSTRUCTIONS READ:

"Lemonville - Trains and engines will not exceed 5 miles per hour within 2,000 feet of the north and south switches to the SR&N interchange tracks."

KCS trains and engines will be governed by this speed restriction and may enter and occupy SR&N tracks at Lemonville (Within 2,000 feet of the north and south switches to the SR&N interchange tracks) without flag protection.

19. C.S. JCT. - G.C.L. JCT.:

UP trains operate over KCS between C.S. Jct. and G.C.L. Jct. and are governed by the UP General Code of Operating Rules, current UP timetable and special instructions and KCS general orders.

20. S.P. JCT. - G.C.L. JCT.:

SP trains operate over KCS between S.P. Jct. and G.C.L. Jct. and are governed by the SP General Code of Operating Rules, current SP timetable and special instructions and KCS general orders.

21. BEAUMONT-PORT ARTHUR:

Rule 285 modified.

The most favorable absolute signal a train or engine may receive at the S.P. crossings, Mile Post 769.8 and Mile Post 784.9 is "APPROACH", whose indication is: Proceed, not exceeding 20 MPH through the interlocking.

22. BEAUMONT:

- (a) Northward trains and engines obtain verbal permission from the Beaumont control operator before departing Chaison.

- (b) A new crossover and turnout to the SP connection at Wall Street is in service.

Trains and engines must obtain verbal permission from the Beaumont control operator before entering these limits.

- (c) There is no approach signal to the northward absolute signal at Franklin St. Northward trains and engines approach this signal prepared to stop.
- (d) Conductors throw off message at Beaumont showing number of loads, empties and tonnage in their train.
- (e) When trains are to be met at Chaison Yard, yardmaster will designate which yard track is to be used as siding.
- (f) Trains and engines handling loaded hydrocyanic acid tank cars will not exceed 15 MPH within the Beaumont city limits.
- (g) Joint Operation Beaumont:

Two main tracks in service between Langham Road and end of double track just south of MP 766.0 and are 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 UP 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-DTC rules apply within the above described territory.

KCS crews using ATSF and UP 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, SP and UP trains and engines using KCS tracks will be governed by their respective operating rules and special instructions.

23. PORT NECHES BRANCH:

Do not exceed Restricted Speed on the entire Port Neches Branch.

24. PORT ARTHUR:

Northward trains and engines must obtain speed restrictions and track conditions from the train dispatcher before departing.

SOUTH



Station No.	Mile Post	Stations	Capacity Sidings Feet	Cars	Aux. Trks. Cars
0719	B719.0	DEQUINCY. Y 0.6			Yard
	B719.6	UP CROSSING 9.1			
2729	B728.7	BUHLER 4.0	8140	145	178
2733	B732.7	GULF STATES UTIL. 2.7			Conn.
2736	B735.4	MOSSVILLE..ORSW 3.7			Yard
2740	B739.1	WEST LAKE 0.3			Yard.
	B739.4	END OF LINE			
		20.4			

CTC-DTC MP B-718.8 to MP B-732.7

SYMBOL KEY: O - Diesel Fuel  
R - Ramp  
S - Scale  
T - Turntable  
W - Water  
Y - Wye

## LAKE CHARLES BRANCH SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED..... MPH  
20
2. SPEED RESTRICTIONS:
- |   |    |
|---|----|
| City limits DeQuincy .....  | 20 |
| Over Houston River bridge, MP B-732.4.....  | 10 |
| Over bridge A-741, MP B-740.0.....  | 5  |
| Over bridge B-741, MP B-740.8.....  | 5  |
| Old Spanish Trail road crossing .....   | 10 |
| Trousdale road crossing .....   | 10 |
| Columbia Southern road crossing.....  | 10 |
| Industrial main track (Between the Columbia<br>Southern road crossing at Rose Bluff yard and<br>the Interstate Highway 210 overhead viaduct)..... | 10 |
3. Through turnouts and crossovers, and on all tracks other than the main track..... 10  
(Except on sidings where a higher speed is specifically authorized)
- Except:  
Industrial main track: Yard Speed will be permitted over tracks as shown below.
- (a) Trousdale switch to Highway 108 at Cities Service Refinery via Lockmoor, Rose Bluff track No. 4, Louisiana Polymer switch, Davison Lead switch, and Firestone Pass.
- (b) Davison lead switch to Davison Chemical road crossing.
- On all engine service and car repair facility tracks..... 5
4. Trains and engines move at Restricted Speed between Gulf States Utilities spur, MP B-732.7, and Lake Charles.
5. RAILROAD CROSSINGS AT GRADE:
- | Railroad | Mile Post       | Type of Protection       |
|----------|-----------------|--------------------------|
| UP       | B-719.6         | Automatic Interlocking & |
| SP       | Rose Bluff Lead | Interlocked @            |
| SP       | Olin Corp. Lead | Interlocked @            |
- @Instructions for operation posted at crossing.  
\*See operating Rule 345.

TIMETABLE NO. 4

NORTH



## 6. TRACKS OKAY FOR SIX AXLE ENGINES:

Buhler	Tracks No. 1 and No. 2.
Gulf States Utilities	All tracks.
Mossville Yard	All tracks.

## 7. SIDINGS EQUIPPED WITH DUAL CONTROLLED SWITCHES:

DeQuincy (north wye switch)  
Buhler  
Gulf States Utilities spur

## 8. ELECTRICALLY LOCKED SWITCHES:

Buhler  
East Siding, north switch  
East Siding, south switch \*  
Storage track, north switch \*  
Storage track, south switch \*

\*Controlled by the train dispatcher. Trains and engines desiring to use these tracks must obtain permission from the train dispatcher.

## 9. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP B-737.2 Lake Charles

## 10. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS:

MP B-726.0

## 11. LOCATION OF:

GENERAL ORDER BOOKS

STANDARD CLOCKS

Mossville  
Mossville, Roundhouse

Mossville

## 12. BASE AND WAYSIDE RADIOS:

LOCATION

TYPE

FREQUENCY

GSU plant (Mossville)  
Mossville

Wayside  
Wayside

F-1, F-2  
F-1, F-2

## LOCAL SPECIAL INSTRUCTIONS

## 13. DEQUINCY:

Normal position of switch at stem of wye is for north leg of wye. Trains and engines desiring to enter CTC-DTC on the Lake Charles branch from the south leg of the wye at DeQuincy must obtain permission from the train dispatcher before doing so.

## 14. MOSSVILLE:

Do not exceed 3 MPH over scales when weighing and 5 MPH when not weighing.

Northward trains and engines must obtain permission from the train dispatcher before entering CTC-DTC at Gulf States Utilities, MP B-732.7, and must approach the first signal in CTC-DTC at restricted speed expecting to find it displaying a "STOP" indication.

## 15. WEST LAKE CHARLES:

Movements over Cities Service crossing Highway 108 must be preceded by a flagman.

## 16. WEST LAKE:

Movements must be preceded by a flagman over Miller St. crossing.

Trains and engines will not perform switching over Sampson Street between 3:30-4:30 p.m., Monday through Friday. Through movements are permissible during this time period.

TIMETABLE NO. 4

## 17. GULF STATES UTILITIES UNIT COAL TRAINS:

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

- (a) Do not exceed:  
 10 MPH between KCS main track and loop track switch.  
 10 MPH on loop track, except:  
 2 MPH approaching and moving through dumper building.
- (b) A signal mast with two position signal is located on engineer's side of 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.
- (c) 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.
- (d) Be governed by the following while spotting train:
- Before passing signal mast, all locomotive units must have windows closed, awnings down and side vents closed. Caboose windows and doors must be closed.
  - Crew members on head end must remain inside of locomotive cabs.
  - Engineer will spot the first three cars via radio contact with dumper operator.
  - When dumper operator advises the third car is spotted, engineer will:
    - Full train ahead approximately 10 feet so positioner arm can be attached.
    - Place reverser lever in the center (neutral) position.
    - Release air brakes.
    - Place generator field switch in "OFF" position.
    - 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.
- (e) Handling after unloading is completed.
- GSU will notify crew that train has been unloaded, at which time the rear car will be sitting on the rotary dumper.
  - 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.

SOUTH

NORTH



Station No.	Mile Post	Stations	Capacity		Aux. Trks. Cars
			Sidings Feet	Cars	
9223	T223.1	DALLAS 37.8 via ATSF			Conn.
9185	T185.3	FARMERSVILLE 13.7			
9172	T171.6	HUNT..RW 1.4			Yard Conn. Conn.
	T170.2	SSW CROSSING 9.0			
9161	T161.2	CAMPBELL 13.4	3162	57	
9148	T147.8	BRASHEAR 7.5	4555	83	
9140	T140.3	SULPHUR SPRINGS 4.1			Yard
9136	T136.2	TUGCO 5.5			Conn.
9131	T130.7	COMO 13.0	5863	107	6
9118	T117.7	WINNSBORO 12.3	2378	43	Yard
9105	T105.4	LEESBURG 4.4	2700	49	
9101	T101.0	MONTICELLO 2.7			Conn. Yard Yard
9098	T-98.3	PITTSBURG SSW CROSSING 7.9			Conn.
9090	T-90.4	WELSH 1.6			Yard
9089	T-88.8	CASON 10.4	6828	124	
9079	T-78.4	VEALS TN Conn. 2.1			Yard Conn. Yard
9076	T-76.3	HUGHES SPRINGS..OW 15.2			
9061	T-61.1	LASSATER 10.9	7500	136	11
	T-50.2	UP CROSSING 0.9			Conn.
9049	T-49.3	JEFFERSON 7.6			Yard
9042	T-41.7	BALDWIN 6.1	2214	40	Yard
9035	T-35.6	FOX..Y 13.6	7000	127	
9004	T-3.7	HAMMOCK 3.7	6771	123	
	T-0.0	TEXAS JUNCTION..Y 4.3 via KCS			Conn.
0554	553.3	DERAMUS YARD..ORSWY			
		209.0			

CTC-DTC Texas Junction to MP T-170.1  
 CTC-DTC MP T-173.7 to MP T-185.2

Station No.	Additional Stations		Car Cap.	Dir. of Entry
	Tracks and/or Industries	MP		
9001	Westland Oil....	T0.3	23	N
9006	Shipp.....	T5.8	22	N&S
9009	Whelan.....	T9.7	21	N&S
9035	Longhorn Ord....	T35.0	Yard	N&S
9037	Karnack.....	T36.8	21	N&S
9049	North Jefferson.	T50.3	66	S
9052	Burford.....	T52.2	57	N&S
9058	Sarber.....	T57.8	27	N
9064	Wilkes Spur....	T63.3	Yard	N
9067	Avinger.....	T67.4	7	S
9083	Ga. Pacific....	T81.5	32	N&S
9083	Daingerfield....	T82.6	12	S
9094	Faker.....	T95.5	31	N&S
9108	Newsome.....	T108.5	10	S
9112	Tidewater.....	T112.0	Yard	N&S
				Wye
9116	Eser.....	T116.4	44	S
9126	Pickton.....	T125.8	25	S
9135	Thermo.....	T134.7	13	N&S
9154	Cumby.....	T154.5	5	S
9178	Floyd.....	T178.5	3	N

SYMBOL KEY: O - Diesel Fuel  
R - Ramp  
S - Scale  
T - Turntable  
W - Water  
Y - Wye

## TEXAS SUBDIVISION SPECIAL INSTRUCTIONS

	MPH
1. MAXIMUM AUTHORIZED SPEED.....	40
Except: Loaded unit coal, grain and soda ash trains.....	35
2. SPEED RESTRICTIONS:	
Over Cypress Bayou bridge, MP T-49.0.....	20
City limits Jefferson.....	20
Over UP crossing, MP T-50.2.....	20
City limits Hughes Springs.....	20
Around curve MP T-82.7.....	35
Around curve MP T-83.5.....	35
Around curve MP T-85.9.....	35
Around curve MP T-86.2.....	35
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 Winneboro.....	30
City limits Sulphur Springs.....	20
Over SSW crossing, MP T-170.2.....	20
Through turnout at L&A Junction, MP T-184.5..	10
3. Through turnouts and crossovers, and on all tracks other than the main track.....	10
(Except on sidings where a higher speed is specifically authorized)	
Except:	
Through turnout at Texas Junction.....	20
Between MP T-112.0 and Tidewater Refinery.....	20
(DO NOT EXCEED 10 MPH AROUND CURVES ON THIS TRACK)	
Northward trains and engines moving on the long tail track and through the north high switch at Deramus Yard may accelerate to Yard Speed after the rear car has passed over the north overpass near the north entrance to Deramus Yard.	
On all engine service and car repair facility tracks.....	5

## 4. RAILROAD CROSSINGS AT GRADE:

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

\*Gate may be left in position last used.  
‡See operating Rule 345.

The northbound approach circuit to this interlocking is located 13,700 feet south of the crossing and the southbound approach circuit to this interlocking is located 11,700 feet north of the crossing. A train or engine receiving a "PROCEED" indication on the approach signal has 12 minutes to occupy the interlocking limits or the route will time out and the plant will revert back to normal (STOP).

A reclearing track section extends 370 feet in advance of each absolute signal to the interlocking. When this reclearing track section is occupied (after having lost the route through a time out) and there is no conflicting movement on Union Pacific tracks, the L&A route should be re-established.

## 5. HAND OPERATED SWITCHES WHICH ARE NOT EQUIPPED WITH ELECTRIC LOCKS:

Shipp, south switch.....	MP T- 5.7 *
Shipp, north switch.....	MP T- 5.9 *
Whelan, south switch.....	MP T- 9.5 *
Whelan, north switch.....	MP T- 9.7 *
Longhorn Ammunition plant, south wye switch	MP T-34.8 *
Longhorn Ammunition plant, north wye switch	MP T-34.8 *
Karnack	
South switch, Team track.....	MP T-36.7 *
North switch, Team track.....	MP T-37.0 *
Longhorn Ammunition plant spur.....	MP T-37.0 *
Jefferson	
South switch, Cotton track.....	MP T-49.2 #
North switch, Cotton track.....	MP T-49.5 #
North switch, House track.....	MP T-49.5 #
Union Pacific connection.....	MP T-50.3 #
Murray spur.....	MP T-50.4 #
Sarber, International Paper Company.....	MP T-57.5 *
Avinger	
North switch.....	MP T-67.5 *
Hughes Springs - Veals	
House track switch.....	MP T-76.1 *
Engine track switch.....	MP T-76.2 *
South switch of south crossover.....	MP T-77.1 #
North switch of north crossover.....	MP T-77.1 #
North tail track switch.....	MP T-78.9 #
Daingerfield	
North siding switch.....	MP T-82.9 *
Faker	
South switch, Boise Southern Co. wood yard.....	MP T-95.5 *
North switch, Boise Southern Co. wood yard.....	MP T-95.7 *
Pittsburg	
SSW connection.....	MP T-98.2 #
South switch, City track.....	MP T-98.3 #
North switch, City track.....	MP T-98.5 #
North switch, Old siding.....	MP T-98.5 #
Old Log track.....	MP T-98.8 #
Newsome, International Paper Co.	
wood yard spur.....	MP T-107.7 *
Eser, North leg of wye.....	MP T-116.5 *
Winneboro	
Old Mill track.....	MP T-117.5 #
Cogburn Can Factory spur.....	MP T-118.0 #
Cotton Oil track.....	MP T-118.3 #
Pickton spur.....	MP T-126.1 *
Como feed mill spur.....	MP T-131.4 *
Thermo	
South switch.....	MP T-134.7 *



North switch.....	MP T-134.9 *
Sulphur Springs	
Hollywood Brands spur.....	MP T-139.3 #
Boomer spur.....	MP T-140.1 #
South switch, House track.....	MP T-140.2 #
North switch, House track.....	MP T-140.4 #
Stock pen spur.....	MP T-141.1 #
Associated Milk Producers spur.....	MP T-141.5 #
Grocery Supply spur.....	MP T-141.7 #
Cumby, House track.....	MP T-154.5 *
Hunt	
South switch, Compress track.....	MP T-169.7 #
North switch, Compress track.....	MP T-170.0 #
Floyd spur.....	MP T-178.3 *

\*Trains and engines must not clear main track at these switches.  
#See Operating Rule 400.

#### 6. TRACKS OKAY FOR SIX AXLE ENGINES:

The main track between Deramus Yard and Farmersville is okay for six axle engines.

The following auxiliary tracks are okay for six axle engines:

Hammock	Siding
Fox	Siding
Sarber	Woodyard
Lassater	Siding
Hughes Springs	Siding, new yard tracks and new mechanical track.
Cason	Siding
Faker	Woodyard
Monticello	All tracks
Tugco	All tracks
Sulphur Springs	Grocery Supply Winzer International
Hunt	No. 1 track and ramp tracks.
Floyd	Spur

#### 7. SIDINGS EQUIPPED WITH DUAL CONTROLLED SWITCHES:

Blanchard Wye \$	Cason \$
Hammock \$	Welsh \$
Fox	Monticello \$
Lassater \$	Como \$
Hughes Springs \$	Tugco \$

\$Okay for loaded unit coal trains.

#### 8. ELECTRICALLY LOCKED SWITCHES:

Wilke's spur  
Burford, siding  
Baldwin, siding  
Hughes Springs, south end of yard  
Georgia Pacific  
Leesburg, siding  
Tidewater, north and south legs of wye  
Winnsboro, siding  
Brashear, siding  
Campbell spur

#### 9. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP T-170.1 to MP T-173.6 Hunt

#### 10. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS:

MP T-41.7	MP T- 85.1 *
MP T-48.6 **	MP T-102.2 *
MP T-50.0 **	MP T-122.1 *
MP T-64.6	MP T-150.8
	MP T-180.4 *

\*Equipped with oversize load feature.

\*\*These detectors give an audible alarm which is transmitted via the radio when dragging equipment or oversize loads are detected on a passing train. This alarm is a 30 seconds 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.

These detectors are equipped with an approach lit integrity light on top of the equipment box. Should this light not light up upon the approach of a train, then a roll-by ground inspection of the train must be made before proceeding over the Cypress Bayou bridge. (Bridge T-49.0), Mile Post T-49.0

Trains not equipped with radio communications must make a roll-by ground inspection of train before proceeding over Cypress Bayou bridge.

#### 11. LOCATION OF:

##### GENERAL ORDER BOOKS

Deramus Yard  
Deramus Yard,  
Diesel Shop  
Hughes Springs  
Sulphur Springs  
Hunt  
Dallas

##### STANDARD CLOCKS

Deramus Yard  
Deramus Yard,  
Diesel Shop  
Hughes Springs  
Hunt

#### 12. BASE AND WAYSIDE RADIOS:

LOCATION	TYPE	FREQUENCY
Deramus Yard (Dispatcher)	Base	F-2
Deramus Yard (Yard Office)	Wayside	F-1, F-2
Hughes Springs	Wayside	F-1, F-2
Welsh		
Southwestern Electric Power	Wayside	F-1, F-2
TUGCO		
Texas Utility Gas Company	Wayside	F-1, F-2
Sulphur Springs	Wayside	F-1, F-2
Hunt	Wayside	F-1, F-2
Dallas	Wayside	F-1, F-2
Dallas (ATSF)	Wayside	F-1, F-2
Dallas (Tower 19)	Wayside	F-1, F-2

#### 13. STATE LINE: Louisiana - Texas, MP T-9.7.

##### LOCAL SPECIAL INSTRUCTIONS

#### 14. DERAMUS YARD - TEXAS JUNCTION:

Operation between Texas Jct. and Deramus Yard: Be governed by KCS Fifth Subdivision Special Instructions.

#### 15. BLANCHARD WYE:

Trains and engines may enter the L&A or KCS main track from the north leg of the wye at Blanchard on signal indication.

## 16. MP T-16 - MP T-35:

There is .75 miles between MP T-16 and MP T-35.

## 17. BALDWIN:

Watch for close clearance while switching Lewis Rail Plant.

## 18. JEFFERSON:

Loaded and empty unit ore trains will be received and delivered through the Middle track on the Union Pacific connection at Jefferson.

## 19. HUGHES SPRINGS:

Engines and cars will not be stored on the siding.

## 20. WELSH: Employees are prohibited from riding on side of engine, or car 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:

## (a) Do not exceed:

- 10 MPH between L&A main track and loop track switch.
- 10 MPH on loop track, Except:
- 2 MPH approaching and moving through dumper building.

## (b) A signal mast with two color light signals is 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.

## (c) 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.

## (d) Be governed by the following while spotting train:

1. Before passing signal mast, all locomotive units must have windows closed, awnings down and side vents closed.
2. Crew members on head end must remain inside of locomotive cabs.
3. Engineer will spot the lead car via radio contact with dumper operator.
4. When dumper operator advises lead car is spotted, engineer will:
  - a. Place reverse lever in the center (neutral) position.
  - b. Release air brakes.
  - c. Place generator field switch in "OFF" position.
  - d. Notify crew members 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. If necessary to spot additional cars to complete unloading, crew members will do so by pulling train through the dumper building while maintaining radio contact with the dumper operator.

## (e) Handling after unloading is completed:

1. Swepeco will notify crew that train has been unloaded, at which time the rear car will be sitting on the rotary dumper.
2. 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 rear car has cleared dumper building. Engineer will not make a reverse move.

## (f) 1. A dragging equipment detector has been installed at the Welsh Power plant approximately 125 car lengths east of the dumper building for inspecting empty unit coal trains. This detector gives an audible alarm which is transmitted via the radio when dragging equipment is detected on a passing train. This 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. The detector is not equipped with an integrity light. Trains not equipped with radio communications must make a roll-by inspection of train before departing Welsh.

## 21. TUGCO:

Texas Utilities Company coal shipments from Tugco to their plant at Monticello will be handled in unit train lots, 80 cars or less. For identification purposes the southward train will be identified as train No. 75 and the northward train will be identified as train No. 76. The following will govern the handling to be given both loaded and empty trains at Tugco's facilities.

- (a) Tugco - Loaded train will be made up on the inside or south track. Hand brakes will be set by Tugco on the two south cars. Empty train must be delivered on the outside or north track. Train crew will secure by setting hand brakes on two south cars. L&A engine must head toward runaround track when cabooseing train.
- (b) Monticello - Deliver loaded train into track nearest L&A main track. Pull train to extreme south end and secure by setting hand brakes on two north cars. Pull empties from adjacent track. Release hand brakes on two south cars.

