

FORM U TRAIN ORDER

WHEN GRANTING AUTHORITY BY RADIO TO MOVE THROUGH THE LIMITS OF A FORM U TRAIN ORDER, AFTER TRACK IS CLEARED AND SAFE FOR PASSAGE, THE FOLLOWING WORDING MUST BE USED IN ADDRESSING TRAINS:

"FOREMAN (NAME) _____ AT MP _____ CALLING _____ (TRAIN IDENTIFICATION)."

AFTER ENGINEER ANSWERS BY TRAIN IDENTIFICATION, FOREMAN CONTINUES: "THIS IS FOREMAN (NAME) _____ IN CHARGE OF WORK BETWEEN MP _____ AND MP _____. WE ARE IN THE CLEAR AND YOU MAY PROCEED THROUGH THE LIMITS OF ORDER NO. _____, BETWEEN MP _____ AND MP _____ AT _____ MPH, REPEAT _____ MPH."

AFTER ENGINEER REPEATS TRAIN ORDER NUMBER, SPEED AND MILE POST LIMITS, FOREMAN ACKNOWLEDGES BY SAYING "TRAIN ORDER NO. _____ BETWEEN MP _____ AND MP _____, _____ MPH, O.K."

WHEN NO SPEED RESTRICTION IS REQUIRED, FOREMAN WILL TELL ENGINEER "AT MAXIMUM AUTHORIZED SPEED."

(FORM U TRAIN ORDERS, UNLESS ANNULLED MUST BE RETAINED AND OBSERVED DURING A CONTINUOUS TRIP OR TOUR OF DUTY.)

**AVOID FALLS
CHECK FOOTING
BEFORE DISMOUNTING**

Know safety

Care safety

Speak safety

Live 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.**



FOR THE GOVERNMENT OF EMPLOYEES ONLY
SYSTEM

**TIMETABLE
No. 3**

Effective 12:01 a.m. Saturday, March 15, 1986

W.N. DERAMUS, IV, Vice President-Operations
D.W. BROOKINGS, Chief Engineer
O.C. BURGE, Assistant Vice President-Operations
J. WEBB, Assistant Vice President-Transportation
D.E. JOHNSON, General Superintendent of Safety-Rules Examiner
M.W. HAHN, Superintendent, KCS Railway
D.H. MORRISON, Superintendent, L&A Railway
J.W. TALLEY, Superintendent of Terminals (Jurisdiction over
Lake Charles, Beaumont and Port Arthur terminals)

OFFICIALS

ASSISTANT SUPERINTENDENTS OF SAFETY

R. L. Everett	System	Shreveport, La.
R. J. Morris	System	Shreveport, La.
E. L. Terry	System	Shreveport, La.

TRAINMASTERS

S. A. Pence	K.C.S.	Pittsburg, Ks.
J. E. Dunn	K.C.S.	Heavener, Ok.
E. W. Burch	K.C.S.	Shreveport, La.
C. W. Guillory	K.C.S.	Leesville, La.
F. L. Ashworth	L&A	Dallas, Tx.
A. George, Jr.	L&A	Shreveport, La.
K. L. Richmond	L&A	Shreveport, La.

TERMINAL TRAINMASTERS

R. L. Oliver	K.C.S.-L&A	Shreveport, La.
I. S. Judice	K.C.S.	Lake Charles, La.
A. R. Luman	L&A	Baton Rouge, La.
W. A. Phillips	L&A	New Orleans, La.

ASSISTANT TRAINMASTERS

L. M. McCarty	K.C.S.	Pittsburg, Ks.
W. B. Warren	K.C.S.-L&A	Shreveport, La.
L. L. Hicks	K.C.S.	Lake Charles, La.
W. E. Blackburn	K.C.S.	Beaumont, Tx.
E. G. Carter	L&A	Alexandria, La.

GENERAL ROAD FOREMAN OF ENGINES

A. V. Ingram	System	Shreveport, La.
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ASSISTANT GENERAL ROAD FOREMAN OF ENGINES

B. D. Sanders	System	Shreveport, La.
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ROAD FOREMEN OF ENGINES

R. D. Ferrier	System	Pittsburg, Ks.
C. A. Benefield	System	Pittsburg, Ks.
M. D. Clark	System	Heavener, Ok.
L. L. Harp	System	Heavener, Ok.
E. D. Northcutt	System	Shreveport, La.

DIRECTOR-DISPATCHER'S OFFICE

H. C. Park	System	Shreveport, La.
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CHIEF DISPATCHERS

H. E. Bond	System	Shreveport, La.
T. S. McGuire	System	Shreveport, La.
D. L. Webb	System	Shreveport, La.

TRAIN DISPATCHERS—Shreveport, La.

J. A. Anderson	L. E. Deen	B. H. Park
F. Crnkovic	S. J. Fleming	T. A. Tucker
J. M. Cross	B. W. Mabry	P. D. Waguespack

TELEPHONE NUMBERS

CHEMTREC	800-424-9300
General Superintendent of Safety—Rules Examiner	318-227-7067
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		Aux. Trks. Cars
			Sidings		
			Feet	Cars	
0004	3.7	KNOCHE KORSTWY			Yard
	5.1	COAL TRACK SWITCH			
	5.3	AIR LINE JCT.			Conn.
	5.4	MP CROSSINGS (3)			
	5.5	MP CROSSING			
	5.9	KCS JCT.			Conn.
	6.1	KCT CROSSINGS (2)			Conn.
	6.1	ATSF CROSSING			
	6.1	BIG BLUE JCT.			Conn.
	6.7	ARMCO STEEL CROSSING.			Conn.
	7.4	FIFTEENTH STREET	4350	79	Yard
	8.9	BLUE VALLEY	10016	183	
0023	23.5	GRANDVIEW	13684	249	Yard Conn.
0033	32.7	JAUDON	6978	127	
0053	53.1	DREXEL	11999	218	31
0062	62.4	AMSTERDAM Y	6822	124	29
0081	80.7	HUME	7592	138	Yard
0099	98.9	EVE	10327	188	Yard Conn.
	114.6	BN CROSSING			
0118	118.1	MULBERRY	12457	226	10
	127.1	ATSF CONN.			
0128	128.2	NORTH YARD KORTW			Yard
		124.5			

Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry	Station No.	Tracks and/or Industries	MP	Car Cap.	Dir. of Entry
0010	Leeds	9.8	Yard	S	0066	Pimid	66.3	10	N
0018	Bryant	15.0	85	N&S	0069	Amoret	68.9	16	N&S
0022	Ford	22.2	14	N	0089	Stotesbury	89.1	16	N&S
0039	Cleveland	38.8	8	N	0094	Richards	93.6	16	N&S
0062	K.C.PL.	61.3	Yard	N&S					

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

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

FIRST SUBDIVISION SPECIAL INSTRUCTIONS

MPH

1. MAXIMUM AUTHORIZED SPEED 40

2. SPEED RESTRICTIONS:

Joint Agency Trackage to MP 6.0 10

Between 12th and 17th Streets Kansas City 10

City limits Kansas City 25*

MP 0 - MP 21.7

MP 25.3 - MP 26.9

*Over crossings unprotected by gates or watchman.

Siding Blue Valley 20

Siding Jaudon 20

City limits Amsterdam 35

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 #*
MP (3)	5.4	Manual Interlocking #
MP	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. SIGNAL RULES IN EFFECT:

CTC-ABS MP 5.0 to MP 6.1 #

ABS MP 6.1 to MP 7.8

CTC-ABS MP 7.8 to MP 126.2

Controlled by Kansas City Terminal Ry. Traffic Control.

6. HAND OPERATED SWITCHES AND 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 where Maximum Authorized Speed is in excess of 20 MPH.

Union Wire Rope Acid spur	MP 8.0
Calloway Mining spur	MP 8.5
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
Amoret, south siding switch	MP 68.9
Hume, spur track, east side of Main track	MP 80.5
Stotesbury, north siding switch	MP 88.7
Stotesbury, south siding switch	MP 89.0
Richards, north siding switch	MP 93.3
Richards, south siding switch	MP 93.6
Eve, north switch, East Siding	MP 98.8
Eve, south switch, East Siding	MP 99.2

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 secure permission from the train dispatcher.

10. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS:

MP 7.8	Blue Valley—Knoche
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) Osage River
MP 26.1	MP 89.4 # (Bridge A-89) 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:

GENERAL ORDER BOOKS

Knoche
East Kansas City, Roundhouse
North Yard

STANDARD CLOCKS

Knoche
East Kansas City, Roundhouse
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 secure clearance or verbal authority of train dispatcher before departing Air Line Jct.
- Southward trains obtain verbal authority of the train dispatcher to enter CTC territory MP 7.8 before leaving Air Line Jct.
- Southward yard engines secure clearance or verbal authority of 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 secure 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 secure 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.

(4) 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.

(5) Conductors notify crew dispatcher by telephone from the tie up point the time crew finally tied up.

(6) 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.

- (h) Form U train orders will not be issued to cover track between KCS MP 5.0 and KCS MP 7.8.

Maintenance of Way employees desiring to perform track work on the Main track between these two points must secure 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—Armco crossing MP 6.7 will be governed by applicable rules and, in addition, instructions posted inside the box marked "KCS" at that location.

In the event signal continues to display STOP (RED) after required procedures have been followed authority 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 new Main track is in service between MP 6.8 and MP 7.7. Switches are to be lined and locked for the new Main track (Formerly Fifteenth Street siding).

15. KCPL PLANT AMSTERDAM:

- Do not exceed:
 - 5 MPH between KCS lead and loop track switch.
 - 5 MPH on loop track, except:
 - 2 MPH approaching and moving through dumper building.
- Before entering dumper building all units must have windows closed, awnings down and side vents closed.
- Crew members must remain on 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 three cars via radio contact with the dumper operator.
- 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:

- ATSF trains and engines operate between ATSF connection, MP 127.1 and ATSF connection, MP 129.4 under Rule 93.
- Northward trains secure clearance or verbal authority of the train dispatcher before departing North Yard.
- Northward trains obtain verbal authority of the train dispatcher to enter CTC territory before departing North Yard.

17. STATE LINE: Missouri—Kansas, MP 120.1.

Station No.	Mile Post	Stations	Capacity			NORTH ↑
			Sidings		Aux. Trks.	
			Feet	Cars	Cars	
0128	128.2	NORTH YARD. KORTW				Yard
		0.8				
	129.0	MP CROSSING.				Conn.
		0.2				
	129.2	PITTSBURG.				Yard
		0.3				
	129.5	BN CROSSING.				
		0.2				
	129.7	BN CROSSING.				Conn.
		9.3				
4139	139.0	KOG JCT.				
		1.3				
0140	140.3	ASBURY.	7094	129	5	
		6.9				
	147.2	BN CROSSING.				
		7.1				
0155	154.3	JOPLIN.	5559	101		Yard
		0.6				Conn.
	154.9	BN CROSSING.				
		15.2				
0170	170.1	DALBY.	6679	121		
		2.6				
	172.7	BN CROSSING.				Conn.
		1.4				
0174	174.1	NEOSHO. ORWY	3311	60		Yard
		6.7				
0181	180.8	MCELHANY.	18105	329	17	
		19.9				
0201	200.7	NOEL.	6699	122	41	
		16.3				
0217	217.0	DECATUR.	2011	36	25	
		5.5				
0222	222.5	GENTRY.	7879	143	47	
		1.2				
0224	223.7	FLINT CREEK.				Conn.
		5.6				
0229	229.3	SILOAM.	8109	147		Yard
		6.7				
0236	236.0	WATTS. W	12367	225		Yard
		107.8				

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

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

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

SECOND SUBDIVISION SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED 40 MPH

2. SPEED RESTRICTIONS:

City limits Pittsburg	25
Siding Asbury	20
City limits Joplin	25
Siding Joplin	20
Between MP 166 and MP 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	20
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
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
MP	129.0	Gate (Rule 98) @
BN	129.5	Gate (Rule 98) @
BN	129.7	Gate (Rule 98) @
BN	147.2	Automatic Interlocking %
BN	154.9	Electrically Locked Gate †
BN	172.7	Automatic Interlocking

@ Normal position of gate against conflicting route.