Interlocked, dual controlled derail installed at the clearance point to the north siding switch at Monticello and operates in conjunction with the north siding switch which is a dual controlled switch operated by the train dispatcher. When operating the north siding switch by hand, it will also be necessary to operate the derail by hand.

## 22. SULPHUR SPRINGS:

- (a) L&A crews using the Boomer track must not foul the SSW main track.
- (b) Due to close clearance employees are prohibited from riding on the side of an engine or car while switching Grocery Supply Company.

## 23. HUNT:

- (a) Northward and southward trains and engines arriving Hunt will upon arrival turn speed restrictions and track conditions over to the relieving conductor or engineer. Should there be no relieving conductor or engineer on duty, the conductor or engineer being relieved will leave their speed restrictions and track conditions on the lead engine.

The relieving conductor or engineer will receive their speed restrictions and track conditions from the conductor or engineer being relieved or retrieve them from the lead engine of the train being relieved and will compare speed restrictions and track conditions with train dispatcher prior to departing.

- (b) The current Missouri - Kansas - Texas Railroad Company timetable reads:

"Greenville -- Trains and engines will approach MP D-713.6 and MP D-713.7 expecting to find main track switches lined against main track movements."

L&A trains and engines using the M-K-T R.R. Company main track between these two points may leave the main track switches lined in the position for which they were last used.

- (c) 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.

- (d) 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 the siding.
- (e) Track No. 2 is designated for receipt of interchange cars from the MKT and track No. 3 is designated for delivery of interchange cars to the MKT.
- (f) Trains and engines will not operate over street crossings between Lee and Wellington during time periods listed below:

Monday through 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	

- (g) L&A trains and engines desiring to occupy the SSW main track to effect delivery of interchange must obtain work and time authority in the Neyland and Greenville blocks from the SSW train dispatcher before entering the SSW main track at Greenville.

The block limits of the Neyland block are at MP C537.8 and MP C551.2. The block limits of the Greenville block are at MP C551.2 and MP C559.0.

L&A trains and engines must be clear and report the "RELEASE" of these blocks to the SSW train dispatcher before the expiration of the time limit, unless granted an extension of time.

All train and engine movements, under work and time authority, must be made at Restricted Speed.

L&A crews may reach the SSW by calling one of the telephone numbers listed below.

501-541-1600	Chief Dispatcher
501-541-1609	Train Dispatcher
214-886-2720	Clerk - Will contact the dispatcher

24. HUNT - FARMERSVILLE:

(a) Northward trains and engines may enter CTC-DTC at M.P. T173.8 on signal indication.

(b) Southward trains and engines may enter CTC-DTC at M.P. T-185.2 on signal indication.

25. DALLAS:

L&A trains and engines must be in possession of the current TCR covering the Texas Subdivision before departing.

26. OPERATION VIA ATSF BETWEEN FARMERSVILLE AND TERMINAL JUNCTION:

L&A train and engine movements between Farmersville and Terminal Junction will be made via the ATSF and will be governed by ATSF General Code of Operating Rules (Form 2625 Std.), current ATSF Northern Division timetable and L&A general orders and special instructions while occupying ATSF tracks.

L&A trains and engines will be governed by Kansas City Southern Lines' Operating Rule 99(G), rather than the ATSF General Code of Operating Rule 102 amended, while on ATSF tracks.

SOUTH

NORTH

Station No.	Mile Post	Stations	Capacity Sidings Feet	Cars	Aux. Trks. Cars	Yard. Conn. Yard
0554	553.3	DERAMUS YARD..ORSWY 3.0 TWO				Yard. Conn. Yard
	556.3	HARRIET ST. MAIN 1.9 TRACKS				
	558.2	NO. WYE SW VIA KCS 2.6				
	560.8	SILVER LAKE 0.4	5250	95		Yard
	561.2	RED JUNCTION VIA 0.5 SSW				
	561.7	LOUISIANA JCT. 7.5				
3009	569.2	CURTIS 35.2	5887	107		
3044	604.4	COUSHATTA 13.1	1908	35	52	
3058	617.5	KRAFT 4.2	1824	33	49	
3062	621.7	CAMPTI 20.6	10636	193	10	
3082	642.3	MONTGOMERY 15.0	1734	32	19	
3097	657.3	COLFAX 16.8	5629	102	86	
3114	674.1	BARRETT 4.4	4882	89		
	678.5	UP CROSSING 2.1				
3121	680.6	PINEVILLE 0.8	2371	43	Yard	
	681.4	PINEVILLE JCT..Y 0.5				
7194	681.9	ALEXANDRIA..OSW				Yard
		128.6				

ABS-DTC MP 554.1 to MP 557.1  
ABS MP 561.2 to MP 561.7 - SSW

DTC IS IN EFFECT ON THE SHREVEPORT SUBDIVISION.

**Additional Stations**

Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
3017	Elm Grove.....	577.5	10	S
3032	East Point.....	592.1	29	N&S
3044	I.P. Chip Mill...	603.0	60	N&S
3069	Clarence.....	628.6	15	N
3075	St. Maurice.....	634.4	18	N&S

SYMBOL KEY: O - Diesel Fuel  
R - TOFC Ramp  
S - Scale  
T - Turntable  
W - Water  
Y - Wye

SHREVEPORT SUBDIVISION - L&A RY.

1. MAXIMUM AUTHORIZED SPEED.....	MPH
Except: Loaded unit coal, grain and soda ash trains.....	40
	35

TIMETABLE NO. 4

2. SPEED RESTRICTIONS:

City limits Shreveport.....	20
Through North Leg of Wye, Shreveport.....	10
Between East Stem of Wye and Red Jct.....	20
Over SSW Red River bridge.....	20
City limits Bossier City.....	20
Except:	
MP 562 to MP 564 .....	10 Eng. only
Rossie Lee crossing, MP 566.9 .....	10 Eng. only
Alfred Lane, MP 567.2 .....	10 Eng. only
Between MP 565 and MP 586 .....	30
Over bridge 589.6 (Loggy Bayou).....	25
City limits Coushatta.....	25 Eng. only
City limits Campti.....	25 Eng. only
Over bridge 634.2 (Saline River).....	25
Over bridge 650.0 (Nantaches Bayou).....	25
City limits Colfax.....	35
Between College Drive, MP 680.4 and Pineville Jct.....	20
Over Red River bridge, Alexandria, MP 681.8.....	20
City limits Alexandria.....	20

3. Through turnouts and crossovers, and on all tracks other than the main track..... 10  
(Except on sidings where a higher speed is specifically authorized)

On all engine service and car repair facility tracks..... 5

4. RAILROAD CROSSINGS AT GRADE:

Railroad	Mile Post	Type of Protection
UP	678.5	Automatic Interlocking

5. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

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

6. TRACKS OKAY FOR SIX AXLE ENGINES:

The main track between Deramus Yard and Alexandria is okay for six axle engines.

The following auxiliary tracks are okay for six axle engines:

Location	Siding
Curtis	Siding
Coushatta	Siding, Pineville Kraft siding. North 800 feet of the house track. New B. L. Thomas spur.
Kraft	Team track
Campti	Siding and house track
St. Maurice	Georgia Pacific woodyard.
Montgomery	Siding and woodyard track.
Colfax	Siding, new team and woodyard tracks.
Barrett	Siding
Alexandria	Long siding

7. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS:

MP 560.0 \$	MP 651.5
MP 566.5 *	MP 677.7 *
MP 590.6	MP 681.3 # (Bridge 681.8) Red River
MP 611.3	MP 682.2 # (Bridge 681.8) Red River
MP 626.6	

\*Equipped with oversize load feature.

#Dragging equipment detectors only. Has radio alarm but no integrity light.

\$Dragging equipment detector and oversize load feature only.

TIMETABLE NO. 4

## 8. LOCATION OF:

GENERAL ORDER BOOKS	STANDARD CLOCKS
Deramus Yard	Deramus Yard
Deramus Yard, Diesel Shop	Deramus Yard, Diesel Shop
Alexandria	Alexandria

## 9. BASE AND WAYSIDE RADIOS:

LOCATION	TYPE	FREQUENCY
Deramus Yard (Dispatcher)	Base	F-2
Deramus Yard (Yard Office)	Wayside	F-1, F-2
Alexandria	Wayside	F-1, F-2

## LOCAL SPECIAL INSTRUCTIONS

## 10. DERAMUS YARD:

- (a) Operation between Deramus Yard and North Wye switch. Be governed by KCS Sixth Subdivision special instructions.
- (b) Operation via SSW between Red Jct. and Louisiana Jct. Be governed by Deramus Yard Area special instructions.
- (c) Operation between Deramus Yard and Louisiana Jct. Be governed by Deramus Yard Area special instructions.
- (d) Unless in possession of DTC authority or work and time authority authorizing movement on the Shreveport Subdivision, southward trains and engines must not pass Silver Lake without permission from the train dispatcher.

## 11. RED JUNCTION:

The normal position of the main track switch at Red Jct. is against L&A movements.

## 12. UP CROSSING, MP 678.5:

The approach signals to this crossing have been changed to display only "APPROACH" indications.

## 13. PINEVILLE JUNCTION:

Pineville Jct. switch is a spring switch equipped with a 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.

## 14. ALEXANDRIA:

Northward and southward trains and engines arriving Alexandria will upon arrival turn speed restrictions and track conditions over to the relieving conductor or engineer. Should there be no relieving conductor or engineer on duty, the conductor or engineer being relieved will leave their speed restrictions and track conditions on the lead engine.

The relieving conductor or engineer will receive their speed restrictions and track conditions from the conductor or engineer being relieved or retrieve them from the lead engine of the train being relieved and will compare speed restrictions and track conditions with train dispatcher prior to obtaining DTC authority.

SOUTH



NORTH



Station No.	Mile Post	Stations	Capacity Sidings Feet	Cars	Aux. Trks. Cars
7194	681.9	ALEXANDRIA..OSW 18.6			Yard.
3141	700.5	BIJOU 8.1	5401	98	
3149	708.6	HESSMER 19.1	8976	163	10
3167	727.7	HYDE 5.5	4106	75	
3173	733.2	KELLER 17.7	12518	228	44
3176	750.9	MORGANZA 10.0	2309	42	
3177	760.9	NEW ROADS 1.7	4572	83	39
	762.6	CAJUN ELEC.SPUR 17.3			Conn.
3225	779.9	LOBDELL 0.8	8836	161	41
	780.7	LOBDELL JCT. 0.9			Conn.
	781.6	WEST JUNCTION 3.2			Conn.
	784.8	EAST JUNCTION 0.4			Conn.
	785.2	BRIDGE JUNCTION 2.2			Conn. 'D' Line
	787.4	ICG CROSSING 0.7			Conn.
3227	788.1	BATON ROUGE..OSWY			Yard
		106.2			

CTC-DTC MP 780.7 to MP 785.2.

DTC IS IN EFFECT ON THE BATON ROUGE SUBDIVISION.

## Additional Stations

Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
3131	Latanier.....	691.1	2	S
3140	La.Forest Prod...	698.3	21	N
3144	Belledeau (Joan of Arc)..	704.4	24	N
3153	Mansura.....	712.8	4	S
3157	Moresauville.....	717.3	4	S
3170	Legonier.....	730.1	80	N&S
3174	Lettsworth.....	735.9	8	S
3175	Batchelor.....	742.6	88	N&S

SYMBOL KEY: O - Diesel Fuel  
R - TOFC Ramp  
S - Scale  
T - Turntable  
W - Water  
Y - Wye

## BATON ROUGE SUBDIVISION SPECIAL INSTRUCTIONS

	MPH
1. MAXIMUM AUTHORIZED SPEED.....	40
Except: Loaded unit coal, grain and soda ash trains.....	35

**2. SPEED RESTRICTIONS:**

City limits Alexandria.....	20
Over bridge 684.2.....	20
City limits Hessmer.....	25
City limits Mansura.....	25
Over bridge 716.7.....	25
Over Atchafalaya River bridge, MP 729.2 .....	25
Over Morganza Spillway, MP 747 and MP 748 ..	25
City limits Morganza.....	25
City limits New Roads.....	25
Over Mississippi River bridge 783.2.....	20
City limits Baton Rouge.....	20
Except: Over bridge D-214.7.....	10
Over ICG crossing, MP D-220.1.....	20

3. Through turnouts and crossovers, and on all tracks other than the main track..... 10  
(Except on sidings where a higher speed is specifically authorized)

On all engine service and car repair facility tracks..... 5

**4. RESTRICTED SPEED TERRITORY: (Rule 92 applies).**

Entire "D" Line: Between Bridge Jct. and End of Line, MP D-209.9.

**5. RAILROAD CROSSINGS AT GRADE:**

Railroad	Mile Post	Type of Protection
ICG	787.4	Gate (Rule 98) *
ICG	D220.1	Interlocked #

\*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".

**6. TRACKS OKAY FOR SIX AXLE ENGINES:**

The main track between Alexandria and Baton Rouge is okay for six axle engines.

The following auxiliary tracks are okay for six axle engines:

Alexandria	Long siding
Bijou	Siding
Hessmer	Siding
Hyde	Siding
Keller	Siding
Lobdell	Siding
Lobdell Jct.	UP connection to Port Yard.
Baton Rouge	Old main track between Bridge Junction and Chippewa Street.
	Yard tracks No.'s 1 through 7.
	South Roundhouse lead to reach engine tracks from the main track.
	Engine tracks.

**7. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:**

MP 686.0	Alexandria - Pineville
MP 778.5	Lobdell - Baton Rouge

**8. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS:**

MP 681.3 #	(Bridge 681.8) Red River
MP 682.2 #	(Bridge 681.8) Red River
MP 695.6 *	
MP 724.5 *	
MP 727.7 #	(Bridge 729.2) Atchafalaya River
MP 729.7 #	(Bridge 729.2) Atchafalaya River
MP 737.2 *	
MP 755.9	
MP 776.3 *	
MP 782.3 #	(Bridge 783.2) Mississippi River
MP 785.0 #	(Bridge 783.2) Mississippi River

\*Equipped with oversize load feature.

#Dragging equipment detectors only. Has radio alarm but no integrity light.

**9. LOCATION OF:****GENERAL ORDER BOOKS**

Alexandria  
Baton Rouge  
Baton Rouge,  
Roundhouse

**STANDARD CLOCKS**

Alexandria  
Baton Rouge

**10. BASE AND WAYSIDE RADIOS:**

LOCATION	TYPE	FREQUENCY
Alexandria	Wayside	F-1, F-2
Simmesport (Atchafalaya River bridge)	Wayside	F-1, F-2
Lobdell Jct. (Telephone booth)	Wayside	F-1, F-2
Baton Rouge (Yardmaster)	Wayside	F-1, F-2
Baton Rouge (Yard Office)	Wayside	F-1, F-2

**LOCAL SPECIAL INSTRUCTIONS****11. ALEXANDRIA:**

Northward and southward trains and engines arriving Alexandria will upon arrival turn speed restrictions and track conditions over to the relieving conductor or engineer. Should there be no relieving conductor or engineer on duty, the conductor or engineer being relieved will leave their speed restrictions and track conditions on the lead engine.

The relieving conductor or engineer will receive their speed restrictions and track conditions from the conductor or engineer being relieved or retrieve them from the lead engine of the train being relieved and will compare speed restrictions and track conditions with train dispatcher prior to obtaining DTC authority.

**12. LATANIER:**

The siding is out of service south of Louisiana Highway 457 road crossing.

**13. BELLEDEAU:**

Watch for close clearance between the canning building and track in the vicinity of the caustic storage tanks at the Potato Plant, MP 704.4.

## 14. MOREAUVILLE:

This track is out of service 200 feet south of the north switch.

## 15. ATCHAFALAYA RIVER BRIDGE, MP 729.2:

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

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.

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 as prescribed by Rule 285.

When a movement has been completed over the bridge and it is desired to make a reverse movement, obtain permission from the bridge tender to make the movement. Then operate the dual controlled derails by hand; after which the reverse movement may be made over the bridge. After reverse movement over the bridge has been completed, derails must be restored to derail position by hand and the selector levers restored to "POWER" position.

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 or cars, and when using the walkway.

Rule 285 modified: The most favorable absolute signal a train or engine may receive at the Atchafalaya River bridge is "APPROACH", whose indication is: Proceed, not exceeding the prescribed speed over the bridge.

## 16. L&amp;A-UP JOINT TRACK BETWEEN LETTSWORTH AND LOBDELL JCT.:

(a) L&A employees will be governed by KCS Lines operating rules except as modified by:

- (1) Special Instructions in KCS system timetable.
- (2) L&A-UP Joint general orders.

(b) UP employees will be governed by UP General Code of Operating Rules, current UP timetable and special instructions and L&A-UP Joint general orders.

(c) UP employees are subject to instructions of L&A officers while occupying Joint track.

(d) TRACK OWNERSHIP:  
Lettsworth to Lobdell Jct. UP Railway.

(e) The following UP spur tracks may be used only in an emergency. Conductors must report such occurrences to L&A Superintendent.

STATION	MILE	POST
	UP	L&A
Smithfield	19.0	774.4

(f) 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.

(g) Southward UP trains will report time clear of main track at Lobdell Jct. to the L&A train dispatcher.

## 17. LOBDELL - BATON ROUGE TERMINAL AREA:

(a) Trains doubling over Mississippi River bridge (Bridge 783.2) must not leave any part of train on steel structure.

When a train is assisted over the Mississippi River bridge, the following will govern:

- (1) The air must be cut in and the lead engine in the direction of movement must control the air brake valve.
- (2) Should a long reverse movement be necessary with the helpers coupled to the rear of the train, the helpers must control the air brake valve.

(b) 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., telephone 359-8850.
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 the Emergency Coordinator, ext. 555.
4. Notify L&A supervisor at Baton Rouge, telephone 379-4241.

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

(c) Loading docks located on each side of track at rubber plant building, Exxon Chemical Co., will not clear a man on side of engine or car. Employees are prohibited from riding on the side of engine or car entering or leaving this track.

All movements over the road crossing just outside and near the door of this building must be protected by a member of the crew positioned at the crossing.

(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 poles lengths south of U.S. Rubber crossing.

Cars must be left at least 2 car lengths from Foster Grant crossing.

**18. LOBDELL - BATON ROUGE TRACK OWNERSHIP:**

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

SOUTH

NORTH

Station No.	Mile Post	Stations	Capacity		Aux. Trks. Cars
			Sidings Feet	Cars	
3227	788.1	BATON ROUGE..OSWY 6.6			Yard
3236	794.7	ESSEN 15.8	6339	115	
3251	810.5	GONZALES 7.6	5806	106	41
3259	818.1	BARMEN 10.3	5376	98	
3269	828.4	GRAMERCY..Y 6.7	4462	81	Yard Conn
3276	835.1	RESERVE..Y 4.3			Yard Conn
3280	839.4	MONTEGUT 7.4	5949	108	
3287	846.8	NORCO 7.7	4666	85	Yard
3295	854.5	FRELLSEN 1.2	6155	112	
	855.7	ICG JUNCTION 6.4 VIA ICG			Conn
	862.1	NOT JUNCTION 0.5			Conn
3303	862.6	SHREWSBURY OLD 0.2 MAIN			
	862.8	NOT CROSSING 1.6			Conn
	864.4	WEST YARD..ORSWY 0.6			Yard Conn
	865.0	KCS JUNCTION 0.9 VIA			Conn
	865.9	CARROLLTON AVE. NOUPT			
		77.8			

ABS-DTC MP 789.9 to MP 855.7

ABS-CTC MP 855.7 to MP 862.1 - ICG

**Additional Stations**

Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
3236	Associated Groc..	795.3	15	S
3236	Capitol Cty Press	795.4	11	S
3241	Kleinpeter.....	800.4	13	N
3246	Prairieville.....	805.0	9	N&S
3255	Wallace Co.....	811.6	12	N
3256	Sorrento.....	815.4	24	S
3260	McElroy.....	820.6	48	N&S
3275	Marathon.....	833.5	Lead	S
3276	Betz Laboratory..	835.7	9	N
3276	Sewell Elastics..	835.8	13	S
3276	Filter Media, Jones Chem. and Boyce Machy....	835.9	45	S
3288	Good Hope.....	848.2	Conn.	S
3298	Kenner.....	857.5	44	N

**SYMBOL KEY:** O - Diesel Fuel  
R - TOFC Ramp  
S - Scale  
T - Turntable  
W - Water  
Y - Wye

**NEW ORLEANS SUBDIVISION SPECIAL INSTRUCTIONS**

1. **MAXIMUM AUTHORIZED SPEED**..... MPH  
40  
Except: Loaded unit coal, grain and  
soda ash trains..... 35



## 2. SPEED RESTRICTIONS:

City limits Baton Rouge.....	20
City limits Gonzales .....	25
Between MP 840 and MP 842.....	25
Between MP 844 and MP 855.....	25
Over Bonnet Carre Spillway bridge, MP 845.6..	25 *
City limits Kenner.....	25
Between MP 862.6 and MP 865.0.....	10
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 25 MPH, and brakes released 1/4 mile before trains move onto bridge from either direction.  
#Do not exceed 20 MPH between the approach signals and the crossing.

3. Through turnouts and crossovers, and on all tracks other than the main track..... 10  
(Except on sidings where a higher speed is specifically authorized)

On all engine service and car repair facility tracks..... 5

## 4. RESTRICTED SPEED TERRITORY: (Rule 92 applies).

Between the hours of 12:01 p.m. and 4:01 p.m., trains and engines move at Restricted Speed between Mile Post 834.0 and Mile Post 837.0.

Move at Restricted Speed between the north siding switch Frellsen and the north Yard Limit sign Frellsen, Mile Post 855.0.

## 5. RAILROAD CROSSINGS AT GRADE:

Railroad	Location	Type of Protection
ICG	Delta Match spur	Interlocked*
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, Southport Tower.  
\*Instructions for operation posted at crossing.

## 6. TRACKS OKAY FOR SIX AXLE ENGINES:

The main track between Baton Rouge and West Yard is okay for six axle engines.

The following auxiliary tracks are okay for six axle engines:

Baton Rouge	Old main track between Bridge Junction and Chippewa Street.
	Yard tracks No.'s 1 through 7.
	South Roundhouse lead to reach engine tracks from the main track.
	Engine tracks.
Essen	Siding
Barmen	Siding
McElroy	Industry tracks.
Gramercy	Siding
Reserve	North and south legs of wye and yard tracks.
Betz Laboratories	Spur
Montegut	Siding
Norco	Siding
Frellsen	Siding
West Yard	Yard tracks No.'s 1 through 4 and 10 through 14.
	North and south legs of wye.
	Engine tracks.

## 7. 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

## 8. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS:

MP 796.2 *
MP 813.0
MP 832.0
MP 843.2 # (Bridge 845.6) Bonnet Carre Spillway
MP 846.8 # (Bridge 845.6) Bonnet Carre Spillway
MP 849.5

\*Equipped with oversize load feature.

# Dragging equipment detectors only. Has radio alarm but no integrity light.

## 9. LOCATION OF:

## GENERAL ORDER BOOKS

Baton Rouge  
Baton Rouge,  
Roundhouse  
Gramercy  
Norco  
West Yard  
West Yard,  
Roundhouse

## STANDARD CLOCKS

Baton Rouge  
West Yard

## 10. BASE AND WAYSIDE RADIOS:

LOCATION	TYPE	FREQUENCY
Baton Rouge (Yardmaster)	Wayside	F-1, F-2
Baton Rouge (Yard Office)	Wayside	F-1, F-2
Gramercy	Wayside	F-1, F-2
Norco	Wayside	F-1, F-2
Mays Yard		F-1
East Bridge		F-1
West Yard	Wayside	F-1, F-2

## LOCAL SPECIAL INSTRUCTIONS

11. **BATON ROUGE:** Be governed by Baton Rouge Subdivision special instructions.

12. **ESSEN:**

Should the northward absolute signal at the north siding switch at Essen indicate STOP, trains and engines must not block Essen Lane and must remain 75 feet south of this crossing until they are ready to proceed.

13. **WEST YARD:**

- (a) Watch for close clearance when riding on side of engine or car and when performing switching in the vicinity of the fence between No. 2 track and the TOPC/COFC facility at West Yard.
- (b) The sand tower pipe crossing over the south roundhouse lead at West Yard has a maximum clearance of 17 feet 8 inches.
- (c) International Lube Co. spur breaks off 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.
- (d) Between KCS Jct. and Carrollton Ave. and while on NOUPT tracks, trains and engines will be governed by NOUPT Ry. rules and instructions.

- (e) L&A train and engine movements between Frellsen and West Yard will be made via the I.C.G. and the N.O.T. Railroads between I.C.G. Junction and N.O.T. Junction. Be governed by I.C.G. Operating Rules, current I.C.G. Southern Division timetable, L&A general orders and special instructions.
- (f) The Maximum Authorized Speed through the turnout in the East Bridge interlocking is 10 MPH.
- (g) Industries at Kenner are served via L&A Industry Switch which breaks off the I.C.G. McComb District East main track.
- Trains and engines are not permitted to operate on the old L&A main track between Turnbull Avenue and Williams Boulevard.
- (h) L&A engine movements between West Yard and the N.O.P.B.'s Cotton Warehouse Yard will be made via the N.O.P.B. connection which breaks off the L&A Southport Branch behind the old Gambling House. L&A engine movements will be governed by K.C.S. Lines' Operating Rules, current system timetable, L&A general orders and N.O.P.B. bulletins.
- (i) L&A TRAIN AND ENGINE MOVEMENTS BETWEEN ICG CONNECTION AND 17TH STREET (ORPHEUM STREET) OVER THE N.O.T. RAILWAY.

Below is an excerpt from the current N.O.T. Western Lines' Crescent Division timetable.

0.0	....ICG Connection....
	0.5
0.5	....Shrewsbury Jct....
	0.1
0.6	....Shrewsbury.....
	1.6
2.2	....Metairie Rd.....
	0.5
2.7	....17th St. Canal.....

Yard Limits (Rule 93) extends between ICG Connection (East Bridge Interlocking) and 17th Street Canal (Orpheum Street). Be governed by Yard Speed.

Remote Control extends between 17th Street Canal and Metairie Rd. (MP 2.2) and is controlled by N.O.T.'s "NE" tower.

Maximum Authorized Speeds between ICG Connection and 17th Street Canal:

	MPH
Between 17th St. Canal and Metairie Rd.....	15
Between Metairie Rd. and ICG Connection....	20
Through turnouts at each end of N.O.T. siding. (Metairie Rd. and Earhart Expressway).....	15

L&A trains or engines desiring to make a reverse movement within remote control territory must obtain permission from "NE" Tower and complete N.O.T. TRACK TIME FORM 23A before doing so.

L&A crews taking charge of northward KCS trains at Orpheum Street must approach the first remote control signal at Restricted Speed.

SOUTH

NORTH

Station No.	Mile Post	Stations	Capacity Sidings Feet	Cars	Aux. Trks. Cars
7001	0.0	HOPE..OWY			Yard
		22.8			Conn.
7023	22.8	STAMPS			
		SSW CROSSING			Conn.
		18.4			
7041	41.2	TAYLOR	1260	23	4
		9.1			
7050	50.3	CULLEN	5546	101	Yard
		28.5			
7078	78.8	SHREVEPORT JCT.			Yard
		MINDEN..OSWY			
		0.4			
	79.2	WEST WYE SWITCH			
		4.2			
5083	B83.4	DOYLINE	793	14	25
		3.3			
5087	B86.7	GOODWILL	4885	89	
		5.8			
5093	B92.5	PRINCETON	2599	47	30
		4.8			
5097	B97.3	ADNER	4272	78	8
		7.8			
	B105.1	L&A JUNCTION			Conn.
		0.3			
	B105.4	ICG CROSSING VIA			
		0.5 SSW			
	B105.9	L&A CROSSING			
		0.3			
	561.7	LOUISIANA JCT.			Conn.
		0.5			
	561.2	RED JUNCTION			Conn.
		0.4			
	560.8	SILVER LAKE	5250	95	Yard
		2.6			
	558.2	NO. WYE SW TWO MAIN			
		1.9 TRACKS			
	556.3	HARRIET ST VIA KCS			Yard
		3.0			Conn.
0554	553.3	DERAMUS YARD..ORSWY			Yard
		114.6			

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

DTC IS IN EFFECT ON THE HOPE SUBDIVISION.

## Additional Stations

Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
7003	Anthony.....	2.5	14	N
7048	Springhill.....	47.7	21	S
7056	Sarepta.....	55.5	4	N
7061	Cotton Valley....	61.0	50	N&S
7061	Dayson.....	62.3	93	N&S
7060	Treat.....	62.8	45	N
7072	Dorcheat.....	72.0	48	N&S
7078	Owens Illinois..	B80.0	20	N
5101	Carruthers.....	B101.0	68	N&S
5102	Ferguson.....	B101.9	12	N&S
5104	Hinkle.....	B104.8	56	N&S

SYMBOL KEY: O - Diesel Fuel  
R - TOFC Ramp  
S - Scale  
T - Turntable  
W - Water  
Y - Wye

1. MAXIMUM AUTHORIZED SPEED..... MPH  
30
2. SPEED RESTRICTIONS:
- |  |              |
|--|--------------|
| City limits Hope.....                      | 8 *          |
| Between MP 71.0 and 72.0.....              | 20           |
| City limits Minden.....                    | 8            |
| Between MP 78 and Shreveport Jct. ....     | 5            |
| City limits Bossier City .....             | 20           |
| Except:                                    |              |
| Over Shed Road, MP B-101.1 .....           | 10 Eng. only |
| Over Swan Lake Road, MP B-101.9 .....      | 10 Eng. only |
| Over Shed Road, MP B-104.8 .....           | 10 Eng. only |
| Over SSW Red River bridge.....             | 20           |
| City limits Shreveport.....                | 20           |
| Between Red Jct. and East Stem of Wye..... | 20           |
| Through North Leg Wye, Shreveport.....     | 10           |
- \*5 MPH over Third St.
3. Through turnouts and crossovers, and on all tracks other than the main track..... 10  
(Except on sidings where a higher speed is specifically authorized)
- On all engine service and car repair facility tracks..... 5
4. SPEED RESTRICTIONS, SIX AXLE ENGINES:
- Six axle engines are restricted to the main track with a Maximum Authorized Speed of:
- |                                      |    |
|--------------------------------------|----|
| Between L&A Jct. and Hope.....       | 25 |
| Through west leg of wye, Minden..... | 5  |
5. RAILROAD CROSSINGS 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 |
6. TRACKS OKAY FOR SIX AXLE ENGINES:
- |        |                        |
|--------|------------------------|
| Minden | Davison Chemical track |
|--------|------------------------|
7. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:
- |                      |   |
|----------------------|---|
| MP 2.9               | Hope                                    |
| MP 47.0 to MP 52.4   | Springhill - Cullen                     |
| MP 77.0 to MP B-80.2 | Minden                                  |
| MP B-103.6           | Hinkle - Bossier City -<br>Deramus Yard |
8. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS:
- |            |
|------------|
| MP 28.7    |
| MP 69.5    |
| MP 560.0 * |
- \*Equipped with oversize load feature.
9. LOCATION OF:
- |                              |                              |
|------------------------------|------------------------------|
| GENERAL ORDER BOOKS          | STANDARD CLOCKS              |
| Deramus Yard                 | Deramus Yard                 |
| Deramus Yard,<br>Diesel Shop | Deramus Yard,<br>Diesel Shop |
| Cullen                       |                              |
| Hope                         |                              |

## 10. BASE AND WAYSIDE RADIOS:

LOCATION	TYPE	FREQUENCY
Deramus Yard (Dispatcher)	Base	F-2
Deramus Yard (Yard Office)	Wayside	F-1, F-2

## LOCAL SPECIAL INSTRUCTIONS

## 11. DERAMUS YARD:

- (a) Operation between Deramus Yard and North Wye switch:  
Be governed by KCS Sixth Subdivision Special Instructions.
- (b) Operation via SSW between Red Jct. and L&A Jct.: Be governed by Deramus Yard Area Special Instructions.
- (c) Operation between Deramus Yard and L&A Jct.: Be governed by Deramus Yard Area Special Instructions.
- (d) Unless in possession of DTC authority or work and time authority authorizing movement on the Hope Subdivision, northward trains and engines must not pass Silver Lake without permission of the train dispatcher.

## 12. RED JUNCTION:

The normal position of the main track switch at Red Junction is against L&A movements.

## 13. M.P. B-99 - M.P. B-103.6:

Between the hours of 8:01 a.m. and 5:01 p.m., all trains and engines move at restricted speed between mile post B-99 and mile post B-103.6.

## 14. MINDEN:

The normal position of switches at Shreveport Jct. and West Wye Switch are for the Hope Subdivision.

## 15. CULLEN:

Due to close clearance employees are prohibited from riding on the side of an engine or car while switching the plywood plant.

## 16. 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 of either side of any street crossing. Movements over all street crossings must be preceded by a flagman.

## 17. STATE LINE: Louisiana - Arkansas, MP 46.7.

SOUTH

NORTH

Station No.	Mile Post	Stations	Capacity Sidings Feet	Cars	Aux. Trks. Cars
7078	78.8	MINDEN..OSWY 0.4			Yard
	79.2	SO. WYE SWITCH 4.0			Yard
7083	83.2	SIBLEY ICG CROSSING 6.1	3306	60	15 Conn.
7089	89.3	HEFLIN 8.8	1965	36	
7098	98.1	JAMESTOWN 16.2	1760	32	15
7114	114.3	ASHLAND 7.9	1882	34	22
7122	122.2	CHESTNUT 16.7	1787	32	14
7139	138.9	CALVIN 8.9	2987	54	
7148	147.8	WINNFIELD 9.9	2966	54	Yard Conn.
7157	157.7	PACKTON..Y 8.8			8 Conn.
7166	166.5	WILLIANNA 7.4	2399	44	
7174	173.9	DRY PRONG 4.7	3020	55	
7179	178.6	BENTLEY 9.8			16
7188	188.4	TIOGA 0.5			9
	188.9	UP CROSSING 4.9			Conn.
	193.8	PINEVILLE JCT..Y			Yard
		115.0			

DTC IS IN EFFECT ON THE MINDEN SUBDIVISION.

## Additional Stations

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

SYMBOL KEY: O - Diesel Fuel  
R - TOFC Ramp  
S - Scale  
T - Turntable  
W - Water  
Y - Wye

## MINDEN SUBDIVISION SPECIAL INSTRUCTIONS

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

## 2. SPEED RESTRICTIONS:

City limits Minden.....	8
Carla Branch.....	20
Except:	
Between Spillway bridge and the Rock Quarry switch .....	5
City limits Winnfield.....	8
Over UP crossing, MP 188.9.....	20

3. Through turnouts and crossovers, and on all tracks other than the main track..... 10  
(Except on sidings where a higher speed is specifically authorized)

On all engine service and car repair facility tracks..... 5

## 4. SPEED RESTRICTIONS, SIX AXLE ENGINES:

Six axle engines are restricted to the main track with a Maximum Authorized Speed of:

Between Minden and Pineville Junction.....	25
Through west leg of wye, Minden.....	5

## 5. RAILROAD CROSSINGS AT GRADE:

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

## 6. TRACKS OKAY FOR SIX AXLE ENGINES:

Minden	Davison Chemical track
Dry Prong	Siding
Garnett	Chip Mill tracks

## 7. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 81.3	Minden
MP 146.7 to MP 149.4	Winnfield
MP 192.0	Pineville Jct. - Alexandria

## 8. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS:

MP 109.0
MP 149.6
MP 190.3 *

\*Equipped with oversize load feature.

## 9. LOCATION OF:

GENERAL ORDER BOOKS	STANDARD CLOCKS
Alexandria	Alexandria

## 10. BASE AND WAYSIDE RADIOS:

LOCATION	TYPE	FREQUENCY
Alexandria	Wayside	F-1, F-2

## 11. MINDEN:

The normal position of switches at Shreveport Jct. and West Wye Switch is for the Hope Subdivision.

## 12. WINNFIELD - ALEXANDRIA:

N.L.&G. trains operate over L&A between Winnfield and Alexandria and are governed by KCS Lines Operating Rules, L&A general orders, KCS system timetable and special instructions.

N.L.&G. trains will obtain necessary DTC authority 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.

## 13. PINEVILLE JUNCTION:

Pineville Jct. switch is a spring switch equipped with a 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 switch points.

## 14. PINEVILLE JUNCTION - ALEXANDRIA:

Be governed by Shreveport Subdivision special instructions.

**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**

KANSAS



MISSOURI

OKLAHOMA

ARKANSAS

MISSISSIPPI



KANSAS CITY

AMSTERDAM

100 EVE

PITTSBURG

JOPLIN

NEOSHO

ANDERSON

200 NOEL

FLINT CREEK

WESTVILLE

FEEDER

STILWELL

SALLISAW

COAL CREEK

Mc CURTAIN

POTEAU

300 HEAVENER

Ft. SMITH

WALDRON

MENA

400 PHATTON

De QUEEN

ASHDOWN

HOPE

500 STAMPS

TEXARKANA

SUPERIOR

75 CULLEN

MINDEN

100 SHREVEPORT

BAYOU PIERRE

MANSFIELD

600

ZWOLLE

FISHER

600 FLORIAN

LEESVILLE

LUDINGTON

700 De RIDDER

De QUINCY

MAURICEVILLE

786 BEAUMONT

GULF ST. UTIL.

MOSSVILLE

LAKE CHARLES

PORT NECHES

PORT ARTHUR

ARKANSAS

MISSISSIPPI



LOUISIANA

ALEXANDRIA

HESSMER

700 SIMMESPORT

PORT GARDNER

LOBDELL

BATON ROUGE

RESERVE

800 GONZALES

GRAMERCY

NORCO

865 NEW ORLEANS

TEXAS

DALLAS

FARMERSVILLE

T-185

GREENVILLE

T-180

SULPHUR

SPRINGS

TUGCO

WINNSBORO

MONTECELLO

T-100

PITTSBURG

HUGHES

SPRINGS

T-60

JEFFERSON

BALDWIN

BLANCHARD

SHREVEPORT

BAYOU PIERRE

MANSFIELD

600

ZWOLLE

FISHER

600 FLORIAN

LEESVILLE

LUDINGTON

700 De RIDDER

De QUINCY

MAURICEVILLE

786 BEAUMONT

GULF ST. UTIL.

MOSSVILLE

LAKE CHARLES

PORT NECHES

PORT ARTHUR

800 GONZALES

GRAMERCY

NORCO

865 NEW ORLEANS

## 1. LOCATION OF:

## GENERAL ORDER BOOKS

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

## STANDARD CLOCKS

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

## 2. SIGNAL RULES IN EFFECT:

ABS-DTC MP 554.1 to MP 557.1\*

\*When STOP indication is displayed and does not change to YEL-LOW, trains and engines may proceed at Yard Speed upon permission from the yardmaster. In the absence of the permission of the yardmaster, after waiting 5 minutes trains and engines may proceed under flag protection per Rule 99.

3. Trains departing Deramus Yard must obtain permission from the yardmaster before departing.
4. Engine bell must be rung and all movements over black top crossing located immediately south of the enginemen's register room building and over crossing located immediately north of the new addition to the diesel shop Deramus Yard must be protected by an employee stationed at the crossing.
5. 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.
6. Single main tracks between North Wye switch, KCS MP 558.2, and Red Jct., L&A MP 561.2, designated as L&A main track. Tracks parallel to main tracks 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.
7. Block signals govern movements in either direction on North Leg of Wye and northward movements on East main track over North Wye switch. Signals are lighted continuously.

## Signal Indications:

RED - Stop or Stop and Proceed.  
YELLOW - Proceed at Yard 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 East main track, located 1806 feet south of MP 558.

High absolute signal governing northward movements from North Leg of Wye onto 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 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 East main track, located 3390 feet south of MP 558.

When STOP indication is displayed and does not change to YEL-LOW, trains and engines may proceed at Yard Speed upon permission from the yardmaster. In the absence of the permission of the yardmaster, after waiting 5 minutes trains and engines may proceed under flag protection per Rule 99.

## 8. Spring switches located as follows:

South end of Tail track, KCS MP 554.1. Normal position for 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 East main track may trail through the points. \*

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

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

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 indicator for facing point movements. Rule 104(a) applies.

## 9. DRAGGING EQUIPMENT AND HIGH WIDE LOAD SYSTEM:

The dragging equipment and high wide load system at L&A MP 560 has been changed to an audio radio alarm unit. There is no voice synthesizer unit connected to this system.

The detector gives an audible alarm which is transmitted via radio when dragging equipment or oversize loads are detected on a passing train. 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.

The detector is equipped with an approach lit integrity light on top of the equipment house. Should this light not light on the approach of a train, a roll-by ground inspection of the train must be made at Silver Lake. Trains not equipped with radio communications must make a roll-by ground inspection before passing Silver Lake.

A roll-by ground inspection is not required at this detector if train movement reduces below 5 miles per hour.

## 10. OPERATION VIA SSW BETWEEN RED JCT. AND L&amp;A JCT.:

KCS and L&A movements using SSW tracks between Red Jct. and L&A Jct. are governed by KCS Lines Operating Rules and current KCS timetable, except as modified below:

(a) The direction from Red Jct. to L&A Jct. is northward:

SSW MILE POST	STATIONS
K-450.7	Red Junction
K-450.2	Louisiana Junction
K-449.9	L&A crossing
K-449.4	ICG crossing
K-449.1	L&A Junction

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

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

- (b) Maximum Authorized Speed between Red Jct. and L&A Jct. is 20 MPH. Maximum Authorized Speed through switches is 10 MPH.
- (c) When a yellow flag is displayed, movement must proceed prepared to stop short of a red flag.

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

- (d) Rule 344. When absolute signal at L&A crossing displays stop indication, movement may proceed if crossing gate is lined for movement.
- (e) Trains and engines must not foul SSW main track without permission from SSW yardmaster, Shreveport Yard. This permission may be relayed through yardmaster, Deramus Yard.
- (f) Location of overhead and side structures not standard clearance on main track and sidings:

Red River bridge, SSW MP K-450.3

#### 11. PUBLIC CROSSINGS AT GRADE:

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 Yard 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.

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.

Train actuated traffic signals in service at 84th St. crossing, KCS MP 563.1. Green indicator light 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.

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

12. A crossover has been installed between L&A main track and MSRC 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.

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.



## A. GENERAL INSTRUCTIONS:

1. Transportation Department employees will operate under Standard Time unless otherwise advised by general order.
2. Employees must not operate, or be permitted to operate, a train or engine over any railroad for which they have not passed a required examination on the Operating Rules of such railroad.
3. All transportation department employees will report immediately on expiration of scheduled vacation and personal leave days except with specific authority from their immediate transportation supervisor to absent beyond that date.
4. At locations where there are no mechanical department employees on duty, it will be the responsibility of train crew members to assure proper storage and handling of rear of train (Glenayre and Lantern battery type) devices when necessary.

5. The KCS train dispatcher will govern movements over the First, Second, Third, Fourth and Fifth Subdivisions.

The L&A train dispatcher will govern movements over the Texas, Shreveport, Baton Rouge, Hope, Minden, Sixth and Seventh Subdivisions and the Lake Charles Branch. The control operator at Beaumont CTC works under the jurisdiction of the L&A train dispatcher.

6. Except where specifically excepted, all trains and engines must obtain permission from the train dispatcher to enter CTC-DTC at any location, except trains and engines may enter the main track from any siding on signal indication.
7. Except at the originating station on a subdivision for a train or engine, or where a crew relieves another crew enroute, the train dispatcher will have the option of using Line 14 of KCS Form 420.
8. Capacity of sidings shown in 55 ft. cars, also feet, clearance point to clearance point.
9. Anti-whistling ordinances are in effect at the following stations.

Joplin	Leesville
Texarkana	Lake Charles
Shreveport	Beaumont

The engine whistle must not be sounded except when necessary to prevent a crossing accident or in case of emergency.

10. In the absence of radio communications, where a train is required to obtain verbal permission from the train dispatcher before departing a station or to enter CTC-DTC, such information may be relayed through the yardmaster. To prevent a misunderstanding, the instructions must be repeated by the employees involved.
11. Road train and engine crew members, while on duty, must notify the train dispatcher a minimum of one hour and thirty minutes in advance of their decision to take a meal period, state the time and at what location they desire to do so, and obtain his permission. They must advise him of any anticipated unusual delay expected to be encountered.
12. A HAZARDOUS COMMODITIES HANDLING INSTRUCTIONS REPORT is printed at the end of a wheel report printout. The conductor of each train carrying hazardous commodities must know there is a copy of such report available to the crew members at the head end of the train.
13. When trains are consolidated the crew handling the consolidated train must see that cars restricted to movement on the head end of train are brought forward to their proper position in the consolidated train.