% See operating rule 345.

† Normally lined against BN.

5. SIGNAL RULES IN EFFECT:

CTC-ABS MP 130.6 to MP 172.0

CTC-ABS MP 174.4 to MP 236.0

6. HAND OPERATED SWITCHES AND 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 where Maximum Authorized Speed is in excess of 20 MPH:

Joplin, MP 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
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

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: (Rule 350)

- (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 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.	Goodman, Split Log spur
Waco spur	American Family
Joplin	Home spur
North switch,	Anderson, East Team track
Joplin Union Depot	Gravette, siding
South switch,	Decatur, siding
Joplin Union Depot	Gentry, McKee Baking
Long Bell spur	Company spur
McElhany	Siloam
Linde spur	House track
La-Z Boy spur	North, West Siding
Government Lead	switch
North crossover	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
MP 172.0 to MP 174.4	Neosho

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 signal 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 161.6. 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 signals can be controlled to permit movements into siding when high water detector is tripped.

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

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

* Equipment with oversize load feature.

14. LOCATION OF:

GENERAL ORDER BOOKS

North Yard
Neosho
Watts

STANDARD CLOCKS

North Yard
Neosho
Watts

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 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

16. **NORTH YARD:** Southward trains secure clearance, or verbal authority of the train dispatcher, before departing North Yard. Southward trains obtain verbal authority of the train dispatcher to enter CTC territory before leaving North Yard.
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) Northward trains and engines obtain verbal authority of the train dispatcher to enter CTC territory before leaving Neosho. Trains originating at Neosho secure clearance or verbal authority of the train dispatcher before departing Neosho.
- (b) Street crossings within city limits must not be blocked in excess of 10 minutes, except that Washington Street crossing may be blocked not exceeding 30 minutes to enable crews to set out and pick up, except that this crossing must not be blocked to exceed 10 minutes between the hours of 7:00 AM and 8:00 AM, 12:00 Noon and 1:00 PM, and 5:00 PM and 6:00 PM.
- (c) Due to heavy grade, all movements on Ozark Terminal spur will be made with automatic air brakes cut in and operative.

(d) The northward approach signal to the BN interlocking at Neosho displays only an "APPROACH" indication. Do not exceed 20 MPH between this signal and the BN interlocking and be prepared to stop short of a "RED" signal at the BN crossing.

19. FLINT CREEK:

- (a) 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.
- (b) Do not exceed 5 MPH using the Flint Creek spur and 2 MPH entering or moving over the rotary dump unloader.
- (c) Before entering dumper building all units must have windows closed, awnings down and side vents closed.
- (d) Crew members must remain on inside of engine cabs and not ride on side of engine or cars while entering or moving through the dumper building.
- (e) Engineer will spot the head car via radio contact with the dumper operator.
- (f) When dumper operator advises the head car is spotted and released to SWEPCO, crew members will detrain and not remain in the vicinity of the dumper building during unloading.
- (g) 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.

20. WATTS: Northward trains originating must secure clearance or verbal authority of the train dispatcher before departing.

21. STATE LINES:

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

K.O.G. BRANCH

SOUTH ↓	Station No.	Mile Post	Stations	Capacity			NORTH ↑
				Sidings		Aux. Trks. Cars	
				Feet	Cars		
	4139	139.0	KOG JUNCTION				
	4148	L148.0	END OF LINE			Yard	
			9.0				

K. O. G. BRANCH SPECIAL INSTRUCTIONS

- 1. MAXIMUM AUTHORIZED SPEED 5 MPH
- 2. The K. O. G. Branch is out of service between MP L-140.1 and MP L-148.0.

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

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

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

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

THIRD SUBDIVISION SPECIAL INSTRUCTIONS

- 1. MAXIMUM AUTHORIZED SPEED 40 MPH
- 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
 - Between MP 285.4 and MP 285.6 30
 - City limits Sallisaw 35
 - Siding Gans 20
 - Siding Shady Point 20
 - Siding Howe 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
MP	290.4	Automatic Interlocking %

 % See operating rule 345.

5. SIGNAL RULES IN EFFECT:

CTC-ABS MP 236.0 to MP 335.8

6. HAND OPERATED SWITCHES AND 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 where Maximum Authorized Speed is in excess of 20 MPH.

Westville, East Team track	MP 244.2
Baron, north switch Team track	MP 249.9
Baron, south switch Team track	MP 250.1
Bunch, north switch	MP 271.5
Bunch, south switch	MP 271.8
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

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

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**

Watts
Sallisaw
Heavener
Ft. Smith

STANDARD CLOCKS

Watts
Heavener
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 secure clearance or verbal authority of 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 Yard Speed between MP 335.8 and MP 336.3.

(b) Northward and southward through trains arriving Heavener will not require a clearance issued at Heavener prior to departing.

All locals, dodgers, work trains and extra trains originating at Heavener, when the train order office is open, will secure clearance and any train orders prior to departing Heavener. When the train order office is closed, they will obtain verbal permission from the train dispatcher prior to departing Heavener.

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

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

Except as prescribed in Operating Rule 216(b), restricting train orders will not be issued to the train order office at Heavener for delivery to northward and southward through trains; except, such orders may be issued for delivery to locals, dodgers, work trains and extra trains originating at Heavener.

17. FORT SMITH:

- (a) KCS trains and engines using BN tracks between BN connection, Poteau, MP 325.6 and S. F. Jct. are governed by BN Operating Rules and current BN Springfield Division timetable and Special Instructions.
- (b) MAXIMUM AUTHORIZED SPEED. KCS tracks, through turnouts and crossovers 10 MPH
- (c) RAILROAD CROSSINGS AT GRADE:

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

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

Normal position against KCS.

- (d) KCS TRACKS AT FT. SMITH ARE WITHIN YARD LIMITS.

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:

- The conductor will ascertain if there are cars in his train which are stencilled plate C, E, or F.
- Should a plate C, E, or F car be in the train it will be handled as follows:
 - Reduce speed to five (5) miles per hour and afford protection for close clearance while moving through the tunnel.
 - A car stencilled "Exceeds plate F" will not be handled through the Jenson Tunnel. Secure disposition of such cars from the train dispatcher or trainmaster.

20. MAXIMUM GROSS WEIGHT ALLOWABLE BETWEEN POTEAU AND FORT SMITH IS 263,000 LBS.

FORT SMITH AND VAN BUREN RAILWAY

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

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

FS&VB RAILWAY SPECIAL INSTRUCTIONS

MPH

- MAXIMUM AUTHORIZED SPEED 10
- 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)
- RESTRICTED SPEED TERRITORY: (Rule 92 applies)
Trains and engines move at Restricted Speed between Coal Creek and End of Line.
- RAILROAD CROSSINGS AT GRADE:
Railroad Mile Post Type of Protection
MP 27.0 Stop (Rule 98)
- LOCAL SPECIAL INSTRUCTIONS
- The Main track is out of service between Coal Creek and the End of Line. The connection switch between the FS&VB Railway and the KCS Ry. has been removed.
- McCurtaIn: Engines will not go beyond conveyor on Great National Coal Mine Corporation spur.

**SAFETY HAS NO
QUITTING TIME**

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

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

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

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

FOURTH SUBDIVISION SPECIAL INSTRUCTIONS

- MPH
- MAXIMUM AUTHORIZED SPEED** 35
 - SPEED RESTRICTIONS:**
 Between north and south siding switches, Heavener 20
 Between MP 344.0 and MP 346.0 30
 Siding Potter 20
 Between MP 379.5 and south siding switch, Mena 20
 Siding Vandervoort 20
 Between MP 402.0 and MP 402.3 30
 Between MP 407.0 and MP 409.0 30
 Siding Wickes 20
 Between MP 415.0 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
 - 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
 - SIGNAL RULES IN EFFECT:**
 CTC-ABS MP 338.5 to MP 431.7
 - HAND OPERATED SWITCHES AND 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 where Maximum Authorized Speed is in excess of 20 MPH.

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

- SIDINGS EQUIPPED WITH DUAL CONTROLLED SWITCHES:**
 Heavener \$ Vandervoort \$
 Page Wickes \$
 Rich Mountain Gillham \$
 Potter \$ DeQueen (North siding switch) \$

\$ Okay for loaded unit coal trains.

- 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.

- ELECTRICALLY LOCKED SWITCHES:**

Hatfield, siding
 Hatton, Rock spur

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

MP 339.3 Heavener
 MP 431.7 DeQueen

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

LOCATIONS	SIGNALS AFFECTED
MP 383.4	SOUTHWARD MOVEMENTS: Southbound absolute signal at South Rich Mountain and approach signals at MP 372.1, 377.0 and 382.5.
MP 384.4	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.

- 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.

- LOCATION OF:**

GENERAL ORDER BOOKS	STANDARD CLOCKS
Heavener	Heavener
Mena	DeQueen
DeQueen	

- 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 Yard Speed between MP 335.8 and MP 336.3.
- (c) 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.
- (d) 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 on them, wheels chocked and sufficient hand brakes applied to prevent cars from rolling away.
- (e) Northward and southward through trains arriving Heavener will not require a clearance issued at Heavener prior to departing.

All locals, dodgers, work trains and extra trains originating at Heavener, when the train order office is open, will secure clearance and any train orders prior to departing Heavener. When the train order office is closed, they will obtain verbal permission from the train dispatcher prior to departing Heavener.

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

The relieving conductor, engineer and head brakeman will receive their train orders, clearances and instructions from the conductor, engineer and head brakeman being relieved as prescribed in Operating Rule 220 or retrieve them from the caboose and lead engine of the train being relieved and will compare train orders, clearances and instructions with the train dispatcher prior to departing Heavener.

Except as prescribed in Operating Rule 216(B), restricting train orders will not be issued to the train order office at Heavener for delivery to northward and southward through trains; except, such orders may be issued for delivery to locals, dodgers, work trains and extra trains originating at Heavener.

15. DEQUEEN:

- (a) Form U train orders will not be issued to cover track work within the Yard Limits at DeQueen.
- Maintenance of Way employees desiring to perform track work within the Yard Limits must secure and maintain a current line up of trains from the TOC at DeQueen under whose supervision the work will be performed.