Unless otherwise advised, cars subject to restricted movement in any of the individual trains will continue the restricted movement in the consolidated train.

14. Switch keys will not be duplicated. If an additional key is needed, it must be obtained from the proper officer.
15. A car received from a connecting line destined to a private car repair plant on line will not be moved from the interchange track where received until the following requirements have been met:
  - (a) Waybill covering movement of car is received.
  - (b) Defect card is received with all defects listed and verified by our Mechanical Department.
  - (c) Inspection is made and car is released for movement by our Mechanical Department.

In addition if there is an embargo in effect at the private car repair plant where car is destined car must not be accepted unless a permit has been granted by the Assistant Vice President - Transportation.

16. Except in CTC-DTC or ABS-DTC 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.
17. Trains and engines will comply with speed restrictions set by general order, special instructions, speed restriction signs, track condition report or verbal restrictions imposed by the train dispatcher, maintenance of way foreman or supervisor in authority.
 

Train or engine test speeds in excess of Maximum Authorized Speed may only be authorized by the superintendent.
18. While Yard Limits may be designated by yard limit signs, special instructions or general order, the location as shown in special instructions or general orders will govern should there be a discrepancy between the physical location of Yard Limit signs and the location as shown in the special instructions or general order.

19. Train and engine employees must have a knowledge of the physical characteristics of the portion of the railroad over which they operate.
20. Except in an emergency, crews will not be transported on an engine consisting of one control unit. Crews being transported on other trains will not ride in the operating control unit of the train.

While riding an engine to make track inspections, roadmasters and assistant roadmasters will be permitted to ride in the left hand seat in the control cab of the lead engine.

21. Shipments requiring close attention, such as excessive height, width, or value, will not be handled or picked up enroute without a message from the chief dispatcher to cover movement.
22. Unless otherwise instructed by an officer of this Company, train and engine crews will comply with the Hours of Service of Railroad employee's law and Conductors will be responsible for the compliance with this law by members of their crew so long as an employee remains a member of the crew.
23. No person, not a member of a train or engine 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, and other station attendants must understand and comply with these instructions.
24. 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.

25. 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.
26. Trainmen will see that hand brakes are properly released before leaving terminals or at outlying points where cars are picked up.
27. When air is cut out of a car between terminals, conductor will notify forces at next terminal, trainmaster and relieving crew when applicable.
28. Walkways on bridges will not be used unless it is known they are safe for passage.
29. (a) Crews taking charge of trains or engines at Amsterdam, Flint Creek, Welsh and Gulf States Utilities will obtain permission from the train dispatcher before fouling a siding or the main track.
- (b) Conductors of unit coal trains to be unloaded at Amsterdam, Flint Creek, Welsh and Gulf States Utilities will advise the train dispatcher of the time loaded train is spotted for unloading and released to plant and time the empty train is released by the plant from unloading. These times will also be shown on conductor's time slip.

### 30. ADDITIONS OR REVISIONS TO THE OPERATING RULES:

#### Definitions--SWITCH POINT INDICATOR.

ADDITION: A light type signal used in connection with facing point movement over certain spring switches to indicate the position of the switch points. Switch point indicators do not indicate track occupancy.

#### Rule 4(a).

FIRST PARAGRAPH, REVISED: (a) Notice of New Timetable-- Notice of new timetable must be issued by general order at least 24 hours prior to its taking effect; and Track Condition Report issued 24 hours prior to and for 6 days after it takes effect, to conductors, engineers, yardmasters, and yard engines.

#### Rule 103(g).

REVISED: When a train or cut of cars is parted to clear a public crossing at grade, or when a train, engine or cut of cars has stopped clear of a public crossing at grade, a trainman must, when practicable protect the crossing against trains or engines approaching on adjacent tracks, unless crossing is protected by a watchman or gates.

#### Rule 425. Non-ABS Territory.

Note: Relief of rear end flag protection under this rule is applicable only to the DTC Limits between which points the train or engine is authorized to occupy the main track.

#### Rule 429. Work and Time Authority.

ADDITION: A train or engine granted work and time authority, after stopping, may pass a block signal indicating "STOP" or "STOP, THEN PROCEED AT RESTRICTED SPEED" and then proceed at Restricted Speed:

- To enter DTC Limits.
- Within DTC Limits.

Rule 104(a) and interlocking rules and interlocking signals must be observed.

31. Switch point indicators are located at the following spring switch locations.

North Wye Switch  
Hollywood Avenue  
L&A Junction

Louisiana Jct.  
Pineville Junction

32. The following is a list of telephone numbers at various stations which may be used to contact the central crew dispatchers or crew information recordings:

LOCATION	CREW DISPATCHER	RECORDER
Alexandria, La.	(318) 473-8210	(318) 442-8090
Baton Rouge, La.	(504) 379-4243	(504) 379-4244
Beaumont, Tx.	(409) 832-5453	(409) 832-5458
De Queen, Ar.	(501) 642-4469	
Greenville, Tx.	(214) 454-3221	(214) 454-8184
Heavener, Ok.	(918) 653-4883	(918) 653-7333N (918) 653-4441S
Kansas City, Mo.	(816) 245-0873	(816) 245-0874
Leesville, La.	(318) 238-0163	(318) 239-4897
Lake Charles, La.	(318) 882-6923	None
Minden, La.	(318) 377-9270	(318) 371-2612
New Orleans, La.	(504) 832-5234	(504) 832-5233
Pittsburg, Ks.	(316) 231-1519	(316) 231-6637N (316) 231-2645S
Port Arthur, Tx.	(409) 982-1127	(409) 982-3975
Poteau, Ok.	(918) 647-9319	(918) 647-9904N (918) 647-9211S
Shreveport, La.	(318) 227-7060	(318) 227-7059
L&A 1st & 2nd Dist.	(318) 227-7060	(318) 227-7054

Telephone communications with the train dispatchers and crew dispatchers at Shreveport are recorded.

33. EMPLOYEES MUST EXERCISE EXTREME CAUTION CONCERNING THE APPLICATION OF FOREIGN LINE OPERATING RULES. SUCH 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).

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

KCS:	
All subdivisions.....	25 MPH
Except:	
Over bridge B-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 K.O.G. Branch, FSVB Branch, A.W. Ry. or Lake Charles Branch, unless authorized by superintendent.

L&A:	
SHREVEPORT SUBDIVISION.....	25 MPH
Except:	
Over bridges 589.6, 634.2, 650.0, 680.3.....	10 MPH
BATON ROUTE 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 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

2. Pile Driver-Clamshell 093 and 095..... 30 MPH

Except:

KCS:

Over bridge B-478, MP 477.9..... 20 MPH

Over bridge A-540, MP 539.2..... 20 MPH

L&A:

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.

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

4. Jordan Ditcher-Spreader KCS 097..... 35 MPH

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

**C. 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.

1. Cars with gross weight in excess 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 K. O. G. Branch or FSVB Branch exceeding 251,000 lbs. without authority of the superintendent.

L&A Ry:

SHREVEPORT SUBDIVISION

Over bridges 589.6, 634.2, 650.0..... 25 MPH

Over bridge 680.7..... 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 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:

FIFTH SUBDIVISION

Over bridge B-478, MP 477.9..... 20 MPH

Over bridge A-540, MP 539.2..... 20 MPH

LAKE CHARLES BRANCH..... 20 MPH

Except:

Over bridge B-733, MP B-732.4..... 10 MPH \*

L&A:

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 801.8, 824.4..... 25 MPH

Over bridge 845.6..... 10 MPH

TEXAS SUBDIVISION..... 25 MPH

Except:

Over bridges 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 B-733.

3. CR, DUPX, GATX, UTLX and other tank cars with 2 six-wheel trucks 36" wheels, 6.5" 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: #

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 B-733, MP B.732.4..... 10 MPH \*

These cars must not be handled over the K.O.G Branch, FSVB Branch OR A.W. Railway.

L&A: #

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

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 B-733.  
\*Also applies to cars referred to in Item 5 of this section.

4. DUPX 28050 series and other similar eight-axle tank cars having a gross weight of 526,000 lbs. may be handled with the following restrictions:

## KCS:

## FIRST SUBDIVISION

Over bridge A-74, MP 73.2..... 25 MPH

## FIFTH SUBDIVISION

Over bridge B-478, MP 477.9..... 10 MPH

Over bridge A-498, MP 497.5..... 25 MPH

DUPX 28050 series, eight-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.

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

## D. OTHER EQUIPMENT RESTRICTIONS:

1. Except on locals, dodgers and work trains, cabooses must be handled on rear of trains, unless otherwise authorized by the Supt.
2. Occupied outfit cars must be handled on the rear of trains.
3. Wreckers, pile drivers, and other machinery on its own wheels, equipped with boom, must be handled in trains with boom in trailing position, except as may be otherwise authorized by the Supt. Wrecking operations with Wreckers KCS 05, 06 and 07 can be performed on bridges only when trucks on boom end are off bridge, regardless of use of outriggers.
4. Derrick cars with booms disconnected, or heavy machinery riding on its own wheels, or loaded on coal or flat cars, must be trained with the heavy end in direction train is moving.
5. Foreign line wreckers, pile drivers, 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 Assistant Vice - President - Transportation and message of instruction from chief dispatcher.
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.
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. Trains consisting of an 85 feet or longer car coupled to a shorter car will not exceed 6,000 trailing tons behind this combination on the First, Second, Third, Fourth and Fifth Subdivisions.
9. Six axle engines will not be coupled directly to any car with gross weight in excess of 267,000 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. Unless otherwise instructed do not pull loads of pulpwood from any woodyard, unless they meet the following requirements:
  - (a) Load must be level with entire length of car and must not extend above the end bulkheads. Loads of hardwood must not be loaded above the yellow line on end bulkheads.
  - (b) Loads must be properly bumped-up, with no voids or open spaces within load which will allow load to shift.
  - (c) Load must not protrude over sides of car more than one (1) foot.
  - (d) Pulpwood must be tilted toward the center of the car, and tilt maintained throughout the entire height of the load.

Any cars loaded contrary to these requirements will be left in the woodyard, and the woodyard loading foreman notified. The conductor will advise the dispatcher the car number and location and reason for leaving and the dispatcher will in turn notify the Car Department, who will inspect the load and advise if and when the car can move.

Do not kick or drop carloads of pulpwood except when such cars will not couple into other cars.

Make couplings with no more force than is necessary when picking up pulpwood and when placing on train. In addition if holding onto other cars make a safety stop before coupling is made when picking up pulpwood and when placing on train.

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, or general order.
18. Brakes are not to be applied on loaded unit coal, grain and soda ash trains when moving over trestle type bridges, except in case of emergency.
 

The train dispatcher must be notified at the time a unit coal train gondola car, with a rotary coupler in each end of car (double stripe), is set out of train for any reason.

Car equipped with rotary couplers, whether moving in unit or mixed freight trains, must not be moved with rotary couplers coupled together.
19. 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.

20. Schnabel and other special cars equipped with span bolsters will not be accepted in interchange except on specific instructions from the Assistant Vice President - Transportation's office.

If permission is granted for movement on our line, both loads and empties will be handled in special train only and kept on the main track.

Listed below are above type cars currently in service:

BBCX 1000  
 CEBX 100, 101, 800  
 GEX 40010, 40013, 40017, 40018, 80000, 80002, 80003  
 HEPX 200  
 MEPX 300  
 WECX 101, 102, 200-203, 301

21. No more than two Thiokol Corporation rocket motors or returning empties are permitted to move at one time in a train between Kansas City and New Orleans.
22. In the event a placarded car, containing hazardous materials, is set out of a train due to being defective, the following procedures are to be followed.
- The car is to be set out where the wheel truck can drive to it to make repairs, if practical.
  - The waybill covering such car will be placed behind the placard on the "A" end of car.
  - An X-3 Report will be filed at your tie-up point and the train dispatcher notified of the car.

A train or engine instructed by the train dispatcher or other supervisory personnel to pick up a repaired placarded car, containing hazardous materials, will be governed by the following.

- Obtain waybill from behind the placard on the "A" end of the car.
- Afford the proper cover for the placarded car.
- Turn the waybill over to the conductor so it can accompany the car to its proper destination.
- Notify the train dispatcher such car was picked up.

#### 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, such restricting information must be issued to the train crew members.

The conductor must inform the engineer of any restricted equipment in his train specifying the Maximum Authorized Speed at which the equipment may be handled and, in addition, 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.

#### G. OPERATION OF ENGINES:

- SW-1500 engines, except units 4363-4364-4365 and 4366, when used as operating cabs must not exceed 25 MPH.
- The isolation switch must not be operated to isolate a unit in engine consist unless at the expressed request of the locomotive engineer, mechanical forces or other proper authority.

When the unit isolation switch is moved to "ISOLATE" position, the engine's wheel slip-wheel slide protection is nullified.

When employees are requested to move the isolation switch to the "ISOLATE" position on a unit in an engine consist, frequent observation of that unit must be made to ascertain that all wheels are rotating freely.

- Road service engines, 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.

- 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.
- When uncoupling engines, one from another, be sure safety chains are disconnected to prevent damage to engine grab irons.
- 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.
- Two GP-7 units, coupled together, are not to be worked behind three or more six axle engines in an engine consist.
- Engines with flat spots in excess of 2.75 inches must not be handled exceeding 10 MPH, unless authorized by Superintendent.
- Any time a traction motor is cut out on a unit (KCS or foreign ownership) or is shut down for other mechanical problems, the information must be furnished to the train dispatcher and also recorded on the Work Report to be turned in to the Mechanical Department at the end of trip or tour of duty.
- When two or more diesel units are coupled, the speed limit of the combination will be the lowest maximum permissible speed of the combination.
- 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.
- When units fail on line, or move dead in tow, wheel report must indicate which unit and distance handled.
- 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.
- 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.

15. When engines or units are picked up on the road, trainmen will see that hand brakes are properly released before moving.
16. When setting out diesel units from an engine or train, do not detach from train or engine until employee has taken charge or hand brakes set and wheels blocked. Be governed by operating rule 103(n).
17. Employees must not ride in or on a caboose trained ahead of helper engines.
18. When operating over railroad crossings at speeds in excess of 25 MPH, reduce the throttle to run 4 position 8 to 10 seconds before the engine reaches the railroad crossing. If the engine is operating in run 4 position or lower, or moving less than 25 MPH, allow the same time interval and place the throttle in the next lower position. Advance the throttle slowly after all units of the engine consist have passed over the crossing. This procedure is necessary to insure decay of traction motor and generator voltage to a safe level before the mechanical shock that occurs at railroad crossings is transmitted to the traction motor brushes.
19. **THE MAXIMUM SETTING FOR KCS ENGINE INDEPENDENT BRAKE CYLINDER PRESSURES ARE AS FOLLOWS:**
- |  |         |
|--|---------|
| Engines with COMPOSITION BRAKE SHOES.....      | 65# psi |
| Road engines with CAST IRON BRAKE SHOES.....   | 40# psi |
| Switch engines with CAST IRON BRAKE SHOES..... | 35# psi |
- The engine brake must be operated in such a manner as to avoid sliding of wheels and overheating of wheels and brake shoes.
- Enginemen taking charge of an engine will observe independent brake cylinder pressure setting with independent brake fully applied. An engine observed with improper independent brake cylinder pressure will be reported to the proper authority. Enginemen will make no attempt to adjust the independent brake cylinder pressure setting.
20. 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 law 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 on 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.)"
- Enginemen operating in the State of Texas must obtain the above described permit from General Road Foreman of Engines.

## 21. INSTRUCTIONS FOR ROAD AND HELPER ENGINEERS

### (a) ROAD ENGINEER

When train is stopped at location where helper engine is added, immediately place automatic brake valve in "release position."

- (1) Road engineer will apply and release brakes, during air brake tests, only when proper signal is received from rear of train helper crew member.
- (2) Only Road engineer will start the train, at any location, except on heavy ascending grades helper engineer must assist starting.

- (3) Road engineer will transmit via radio all signal indications other than "CLEAR", to helper engineers.
- (4) Road engineer and helper engineer must communicate any change affecting the operation of the train.
- (5) Unless otherwise instructed by train dispatcher, road engineer will stop the train, for the purpose of detaching helper engine, at the north siding switch at Gentry, Arkansas.
- (6) Road engineer will communicate to helper engineer the method by which the train is to be stopped, and whether slack is stretched or bunched.

Note: When train is stopped for the purpose of detaching helper, stop must be made with automatic brake application, with brakes remaining applied until helper is detached, and proper signal given to release the brakes.

### (b) HELPER ENGINEER

When adding helper engine to rear of train:

- (1) Coupling must be tested by stretching to insure that both knuckles are in "CLOSED AND LOCKED" position.
- (2) Before trainline angle cock is opened on helper engine...
  - (A) Move automatic brake valve handle to "HANDLE OFF" position and place feed valve cock to the "OUT" position. Do not remove automatic brake valve handle.
  - (B) Place independent brake valve in the "RELEASE" position with MU valve in "LEAD" position.
- (3) Inform conductor pilot that trainline angle cock can now be opened.
- (4) Observe helper locomotive brake pipe gauge and note that brake pipe pressure is at minimum of 60 psi.
- (5) Give signal via radio to road engineer to apply the brakes.
- (6) Observe that brakes apply on rear car of train.
- (7) Give signal via radio to road engineer to release the brakes.
- (8) Inform road engineer via radio that brakes on rear car of train have released.
- (9) Road engineer can now start the train.

Note: Road engineer only will start the train, insuring that all couplings in entire train are made.

- (10) Inform road engineer via radio that all of the train is moving.
- (11) After road engine has started the train, helper engineer may use power throttle as needed.
- (12) Helper/crew member will acknowledge via radio all signal indications, other than "CLEAR", to road engineer.
- (13) Helper engineer must closely observe the load meter and air gauges.
- (14) Helper engineers and road engineers must communicate any change affecting the operation of the train.
- (15) Helper engineer will not use power on heavy descending grades.

## (c) INSTRUCTIONS FOR BOTH ROAD AND HELPER ENGINEERS

Starting long back-up movements with helper attached to rear of train:

- (1) Control of air brakes must be transferred to the helper engineer.
- (2) Before the controls are transferred to the rear helper, the road engineer will make a "FULL SERVICE" application.
- (3) The helper engineer will reduce regulating or feed valve setting so that equalizing reservoir gauge will indicate the same pressure as the brake pipe gauge indicated while the train brakes were released, before cutting in the feed valve.

## 22. BURLINGTON NORTHERN LOCOMOTIVES EQUIPPED WITH ELECTRONIC ALERTNESS DEVICES:

Engineers handling coal trains with lead BN locomotive equipped with electronic alertness device, spotted for unloading at Amsterdam, Flint Creek, Welsh, and Gulf States, must temporarily nullify this device to allow for unattended operation and eliminate continual manual resets during these operations, by utilizing the following procedure:

- (a) On EMD locomotives turn the pacesetter rotary switch on the engine control panel to pacesetter mode of operation. On GE locomotives turn the pacesetter double pole circuit breaker on the engine control panel to "ON". Turn the pacesetter switch on the engineer's control stand to "ON".
- (b) Place the automatic brake handle to released position.
- (c) Release independent brake.
- (d) Place automatic brake cut out cock to "OUT" position.
- (e) Move automatic brake valve handle to suppression.
- (f) Wait for 60 seconds. (This will allow train sentry device to time out. After warning lights and horn cease, train sentry magnet valve will de-energize but penalty will not occur because automatic brake is in suppression).
- (g) Place automatic brake handle to released position.
- (h) Place automatic brake cut out cock to "IN" position.

NOTE: Alertness control device is now nullified. However, any movement of the throttle, brake handle, horn, bell or manual reset will activate the device. Incidents such as brake pipe hose uncoupling will necessitate recovering the emergency and repeating the procedure.

Engineers taking charge of engines, following unloading, will ascertain that pacesetter rotary switch and circuit breaker are moved to the "OFF" position. Engine will not load during over the road operation with pacesetter activated.

## G.1 LOUISIANA STATE STATUTE PERTAINING TO HIGHWAY - RAIL GRADE CROSSINGS:

Every railroad company or person owning and operating a railroad in this state shall equip each locomotive engine with a bell and a whistle or horn which, under normal conditions, can be heard at a distance of THREE HUNDRED YARDS and, upon engines approaching, at grade, any street or highway crossing, whether or not said crossing shall be otherwise protected, shall, for a distance of not less than THREE HUNDRED YARDS and until the crossing is reached, cause either the bell to be sounded continuously or blasts of the whistle or horn to be sounded in the manner provided by the uniform code of railroad operating rules, unless the distance from that crossing and the start of the movement or the distance between the crossing be less, in which event such warning signals shall be so sounded for that lesser distance; however, in cases of emergency, said whistles or horn may be sounded in repeated short blasts.

State statutes of Missouri, Kansas, Arkansas, Oklahoma and Texas are similar to that of Louisiana. However, they require the engine whistle be sounded for a distance of not less than 1,320 FEET or ONE QUARTER MILE.

Our operating rule 14(1) requires the crossing whistle signal to begin at the designated signal (1,320 FEET FROM CROSSING) and to be prolonged or repeated until the crossing is occupied by the engine or car.

Except where city anti-whistling ordinances are in effect, engineers must see the proper engine whistle is sounded approaching and occupying a road crossing designated by a whistle board.

## G.2 INSTRUCTIONS FOR THE OPERATION OF GLENAYRE REAR-OF-TRAIN MONITOR DEVICE

## Part 1 - DESCRIPTION OF EQUIPMENT

The Glenayre rear-of-train monitor equipment consists of a rear of train device, sense and transmit unit (STU) and a head-end device, receiver display unit (RDU).

(STU) rear of train device is mounted on the side of the coupler of the rear car by a screw type jaw arrangement. The purpose of the (STU) is to transmit rear car brake pipe pressure and other information to the receiver display unit (RDU) on the locomotive. Once installed on side of coupler it is locked in this position with a switch lock. There is a hose and glad hand on the (STU) which couples to the rear brake pipe hose. The angle cock is opened to supply train line air to the (STU).

Note: The (STU) unit automatically switches itself on when the air pressure exceeds 7 PSI. The unit has an internal "beeper" which sounds once per second when the unit is first turned on. The "beeper" is automatically switched off after one minute. A double beep is heard when the unit transmits a report. The beeper is also activated for one minute when the test button is pressed.

The (STU) also has a marker light which will illuminate automatically during night operation. It can be tested for operation during daylight hours by covering the photo-cell located beneath the marker light lens unit.

Each (STU) has a unique code number (large white numerals) which are embossed to the right of the air gauge. This code number must be used by the companion device on the locomotive, so that communication will be established.

## PART 2 RECEIVER DISPLAY UNIT (RDU)

The receiver display unit (RDU) is located above the engineer's control stand and displays information received from the STU.

Rear unit code switch - This is a five wheel thumb switch which must be set to correspond to the unit identifier number of the STU on the rear car.

Brake pipe pressure display - This window displays brake pipe pressure from the STU (IN POUNDS).

Motion display - This window by displaying different symbols indicates the operating mode (standing or moving, draft or buff) of rear car.

Distance display - This window will show the distance traveled in feet when the odometer is activated by a distance switch (labeled D/DIS) adjacent to the window. There is also a calibration switch (labeled C/CAL) at this location which is used to calibrate the odometer.

To calibrate for wheel size variations:

1. Push C/CAL button - at a mile post location - start.
2. Push C/CAL button - at the next mile post location - end. Distance traveled is shown for 2 seconds and then replaced by .5280.
3. Push C/CAL button again - the display is cancelled - and calibration is memorized as long as power is on.

Light Display - this window will be lighted to indicate when the STU marker light is operating.

Battery Display - this window indicates when the STU battery voltage is low by the letters W or F. The letter W indicates battery life is approximately 12 hours. The letter F indicates battery life is less than one hour.

#### NO COMMUNICATIONS

If no reports are received for 196 seconds, the (No Com) alarm is given. After 5 seconds, the ID is displayed for 2 seconds then (No Com) is shown steadily. Once a valid report is received again, (No Com) is replaced by the normal display. After initial power-up, the (No Com) alarm timer is not enabled until a valid report is received. In its normal state, waiting for the first message, all segments of the display are activated.

(No Com) alarms can be caused by one of the following:

Long Tunnels  
Very Long Trains In Rock Cuts Or Over The Brow Of Hills (While Moving Slowly)  
Weak Or Failed Battery In Rear Unit  
Extra Cars Coupled Behind The Rear Unit  
Long Trains With Other Trains On Adjacent Track (s)  
Faulty Rear Unit (E.G. Damaged Antenna)  
Faulty Front Unit Antenna  
The Wrong ID Set On The Thumbwheel Switches

#### 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
80,000 lbs.	149,100 lbs.
100,000 lbs.	185,850 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. BUSINESS CARS:

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. 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.

3. 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.

#### J. HOT BOX, DRAGGING EQUIPMENT AND OVERSIZE LOAD DETECTOR SYSTEMS EQUIPPED WITH A VOICE SYNTHESIZER UNIT (VSU)

1. Detector systems, other than those consisting of dragging equipment detectors only, are equipped with a white integrity light on top of the instrument house.

A train entering the detector system must observe the illuminated integrity light or receive "SYSTEM OKAY, PROCEED" on the VSU. Failure to receive at least one of these signals indicates the detector system has failed and a roll-by inspection of the train is required at the detector system location.

THE VSU OF THE DETECTOR SYSTEM WILL FUNCTION AS FOLLOWS:

As a train enters the detector circuit, the system will run a check and you will receive the message from (1) or (2) below.

- (a) If the system is okay, you will receive: "THIS IS KCS HOT BOX DETECTOR AT M.P. \_\_\_\_." "SYSTEM OKAY, PROCEED" REPEAT "SYSTEM OKAY, PROCEED."
- (b) If the system is inoperative, you will receive: "THIS IS KCS HOT BOX DETECTOR AT M.P. \_\_\_\_." "SYSTEM TEST FAILURE." "A GROUND INSPECTION IS REQUIRED." REPEAT "A GROUND INSPECTION IS REQUIRED."
- (c) If no defects are found, three seconds after the last car clears the system, you will receive: "THIS IS KCS HOT BOX DETECTOR AT M.P. \_\_\_\_, NO DEFECTS FOUND, PROCEED." REPEAT "NO DEFECTS FOUND, PROCEED."
- (d) If a dragging equipment alarm is received, you will also receive immediately "THIS IS KCS HOT BOX DETECTOR AT M.P. \_\_\_\_." "STOP TRAIN, DRAGGING EQUIPMENT ALARM \_\_\_\_ AXLES FROM HEAD END." REPEAT "STOP TRAIN, DRAGGING EQUIPMENT ALARM \_\_\_\_ AXLES FROM HEAD END."

This message will be transmitted immediately after each dragging equipment alarm.

- (e) If an oversize load alarm is received, (Alert signal same as #4), you will receive immediately: "THIS IS KCS HOT BOX DETECTOR AT M.P. \_\_\_\_." "STOP TRAIN, HIGH/WIDE LOAD ALARM \_\_\_\_ AXLES FROM HEAD END." REPEAT "STOP TRAIN, HIGH/WIDE LOAD ALARM \_\_\_\_ AXLES FROM HEAD END."

This message will be transmitted immediately after each oversize load alarm.



(f) If a hot box alert signal is received, three seconds after last car in train clears system, you will receive: "THIS IS KCS HOT BOX DETECTOR AT M.P. \_\_. DEFECTS FOUND AS FOLLOWS:

(A) "HOT JOURNAL, (EAST) (WEST) SIDE \_\_ AXLES FROM HEAD END"

(B) "HOT WHEEL, (EAST) (WEST) SIDE \_\_ AXLES FROM HEAD END."

This message is to include the type of alarm, total number of defect found and location in train. There will be an alert message for each defect found.

When encountering defects, you will receive radio alarm tones. The voice alerts will give the axle count from the head end.

When a hot box defect is detected a high pitched beep tone, in addition to a voice alert, is transmitted via radio. Upon hearing these radio alarms reduce speed to 10 MPH without applying train air brakes. After the rear car has passed the detector system, stop and make the required inspection.

Hot box and dragging equipment detector systems are equipped with a second signal to indicate dragging or derailed equipment. This signal also indicates an oversize load at detector systems equipped with oversize load detector feature. The signal referred to in this paragraph is a 10 second continuous dial tone in addition to a voice alert. When this signal is sounded, the train involved must be stopped as quickly as possible without an emergency application of the air brakes and a walking inspection must be made from the engine to the rear car which has passed through the detector system. A roll-by inspection of the remainder of the train is permitted. When a defect is not detected at the indicated axle, inspect all journals on the indicated car on the side designated by the detector system, 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 the 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 procedures, the train may proceed but the crew must keep a careful watch on the indicated car.

Detector systems are sensitive enough to catch defects which are just beginning and which may not be found even by following the above procedures. When a crew receives an indication of a defect and cannot find the car, and later receives a second indication by a detector system on the 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 inbound crew of failure to locate defect if indication is received on any detector system and car is not set out.

The VSU has a programmed delay feature wherein, should the audio be overridden by the train dispatcher or another radio transmission, it will hold the "NO DEFECTS FOUND - PROCEED" portion of the audio until the radio channel is clear for transmission. The portion of the VSU which states whether the system is okay or not will not be delayed and may be overridden by a radio transmission. Should this occur, you will not receive the "SYSTEM OKAY - PROCEED" OR "SYSTEM TEST FAILURE" portion of the audio on the VSU.

A train entering and moving through the detector, where the "SYSTEM OKAY - PROCEED" or "SYSTEM TEST FAILURE" portion of the audio on the VSU is overridden by a radio transmission will be governed by the illuminated integrity light upon entering the detector system and should the train receive "NO DEFECTS FOUND - PROCEED" after exiting the detector, the inspection will be considered as complete.

2. A detector system must be considered as having failed under EACH (OR COMBINATION) of the following scenerios.

- (a) A train approaches the detector system and there is no integrity light burning and no "SYSTEM OKAY, PROCEED" is received on the VSU.
- (b) A train approaches the detector system and receives "SYSTEM TEST FAILURE" or "NO DEFECTS FOUND - PROCEED" on the VSU.
- (c) A train approaches the detector system; the integrity light is burning, but receives "SYSTEM TEST FAILURE" or an audio alert on the VSU.
- (d) A train exits the detector system and receives no VSU audio.
- (e) A train exits the detector system and receives "SYSTEM TEST FAILURE" on the VSU.
- (f) A train exits the detector system after having received a high pitched beep tone, but receives no VSU audio alert.
- (g) A train moving through the detector receives either the radio alarm or the VSU alert, but not both.

**WHEN A DETECTOR SYSTEM FAILS OR THE VSU AUDIO IS NOT UNDERSTOOD A ROLL-BY INSPECTION OF THE TRAIN MUST BE MADE.**

If train speed passing the detector system reduces to less than 5 MPH, a roll-by inspection of the entire train must be made.

The voice synthesizer transmission from a detector system MUST NOT be used to determine the mile post location of another train or engine.

If the train has been notified that the detector system has been taken out of service temporarily, a roll-by inspection must be made at the detector system location.

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

Inspections made by detector systems do not relieve employees of the requirements of rules 110, 111 and other applicable rules.

Defective cars, detected by trackside detector devices or visual inspection, will be set out of the train at the first available siding or auxiliary track provided the car is safe to move to that point. Otherwise, the car will not be moved and further instructions will be obtained from the train dispatcher or the proper supervisor.

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

In addition to advising a train of the results of an inspection, the VSU will transmit an axle count at the conclusion of its message.

A caboosless train receiving an axle count which is two or more greater/or less than the train should have received will immediately check to ascertain the train is intact.

Axle counts which are off by two or more must be reported to the train dispatcher.

A four axle light engine will not activate a detector system equipped with a VSU.

Dragging equipment detectors have been installed at each end of various bridges. Locations are designated in the subdivision special instructions which identify the location of hot box and dragging equipment installations.

These installations are equipped with a 30 seconds continuous dial tone radio alarm. When this signal is sounded, the train involved must be stopped as quickly as possible without an emergency application of the air brakes and a walking inspection made.

**I. NOTICE REQUIRED BY FEDERAL RAILROAD ADMINISTRATION:**

Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test.

If you have used any drug off the job (other than a medication that you possessed lawfully) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 C.F.R. Part 219, Subpart C).

A complete copy of the Federal regulations is available for your review at any trainmaster's office.

FOR YOUR FURTHER INFORMATION, this Company has a strict policy that prohibits the presence of alcohol or any other intoxicant or any illegal drug or controlled substance in the body fluids of an employee. That policy is expressed in Rule G of the Company's Operating Rules, violation of which is cause for dismissal.

**CODE OF FEDERAL REGULATIONS**

**TITLE 49 - TRANSPORTATION**

**L.1 AIR BRAKES**

**Ss. 232.12 Initial terminal road train air brake tests.**

- (a) (1) Each train must be inspected and tested as specified in this section by a qualified person at points -
  - (i) Where the train is originally made up (initial terminal);
  - (ii) Where train consist is changed, other than by adding or removing a solid block of cars, and the train brake system remains charged; and
  - (iii) Where the train is received in interchange if the train consist is changed other than by -
- (A) Removing a solid block of cars from the head end or rear end of the train.
- (B) Changing motive power;
- (C) Removing or changing the caboose; or
- (D) Any combination of the changes listed in (A), (B), and (C) of this sub-paragraph.

Where a carman is to perform the inspection and test under existing or future collective bargaining agreement, in those circumstances a carman alone will be considered a qualified person.

- (2) A qualified person participating in the test and inspection or who has knowledge that it was made shall notify the engineer that the initial terminal road train air brake test has been satisfactorily performed. The qualified person shall provide the notification in writing if the road crew will report for duty after the qualified person goes off duty. The qualified person also shall provide the notification in writing if the train that has been inspected is to be moved in excess of 500 miles without being subjected to another test pursuant to either this section or Ss 232.13 of this part. (Approved by the Office of Management and Budget under OMB control number 2130-0008.)
- (b) Each carrier shall designate additional inspection points not more than 1,000 miles apart where intermediate inspection will be made to determine that -
  - (1) Brake pipe pressure leakage does not exceed five 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 electropneumatic 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 the signal apply brakes for test, a 15-pound brake pipe service reduction must be made in automatic brake operations, 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 electropneumatic brake operation and after the completion of test of brakes as prescribed by paragraph (d) (1) of this section the brake system must be recharged to not less than 90 pounds air pressure, and upon receiving the signal to apply brakes for tests, a minimum 20 pounds electropneumatic 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 of 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 of 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 location 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 air brake system is tested from a yard test plant, an engineer's brake valve or a suitable tests device must be used to provide increase and reduction of brake pipe air pressure or electropneumatic 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 locomotive.
- (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 electropneumatic brake operation, this test must also be made in electropneumatic brake operation before proceeding.
- (3) If after testing the brakes as prescribed in paragraph (i) (2) of this section 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 electropneumatic brake operations as prescribed by paragraph (d) (2) of this section.
- (j) Before adjusting piston travel or working on brake rigging, cut out cock and brake pipe branch must be closed and air reservoirs must be drained. When cutout cocks are provided in brake cylinder pipes, these cut out cocks only may be closed and air reservoirs need not be drained.

Ss 232.13 - Road train and intermediate terminal train air brake test

- (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 test of brakes on rear car must be made from locomotive and 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 open, it must be known that brake pipe air pressure is being restored as indicated by a rear car gauge or device. In the absence of a rear car gauge or device, an air brake test must be made to determine that the brakes on the rear car apply and release.

- (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. As an alternative to the rear car brake application and release test, it shall be determined that brake pipe pressure of the train is being reduced as indicated by a rear car gauge or device and then that brake pipe pressure of the train is being restored as indicated by a rear car gauge or device.
- (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 pounds 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 20 pound brake pipe reduction. After this test is completed, it must be determined that the brakes on each of these cars and on the rear car of the train apply and release. As an alternative to the rear car brake application and release portion of the test, it shall be determined that brake pipe pressure of the train is being reduced as indicated by a rear car gauge or device and then that brake pipe pressure of the train is being restored as indicated by a rear car gauge or device. Cars added to a train that have not been inspected in accordance with Ss 232.12 (C)-(J) must be so inspected and tested at the 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 Ss 232.12 (c)-(j) is added to a train, it must be determined that the brakes on the rear car of the train apply and release. As an alternative to the rear car application and release test, it shall be determined that brake pipe pressure of the train is being reduced as indicated by a rear car gauge or device and then that brake pipe pressure of the train is being restored as indicated by a rear car gauge or device.
- (ii) When cars which have not been previously charged and tested as prescribed by Ss 232.12 (c)-(j) are added to train, such cars may either be given inspection and test in accordance with Ss 232.12 (c)-(j), or tested as prescribed by paragraph (d) (1) of this section prior to the departure in which case these cars must be inspected and tested in accordance with Ss 232.12 (c) 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 movements exceeding 20 miles must have brake inspection in accordance with Ss 232.12 (c)-(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.
- (g) As used in this section, "DEVICE" means a system of components designed and inspected in accordance with Ss 232.19.
- (h) When a device is used to comply with any test requirement in this section, the phrase "BRAKE PIPE PRESSURE OF THE TRAIN IS BEING REDUCED" means a pressure reduction of at least 5 pounds and the phrase "BRAKE PIPE PRESSURE OF THE TRAIN IS BEING RESTORED" means a pressure increase of at least 5 pounds.

Ss 232.14 - Inbound brake equipment inspection.

- (a) At points where inspectors are employed to make a general inspections 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 repair should be made as soon thereafter as practicable.

Ss 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.

Ss 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 operated 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.

NOTE: While Ss 232.12 and Ss 232.13 require a 15 or 20 pound brake pipe reduction when making an air brake test, K.C.S. employees will make a full service reduction in making an initial or intermediate terminal train air brake test.

L.2 DETERMINING BRAKE PIPE LEAKAGE:

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

- (a) Charge the train to required pressure.
- (b) After receiving proper signal, make a full service brake pipe reduction.
- (c) After brake pipe discharge ceases, cut out the pressure maintaining feature (if so equipped), wait at least 40 seconds (so quick service may terminate throughout the train) and time the brake pipe leakage (for one minute) 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 trains 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.

M. HAZARDOUS MATERIALS/HAZARDOUS WASTE INCIDENTS:

In the event of 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 which car or cars are involved, conductor or employee involved will notify the Train Dispatcher of the following information:
  - (a) Extent of personal injuries, if any. Rescue injured, remove them to a safe area and administer first aid.
  - (b) Name of person reporting derailment or spill.
  - (c) Classification, name of contents of cars or containers and their condition - fuming, leaking, burning, etc., amount of hazardous material/waste contained in shipment and amount spilled, to the extent available.

- (d) Kind of car, car initial and number.
  - (e) Name and address of shipper including point of origin, destination and routing.
  - (f) Any identifying labels.
  - (g) Description of the incident.
  - (h) Date, time and exact place of derailment or spill.
  - (i) If spill, extent of spill into air, land, public water supply or other water.
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, 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, employees involved and train dispatcher preference.
7. In particular, KCS supervisory personnel shall be governed by Bureau of Explosives' "HAZARDOUS MATERIALS REGULATIONS EXCERPTED FOR RAILROAD EMPLOYEES".
8. In general, the following emergency procedures will apply: if fires occurs, immediately:
- (a) Pull away all cars that are moveable 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 moveable, 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:

Employee 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 is 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 leading 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.

N. HYDROCYANIC ACID TANK CAR MOVEMENTS:

The following will govern:

Any employee accepting or signing bill of lading covering shipment of the above chemical, must immediately notify Office of 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 band down each side. In addition, there is a large red sign with white letters of instructions permanently affixed to each side of car. These instructions must be followed.

Waybills have sticker and notification bearing these instructions also.

Hydrocyanic acid is one of the most toxic and rapidly acting substances manufactured and must be handled with extreme care at all times.

O. BUREAU OF EXPLOSIVES:

TARIFF NO. BOE - 6000 - D

Hazardous Materials Regulations of the Department of Transportation.

Ss 172.510-RESIDUE placarding provisions.

(a) Square background required. Each EXPLOSIVE A placard, POISON GAS placard and POISON GAS RESIDUE placard affixed to a rail car must be placed on a square background as described in Ss 172.527.

(b) RESIDUE placard. Each tank car containing the residue of a hazardous material must be placarded with the appropriate RESIDUE placards, as required in Ss 175.525 and paragraph (a) of this section. The RESIDUE placard must correspond to the placard that was required for the material the tank car contained when loaded, unless the tank car:

- (1) Contains the residue of combustible liquid.
- (2) Is reloaded with a material requiring no placards or different placards; or
- (3) Is sufficiently cleaned of residue and purged of vapor to remove any potential hazard.

Ss 172.525-Standard requirements for the RESIDUE placard.

(a) Each RESIDUE placard must be as follows:

- (1) The lower triangle of the RESIDUE placard must be black. The word "RESIDUE" must be in white letters approximately 1 1/2 inches (40mm) high made with approximately 1/4 inch (6mm) of an inch stroke.
- (2) The midsection of each RESIDUE placard must display the appropriate identification number as specified in Ss 172.332(c) and (d).

Ss 174.26 - Notice to train crews of placarded cars.

(a) At each terminal or other place where trains are made up or switched by crews other than crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded EXPLOSIVE A OR POISON GAS. A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed the notice must be transferred from crew to crew. See paragraph (b) of this section for other placarded cars.

(b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded cars are placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

(c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by Ss 172.202 (Description of hazardous materials on shipping papers and Ss 172.203 (Additional description requirements) of this subchapter.

**P. ALTERNATE DISPLAY PLACARD**

Excerpted from Bureau of Explosives' Pamphlet 20 Hazardous Materials Regulations for Railroad Employees



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.

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 and 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

**Q. IDENTIFICATION OF HAZARDOUS MATERIALS BY PLACARDS**

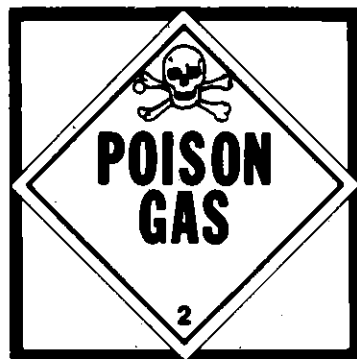
EXPLOSIVES "A" (EXP) are capable of exploding or detonating in mass when involved in fire or subjected to strong impacts or shocks. When involved in fires, all persons should be evacuated for a distance of one mile. When not on fire, they should be protected from being struck, crushed, exposed to fire, or contact with corrosive materials. Examples of Class A Explosives: High Explosives; Explosive Bombs, Initiating Explosives; Black Powder.



EXPLOSIVES "B" (VRP) are capable of burning rapidly, and causing sudden, violent rupture of cars or containers when involved in fires. When they are involved in fire, all persons should be evacuated for a distance of  $\frac{1}{2}$  mile. When not on fire, they should be protected from being struck, crushed, exposed to fire or contact with corrosive materials. Examples of Class B Explosives: Railway Torpedoes; Special Fireworks.



EXPLOSIVES "C" are fire hazards. Placards are applied only to cars, trailers or freight containers carrying packages bearing the "EXPLOSIVES C" label. If material is involved in a fire, extinguish from a safe distance. When not on fire, the material should be protected from sparks and other sources of ignition. Examples of Class C Explosives: Common Fireworks; Small Arms Ammunition.



POISONS "A" (TOX) are extremely toxic materials, and very small quantities can cause rapid illness or death. These materials, when spilled or vented, must be avoided by all persons, except protected specialists. Evacuate personnel from the immediate area, and if a gas is leaking evacuate all persons downwind as far as necessary to avoid contact with the material. If spilled material enters streams, community authorities and

persons down-stream must be notified immediately. Examples of Poisons A: Hydrocyanic Acid; Phosgene; Phosphine.



POISONS "B" are moderately toxic materials, and can cause illness or death if persons remain in contact with them or inhale or ingest them in moderate quantities. These materials, when spilled or vented, must be avoided by all persons, except protected specialists. Evacuate personnel from the immediate area to avoid contact. If possible, confine spread or flow of material to the immediate area. If spilled material enters streams, community authorities and persons downstream must be notified immediately.

Examples of Poisons B: Aniline Oil; Carbolic Acid; Motor Fuel Antiknock Compound; Organic Phosphate Compound Mixtures.