16. STATE LINE: Oklahoma-Arkansas, MP 360.3.**THE ARKANSAS WESTERN RAILWAY**

SOUTH ↓	Station No.	Mile Post	Stations	Capacity			NORTH ↑
				Sidings		Aux. Trks.	
				Feet	Cars	Cars	
	0338	0.0	HEAVENER..... KOSWY				
	6432	31.8	31.8 WALDRON.....		24	49	
	....	33.0	1.2 END OF LINE.....				
33.0							

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

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

**ARKANSAS WESTERN RAILWAY
SPECIAL INSTRUCTIONS**

- MPH
- MAXIMUM AUTHORIZED SPEED** 25
 - 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
 - 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
 - Trains and engines must secure permission from the train dispatcher before occupying the Main track.
 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.
 - Arkansas Western trains and engines will not require clearance at Heavener.
 - YARD LIMITS-INDICATED BY YARD LIMIT SIGNS:**
 MP 3.1 Heavener
 - Form U train orders will not be issued to cover track on the Arkansas Western Railway.
 - 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.
 - LOCATION OF:**
 - GENERAL ORDER BOOKS
Heavener
 - STANDARD CLOCKS
Heavener
 - BASE AND WAYSIDE RADIOS:**

LOCATION	TYPE	FREQUENCY
Heavener	Wayside	F-1, F-2
 - STATE LINE: Oklahoma-Arkansas, MP 9.9.**

Station No.	Mile Post	Stations	Capacity		Aux. Trks. Cars	NORTH ↑
			Feet	Cars		
0433	432.9	DEQUEEN KW 0.9	7465	136	Yard	Conn.
	433.8	D&E CROSSING 4.4				
	438.2	WADE 11.1	7137	130		
0450	449.3	WINTHROP 13.7	10709	195	12	
0464	463.0	WILTON 4.6	7437	135	108	
	467.6	BN CROSSING GNA CONN 2.6				Conn.
0469	470.2	ASHDOWN KY 16.8	10872	198	Yard	
0488	487.0	TRIGG STREET ORW 0.3	11254	205	Yard	
	487.3	DEPOT JUNCTION 0.1				Conn.
	487.4	MP CROSSING 0.1				
	487.5	SSW CROSSING 1.9				
	489.4	KERR-McGEE CROSSING 0.0				
	489.4	MP CROSSING 3.4				
0494	492.8	JURY 6.5	6602	120		
0499	499.3	SOUTH TEXARKANA 17.5	900	16	Yard	
0518	516.8	SANDRA 15.0	6596	120	17	
0533	531.8	SHORELINE 16.5	12807	233	61	
0549	548.3	BLANCHARD 0.7	6608	120	10	
	549.0	TEXAS JUNCTION Y 4.3				Conn.
0554	553.3	DERAMUS YARD. KORSWY			Yard	

120.4

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

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

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FIFTH SUBDIVISION SPECIAL INSTRUCTIONS

1. **MAXIMUM AUTHORIZED SPEED** MPH 40
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 A-478 (Red River bridge), MP 477.9 20

TIMETABLE NO. 3

- City limits Texarkana 20*
- Over MP crossing, MP 487.4 20
- Over SSW crossing, MP 487.5 20
- Over MP-KM crossings, MP 489.4 (2) 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

* 10 MPH over 3rd through 14th Streets

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 %
MP	487.4	Manual Interlocking
SSW	487.5	Manual Interlocking
KM	489.4	Automatic Interlocking
MP	489.4	Automatic Interlocking

% See operating rule 345.

6. SIGNAL RULES IN EFFECT:

CTC-ABS MP 434.3 to MP 484.7
 CTC-ABS MP 492.2 to MP 549.0

7. HAND OPERATED SWITCHES AND 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 where Maximum Authorized Speed is in excess of 20 MPH.

Winthrop, Brotherton Woodyard	MP 449.4
Allene, south switch Team track	MP 456.3
Ravanna, spur track	MP 512.5
Vivian, V.I.P. spur	MP 527.4
Superior T&T, north switch	MP 530.0
Superior T&T, south switch	MP 530.4
Halliburton north switch	MP 535.7
Halliburton south switch	MP 536.1
Southwestern Gas & Electric Co. spur	MP 538.4
Ark-La-Tex spur	MP 541.3

TIMETABLE NO. 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, siding
Vivian, siding
Brian, UOP spur

* Controlled by the train dispatcher. Trains and engines desiring to use these tracks must secure 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**

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

STANDARD CLOCKS

DeQueen
Trigg St.
Deramus Yard
Deramus Yard, 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. Tracks at the following stations are designated "DO NOT CLEAR" tracks and trains and engines will not be permitted to clear the Main track at these tracks.

- Superior
- Halliburton

Form U train orders will not be issued to cover track between KCS MP 551.6 and KCS MP 553.7 (Tail track switch at the north end of Deramus Yard and the Main track crossover switch located south of Deramus Yard office.)

Maintenance of way employees desiring to perform track work on the Main track between these two points must secure permission from the yardmaster on duty who will not allow trains and engines to occupy this portion of track until the track is released by those performing the work.

15. DEQUEEN:

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

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

- Absolute signals governing movements over D&E crossing are not a part of CTC territory. There is no southward approach signal to the southward absolute signal. Trains and engines must approach such signal expecting to find it displaying "Stop" indication.

- Form U train orders will not be issued to cover track work within the Yard Limits at DeQueen.

Maintenance of Way employees desiring to perform track work within the Yard Limits must secure and maintain a current line up of trains from the TOC at DeQueen under whose supervision the work will be performed.

16. ASHDOWN:

- 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.

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

- Trains originating Ashdown secure clearance or verbal authority of the train dispatcher before departing Ashdown.
- Form U train orders will not be issued to cover track between North Ashdown (The KCS-BN interlocking, MP 467.6) and South Ashdown (The absolute signal which governs northward movements on the Main track, located 1400 feet south of MP 473).

Maintenance of Way employees desiring to perform track work between these two locations must secure track and time limits.

17. TRIGG STREET:

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

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

19. BLANCHARD WYE:

Trains and engines desiring to use the North leg of the wye at Blanchard in either direction and/or to enter the KCS Main track at that location will not be required to secure the authority of the train dispatcher before doing so. Such trains and engines will be governed by signal indications.

20. DERAMUS YARD:

- (a) Northward trains secure clearance at Deramus Yard. Northward trains obtain verbal authority of KCS train dispatcher before departing Deramus Yard to enter CTC territory.
- (b) Be governed by Deramus Yard Area special instructions.

21. STATE LINES:

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

**SAFETY
IS
OUR
GOAL**

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

115.1

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

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

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

SIXTH SUBDIVISION SPECIAL INSTRUCTIONS

MPH

1. MAXIMUM AUTHORIZED SPEED 40
2. SPEED RESTRICTIONS:
 - City limits Shreveport 20
 - Through spring switch, Hollywood Avenue . . . 10
 - Over MP 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 cov-

ered Pegues 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

* 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	25
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

On all engine service and car repair facility tracks

4. RAILROAD CROSSINGS AT GRADE:

Railroad	Mile Post	Type of Protection
MP	563.5	Automatic Interlocking

5. SIGNAL RULES IN EFFECT:

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

6. HAND OPERATED SWITCHES AND 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 where Maximum Authorized Speed is in excess of 20 MPH:

Mansfield, Boise Southern wood yard switch	MP 588.6
Mansfield-All tracks except siding	MP 591.3
Coker, north Wye switch	MP 595.9
Coker, south Wye switch	MP 596.1
Noble	MP 616.6
Loring, Short siding, north switch	MP 627.3
Loring, Short siding, south switch	MP 627.5
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

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 secure 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
Deramus Yard
Deramus Yard, Diesel Shop
Leesville

STANDARD CLOCKS
Deramus Yard
Deramus Yard, Diesel Shop
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:

- Be governed by Deramus Yard Area special instructions.
- Southward trains and engines secure verbal permission from control operator, Deramus Yard, to enter C.T.C. territory.
- Southward trains secure clearance or verbal authority of the train dispatcher before departing Deramus Yard. Southward trains secure verbal authority from the train dispatcher to enter C.T.C. territory before departing end of double track at Hollywood Avenue.

14. MANY:

Train and engine crews will use air while switching the Boise Cascade, Inc. 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 (Country Pride Foods) crossing.

15. FLORIEN:

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

16. LEESVILLE:

(a) Northward trains obtain clearance or verbal authority of the train dispatcher before departing Leesville. Northward trains obtain verbal authority of the train dispatcher to enter C.T.C. territory before departing Leesville.

(b) Northward and southward through trains arriving Leesville will not require a clearance issued at Leesville prior to departing, but must obtain verbal permission from the train dispatcher before departing Leesville.

All locals, dodgers, work trains and extra trains originating at Leesville will continue to secure clearance and any train orders prior to departing Leesville.

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

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

Except as prescribed in Operating Rule 216(b), restricting train orders will not be issued to the train order office at Leesville for delivery to northward and southward through trains; except, such orders may be issued for delivery to locals, dodgers, work trains and extra trains originating at Leesville.

**SAFETY
IS NO
ACCIDENT**

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

117.7

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

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

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

SEVENTH SUBDIVISION SPECIAL INSTRUCTIONS

- MPH
1. **MAXIMUM AUTHORIZED SPEED** 40
 2. **SPEED RESTRICTIONS:**
 - City limits Leesville 20
 - City limits DeRidder 20
 - Over ATSF crossing, MP 689.8 20
 - Between MP 716.0 and DeQuincy 25
 - City limits DeQuincy 20
 - City limits Vidor, MP 757.0 to MP 762.0 30
 - Between MP 762.0 and MP 764.3 (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
 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 Daub and Fort Polk . . 20
 - On all engine service and car repair facility tracks 5
 4. **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) @
MP	750.2	Manual Interlocking # %
SP	766.0	Manual Interlocking #
ATSF	766.7	Manual Interlocking #
SP	769.8	Interlocked
SP	784.9	Interlocked *

 - @ Normal position against conflicting route.
 - # Controlled by KCS control operator, Beaumont.
 - % 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. **SIGNAL RULES IN EFFECT:**
 - CTC-ABS MP 670.3 to MP 686.0
 - CTC-ABS MP 690.3 to MP 766.8

7. **HAND OPERATED SWITCHES AND 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 where Maximum Authorized Speed is in excess of 20 MPH.

DeQuincy, Alton Box Co. spur	MP 721.2
Lunita	MP 730.4
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.

- (a) The south leg of the wye switch.
- (b) The north switch to Number 1 track.
- (c) The north switch to the north crossover.
- (d) 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, MP connection

10. **YARD LIMITS—INDICATED BY YARD LIMIT SIGNS:**

MP 671.0	Leesville
MP 686.0 to MP 690.3	Ludington—DeRidder
MP 763.9 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 of 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 K.C.S. and M.P. channels.
- # Equipped to transmit alarm on K.C.S., M.P., and S.P. channels.

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)	Wayside	F-1, F-2
Chaison	Wayside	F-1, F-2
Port Arthur	Wayside	F-1, F-2

15. LEESVILLE:

Northward and southward through trains arriving Leesville will not require a clearance issued at Leesville prior to departing, but must obtain verbal permission from the train dispatcher before departing Leesville.

All locals, dodgers, work trains and extra trains originating at Leesville will continue to secure clearance and any train orders prior to departing Leesville.

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

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

Except as prescribed in Operating Rule 216(b), restricting train orders will not be issued to the train order office at Leesville for delivery to northward and southward through trains; except, such orders may be issued for delivery to locals, dodgers, work trains and extra trains originating at Leesville.

LOCAL SPECIAL INSTRUCTIONS**16. LEESVILLE-DERIDDER:**

Southward trains and engines secure clearance, or verbal authority from the train dispatcher, before departing Leesville.

Southward trains and engines obtain verbal authority of the train dispatcher to enter CTC, MP 670.3, before departing Leesville.

Southward trains and engines obtain verbal authority of the train dispatcher to enter CTC, MP 690.3, before departing Ludington.

Northward trains and engines obtain verbal authority of the train dispatcher to enter CTC, MP 686.0, before departing De Ridder.

Watch for close clearance and do not ride the side of cars while switching Ampacet Corporation, Mile Post 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 secure permission from the train dispatcher to enter the Main track in either direction.

Seventh subdivision southward trains and engines must secure 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.:

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

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 current SP Operating Rules, timetable and Special Instructions and KCS general orders and Special Instructions.

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. FORM U TRAIN ORDERS:

Form U train orders will not be issued between S.P. Jct., (MP 764.9) and MP 766.8. Maintenance of Way and Signal Department employees requiring protection between these points will secure Track and Time Limits as prescribed by operating rule 402.

23. BEAUMONT:

- Northward trains and engines, except KCS yard engines and SP trains and engines, secure clearance at Beaumont.
- Northward trains obtain verbal authority of control operator to enter CTC territory before leaving Chaison Yard.
- A new crossover and turnout to the SP connection track at Wall Street is in service.

Trains and engines must secure authority from the Beaumont control operator before entering these limits.

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

Two Main tracks are 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 MP control operator.

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

KCS crews using MP and ATSF tracks will be governed by KCS operating rules and special instructions.

KCS crews using SP trackage between South St. and Crockett St. will be governed by KCS operating rules and special instructions and the following:

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

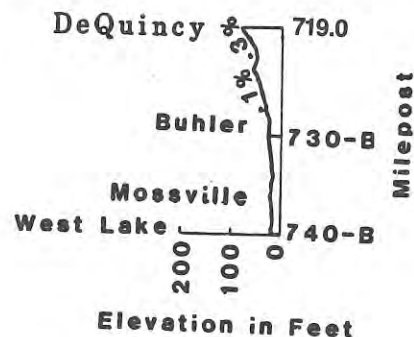
ATSF, MP and SP trains and engines using KCS tracks will be governed by their respective operating rules and special instructions.

24. PABTEX:

When handling inbound PABTEX (formerly TOPCO) movements flag protection must be provided over Procter St. extension. This will be accomplished by leaving a member of crew at the crossing. When handling outbound PABTEX movements fuses must be placed at Procter St. extension before proceeding over crossing.

25. STATE LINE: Louisiana-Texas, MP 738.7.

LAKE CHARLES
BRANCH



LAKE CHARLES BRANCH

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

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

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

LAKE CHARLES BRANCH SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED MPH
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 Southern road crossing at Rose Bluff yard and 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 Yard Speed between Gulf States Utilities spur MP B-732.7 and Lake Charles.

5. RAILROAD CROSSINGS AT GRADE:

Railroad	Mile Post	Type of Protection
MP	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.

6. SIGNAL RULES IN EFFECT:

CTC-ABS MP B-718.8 to MP B-732.7

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 secure 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

Mossville

Rose Bluff

STANDARD CLOCKS

Mossville

12. BASE AND WAYSIDE RADIOS:

LOCATION	TYPE	FREQUENCY
GSU plant (Mossville)	Wayside	F-1, F-2
Mossville	Wayside	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 on the Lake Charles branch from the south leg of the wye at DeQuincy must secure 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.

Trains other than the Mossville to Beaumont local, will not require clearance at Mossville.

Northward trains and engines must secure permission from the train dispatcher before entering CTC at Gulf States Utilities, MP B-732.7 and must approach the first signal in CTC 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 operate over Sampson Street between 3:30-4:30 p.m., Monday through Friday.

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. 5 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, or car entering or moving through 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 head three cars via radio contact with dumper operator.

4. When dumper operator advises the third car is spotted, engineer will:
 - (a) Pull train ahead approximately 10 feet so positioner arm can be attached.
 - (b) Place reverser lever in the center (neutral) position.
 - (c) Release air brakes.
 - (d) Place generator field switch in "OFF" position.
 - (e) Notify crew members 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.
 1. GSU 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.

**IF SAFETY IS
TO BE
IT'S UP TO YOU
IT'S UP TO ME**

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		Aux. Trks. Cars	NORTH ↑
				Sidings			
				Feet	Cars		
	9223	T-223.1	DALLAS K				Conn.
			37.8 via ATSF				
	9185	T-185.3	FARMERSVILLE				
			13.7				
	9172	T-171.6	HUNT KRW				Yard
			1.4				Conn.
		T-170.2	SSW CROSSING				Conn.
			9.0				
	9161	T-161.2	CAMPBELL	3162	57		
			13.4				
	9148	T-147.8	BRASHEAR	4555	83		
			7.5				
	9140	T-140.3	SULPHUR SPRINGS . . . K				Yard
			4.1				
	9136	T-136.2	TUGCO				Conn.
			5.5				
	9131	T-130.7	COMO	5863	107	6	
			13.0				
	9118	T-117.7	WINNSBORO	2378	43		Yard
			12.3				
	9105	T-105.4	LEESBURG	2700	49		
			4.4				
	9101	T-101.0	MONTICELLO				Conn.
			2.7				Yard
	9098	T-98.3	PITTSBURG				Yard
			SSW CROSSING				Conn.
			7.9				
	9090	T-90.4	WELSH				Yard
			1.6				
	9089	T-88.8	CASON	6828	124		
			10.4				
	9079	T-78.4	VEALS				Yard
		TN Conn	2.1				Conn.
	9076	T-76.3	HUGHES SPRINGS . . . OW				Yard
			15.2				
	9061	T-61.1	LASSATER	7500	136	11	
			10.9				
		T-50.2	MP CROSSING				Conn.
			0.9				
	9049	T-49.3	JEFFERSON				Yard
			7.6				
	9042	T-41.7	BALDWIN	2214	40		Yard
			6.1				
	9035	T-35.6	FOX Y	7000	127		
			13.6				
	9004	T-3.7	HAMMOCK	6771	123		
			3.7				
		T-0.0	TEXAS JUNCTION } VIA Y				Conn.
			4.3				
	0554	553.3	DERAMUS YD. KCS				

209.0

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

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

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TEXAS SUBDIVISION SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED MPH 40

2. SPEED RESTRICTIONS:

Over Cypress Bayou bridge, MP T-49.0	20
City limits Jefferson	20
Over MP 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
Over bridge T-83.8	25
Around curve MP T-85.9	35
Around curve MP T-86.2	35
Over bridge T-86.8 (Boggy Creek)	25
Around curve MP T-88.3	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 Winnsboro	20
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
MP	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 Missouri Pacific tracks, the L&A route should be reestablished.

5. SIGNAL RULES IN EFFECT:

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

6. HAND OPERATED SWITCHES AND DO NOT CLEAR TRACKS:

Westland Oil, north switch	MP T- 0.5	*
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	#
Missouri 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	*
Winnsboro		
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 *

*Not equipped with electric locks. Trains and engines must not clear main track at these locations if the Maximum Authorized Speed is in excess of 20 MPH.

#Do not exceed 20 MPH over these switches.

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-115.7 to MP T-120.0	Winnsboro
MP T-138.0 to MP T-142.0	Sulphur Springs
MP T-168.0 to MP T-174.0	Hunt
MP T-183.0	Farmersville

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. MP T-16—MP T-35:

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

16. BALDWIN:

Watch for close clearance while switching Lewis Rail Plant.

17. JEFFERSON:

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

18. HUGHES SPRINGS—VEALS:

Northward and southward trains and engines, reporting for duty at Hughes Springs, will secure clearance at Hughes Springs or verbal authority of the train dispatcher before departing. They will secure permission from the train dispatcher before entering CTC.

When using the siding at Veals, move expecting to find the T&N lead switch and switch to the Old L&A yard lined against the siding.

19. 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:
 - 5 MPH between L&A Main track and loop track switch.
 - 5 MPH on loop track, Except:
 - 2 MPH approaching and moving through dumper building.
- (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.
 3. Conductor and brakeman will inspect both sides of the train as it pulls by.
20. **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 caboosing 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.
21. **SULPHUR SPRINGS:** L&A crews using "Boomer track" must not foul SSW Main track.
22. **HUNT:**
- (a) 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-KT 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.
- (b) 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.
 - (c) 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.
 - (d) 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.
 - (e) Northward and southward trains departing Hunt will not require KCS Lines clearance issued at Hunt but must secure verbal permission from the train dispatcher before departing. Restricting orders will not be issued by the L&A train dispatcher to the train order office at Hunt except as prescribed in operating rules 216 (b) and 216 (c).
Northward and southward trains arriving Hunt will, upon arrival, turn train orders, clearances and instructions over to the relieving conductor, engineer and head brakeman as prescribed in operating rule 220. Should there be no relieving conductor, engineer and head brakeman on duty, the conductor, engineer and head brakeman being relieved will leave their train orders, clearances and instructions on their caboose and lead engine, respectively. Operating rule 220 is modified accordingly.
The relieving conductor, engineer and head brakeman will receive their train orders, clearances and instructions from the conductor, engineer and head brakeman being relieved as prescribed in operating rule 220 or retrieve them from the caboose and lead engine of the train being relieved and will compare train orders, clearances and instructions with each other and with the train dispatcher prior to securing permission to depart Hunt.
 - (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 or engines occupying SSW Main track to effect delivery of interchange to SSW at Greenville will be governed by special instructions of St. Louis Southwestern Railway Co. timetable reading: SPECIAL INSTRUCTIONS. Rule 93. Yard Limits are established at the following: MP-C550.5 Greenville C555.3. L&A crews must secure verbal permission from the SSW train dispatcher before entering the SSW main track at Greenville. After receiving such verbal permission, L&A crews may enter the SSW main track but must notify the SSW dispatcher once they have completed their work and cleared the SSW main track. L&A crews may reach the SSW by calling one of the telephone numbers listed below:

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

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

24. 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 ATSF General Code of Operating Rule 102 amended, while on ATSF tracks.

PROMOTE SAFETY
PERFORM SAFELY

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

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

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

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

SHREVEPORT SUBDIVISION - L&A RY.

MPH

- MAXIMUM AUTHORIZED SPEED 40
- SPEED RESTRICTIONS:
 - City limits Shreveport 20
 - Through North Leg of Wye, Shreveport 20
 - 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
 - Over bridge 669.8 25

- 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
MP 678.5 Automatic Interlocking
5. **SIGNAL RULES IN EFFECT:**
CTC-ABS MP 554.1 to MP 557.1
ABS MP 561.2 to MP 561.7-SSW
6. **YARD LIMITS-INDICATED BY YARD LIMIT SIGNS:**
MP 565.7, Bossier City-Deramus Yard
MP 678.3, Pineville-Alexandria
7. **LOCATION OF HOT BOX AND DRAGGING EQUIP-
MENT DETECTION SYSTEMS:**
MP 560.0 \$ MP 651.5
MP 566.5 * MP 677.7 *
MP 590.6 MP 681.3 #
MP 611.3 (Bridge 681.8) Red River
MP 626.6 MP 682.2 #
(Bridge 681.8) Red River
- * Equipped with oversize load feature.
Dragging equipment detectors only. Has radio alarm but no
integrity light.
\$ Dragging equipment detector and oversize load feature only.
8. **LOCATION OF:**
GENERAL ORDER BOOKS
Deramus Yard
Deramus Yard, Diesel Shop
Alexandria
STANDARD CLOCKS
Deramus Yard
Deramus Yard, Diesel Shop
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:**
- Operation between Deramus Yard and North Wye switch.
Be governed by KCS Sixth Subdivision special instructions.
 - Operation via SSW between Red Jct. and Louisiana Jct. Be
governed by Deramus Yard Area special instructions.
 - Operation between Deramus Yard and Louisiana Jct. Be
governed by Deramus Yard Area special instructions.

11. **RED JUNCTION:** The normal position of the Main track switch
at Red Jct. is against L&A movements.
12. **MP CROSSING, MP 678.5:**
The approach signals to this crossing display only "APPROACH"
indications.
13. **PINEVILLE JCT:** Pineville Jct. switch is a spring switch
equipped with switch point indicator for facing point movements.
Rule 104(a) applies. Normal position is for Shreveport Subdivi-
sion 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 through trains ar-
riving Alexandria will not require a clearance issued at Alex-
andria prior to departing Alexandria, but must obtain verbal
permission from the train dispatcher before departing Alex-
andria.

All locals, dodgers, work trains and unassigned extra trains
originating at Alexandria will continue to secure clearance and
train orders at Alexandria prior to departing Alexandria.

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

The relieving conductor, engineer and head brakeman will
receive their train orders, clearances and instructions from the
conductor, engineer and head brakeman being relieved as
prescribed in Operating Rule 220 or retrieve them from the
caboose and lead engine of the train being relieved and will com-
pare train orders, clearances and instructions with the train dis-
patcher prior to securing permission to depart Alexandria.

Except as prescribed in Operating Rules 216(b) and 216(c), re-
stricting train orders will not be issued to the train order office
at Alexandria for delivery to northward and southward through
trains, except such orders may be issued for delivery to locals,
work trains and unassigned extra trains originating at Alex-
andria.