RADIOACTIVE MATERIALS are materials which emit various degrees of radiation that consists on energy such as gamma rays or x-rays. These emissions cannot be felt or detected without proper instruments. When these materials are involved in accidents severe enough that they may be spilled or leak from their containers, all personnel should evacuate the immediate area for several hundred yards until the area is surveyed by specialists. When the material, or its containers, are involved in fire, all persons should

be evacuated from the smoke cloud areas and downwind a distance beyond the visible smoke cloud. Danger of exposure must be assumed until the area is surveyed by properly equipped specialists. There are three groups of radioactive materials, designated as "One", "Two" and "Three". Group "Three" materials are the most hazardous, and consequently are specifically packaged to prevent spills. Examples of Radioactive Materials: Radioactive Material, Fissile; Uranyl Nitrate, Solid.



FLAMMABLE GASES (VRP) are usually ignited immediately when punctures or serious leaks occur. If not, the gas is easily ignited, and will result in rapid combustion of the entire cloud; ignitable atmospheres may extend well beyond any visible cloud. Fires from leaks in containers that cannot be shut off should be allowed to burn. Tanks containing flammable gases that are exposed to intense fire and flame impingement are likely to rupture violently, involving the immediate area in a large fire

ball. When compressed gas tank cars are involved in fires or exposed to flame impingement, all persons should be evacuated for  $\frac{1}{2}$  mile from the scene. When compressed gas cylinders are involved in fires, personnel should remain several hundred yards away. These materials may be toxic or irritating, and contact with liquefied gases will produce serious frost bite. Examples of Flammable Gases: Liquefied Petroleum Gas, Propane; Butadiene, Inhibited; vinyl Chloride (See also "Cryogenics" below).

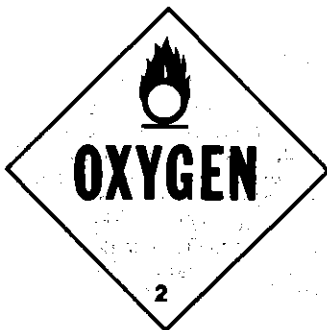




**NONFLAMMABLE GASES (VRP)** can cause suffocation of persons entering the gas cloud when leaks occur. Tanks containing nonflammable gases can rupture when exposed to intense fire conditions, and persons should be evacuated for  $\frac{1}{2}$  mile from the scene. These materials may be toxic or irritating, and contact with liquefied gases will produce serious frost bite. Examples of Nonflammable Gases: Anhydrous Ammonia; Refrigerant Gases; Sulfur Dioxide, Carbon Dioxide, Liquefied (See also "Cryogenics" below).



**CHLORINE (TOX)** is a nonflammable gas with highly toxic properties; material itself will not burn; however, it will support combustion. Leakage of the material should be treated the same as "POISONS "A".



**OXYGEN (PRESSURIZED LIQUID) (VRP)** in contact with fuels, oils and other combustible materials can cause violent, rapid combustion or explosion. Sources of ignition, sparks, impacts, friction or sudden shocks should be prevented in areas exposed to liquid oxygen spills or leakages.

**Cryogenics** are extremely low temperature (about -150 degrees F. and below) gaseous materials transported in a liquid state. When leaks occur, a fog or mist is caused due to the freezing of

the moisture in the air. If a container is breached, the material may warm, expand and rupture the container. If liquid leaks occur and contact is made with the adjacent metal containers, they will become brittle, crack and release their contents. Persons and sources of ignition should be kept out of the gas cloud area. Cryogenics may or may not be placarded, depending on the pressure within the container or tank car. When placarded, leakage should be treated the same as a Flammable Gas or Nonflammable Gas, depending on the hazard class. Examples of Cryogenics: Nitrogen, Pressurized Liquid; Hydrogen, Liquefied; Ethylene, Liquefied.



**FLAMMABLE LIQUIDS (VRP, if polymerizable material, see below)** are materials which when spilled give off flammable vapors that will ignite on contact with an open flame, spark or hot metal surface. Their vapors are usually heavier than air and will flow into low areas, ditches or ravines. Vapors, when ignited, burn rapidly spreading flame back to the source of the spill. Contact with corrosive materials can cause ignition and should be prevented. Personnel should evacuate areas of vapor concentration and avoid contact with the material. Action should be taken to keep ignition sources out of the area of vapor concentrations; smoking, engines, and other ignition sources must be prohibited in the area of spills. Examples of Flammable Liquids: Gasoline; Acetone; Toluene; Methyl Ethyl Ketone.

Polymerizable materials (VRP), indicated by "inhibited" or "uninhibited" in the commodity name, are subject to violent rupture when exposed to fire conditions. When such materials are involved in fires, persons should be evacuated for a distance of  $\frac{1}{2}$  mile from the scene. Examples of polymerizable Flammable Liquids: Methyl Methacrylate Monomer, Inhibited or Uninhibited; Vinyl Fluoride, Inhibited; Ethylene Imine, Inhibited.



**FLAMMABLE SOLIDS** are materials that can cause fires by self-ignition or spontaneous combustion if exposed to proper conditions, such as becoming wet, being exposed to air, being crushed, or coming in contact with corrosive materials or outside heat sources. They are easily ignited and burn readily. They should be isolated from other hazardous materials. (NOTE—The "Flammable" placard may be used in place of the "Flammable Solid" placard.) Examples of Flammable Solids: Railway

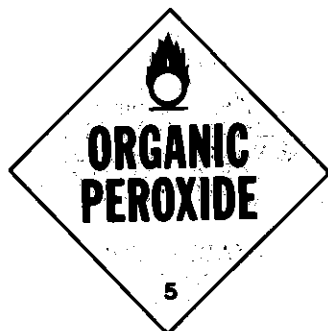
Fuses; Phosphorus, White or Yellow, Dry or In Water.



**FLAMMABLE SOLID W** are materials which are strongly reactive with water. If these materials themselves are involved in a fire, the use of water must be avoided. Individual packages of these materials will bear the "Dangerous When Wet" label. Examples of Flammable Solids (Dangerous When Wet): Calcium Carbide; Potassium Metal; Phosphorus Pentasulfide.



**OXIDIZING MATERIALS** are materials which readily yield oxygen to greatly stimulate the burning of fuels. If mixed with fuels and ignited, rapid combustion will result. If spilled, they should be kept from coming in contact with flammable or combustible materials. Examples of Oxidizing Materials: Ammonium Nitrates; Hydrogen Peroxide Solutions; Chromic Acid, Solid; Nitric Acid (over 40% concentration).



**ORGANIC PEROXIDES (VRP)** are materials which contain an excess of oxygen.

In addition to the normal oxidizing material hazard, when heated or subjected to strong shocks Organic Peroxides can decompose rapidly with explosive force. If these materials are involved in fires, persons should be evacuated for a distance of ½ mile from the scene. Examples of Organic Peroxides: Peracetic Acid Solution; Benzoyl Peroxide.



**CORROSIVE MATERIALS** (Acid and Caustics) are materials, either liquid or solid, which upon contact with other materials, such as flammables, oxidizers or explosives, etc., may produce violent reactions or fires. Spills of these materials may liberate large volumes of fumes that may be toxic, and can cause eye, skin and respiratory injury. Personnel should evacuate areas of fumes and avoid contact with the materials. Most of these materials will generate heat when contacted by water, and may erupt violently

endangering nearby persons. Spills should be confined, if possible, to prevent mixing with other materials or the contamination of streams and property. Persons coming in contact with corrosive materials should wash with water for at least 15 minutes, remove contaminated clothing and obtain medical attention. Examples of Corrosive Materials: Sulfuric Acid; Nitric Acid (Concentrations of 40% or less); Caustic Soda, Liquid or Dry; Hydrochloric Acid; Acetic Acid.



**IRRITATING MATERIALS** are less dangerous materials which upon exposure to air or heat give off dangerous and intensely irritating fumes which cause temporary irritation and discomfort to persons coming in contact with them. Irritating materials should be kept away from fires and avoided by personnel. Examples of Irritating Materials: Tear Gas Grenades or Candles.

**DANGEROUS** placards may also be applied to motor vehicles or rail cars containing two or more classes of hazardous materials;

except Class A and Class B Explosives, Poisons A, Flammable Solid W, and Radioactive Material which require separate placards for each hazard class. A rail car utilized in TOFC or COFC service containing less than 1,000 pounds (aggregate gross weight) of hazardous materials, other than those mentioned above, need not be placarded.



**COMBUSTIBLE LIQUIDS** are materials which are less dangerous than flammable liquids due to their higher flash points; however, leaks, spills and fires should be treated in the same manner as flammable liquids. Examples of Combustible Liquids: Fuel Oil; certain Naphthas and Petroleum Distillates.



**BLASTING AGENTS**—There are two proper shipping names for materials that are placarded Blasting Agents: Blasting Agent, N.O.S. and Ammonium Nitrate-Fuel Oil Mixture (CONTAINING ONLY PRILLED AMMONIUM NITRATE AND FUEL OIL).

Blasting Agent, N.O.S. is a material used for blasting that cannot be detonated with an electric blasting cap, and will not explode when the largest single package is subject to fire. However, if large quantities of this material are involved in a fire, it may explode.

Ammonium Nitrate-Fuel Oil Mixture (CONTAINING ONLY PRILLED AMMONIUM NITRATE AND FUEL OIL) is a brownish-black granular solid used for some types of mining and for blasting rock. It will accelerate the burning of combustible materials. The ammonium nitrate is soluble in water. It may explode if large quantities are involved in fire.

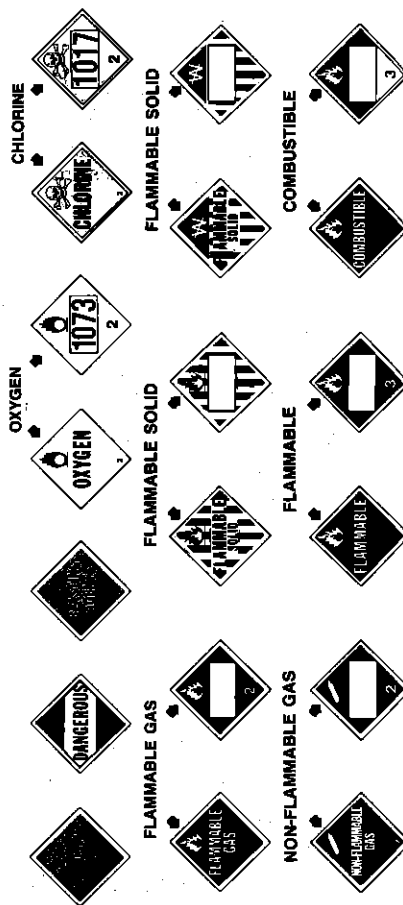
## SWITCHING PLACARDED CARS



**CARS OR FLATCARS WITH TRAILERS PLACARDED "EXPLOSIVES A" OR "POISON GAS"**  
Must not be cut off while in motion, struck by any car moving under its own momentum, or coupled to with any car moving under its own momentum. §174.25(b)  
**ADDITIONAL REQUIREMENTS:**  
Must be separated from engine by at least one non-placarded car. §174.26(c)  
Must have doors closed before moving. §174.25(d)  
Must not be placed or left where there is any possible danger of fire, under bridges, under overhead highway crossings or along passenger stations. §174.26

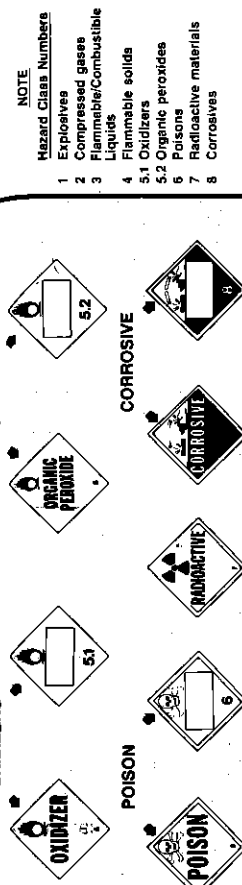
## SWITCHING OF CARS CONTAINING HAZARDOUS MATERIALS

Where use of hand brakes is necessary, a loaded placarded tank car or duff containing a loaded placarded tank car must not be cut off until preceding cars are clear of the lead. A duff containing a placarded loaded tank car must be clear of lead before releasing any car to follow.  
Where use of hand brakes is necessary, before a "leader" placarded car or duff containing a loaded placarded car is released. It must be determined by trial that the hand brakes on the placarded car will hold the car in the event being ridden in its proper working condition. §174.25  
Placarded cars carrying hazardous materials must not be cut off while in motion, struck by any car moving under its own momentum, or coupled to with any more cars than necessary to make coupling. §174.26



OXIDIZERS

ORGANIC PEROXIDES



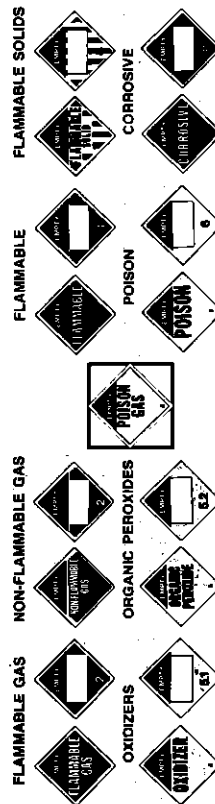
## NOTE

Hazard Class Numbers  
1 Explosives  
2 Compressed gases  
3 Flammable/Combustible Liquids  
4 Flammable solids  
5.1 Oxidizers  
5.2 Organic peroxides  
6 Poisons  
7 Radioactive materials  
8 Corrosives

When required on tank cars, portable tanks or cargo tanks, identification numbers, as specified in §172.101 or §172.102, shall be displayed on an orange panel or placard. §172.232  
An identification number may not be displayed on a Poison Gas, Radioactive or Explosive placard. §172.324(e); but if a tank car, portable tank or cargo tank carrying such a commodity requires an identification number, it must be displayed on an orange panel. §172.332

## PLACARDED EMPTY TANK CARS

These cars last contained a commodity whose residue could be harmful. There are no switching restrictions.



POSITION IN TRAIN OF PLACARDED CARS								
	1	2	3	4	5	6	7	8
A	TYPE OF CAR	PLACARD APPLIED ON CAR	When train length permits	When train length does not permit	MUST NOT BE PLACED NEXT TO			
			Must not be nearer than 6th from engine, occupied caboose or passenger car.	Must be as near as possible to middle of train but not nearer than 2nd from engine, occupied caboose.	EXPLOSIVES A	POISON GAS	RADIOACTIVE	Loaded placarded car, other than a car placarded with the same placard or the "combustible" placard.
B	ANY CARS (incl. flat cars carrying trailers or containers)	Explosives A	X	X		X	X	X
C		Radioactive			X	X		X
D		Poison Gas	X	X	X		X	X
E	TANK CAR	Any placarded load other than combustible or poison gas	X	X	X	X	X	
F		Combustible						
G		Placarded except combustible						
H		Poison Gas			X		X	X
I	OTHER THAN TANK CAR	Other than placarded explosives A • Poison gas or combustible						
					X	X	X	

### HOW TO USE THIS CHART

To determine where a placarded car can be placed in a train follow these steps:

- Determine the type of placard that is applied to the car. From Column 2.
- Determine the type of car to which the placard is applied from Column 1.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates wording at the side that applies.

See footnotes for explanation.

### FOOTNOTES:

- ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
- ② 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 may be placed next to these placarded loaded tank cars

### CONTAINING HAZARDOUS MATERIALS

MUST NOT BE PLACED NEXT TO															
	9	10	11	12	13	14	15	16							
ENGINE															
OCCUPIED CABOOSE	X	X <sup>②</sup>	X <sup>②</sup>		X	X	X <sup>①</sup>	X <sup>③</sup>							
OCCUPIED GUARD CAR	X	X		X				X							
UNDEVELOPED FILM	X	X <sup>②</sup>	X <sup>②</sup>		X	X	X	X <sup>③</sup>							
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: A car containing lighted heaters, stoves, or lanterns;					X	X	X	X							
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 end;						X	X <sup>②</sup>	X							
Loaded flat car. A flatcar equipped with permanently attached ends of rigid construction is considered to be an open-top car.								X							
Except as provided in columns 10 and 11, a car occupied by any person or a passenger car or combination car that may be accepted.								X <sup>③</sup>							
								X <sup>④</sup>							

subject to the following:  
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.

- ③ 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.
- ④ Applies only in mixed train service, see section 174-87

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

**AVOID DAMAGE—SWITCH CUSTOMERS'  
CARS CAREFULLY**

**OVERSPEED** Couplings are **DAMAGING**—Here's what happens

4 miles per hour <input type="checkbox"/>	<b>SAFE COUPLING SPEED</b>
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**

**R. ACCIDENT REPORTS:**

If an accident or injury occurs, conductors, engine foremen, M of W and S foremen and Mechanical department foremen must complete the appropriate form and forward to immediate supervisor.

FORM 65-D Covers rail-highway grade crossing accidents and must be rendered when accident involves a train and/or hi-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 66-D (Suppl.). Follow-up or close-out report covering rail incident reports. Must be completed by the trainmaster. This report must be rendered within 30 days following the date of the accident.

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 68-D (Suppl.). Follow-up or close-out report covering personal injuries. Must be completed by trainmaster, roadmaster, or Mechanical Department foreman. This report must be rendered within 10 days following the date of the personal injury.

**S. TERRITORIES OF CLAIM AGENTS:**

Mr. P. B. Gardner - Kansas City, Mo.

Kansas City, Mo. to Heavener, Ok., including SOO/KCS  
Joint Agency & Ft. Smith Branch.

Mr. G. L. Guin - Shreveport, La.

Mr. D. R. Johnston - Shreveport, La.

Heavener, Ok. to Leesville, La.  
Dallas, Texas to Shreveport, La.  
Shreveport, La. to Minden, La.  
Hope, Ar. to Alexandria, La.

Mr. G. A. Laborde - Baton Rouge, La.

Baton Rouge, La. to New Orleans, La.

Mr. Dennis Grace - Baton Rouge, La.

Alexandria, La. to Baton Rouge, La.  
Leesville, La. to Ft. Arthur, Tx.

Copies of reports and other correspondence covering accidents and casualties must be addressed to Claim Agent in whose territory the accident occurs.

**T. STOCK CLAIMS:**

Stock claims are handled by the Stock Claim Agent I. Paulhe, with offices in Kansas City, Mo. except:

Between Lobdell and Lettsworth: Union Pacific System,  
Ft. Worth, Tx.

Between Farmersville and Dallas: ATSF Ry., Ft. Worth, Tx.

KCS Forms 300-A-Rev. (Enginemen's Report of Stock Struck) and 300-B (Failure of busses, trucks and other vehicles to stop before crossing railroad tracks) must be completed, when necessary, and forwarded to the office shown on the form.

## U. 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
Bulova	Accutron Railroad Calendar	Model 218
Bulova	Quartz	Style #91808-W
Bulova	Quartz, Ladies' Wrist watch	Style #92278
Elgin	B. W. Raymond	
	Chronometer	21 and 23 Jeweled
Hamilton	Electronic	Product No. 910917
Lorus		A 4011
Seiko Railroad	Quartz	Models FJ055M, FY625M, FY626, FY626M, HA163M HA164M PD 143M D 144M
Seiko	Quartz Ladies' Wrist-watch	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	Wrist watches	Models JG038 and JG041

Elgin 23 Jeweled B.W. Raymond wrist Chronometer is no longer manufactured. Any employee 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 wrist watch has been eliminated from the list of approved watches for employees entering the service, due to the fact that parts are not available for repairing these watches. Employees now in service in possession of the Hamilton 505 may continue to use this watch as long as it is in proper running condition.

- V. Whenever employees 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 employee 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 employee's choice is available, then the employee should be transported to the nearest available emergency facility for medical treatment. If they cannot be moved, the nearest available physician should be called.

COMPANY PHYSICIANS: Dr. J. M. Masucci, Chief Medical Officer

## KANSAS CITY, MISSOURI

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

## BATON ROUGE, LOUISIANA

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

## PITTSBURG, KANSAS

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

## FT. SMITH, ARKANSAS

Dr. M. Carter  
9101 Jenny Lynn Road  
Ft. Smith, Ark.

## SHREVEPORT, LOUISIANA

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

## NEW ORLEANS, LOUISIANA

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

## BEAUMONT, TEXAS

Beaumont Industrial Clinic  
3130 Stagg Drive  
Beaumont, Tx.

## W. 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.

Fifth, Sixth, and Seventh Subdivisions.  
8:15 A.M. until 8:30 A.M.

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

## L&amp;A

All Subdivisions  
7:00 A.M. until 7:30 A.M.  
1:00 P.M. until 1:30 P.M.

Line-ups will list all trains moving, called, or expected to be run on the territory involved.

Line-ups will expire 3 hours after they have been issued. If necessary to operate a train or engine not shown on the line-up before the expiration of the 3 hour period, the train dispatcher will instruct and require such train or engine to watch out for track cars, run at Restricted Speed around all curves and whistle frequently until the expiration of the 3 hour period.

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.

The train dispatcher will see that each line-up is repeated so that employees copying the line-ups may observe whether the line-ups have been copied and repeated correctly. Any errors in the copying or repetition of a line-up must be called to the attention of the train dispatcher at once.

## X. 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, over-loaded and high or wide cars.

The base line of the TTP is displayed by the letter "C" for caboose, "D" for loaded or empty hazardous commodities placarded car, "E" for empty nonplacarded car, "L" for loaded nonplacarded 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.

#### Y. CLASSIFICATION OF ENGINES:

Class	Unit No.	Tractive Effort	Weight	H.P.	MAX SPEED MPH.
SD-50	700-713	110,000	393,000	3500	65
SD-40-2	600-636	101,500	398,000	3000	65
SD-40-2	637-692	101,500	396,000	3000	65
GP-40-2	796-799	65,000	262,000	3000	65
GP-40	748-795	65,000	262,000	3000	65
GP-38-2	4000-4011	63,000	266,000	2000	65
GP-30	4100-4119	62,000	260,000	2000	65
GP-9	4164-4165	61,000	245,700	1500	65
GP-7	4150-4162	61,000	238,000	1500	65
F-9	4054, 4059, 4064	61,000	244,000	1500	65
Switch	4202-4219	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
Switch	4363-4366	62,000	266,000	1500	65
Slug	4050, 4055, 4056, 4060, 4075-4077	61,000	260,000	750-	65
				1500	
Slug	4250-4257, 4078-4079	61,000	265,000	750-	45
				1500	

Units 4054, 4059, and 4064 will couple up to slug boosters or cab slugs.