**WHERE SAFETY IS
THICK
ACCIDENTS ARE THIN**

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑	
				Sidings			Aux. Trks. Cars
				Feet	Cars		
	7194	681.9	ALEXANDRIA ... KORSW 18.6			Yard	
	3141	700.5	BIJOU 8.1	5401	98	....
	3149	708.6	HESSMER 19.1	4150	75	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 JUNCTION. 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 ... ORSWY			Yard	

106.2

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

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

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

BATON ROUGE SUBDIVISION SPECIAL INSTRUCTIONS

MPH

- MAXIMUM AUTHORIZED SPEED** 40
- 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
- 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

- RESTRICTED SPEED TERRITORY: (Rule 92 applies).**
Entire "D" Line: Between Bridge Jct. and End of Line, MP D-209.9.
- RAILROAD CROSSINGS AT GRADE:**

Railroad	Mile Post	Type of Protection
ICG	787.4	Gate (Rule 98) *
ICG	D-220.1	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".
- SIGNAL RULES IN EFFECT:**
CTC-ABS MP 780.7 to MP 785.2.
- YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:**

MP 686.0	Alexandria-Pineville
MP 778.5	Lobdell-Baton Rouge
- 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.
- 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 Simmesport	Wayside	F-1, F-2
(Atchafalaya River bridge)	Wayside	F-1, F-2
Addis (Missouri Pacific)	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 through trains arriving Alexandria will not require a clearance issued at Alexandria prior to departing Alexandria, but must obtain verbal permission from the train dispatcher before departing Alexandria.

All locals, dodgers, work trains and unassigned extra trains originating at Alexandria will continue to secure clearance and train orders at Alexandria prior to departing Alexandria.

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

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

Except as prescribed in Operating Rules 216(b) and 216(c), restricting train orders will not be issued to the train order office at Alexandria for delivery to northward and southward through trains, except such orders may be issued for delivery to locals, dodgers, work trains and unassigned extra trains originating at Alexandria.

12. **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 move-

ment 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, secure 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 "AP-PROACH," whose indication is: Proceed, not exceeding the prescribed speed over the bridge.

13. **L&A-MP JOINT TRACK BETWEEN LETTSWORTH AND LOBDELL JCT.:**

- L&A employees will be governed by KCS Lines operating rules except as modified by:
 - Special Instructions in KCS system timetable.
 - L&A-MP Joint general orders.
- MP employees will be governed by General Code of Operating Rules, current MP system timetable, MP Special Instructions and L&A-MP Joint general orders.
- MP employees are subject to instructions of L&A officers while occupying Joint Track.
- TRACK OWNERSHIP:**
Lettsworth to Lobdell Jct. MP Railway
- The following MP spur tracks may be used only in an emergency. Conductors must report such occurrences to L&A Superintendent.

Station	MP		L&A		MP		L&A	
	Mile	Post	Station	Mile	Post	Station	Mile	Post
LaCour	48.0	745.0	La. Elec.	26.5	766.4			
Morrison	37.9	755.5	Smithfield	19.0	774.4			

- 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.
- Southward MP trains will report time clear of Main track at Lobdell Jct. to the L&A train dispatcher.

14. **LOBDELL-BATON ROUGE TERMINAL AREA:**

- Northward trains will not require clearance at Baton Rouge.
- 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:

- 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.

- (c) Exxon plant; Main gate entrance, 12th St., equipped with two-way flashing yellow traffic signal on west side of Main track. When this signal is operated by plant watchman, crossing must be cleared immediately for emergency vehicles.

Crews will flag over all crossings within plant.

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

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

1. Notify Night Supt., 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 Emergency Coordinator, ext. 555.
4. Notify L&A supervisor at Baton Rouge, phone 379-4241.

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

- (d) "D" Line: Do not leave cars between U.S. Rubber and Allied Chemical Co. crossings, north end of Maryland Yard. Cars must be left at least one car length back from outer side of these crossings. Cars stored in Maryland Yard tracks 1,2 and siding must be left 2 power poles lengths south of U.S. Rubber crossing.

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

15. LOBDELL-BATON ROUGE TRACK OWNERSHIP:

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

**BE AWARE
WORK WITH CARE**

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

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

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

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

NEW ORLEANS SUBDIVISION SPECIAL INSTRUCTIONS

MPH

1. MAXIMUM AUTHORIZED SPEED 40
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 ¼ 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	Universal 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, Mays Yard.

\$ Controlled by ICG operator, Southport Tower.

* Instructions for operation posted at crossing.

6. **SIGNAL RULES IN EFFECT:**

ABS MP 789.9 to MP 855.7.

7. A-PB is in effect between the south siding switch Essen and the north siding switch Frellsen.

8. **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

9. **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.

10. **LOCATION OF:**

GENERAL ORDER BOOKS

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

STANDARD CLOCKS

Baton Rouge
West Yard

11. **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

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

13. **BATON ROUGE—WEST YARD:**

- (a) Northward trains will secure clearance before departing West Yard.

Crews taking charge of northward trains at Shrewsbury will secure clearance before departing West Yard.

Southward trains will not require clearance at Baton Rouge. Trains or engines originating at intermediate stations will secure clearance or verbal authority of the train dispatcher before departing such stations.

Gramercy and Norco are established as train order offices only for trains or engines originating at those stations.

- (b) 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.

- (c) Between KCS Jct. and Carrollton Ave. and while on NOUPT Ry. tracks, trains and engines will be governed by NOUPT Ry. rules and instructions.

- (d) 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.

- (e) The Maximum Authorized Speed through the turnout in the East Bridge interlocking is 10 MPH.

- (f) Industries at Kenner are served via L&A Industry Switch which breaks off the I.C.G. McComb District East Main track.

- (g) 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.

(h) 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 secure 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.

SAFETY IS NO GUESSING GAME

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

114.6

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

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

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

HOPE SUBDIVISION SPECIAL INSTRUCTIONS

MPH

1. MAXIMUM AUTHORIZED SPEED 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 Main track with speed restricted as follows:

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

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

Trains and engines move at Restricted Speed between MP B-84 and MP B-103.6.

6. **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

7. **SIGNAL RULES IN EFFECT:**

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

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

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

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

MP 28.7
 MP 69.5
 MP 560.0 *

* Equipped with oversize load feature only.

10. **LOCATION OF:**

GENERAL ORDER BOOKS

Deramus Yard
 Deramus Yard, Diesel Shop
 Cullen
 Hope

STANDARD CLOCKS

Deramus Yard
 Deramus Yard, Diesel Shop

11. **BASE AND WAYSIDE RADIOS:**

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

12. **RULE 99(d):** Rule 99(d) is in effect on the Hope Subdivision.

13. **FORM U TRAIN ORDERS:** Form U train orders will not be issued to cover track on the Hope Subdivision.

LOCAL SPECIAL INSTRUCTIONS

14. **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.

15. **RED JUNCTION:** The normal position of the Main track switch at Red Jct. is against L&A movements.

16. **MINDEN:** The normal position of switches at Shreveport Jct. and West Wye Jct. are for the Hope Subdivision.

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

18. **STATE LINE:** Louisiana-Arkansas, MP 46.7.

**MAKE EVERY
 DAY
 SAFETY DAY**

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

115.0

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

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

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

MINDEN SUBDIVISION SPECIAL INSTRUCTIONS

1. **MAXIMUM AUTHORIZED SPEED** 30 MPH
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 MP crossing, MP 188.9 20
- Between MP 192.7 and Pineville Junction switch 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)
- On all engine service and car repair facility tracks 5

4. SPEED RESTRICTIONS, SIX AXLE ENGINES:

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

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

5. RESTRICTED SPEED TERRITORY: (Rule 92 applies).

Trains and engines move at Restricted Speed between north Yard Limit Sign Sibley and south Yard Limit Sign Minden.

6. RAILROAD CROSSINGS AT GRADE:

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

7. YARD LIMITS—INDICATED BY YARD LIMIT SIGNS:

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

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

Alexandria

STANDARD CLOCKS

Alexandria

10. BASE AND WAYSIDE RADIOS:

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

11. RULE 99(d): Rule 99(d) is in effect on the Minden Subdivision.

12. FORM U TRAIN ORDERS: Form U train orders will not be issued to cover track on the Minden Subdivision.

LOCAL SPECIAL INSTRUCTIONS

13. MINDEN: The normal position of switches at Shreveport Jct. and West Wye switch is for the Hope Subdivision.

14. WINNFIELD-ALEXANDRIA: N.L.&G. trains operate over L&A between Winnfield and Alexandria and are governed by KCS Lines operating rules, system timetable and special instructions.

N.L.&G. trains will obtain necessary train orders or 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.

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

16. Between Pineville Jct. and Alexandria: Be governed by Shreveport Subdivision special instructions.

DERAMUS YARD AREA SPECIAL INSTRUCTIONS

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. Trains departing Deramus Yard must receive permission from the yardmaster before departing.

3. 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.

4. 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.

5. 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.

6. 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.

Red-Stop, 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 YELLOW within 5 minutes, trains and engines may proceed at Yard Speed upon authority of the Yardmaster. In the absence of the authority of the Yardmaster, trains and engines may proceed under Rule 99.

7. 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.

8. OPERATION VIA SSW BETWEEN RED JCT. AND L&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:

(1) 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.

(2) Maximum authorized speed between Red Jct. and L&A Jct. 20 MPH Maximum speed through switches-10 MPH.

(3) 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.

- (4) Rule 344. When absolute signal at L&A crossing displays stop indication, movement may proceed if crossing gate is lined for movement.
- (5) 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.
- (6) Location of overhead and side structures not standard clearance on Main track and sidings:
Red River bridge, SSW MP K-450.3

9. 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.

10. A crossover has been installed between L&A Main track and ICG Main track just north of Jordan Street at L&A Mile Post 559 and is O.K. for all classes of power. Normal position of switches will be for the Main tracks except during movement through crossover. This crossover is designated as Jordan Street crossover.

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

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.

SYSTEM SPECIAL INSTRUCTIONS

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. Capacity of sidings shown in 55 ft. cars, also feet, clearance point to clearance point.
4. 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.

5. In the absence of radio communications, where a train is required to secure verbal authority of the train dispatcher before departing a station or to enter CTC, such information may be relayed through a train order clerk. To prevent a misunderstanding, the instructions must be repeated by the employees involved.

The train dispatcher is authorized to instruct the TOC to place such information on the clearance at the time the train is cleared.

6. 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 secure his permission. They must advise him of any anticipated unusual delay expected to be encountered.
7. 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.
8. 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.

9. Switch keys will not be duplicated. If an additional key is needed, it must be secured from the proper officer.
10. 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.

11. Except in CTC or ABS territory, trains and engines must approach interlockings at restricted speed expecting to find absolute signal governing movement over crossing at STOP indication per Rule 292.
12. Train and engines will comply with speed restrictions set by timetable special instructions, train order, general order, speed restriction signs 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.
13. 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.
14. Train and engine employees must have a knowledge of the physical characteristics of the portion of the railroad over which they operate.
15. 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.
Except when his duties require his presence elsewhere, the conductor of a caboosless train will ride in the lead unit of the engine.
16. 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.
17. 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.
18. 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, TOCs and other station attendants must understand and comply with these instructions.
19. 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.
20. 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.

21. Trainmen will see that hand brakes are properly released before leaving terminals or at outlying points where cars are picked up.
22. When air is cut out of a car between terminals, conductor will notify forces at next terminal, trainmaster and relieving crew when applicable.
23. Walkways on bridges will not be used unless it is known they are safe for passage.
24. ADDITIONS OR REVISIONS TO THE OPERATING RULES.

Rule 10(g) FORM U TRAIN ORDER TRACK SIGNS.