GP-40 unit 789 and GP-40-2 units will couple up to slug boosters or cab slugs.

The following switch engines are equipped to handle slugs:

4326	4329	4331	4334	4337	4344	4345
4346	4347	4348	4349	4350	4351	4362
4363	4364	4365	4366			

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

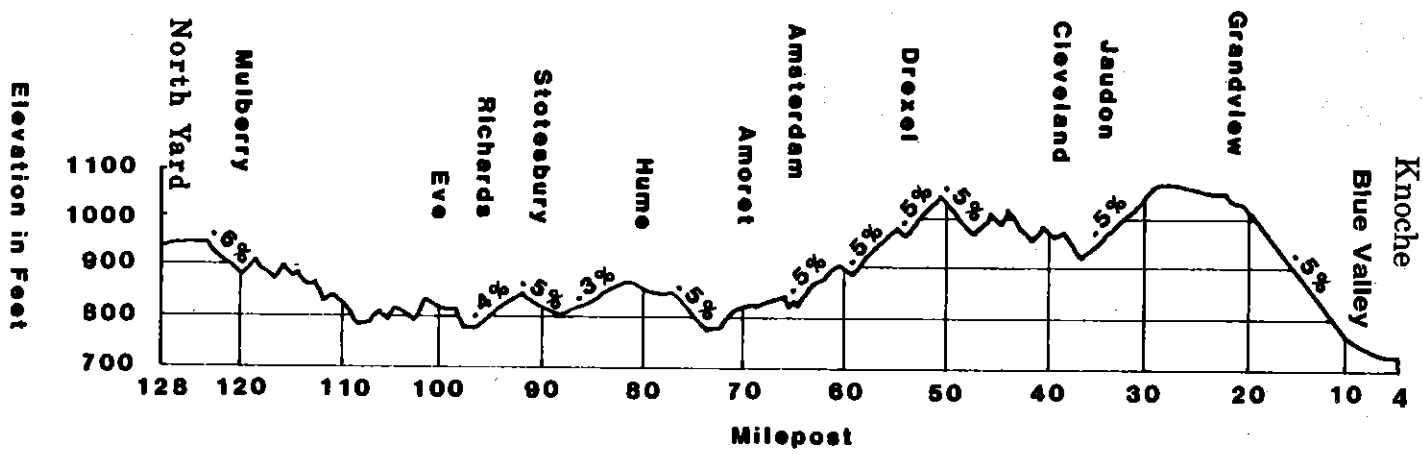
Station	Station No.	Station	Station No.
Adner, La.....	5097	Daingerfield, Tx....	9083
Aero Jet Spur, Mo..	0178	Dalby, Mo.....	0170
Alexandria, La.....	7194	Dallas, Tx.....	9223
Amoret, Mo.....	0069	Decatur, Ar.....	0217
Amsterdam, Mo.....	0062	Dayson, La.....	7062
Anacoco, La.....	0660	DeQueen, Ar.....	0433
Anchorage, La.....	3223	DeQuincy, La.....	0719
Anderson, La.....	7104	DeRidder, La.....	0690
Anderson, Mo.....	0192	Dorcheat, La.....	7072
Anthony, Ar.....	7003	Dowling, Tx.....	0773
Ark-La-Tex, La.....	0542	Doyline, La.....	5083
Asbury, Mo.....	0140	Drexel, Mo.....	0053
Ashdown, Ar.....	0469	Dry Prong, La.....	7174
Ashland, La.....	7114	East Point, La.....	3032
Atreco, Tx.....	0788	Ecol(Marathon), La..	3275
Avinger, Tx.....	9067	Elm Grove, La.....	3017
		Eser, Tx.....	9116
		Essen, La.....	3236
		Eve, Mo.....	0099
Baldwin, Tx.....	9042	Faker, Tx.....	9094
Barmen, La.....	3259	Farmersville, Tx....	9185
Baroid Sales Co., Tx	0491	Feeder, Ok.....	0241
Baron, Ok.....	0249	Ferguson, La.....	5102
Barrett, La.....	3114	Fisher, La.....	0640
Batchelor, La.....	3175	Flint Creek, Ar.....	0224
Baton Rouge, La....	3227	Florien, La.....	0643
Bates, Ar.....	6414	Floyd, Tx.....	9178
Bayou Pierre, La....	0580	Forbing, La.....	0567
Beaumont, Tx.....	0767	Ft. Crowder(Coach)Mo	0179
Belledeau, La.....	3144	Fort Polk, La.....	0674
Benson, La.....	0605	Fort Smith, Ar.....	6356
Bentley, La.....	7179	Fox, Tx.....	9035
Bijou, La.....	3141	Frellsen, La.....	3295
Blanchard, La.....	0549	Frierson, La.....	0577
Bloomburg, Tx.....	0508	Gandy, La.....	0645
Boise Southern, La..	0688	Gans, Ok.....	0299
Bokoshe, Ok.....	6307	Garnett, La.....	7182
Brashear, Tx.....	9148	Gentry, Ar.....	0222
Brian, La.....	0545	Gillham, Ar.....	0421
Buhler, La.....	2729	Glazer Spur, Mo....	0178
Bullion, La.....	3243	Glynn, La.....	3178
Bunch, Ok.....	0272	Goldonna, La.....	7130
Burford, Tx.....	9052	Gonzales, La.....	3251
		Goodhope, La.....	3288
Calvin, La.....	7139	Goodman, Mo.....	0185
Campbell, Tx.....	9161	Goodwill, La.....	5087
Campti, La.....	3062	Gramercy, La.....	3269
Carla, La.....	7145	Grandview, Mo.....	0023
Carruthers, La.....	5101	Grannis, Ar.....	0414
Cason, La.....	9089	Gravette, Ar.....	0210
Castor, La.....	7105	Green Island, La....	0727
Chaison, Tx.....	0769	Greenville, Tx.....	9172
Chestnut, La.....	7122	Gulf States Util,La.	2733
Clarence, La.....	3069	Hammock, La.....	9004
Cleveland, Mo.....	0039	Hatfield, Ar.....	0392
Coal Creek, Ok.....	0316	Hatton, Ar.....	0404
Coker, La.....	0596	Hawthorn, La.....	0664
Colfax, La.....	3097	Heavener, Ok.....	0338
Como, Tx.....	9131	Heflin, La.....	7089
Converse, La.....	0611	Helme, La.....	0724
Coopers, La.....	0675	Herbert, Ar.....	7021
Cotton Valley, La...	7061	Hessmer, La.....	3149
Coushatta, La.....	3044	Hope, Ar.....	7001
Cove, Ar.....	0397	Hornbeck, La.....	0653
Crestline, Ks.....	4148	Howe, Ok.....	0333
Crews, La.....	3078	Hughes, Springs, Tx.	9076
Cullen, La.....	7050	Hume, Mo.....	0081
Cumby, Tx.....	9154	Hyde, La.....	3167
Curtis, La.....	3009		

Station	Station No.	Station	Station No.
Intl.Creo., Tx.....	0490	Oil City, La.....	0537
Irene, La.....	3213	Ozark Terminal Spur, Mo.....	0172
Jamestown, La.....	7098	Packton, La.....	7157
Jaudon, Mo.....	0033	Page, Ok.....	0355
Jefferson, Tx.....	9049	Panama, Ok.....	0317
Joplin, Mo.....	0155	Pickton, Tx.....	9126
Joslyn Mfg, Ar.....	0383	Pimid, Mo.....	0066
Joyce, La.....	7150	Pineville, La.....	3121
Jury, Tx.....	0494	Pittsburg, Ks.....	0128
Kansas City, Mo.....	0004	Pittsburg, Tx.....	9098
Karnack, Tx.....	9037	Placid Oil Co., La.	7131
Keller, La.....	3173	Port Arthur, Tx....	0787
Kenner, La.....	3298	Port Gardner, La...	3210
Kleaner, Ok.....	6310	Port Neches, Tx....	0779
Kleinpeter, La.....	3241	Poteau, Ok.....	0326
K.O.G. Jct., Mo.....	4139	Potter, Ar.....	0386
Korf, Tx.....	0765	Prairieville, La...	3246
Kraft, La.....	3058	Princeton, La.....	5093
La. Gas Co., La.....	3016	Quarry Spur, Ok....	0282
Lake Charles, La....	2742	Quick, Ok.....	0292
Lanagan, Mo.....	0195	Ravenna, Ar.....	0514
Lassater, Tx.....	9061	Reserve, La.....	3276
Latanier, La.....	3131	Richard, Mo.....	0094
Leeds, Mo.....	0010	Rich Mountain, Ar..	0367
Leesburg, Tx.....	9105	Roy, La.....	7107
Leesville, La.....	0669	Ruliff, Tx.....	0741
Legonier, La.....	3170	St. Maurice, La....	3075
Lemonville, Tx.....	0748	Saginaw, Mo.....	0160
Lerch, Ar.....	7030	Sallisaw, Ok.....	0291
Lettsworth, La.....	3174	Sandra, La.....	0518
L.I.D.A. Spur, La....	0667	Sarber, Tx.....	9058
Linde Spur, Mo.....	0177	Sarepta, La.....	7056
Lobdell, La.....	3225	Shady Point, Ok....	0320
Long Bell Amer., Mo.	0158	Shipp, La.....	9006
Loring, La.....	0627	Shoreline, La.....	0533
Lucas, La.....	0729	Shreveport, La....	0554
Ludington, La.....	0687	Sibley, La.....	7083
Lunita, La.....	0731	Siloam Springs, Ar.	0229
McCurtain, Ok.....	6318	Singer, La.....	0705
McElhany, Mo.....	0181	Smiths Bluff, Tx...	0776
McElroy, La.....	3260	Sorrento, La.....	3256
Mansfield, La.....	0592	S/W Gas & Electric.	0539
Mansura, La.....	3153	South Hatton, Ar...	0405
Many, La.....	0634	Spindletop, Tx....	0771
Marble City, Ok.....	0281	Springhill, La....	7048
Mauriceville, Tx....	0751	Spiro, Ok.....	0312
Mena, Ar.....	0380	Stamps, Ar.....	7023
Military, Ks.....	4148	Starks, La.....	0736
Minden, La.....	7078	Stilwell, Ok.....	0258
Montegut, La.....	3280	Stotesbury, Mo....	0089
Montgomery, La....	3082	Sugar Creek, Mo....	8000
Monticello, Tx.....	9101	Sulphur Springs, Tx	9140
Moreauville, La....	3157	Sun Spur, Tx.....	0775
Morganza, La.....	3176	Superior, La.....	0531
Mossville, La.....	2736	South Texarkana, Tx	0499
Mulberry, Ks.....	0118	Taylor, Ar.....	7041
Neal Springs, Ar....	0443	Texarkana, Tx....	0488
Neame, La.....	0680	Thermo, Tx.....	9135
Nederland, Tx.....	0777	Tidewater, Tx.....	9112
Necsho, Mo.....	0174	Tioga, La.....	7188
New Orleans, La....	3308	Treat, La.....	7063
New Roads, La.....	3177	Trenton, La.....	0599
Newsome, Tx.....	9108	Tugco, Tx.....	9136
Noble, La.....	0618	Vandervoort, Ar....	0402
Noel, Mo.....	0201	Veals, Tx.....	9079
Norco, La.....	3287	Vidor, Tx.....	0761
N. Baton Rouge, La..	3227	Vivian, La.....	0528
		V.P. Spur, La.....	0644

Station	Station No.	Station	Station No.
Waco Spur, Mo.....	0140	Wickes, Ar.....	0409
Wade, Ar.....	0438	Wilkes Spur, Tx....	9064
Waldron, Ar.....	6432	Willianna, La.....	7166
Watts, Ok.....	0236	Winford Spur, La....	7082
Welsh, Tx.....	9090	Winnfield, La.....	7148
West Junction, La...	3223	Winnsboro, Tx.....	9118
West Lake Charles La.	2751	Winthrop, Ar.....	0450
West Lake, La.....	2740	Wilton, Ar.....	0464
Westland Oil, La....	9001	Zummo, Tx.....	0770
Westville, Ok.....	0244	Zwolle, La.....	0623
Whelan, La.....	9009		

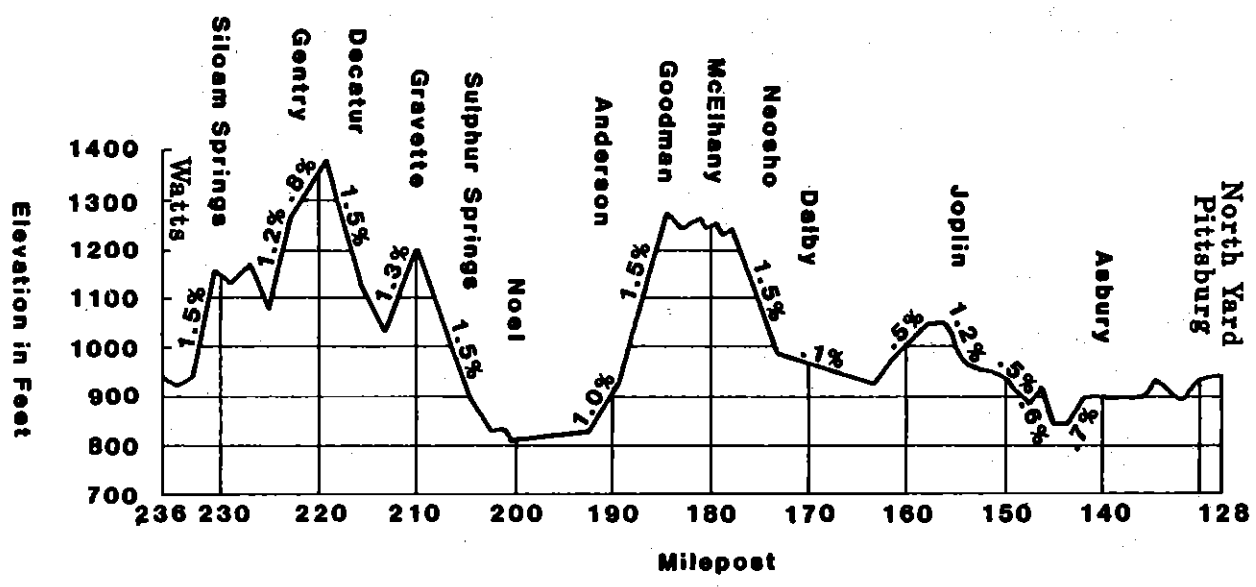


### FIRST SUBDIVISION

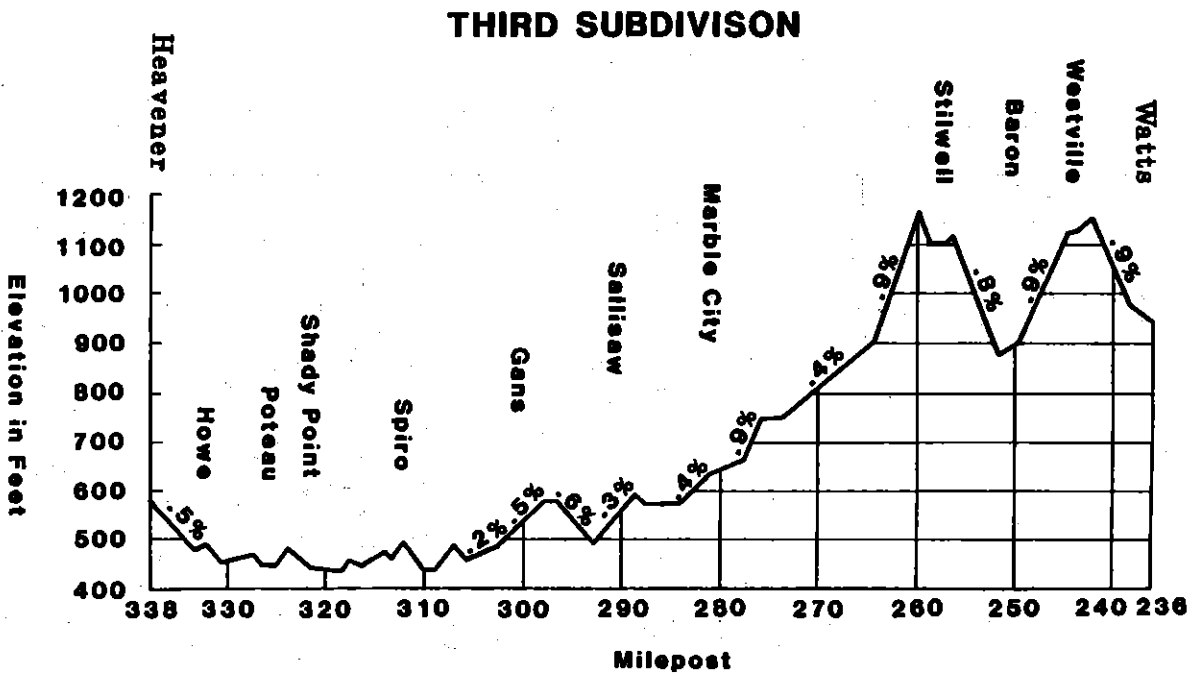


TIMETABLE NO. 4

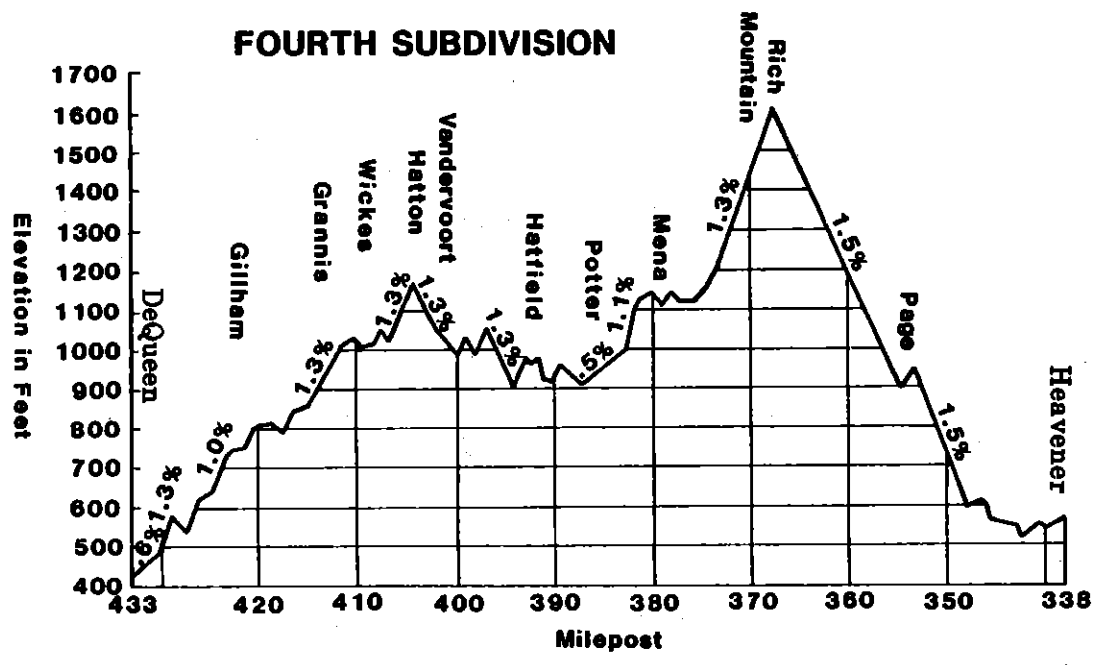
### SECOND SUBDIVISION



TIMETABLE NO. 4

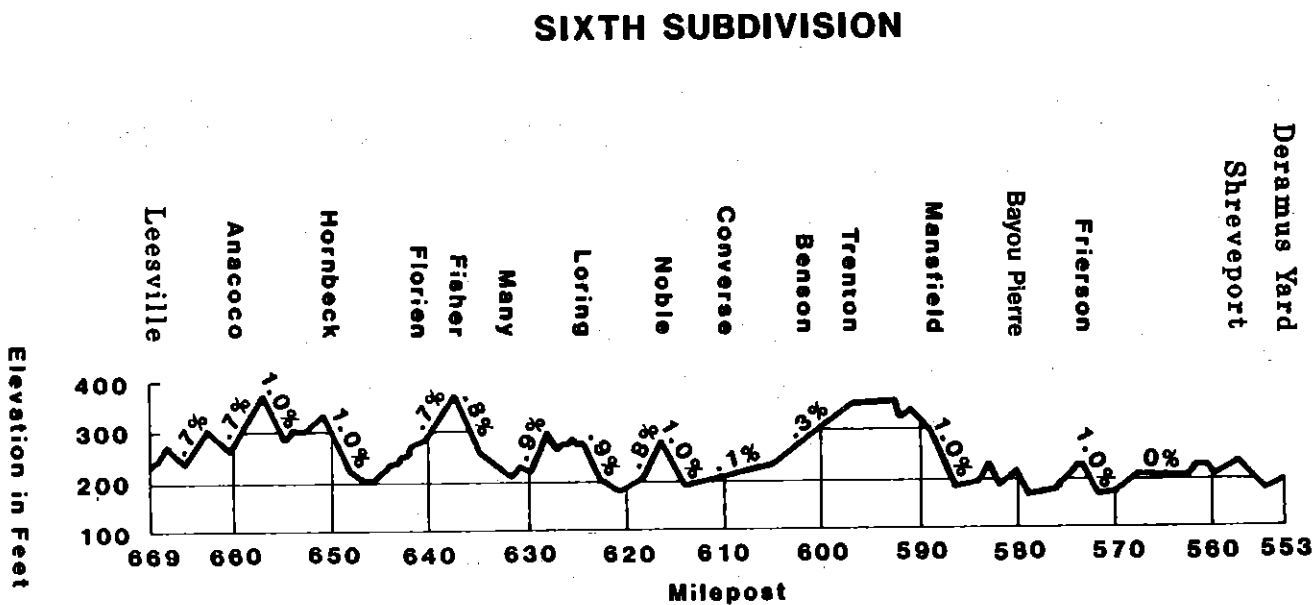
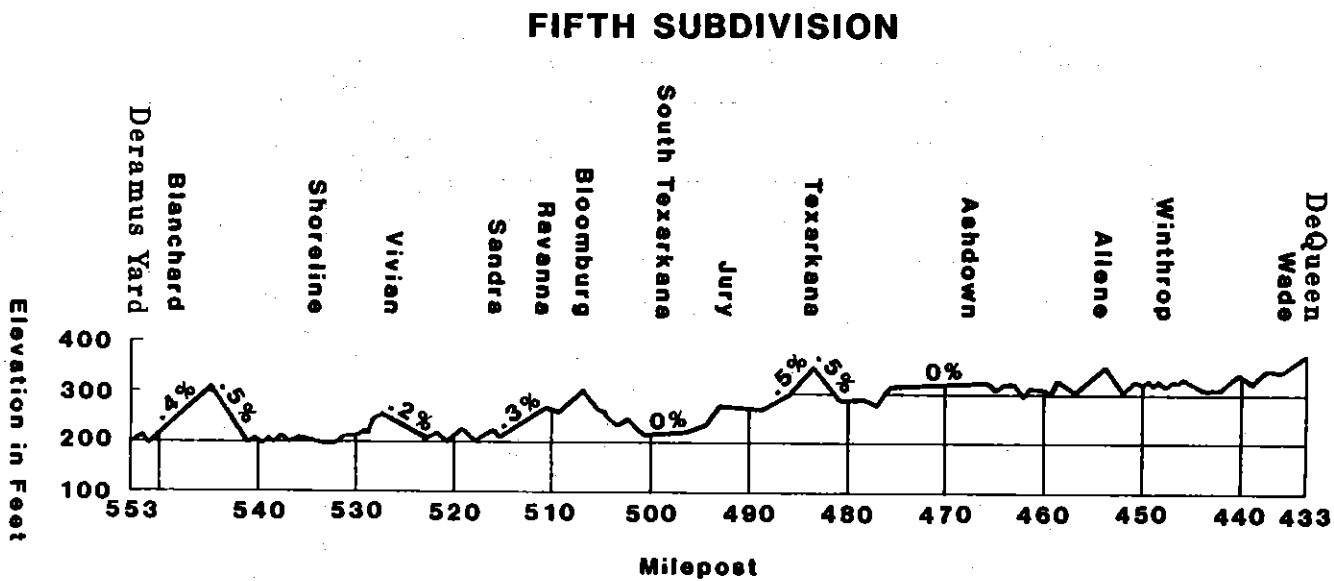


TIMETABLE NO. 4

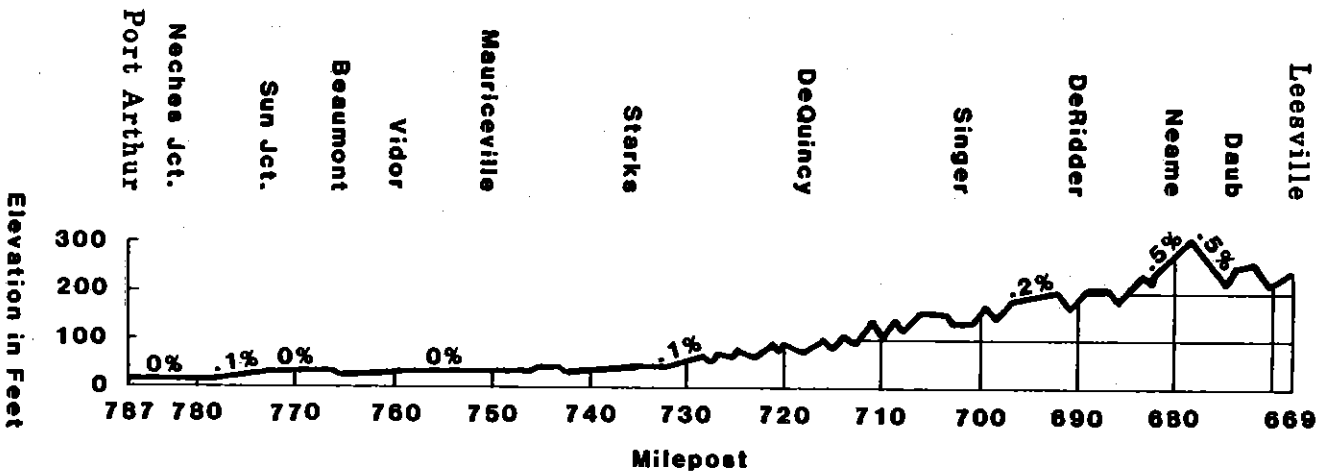


**WORK SAFELY**

TIMETABLE NO. 4

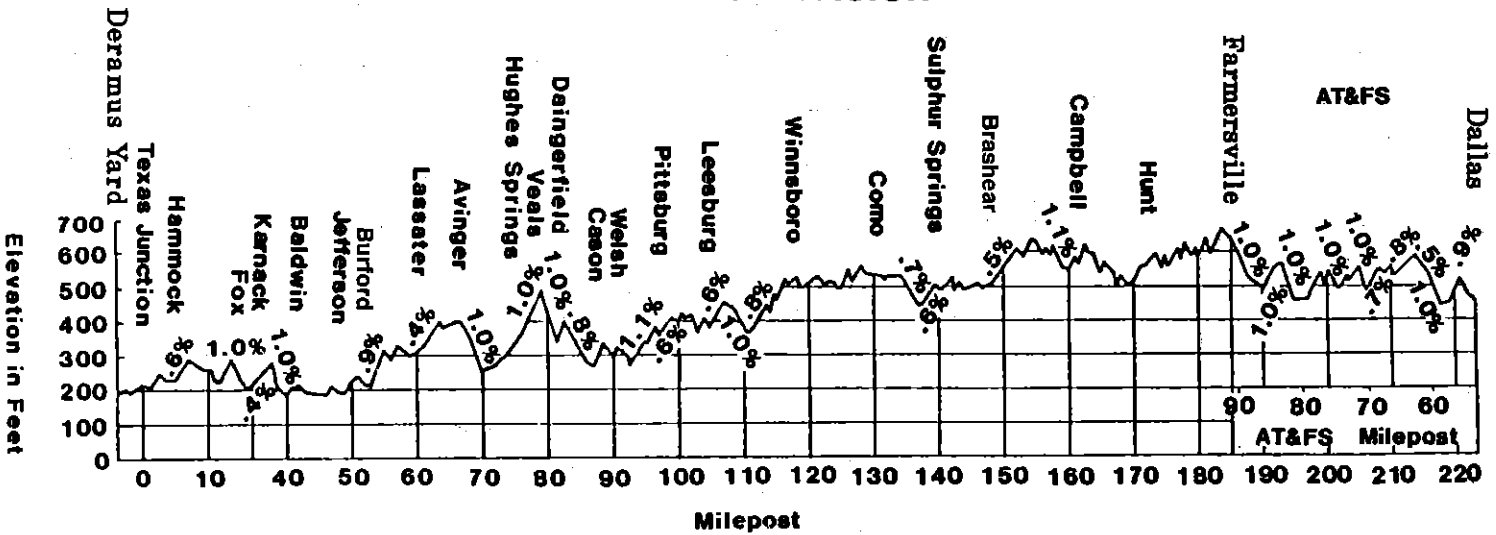


## SEVENTH SUBDIVISION

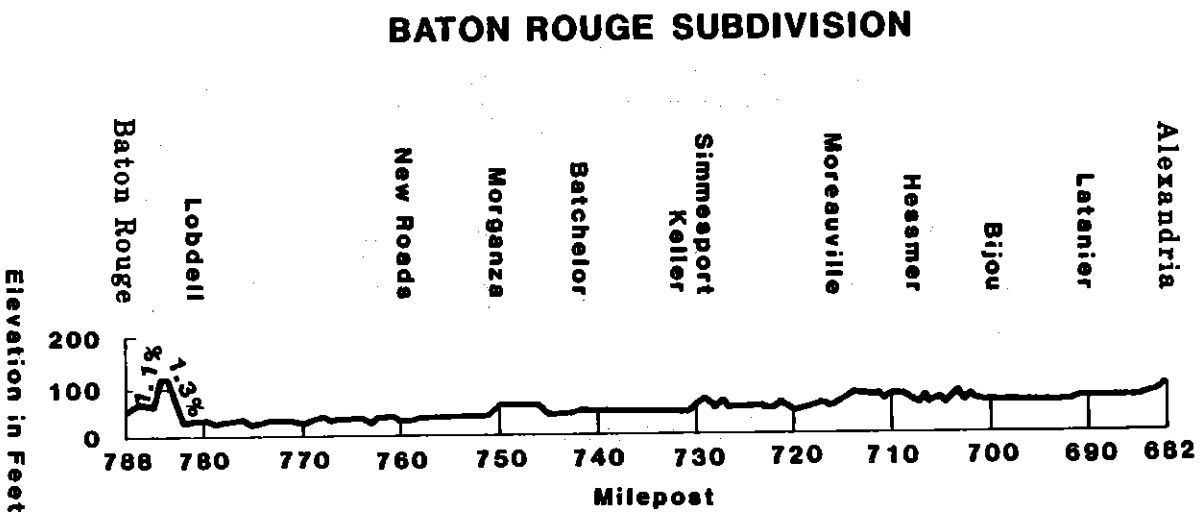
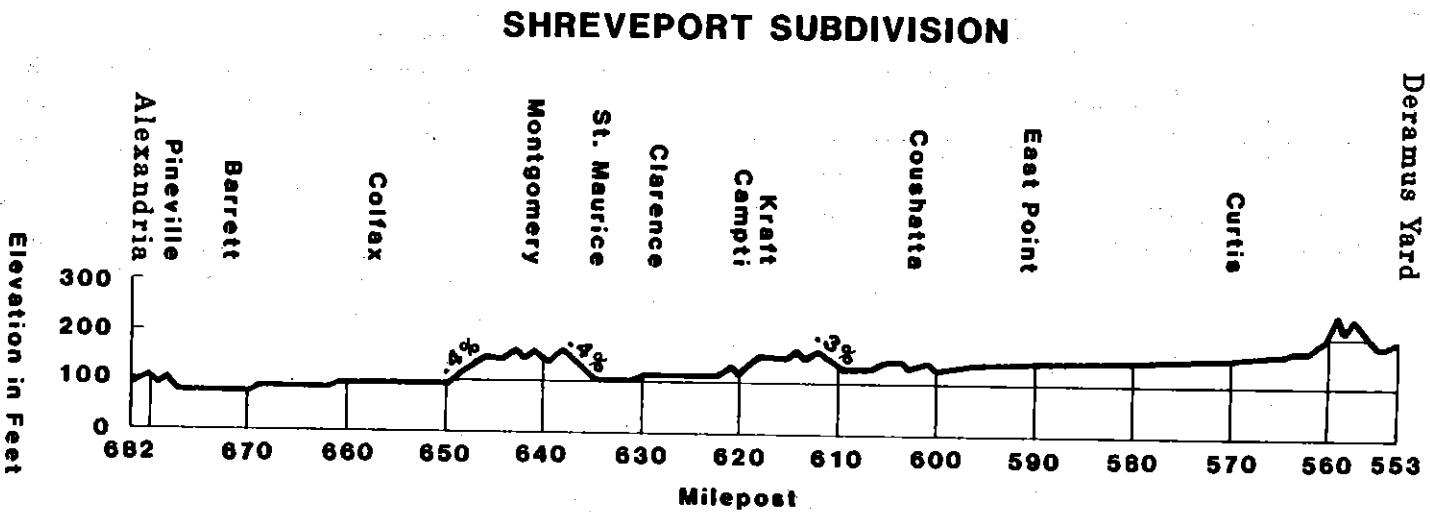


TIMETABLE NO. 4

## TEXAS SUBDIVISION

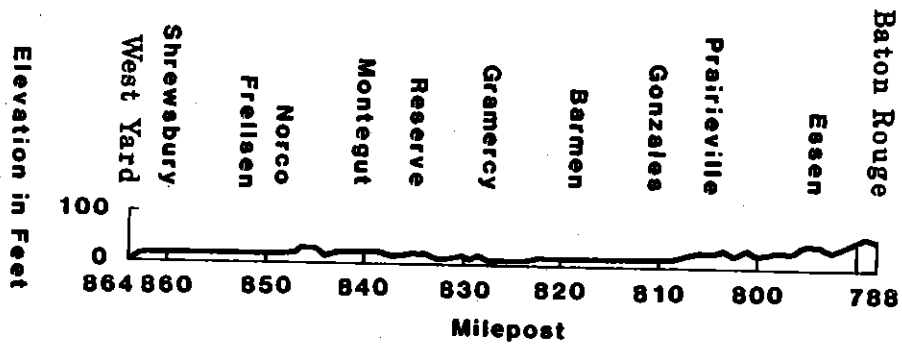


TIMETABLE NO. 4



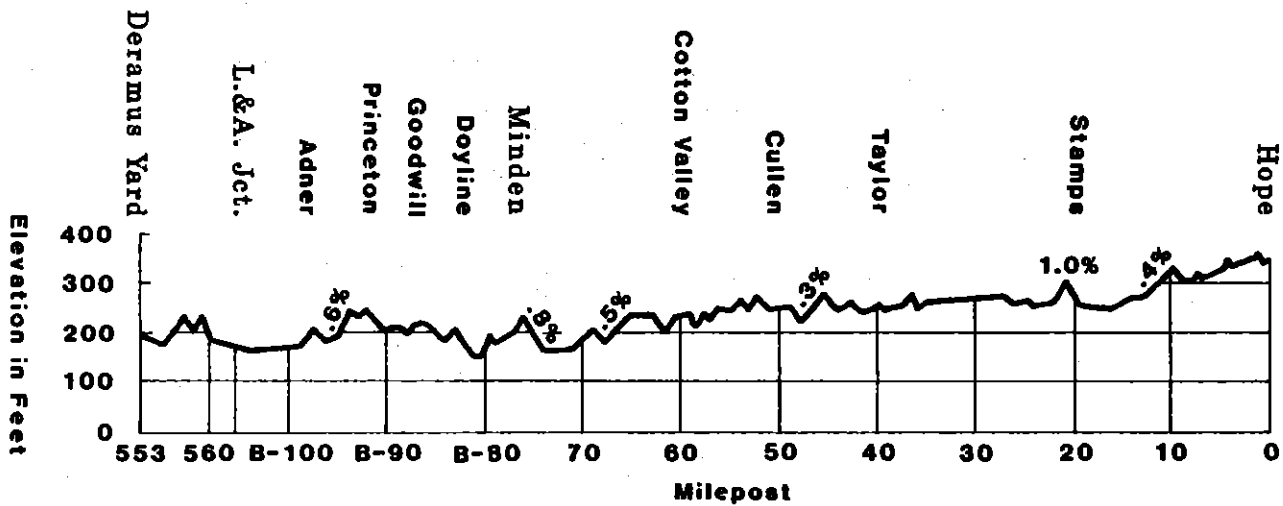
NOTE: Trackage between MP 780.73  
- 785.18 owned by State of Louisiana

## NEW ORLEANS SUBDIVISION



TIMETABLE NO. 4

## HOPE SUBDIVISION



TIMETABLE NO. 4

1987

JANUARY					FEBRUARY					MARCH											
S	M	T	W	F	S	M	T	W	F	S	M	T	W	F	S	M	T	W	F	S	
				1 2	1 2	3 4	5 6	7		1 2 3 4	5 6 7	8 9 10 11 12 13 14	15 16 17 18 19 20 21	22 23 24 25 26 27 28	29 30 31						
4	5	6	7	8 9 10	11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30 31														

APRIL					MAY					JUNE										
S	M	T	W	F	S	M	T	W	F	S	M	T	W	F	S	M	T	W	F	S
				1 2 3 4	5 6 7 8 9 10 11	12 13 14 15 16 17 18	19 20 21 22 23 24 25	26 27 28 29 30		1 2 3 4 5 6 7	8 9 10 11 12 13	14 15 16 17 18 19 20	21 22 23 24 25 26 27	28 29 30 31						
5	6	7	8 9 10 11	12 13 14 15 16 17 18	19 20 21 22 23 24 25	26 27 28 29 30 31														

JULY					AUGUST					SEPTEMBER										
S	M	T	W	F	S	M	T	W	F	S	M	T	W	F	S	M	T	W	F	S
				1 2 3 4	5 6 7 8 9 10 11	12 13 14 15 16 17 18	19 20 21 22 23 24 25	26 27 28 29 30 31		1 2 3 4 5 6 7 8	9 10 11 12 13 14 15	16 17 18 19 20 21 22	23 24 25 26 27 28 29 30 31		1 2 3 4 5	6 7 8 9 10 11 12	13 14 15 16 17 18 19	20 21 22 23 24 25 26	27 28 29 30	
5	6	7	8 9 10 11	12 13 14 15 16 17 18	19 20 21 22 23 24 25	26 27 28 29 30 31														

OCTOBER					NOVEMBER					DECEMBER										
S	M	T	W	F	S	M	T	W	F	S	M	T	W	F	S	M	T	W	F	S
				1 2 3	4 5 6 7 8 9 10	11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30 31		1 2 3 4 5 6 7	8 9 10 11 12 13 14	15 16 17 18 19 20 21	22 23 24 25 26 27 28	29 30						
4	5	6	7 8 9 10	11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30 31														

1988

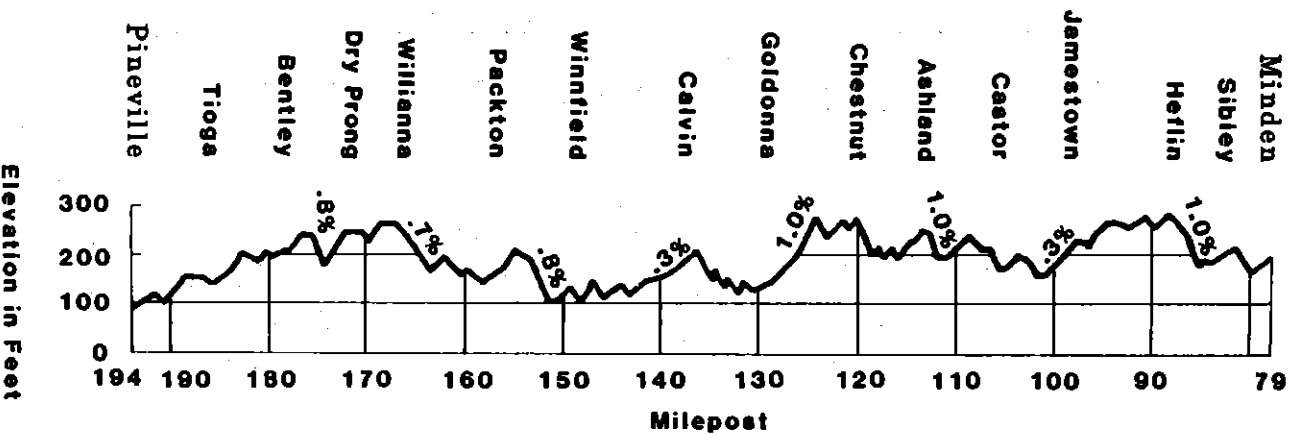
JANUARY					FEBRUARY					MARCH										
S	M	T	W	F	S	M	T	W	F	S	M	T	W	F	S	M	T	W	F	S
				1 2	3 4 5 6 7 8 9	10 11 12 13 14 15 16	17 18 19 20 21 22 23	24 25 26 27 28 29 30 31		1 2 3 4 5 6	7 8 9 10 11 12 13	14 15 16 17 18 19 20	21 22 23 24 25 26 27	28 29						
3	4	5	6 7 8 9	10 11 12 13 14 15 16	17 18 19 20 21 22 23	24 25 26 27 28 29 30														

APRIL					MAY					JUNE										
S	M	T	W	F	S	M	T	W	F	S	M	T	W	F	S	M	T	W	F	S
				1 2	3 4 5 6 7 8 9	10 11 12 13 14 15 16	17 18 19 20 21 22 23	24 25 26 27 28 29 30		1 2 3 4 5 6 7	8 9 10 11 12 13 14	15 16 17 18 19 20 21	22 23 24 25 26 27 28	29 30 31						
3	4	5	6 7 8 9	10 11 12 13 14 15 16	17 18 19 20 21 22 23	24 25 26 27 28 29 30														

JULY					AUGUST					SEPTEMBER										
S	M	T	W	F	S	M	T	W	F	S	M	T	W	F	S	M	T	W	F	S
				1 2	3 4 5 6 7 8 9	10 11 12 13 14 15 16	17 18 19 20 21 22 23	24 25 26 27 28 29 30		1 2 3 4 5 6	7 8 9 10 11 12 13	14 15 16 17 18 19 20	21 22 23 24 25 26 27	28 29 30 31						
3	4	5	6 7 8 9	10 11 12 13 14 15 16	17 18 19 20 21 22 23	24 25 26 27 28 29 30														

OCTOBER					NOVEMBER					DECEMBER										
S	M	T	W	F	S	M	T	W	F	S	M	T	W	F	S	M	T	W	F	S
				1	2 3 4 5 6 7 8	9 10 11 12 13 14 15	16 17 18 19 20 21 22	23 24 25 26 27 28 29	30 31	1 2 3 4 5	6 7 8 9 10 11 12	13 14 15 16 17 18 19	20 21 22 23 24 25 26	27 28 29 30						
2	3	4	5 6 7 8	9 10 11 12 13 14 15	16 17 18 19 20 21 22	23 24 25 26 27 28 29	30 31													

## MINDEN SUBDIVISION



# TAKE PRIDE

in

## RULES OBSERVANCE

For employees to be safe they must be taught by a competent, courteous teacher. Conductors, engineers and foremen are teachers and have the obligation to require rules observance and safety in the performance of duty by employees under their supervision.

SPEED TABLE

Time Per Mile	Per Mins.	Per Sec.	Miles Per Hour	Time Per Mile	Per Mins.	Per Sec.	Miles Per Hour	Time Per Mile	Per Mins.	Per Sec.	Miles Per Hour
0	45		80	1	08		52	1	46		34
0	46		78	1	10		51	1	48		33
0	47		76	1	12		50	1	50		32
0	48		75	1	14		48	1	52		32
0	49		73	1	16		47	1	54		31
0	50		72	1	18		46	1	56		31
0	51		70	1	20		45	1	58		30
0	52		69	1	22		43	2	00		30
0	53		67	1	24		42	2	10		27
0	54		66	1	26		41	2	15		26
0	55		65	1	28		40	2	24		25
0	56		64	1	30		40	2	30		24
0	57		63	1	32		39	2	45		21
0	58		62	1	34		38	3	00		20
0	59		61	1	36		37	3	30		17
1	00		60	1	38		36	4	00		15
1	02		58	1	40		36	5	00		12
1	04		56	1	42		35	6	00		10
1	06		54	1	44		34				