ADDITION: Maintenance of Way employees performing work under the protection of a Form U train order will display a square yellow Track Sign on the engineer's side of the main track in both directions at each limit of the Form U train order.

- (1) **Track Sign and Form U Train Order.**
The Track Sign is to be used to call to the attention of a train or engine crew the location of the limit of a Form U train order. A train or engine encountering this sign must, unless previously authorized to proceed through the Form U train order limit, immediately recheck their Form U train order limits and be governed by the requirements of the Form U train order.
- (2) **Track Sign Without a Form U Train Order or Where Time Has Expired.**
A train or engine encountering a Track Sign at a location which is not covered by a Form U train order limit or where the time in the Form U train order has expired must immediately reduce to Restricted Speed and move at Restricted Speed for a distance of two miles. If no restricted track condition is observed, the train or engine may then resume Maximum Authorized Speed.
- (3) **Exiting a Form U Train Order Limit.**
The Track Sign governing movements in the opposite direction will be used to indicate the end of a Form U train order limit.
- (4) Unless previously authorized through the limits of a Form U train order, the observation of a Track Sign by a train or engine crew, at any time or at any location, is a reminder to recheck their Form U train order limits.

Where two or more main tracks are included in the limits of a Form U train order each track must be protected by Track Signs.

Failure of a train or engine to encounter a Track Sign does not relieve the train or engine crew from the responsibility of complying with the requirements of any Form U train orders in their possession.

The foreman in charge of a Form U train order is responsible for the proper display and removal of Track Signs and the train dispatcher must be notified immediately by a train or engine crew encountering such signs improperly displayed.

Track Signs will be used only with Form U train orders and will remain displayed during the hours each line of the train order is in effect.

The limit of a Form U train order must not overlap the limit of another Form U train order and must not include any portion of a Yard Limit.

Track Signs must not be used by Maintenance of Way employees as protection against trains or engines.

- Rule 14 **ENGINE HORN OR WHISTLE SIGNALS.**
ADDITION: Except for Rules 14(l) and 14(p), when practicable, radio communications may be used in lieu of horn or whistle to convey the indications of the horn or whistle signals prescribed in Rule 14.

- Rule 104(b)(4) **DUAL CONTROLLED SWITCHES.**
REVISED: After all movements over switch have been completed, restore switch by hand to normal position, then lock dual control selector lever in position marked "POWER" or "MOTOR" and notify control operator.

- Rule 104(b)(5) **DUAL CONTROLLED SWITCHES.**
ADDITION: TRAILING POINT MOVEMENT.
 To return switch to power. After at least one unit or car has passed over the switch points, the switch may be returned to power. To return switch to power, restore selector lever to "POWER" or "MOTOR" position, then secure with switch lock and notify control operator.

- Rule 206(b) **TRANSMITTING AND REPEATING.**
FIRST PARAGRAPH, REVISED: A train order may be transmitted to conductor, engineer or pilot, in which case such employee copying order will be governed by rules applicable to train order clerks governing repetition and completion of train orders. A clearance is not required on train orders copied by a conductor, engineer or pilot.

- Rule 220 **TRAIN ORDER IN EFFECT.**
ADDITION: Where a relieving crew is required to compare train orders, clearances and instructions with the train dispatcher prior to securing permission to depart a station, it may be accomplished in either of the following two ways:
- Either the conductor or engineer may compare train orders, clearances and instructions with the train dispatcher and then compare with other members of the crew.
 - The conductor may request a list of the train order numbers, from the train dispatcher, which are to be delivered by the relieved to the relieving crew, and the conductor and engineer will compare the actual train orders received with the train order numbers furnished by the train dispatcher, and then compare with other members of the crew.

Comparison with other crew members must be done prior to departing the station. Any discrepancy in train order numbers must be immediately corrected by contacting the train dispatcher.

- Rule 285 **INDICATIONS.**
REVISED: Proceed, immediately reducing to 30 MPH, or slower if necessary, prepared to stop before the leading wheels pass the next signal, except when the next signal displays a Proceed (Rule 281) or Approach (Rule 285) indication, the train or engine may comply with such indication when the signal can be plainly seen.

- Rule 375(10) **CONTROL OPERATORS—RESPONSIBILITY AND DUTIES.**
REVISED: Control operators, when issuing Track and Time Limits per Rule 402, must use controlled signal locations as the outer limits.

- Rule 404(4) **REVERSE MOVEMENTS.**
ADDITION: Before verbal authority is given to permit a reverse movement, the control operator will place the first absolute signal to the rear (which governs following movements) at STOP indication and activate blocking devices to prevent clearing signals for movements following the train or engine. Should a following train or engine be past this signal, a reverse movement may be made only under the provisions of Rule 402.

- Crews taking charge of trains or engines at Amsterdam, Flint Creek, Welsh or Gulf States Util. will secure permission from the train dispatcher before fouling a siding or the main track.
 - Conductors of unit coal trains to be unloaded at Amsterdam, Flint Creek, Welsh and Gulf States Util. 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.
26. 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	(501) 642-4359
Greenville, Tx.	(214) 454-3221	(214) 454-8184
Heavener, Ok.	(918) 653-4883	(918) 653-4441S (918) 653-7333N
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, Ka.	(316) 231-1519	(316) 231-2645S (316) 231-6637N
Port Arthur, Tx.	(409) 982-1127	(409) 982-3975
Poteau, Ok.	(918) 647-9319	(918) 647-9211S (918) 647-9904N
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.

27. **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.**



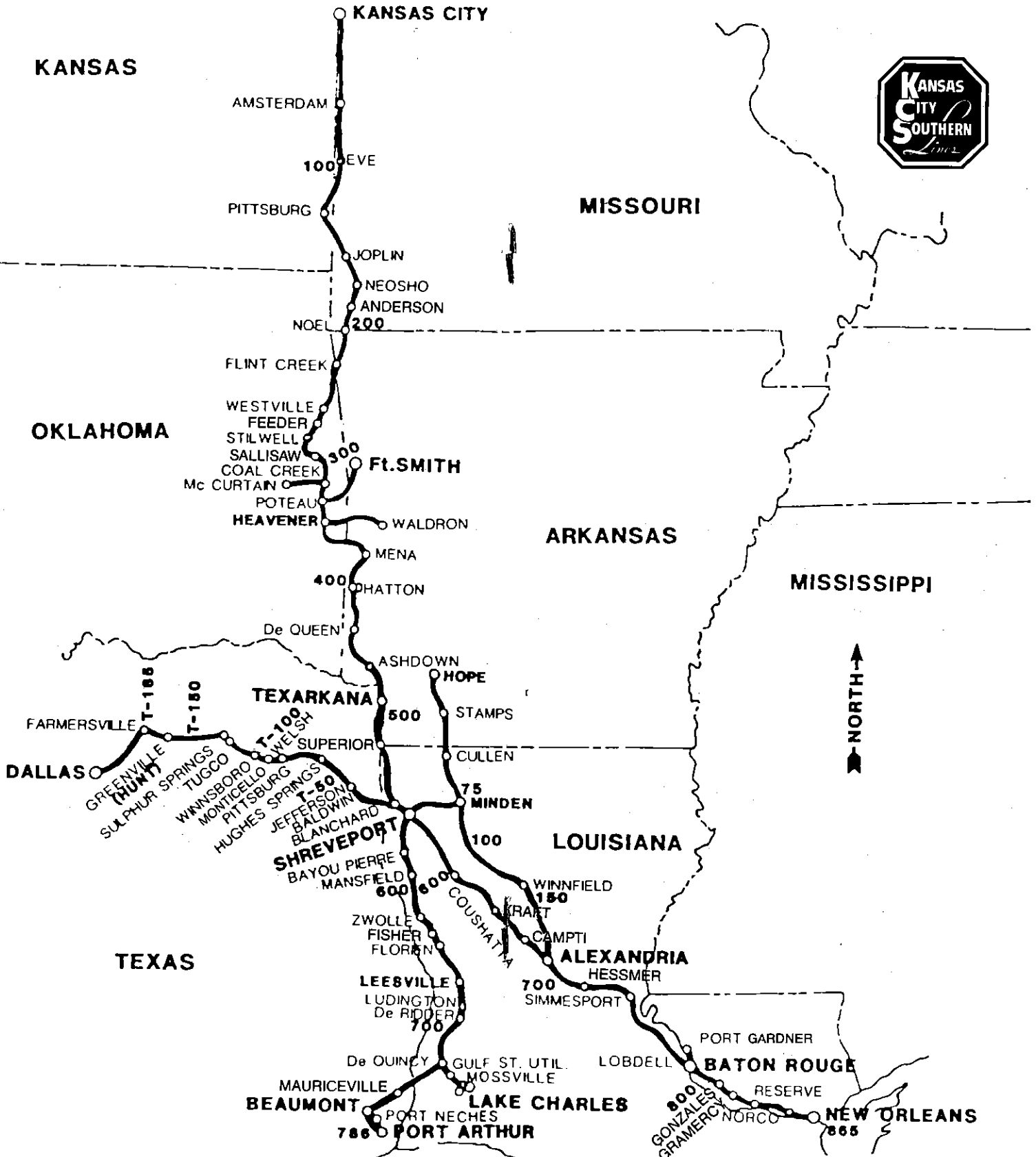
KANSAS

MISSOURI

OKLAHOMA

ARKANSAS

MISSISSIPPI



DALLAS

TEXARKANA

LOUISIANA

TEXAS

BEAUMONT

LAKE CHARLES

BATON ROUGE

NEW ORLEANS

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

KCS Wreckers 05, 06 and 07 must not be handled on the 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 SUBDIVISIONS	25 MPH
Except:	
Over bridges 788.4, 790.0, 801.8, 824.4, 845.6	10 MPH
MINDEN SUBDIVISION	20 MPH
HOPE SUBDIVISION	20 MPH
Except:	
Over bridge 71.7	10 MPH
TEXAS SUBDIVISION	25 MPH
Except:	
Over bridges T-49.0, T-86.8, T-92.6, T-93.0	10 MPH

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

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

2. Pile Driver-Clamshell 093 and 095	30 MPH
Except:	
KCS:	
Over bridge A-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. For operation between Poteau and Ft. Smith see THIRD SUBDIVISION SPECIAL INSTRUCTIONS.

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 680.3	10 MPH
BATON ROUGE SUBDIVISION	
Over bridges 684.2, 704.5, 716.7	25 MPH
Over bridge 767.7	20 MPH
Over bridge 783.2	10 MPH

NEW ORLEANS SUBDIVISION

Over bridges 788.4, 790.0	10 MPH
Over bridges 801.8, 824.4	25 MPH

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

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

Jumbo hopper and wood rack cars	30 MPH
Jumbo tank cars	35 MPH
Except:	

KCS:

FIFTH SUBDIVISION	
Over bridge A-478, MP 477.9	20 MPH
Over bridge A-540, MP 539.2	20 MPH
LAKE CHARLES BRANCH	20 MPH
Except:	
Over bridge A-733, MP B-732.4	10 MPH*
Over bridge A-740, MP B-739.4	10 MPH**
Over bridge A-741, MP B-740.0	5 MPH**
Over bridge B-741, MP B.740.8	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 788.4, 790.0	10 MPH
Over bridges 801.8, 824.4	25 MPH
Over bridge 845.6	10 MPH

TEXAS SUBDIVISION		25 MPH
Except:		
Over 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 A-733.

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

3. CR, DUPX, GATX, UTLX and other tank cars with 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 A-733, MP B.732.4	10 MPH*
Over bridge A-740, MP B.739.4	10 MPH**
Over bridge A-741, MP B.740.0	5 MPH**
Over bridge B-741, MP B.740.8	5 MPH**

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

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	
NEW ORLEANS SUBDIVISION		
Over bridges 788.4, 790.0	10 MPH	
TEXAS SUBDIVISION		25 MPH
Except:		
Over bridge T-49, MP T-49.0	10 MPH	

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

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

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 A-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:

- Except on locals, dodgers and work trains, cabooses must be handled on rear of trains, unless otherwise authorized by the Supt.
- Occupied outfit cars must be handled on the rear of trains.
- Wreckers, pile drivers, and other machinery on its own wheels, equipped with boom, must be handled in trains with boom in trailing position, except as may be otherwise authorized by the Supt. Wrecking operations with Wreckers KCS 05, 06 and 07 can be performed on bridges only when trucks on boom end are off bridge, regardless of use of outriggers.
- 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.
- 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.
- Open top cars and flat cars containing pipe, poles, piling or other loads liable to shift will not be handled in trains next to engine or placarded loaded tank cars, regardless of whether or not lading extends above or beyond the end of such cars.
- 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.)
- 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.
- Six axle engines will not be coupled directly to any car with gross weight in excess of 263,000 lbs., unless otherwise authorized by superintendent.
- 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.
- 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:

1. 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.
2. Loads must be properly bumped-up, with no voids or open spaces within load which will allow load to shift.
3. Load must not protrude over sides of car more than one (1) foot.
4. 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, general order or train order.
18. Do not exceed 35 MPH while handling loaded unit coal, grain or soda ash trains.

Brakes are not to be applied on these 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.

- (a) The car is to be set out where the wheel truck can drive to it to make repairs, if practical.
- (b) The waybill covering such car will be placed behind the placard on the "A" end of car.
- (c) 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.

- (d) Secure waybill from behind the placard on the "A" end of the car.
- (e) Afford the proper cover for the placarded car.
- (f) Turn the waybill over to the conductor so it can accompany the car to its proper destination.
- (g) 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, when practicable, a Train Order, Form X, or message, must be issued, specifying the restrictions. When not practicable to obtain Train Order, Form X, or message, conductor must inform engineer of restricted equipment, specifying the Maximum Authorized Speed the equipment may be handled and notify the train dispatcher.

F. SHIPMENTS REQUIRING CLOSE ATTENTION:

Unless otherwise directed by superintendent, shipments of excessive height, width, weight or value or other unusual shipments requiring close attention must be positioned in trains as close to engine as practical, but in no case further than 5 cars behind engine.

G. OPERATION OF ENGINES:

1. SW-1500 engines, except units 4363-4364-4365 and 4366, when used as operating cabs must not exceed 25 MPH.
2. Road service engines, when controlled from rear unit, must not exceed 30 MPH.
When back-up movement is made by engine consisting of two or more units, engine will be controlled from leading unit in direction of movement, except when making short back-up moves.
When not practicable to control engine from leading unit, crew member will be on leading unit to direct the movement.
3. Crews of trains having engines in tow will observe their movement frequently and if they show signs of distress will stop train and request instructions for further handling. Engines handled in tow must have all switches open, main fuse removed, reversing drums and main power contactors blocked.
4. When uncoupling engines, one from another, be sure safety chains are disconnected to prevent damage to engine grabirons.
5. 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.
6. Two GP-7 units coupled together are not to be handled behind three or more six axle engines in an engine consist.
7. Engines with flat spots in excess of 2.75 inches must not be handled exceeding 10 MPH, unless authorized by Supt.
8. Any time a traction motor is cut out on a unit, or a unit is shut down for other mechanical problems, the information must be furnished to the train dispatcher and also recorded on Work Report to be turned in to the Mechanical Department at the end of trip or tour of duty.
9. When two or more diesel units are coupled, the speed limit of the combination will be the lowest maximum permissible speed of the combination.
10. 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.
11. When units fail on line, or move dead in tow, wheel report must indicate which unit and distance handled.
12. 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.
13. 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.
14. When engines or units are picked up on the road, trainmen will see that hand brakes are properly released before moving.
15. 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).
16. Employees must not ride in or on a caboose trained ahead of helper engines.
17. 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 be-

fore the mechanical shock that occurs at railroad crossings is transmitted to the traction motor brushes.

18. 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 an operator's commercial or chauffeur's drivers license, issued under Chapter 173, Acts of the 47th Legislature, Regular Session, 1941, as amended (Article 6687b, Vernon's Texas Civil Statutes.)"

Engineers operating in the State of Texas must secure the above described permit from General Road Foreman of Engines.

19. 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 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.

20. 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.

TIMETABLE NO. 3

- (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, brakehandle, 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(l) 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 signal 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).

1. (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

TIMETABLE NO. 3

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.

- A. 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.
 - B. Brake pipe pressure display—This window displays brake pipe pressure from the STU (IN POUNDS).
 - C. Motion display—This window by displaying different symbols indicates the operating mode (standing or moving, draft or buff) of rear car.
 - D. 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.
- E. Light Display—this window will be lighted to indicate when the STU marker light is operating.
 - F. 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

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.

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 can not 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):

Detector systems, other than those consisting of dragging equipment features 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.

A train will not receive VSU communications at detector systems consisting of dragging equipment features only. The dragging equipment alarm is a 30 seconds continuous dial tone.

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.

- (1) If the system is okay, you will receive: "THIS IS KCS HOT BOX DETECTOR AT M.P. ____ "SYSTEM OKAY, PROCEED" REPEAT "SYSTEM OKAY, PROCEED."
- (2) 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."
- (3) If no defects are found, three seconds after the last car clears system, you will receive: "THIS IS KCS HOT BOX DETECTOR AT M.P. ____, NO DEFECTS FOUND, PROCEED." REPEAT "NO DEFECTS FOUND, PROCEED."
- (4) 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.

- (5) 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.

- (6) 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 defects 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 air brakes. After rear car has passed the detector system, stop and make walking inspection of train.

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.

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

- (1) A train approaches the detector system and there is no integrity light burning and no "SYSTEM OKAY, PROCEED" is received on the VSU.
- (2) A train approaches the detector system and receives "SYSTEM TEST FAILURE" or "NO DEFECTS FOUND-PROCEED" on the VSU.
- (3) A train approaches the detector system; the integrity light is burning, but receives "SYSTEM TEST FAILURE" or an audio alert on the VSU.
- (4) A train exits the detector system and receives no VSU audio.
- (5) A train exits the detector system and receives "SYSTEM TEST FAILURE" on the VSU.
- (6) A train exits the detector system after having received a high pitched beep tone, but receives no VSU audio alert.
- (7) 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 any 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 secured 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 cabooseless 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.

L. 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 air brake 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 air brake 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 com-

pleted, 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 air-brake 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 air brakes 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 test 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 air brakes 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 air brakes 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, cutout cock and brake pipe branch must be closed and air reservoirs must be drained. When cutout cocks are provided in brake cylinder pipes, these cutout cocks only may be closed and air reservoirs need not be drained.

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 electropneumatic brake operation, this test must also be made in electropneumatic 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 properly restored as indicated by the caboose gauge and that brakes on rear car are released. In the absence of a caboose gauge, air brake test must be made as prescribed by that portion of paragraph (a) of this section pertaining to automatic brake operation.
- (c) (1) At a point other than initial terminal where locomotive or caboose is changed or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated at rear of freight train, and on a passenger train to at least 70 pounds, a 20 pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.
- (2) Before proceeding it must be known that brake pipe pressure as indicated at rear of freight train is being restored.
- (3) On trains operating with electro-pneumatic brakes, with brake system charged to not less than 70 pounds, test must be made to determine that rear brakes apply and release properly from a minimum 20 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 15 pound brake pipe reduction. After the leakage test is completed brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release. Cars added to train which have not been inspected in accordance with Ss 232.12 (c)-(j) must be so inspected and tested at next terminal where facilities are available for such attention.
- (2) (i) At a terminal where a solid block of cars which has been previously charged and tested as prescribed by Ss 232.12 (c)-(j) is added to a train, test must be made to determine that brakes on the rear car of train apply and release.
- (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)-(j) at next terminal.
- (3) Before proceeding it must be known that the brake pipe pressure at the rear of freight train is being restored.

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

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 electropneumatic 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 inspection 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 feature 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 it does constitute a hazard to persons: (example: Caustic Soda)
- (1) Yardmaster or operating supervisor, will immediately notify personnel in the immediate area giving them the location of the car and instruct them to stay away from that car.
 - (2) Two supervisors, wearing proper protective clothing, will make inspection of car to determine problem and decide what disposition will be made.
10. Whenever a leaking car containing HAZARDOUS MATERIALS/WASTE is to be moved before the repairs are made to the car, the relocation move will be performed by supervisors.
 11. All incidents involving a car leaking HAZARDOUS MATERIALS/WASTE, a sign reading: "Caution: Tank Car Leaking" will be placed on each side of the car and not removed until car has been repaired.
 12. Whenever a leaking car is to be spotted to a repair track, Car Department personnel must be informed as to the contents of the car and the precautions to be taken.
 13. When immediate repair or isolation is not necessary and the supervisor deems it safe and appropriate, he will handle with shipper to have leaking car returned to shipper for repairs, if shipper is located at that station.

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 letter 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 1½ inches (40mm) high made with approximately ¼ 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 train 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.



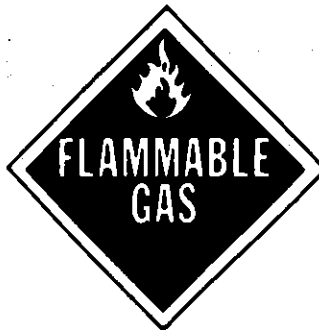
persons down-stream must be notified immediately. Examples of Poisons A: Hydrocyanic Acid; Phosgene; Phosphine.



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.

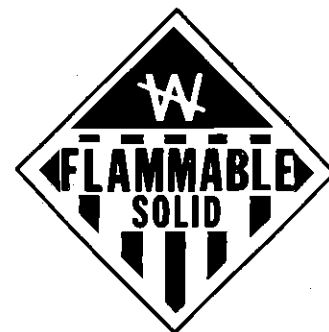


FLAMMABLE LIQUIDS (VRP, if polymerizable material, see below) are materials which when spilled give off flammable vapors that will ignite on contact with an open flame, spark or hot metal surface. Their vapors are usually heavier than air and will flow into low areas, ditches or ravines. Vapors, when 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 $\frac{1}{2}$ 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



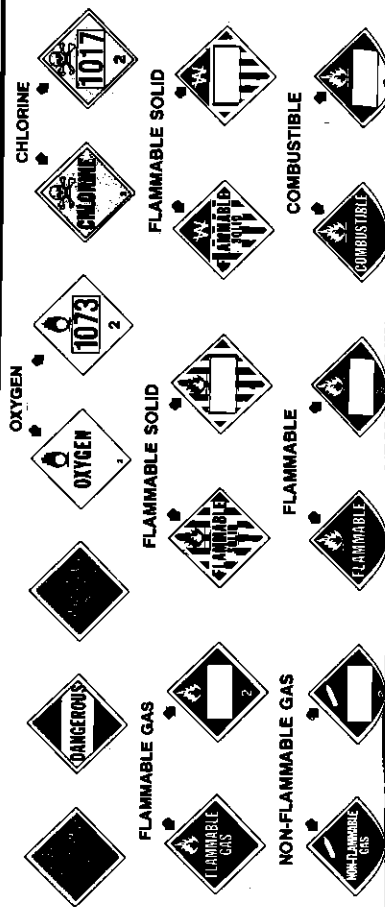
CARS OR TRAILERS WITH TRAILERS PLACARDED "EXPLOSIVES A" OR "POISON GAS" must not be cut off with any moving under its own momentum, or coupled to with any more force than necessary to make contact. (S174.83)

ADDITIONAL RESTRICTIONS FOR "EXPLOSIVES A"
Must be separated from engine by at least one non-placarded car. (S174.83)(c)
Must have clear closed before moving. (S174.83)(d)
Must not be cut where there is any possible danger of fire, under bridges, under overhead highway crossings or along passenger railroads. (S174.83)

SWITCHING OF CARS CONTAINING HAZARDOUS MATERIALS

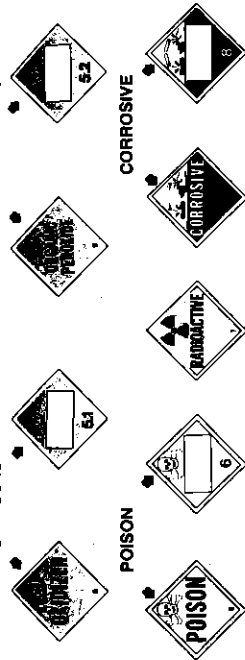
Where use of hand brakes is necessary, a loaded placarded tank car (except one containing a loaded placarded tank car) must not be cut off until preceding cars are clear of the lead. A draft containing a placarded loaded tank car must be clear of lead before releasing the lead. Where use of hand brakes is necessary, before a "leader" placarded car or draft containing a loaded placarded car is released, it must be determined by trial that the hand brake on the placarded car or the car in the draft being ridden is in proper working condition. (S174.83)

Trains carrying placarded trailers or containers and placarded flatcars carrying trailers or containers must not be cut off while in motion, except by any car moving under its own momentum, or coupled to with any more force than necessary to make coupling. (S174.84)



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

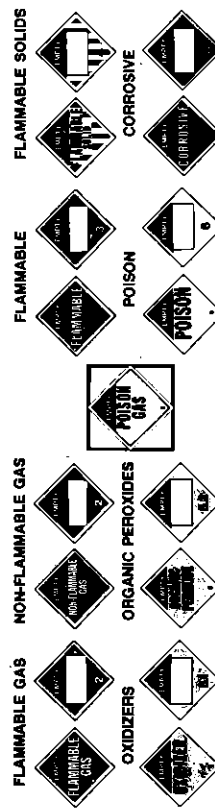


When required on tank cars, portable tanks or cargo tanks, identification numbers, as specified in §172.101 or §172.102, shall be displayed on the hazard panel.

As an identification number may not be displayed on a Poison Gas, Radioactive or Explosive placard, §172.334(c); but if a tank car, portable tank or cargo tank carries 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 6ft 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	OTHER THAN TANK CAR	Poison Gas			X		X	X
I		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	OCCUPIED GUARD CAR	UNDEVELOPED FILM	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;	An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends;	Loaded flat car. A flatcar equipped with permanently attached ends of rigid construction is considered to be an open-top car.	Except as provided in columns 10 and 11, a car occupied by any person or a passenger car or combination car that may be occupied.								
X	X ^①	X ^②		X	X	X ^①	X ^③								
X	X		X				X								
X	X ^③	X ^③		X	X	X	X ^③								
X	X	X		X	X	X ^②	X								
X	X						X								
X	X ^①	X		X	X	X	X ^③								
							X ^④								

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

AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING—Here's what happens

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

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

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS!

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

REPORT DELAYED CARS TO THE CHIEF DISPATCHER OR YOUR SUPERVISOR.

KEEP CARS MOVING!

TAKE TIME FOR SAFETY

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 within the required time period.

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 68-D Covers personal injuries and must be rendered to cover all personal injuries, also to cover accidents involving vehicles when occupants are injured.

FORM 66-D (Suppl.) Follow-up or close-out report covering rail incident reports. Must be completed by the trainmaster. This report must be rendered within 30 days following the date of the accident.

FORM 68-D (Suppl.) Follow-up or close-out report covering personal injuries. Must be completed by trainmaster, roadmaster, or Mechanical 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, Tx. 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 Pt. 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 Stock Claim Agent I. Paulhe, with offices in Kansas City, Mo. except:

Between Lobdell and Lettsworth: MP Ry., Ft. Worth, Tex.

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

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' Wristwatch	Style #92278
Elgin	B. W. Raymond Chronometer	21 and 23 jeweled
Hamilton	Electronic	Product No. 910917
Lorus		REP 025, Y143-8050
Seiko Railroad	Quartz	Models FJ055M, FY625M, FY626, FY626M, HA163M, HA164M, PD 143M, D 144M
Seiko Wyler	Quartz Ladies' Wristwatch	Model UX015M
Wyler	Conventional	Model 1370RA
Wyler	Automatic	Model 4125RA
Wyler	Automatic	Model 3425RA
Wyler	Electronic	Model 133T-RA1550
Wyler	Electronic	Model 433T-RA1550
Rodania	Quartz	Models 8213 and 8214
Pulsar Time	Wristwatches	Models JG038 and JG041

Elgin 23 Jeweled B.W. Raymond wrist Chronometer is no longer manufactured. Any 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 wristwatch has been eliminated from this 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 possession of the Hamilton 505 may continue to use this watch as long as it is in proper running condition.

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

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.

Kansas City, Missouri

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

Pittsburg, Kansas

Dr. G.W. Fogson
15 Mt. Carmel Place
Pittsburg, Ks., 66762

Ft. Smith, Arkansas

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

Lake Charles, Louisiana

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

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

Baton Rouge, Louisiana

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

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&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 issue such train or engine a train order reading: "Your movement not shown on track car line-up. Watch out for track cars and run at Restricted Speed around all curves and whistle frequently until (time)".

Train dispatchers are responsible should a train or engine operate in advance of the times shown for their movement on the line-up and they must take such action as may be necessary to see this is not permitted.

To assure a clear repetition of the line-up to those in the field, the train dispatcher will repeat the line-up after it has been issued. Other employees copying the line-ups must show all information transmitted by the train dispatcher and check the repetition to insure the correctness of their copy.

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, overloaded 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	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	2250	65
GP-9	4164-4165	61,000	245,700	1750	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	750-1500	65
Slug	4250-4257, 4078-4079	61,000	265,000	750-1500	45

Units 4054, 4059 & 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.

TEAMWORK HELPS MAKE SAFETY WORK

ALPHABETICAL LISTING AND STATION NUMBERS OF ALL STATIONS:

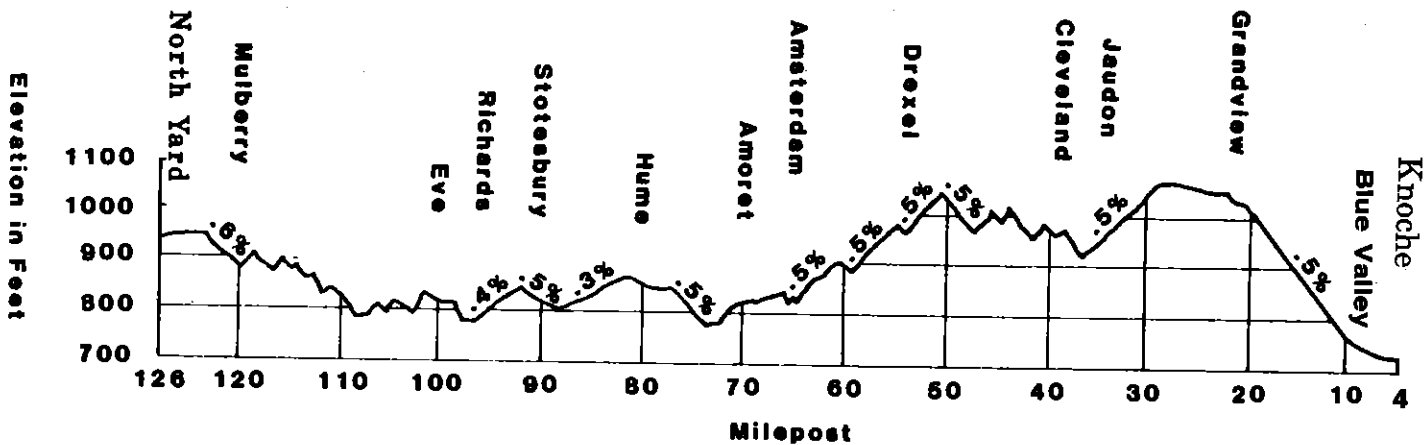
Station	Station No.	Station	Station No.
Adner, La.	5097	Coopers, La.	0675
Aero Jet Spur, Mo.	0178	Cotton Valley, La.	7061
Alexandria, La.	7194	Coushatta, La.	3044
Allene, Ar.	0457	Cove, Ar.	0397
Amoret, Mo.	0069	Crestline, Ka.	4148
Amsterdam, Mo.	0062	Crews, La.	3078
Anacoco, La.	0660	Cullen, La.	7050
Anchorage, La.	3223	Cumby, Tx.	9154
Anderson, La.	7104	Curtis, La.	3009
Anderson, Mo.	0192		
Anthony, Ar.	7003	Daingerfield, Tx.	9083
Ark-La-Tex, La.	0542	Dalby, Mo.	0170
Asbury, Mo.	0140	Dallas, Tx.	9223
Ashdown, Ar.	0469	Decatur, Ar.	0217
Ashland, La.	7114	DeQueen, Ar.	0433
Atreco, Tx.	0788	DeQuincy, La.	0719
Avinger, Tx.	9067	DeRidder, La.	0690
		Dorcheat, La.	7072
Baldwin, Tx.	9042	Dowling, Tx.	0773
Barmen, La.	3259	Doyline, La.	5083
Baroid Sales Co., Tx.	0491	Drexel, Mo.	0053
Baron, Ok.	0249	Dry Prong, La.	7174
Barrett, La.	3114		
Batchelor, La.	3175	East Point, La.	3032
Baton Rouge, La.	3227	Ecol (Marathon), La.	3275
Bates, Ar.	6414	Elm Grove, La.	3017
Bayou Pierre, La.	0580	Eser, Tx.	9116
Beaumont, Tx.	0767	Essen, La.	3236
Belledeau, La.	3144	Eve, Mo.	0099
Benson, La.	0605		
Bentley, La.	7179	Faker, Tx.	9094
Bijou, La.	3141	Farmersville, Tx.	9185
Blanchard, La.	0549	Feeder, Ok.	0241
Bloomburg, Tx.	0508	Ferguson, La.	5102
Boise Southern, La.	0688	Fisher, La.	0640
Bokoshe, Ok.	6307	Flint Creek, Ar.	0224
Brashear, Tx.	9148	Florien, La.	0643
Brian, La.	0545	Floyd, Tx.	9178
Buhler, La.	2729	Forbing, La.	0567
Bullion, La.	3243	Ft. Crowder (Coach), Mo.	0179
Bunch, Ok.	0272	Fort Polk, La.	0674
Burford, Tx.	9052	Fort Smith, Ar.	6356
		Fox, Tx.	9035
Calvin, La.	7139	Frellsen, La.	3295
Campbell, Tx.	9161	Frierson, La.	0577
Campti, La.	3062		
Carla, La.	7145	Gandy, La.	0645
Carruthers, La.	5101	Gans, Ok.	0299
Cason, Tx.	9089	Garnett, La.	7182
Castor, La.	7105	Gentry, Ar.	0222
Chaison, Tx.	0769	Gillham, Ar.	0421
Chestnut, La.	7122	Glazer Spur, Mo.	0178
Clarence, La.	3069	Glynn, La.	3178
Cleveland, Mo.	0039	Goldonna, La.	7130
Coal Creek, Ok.	0316	Gonzales, La.	3251
Coker, La.	0596	Good Hope, La.	3288
Colfax, La.	3097	Goodman, Mo.	0185
Como, Tx.	9131	Goodwill, La.	5087
Converse, La.	0611		

Station	Station No.	Station	Station No.
Gramercy, La.	3269	Lucas, La.	0729
Grandview, Mo.	0023	Ludington, La.	0687
Grannis, Ar.	0414	Lunita, La.	0731
Gravette, Ar.	0210		
Green Island, La.	0727	McCurtain, Ok.	6318
Greenville, Tx.	9172	McElhany, Mo.	0181
Gulf States Util., La.	2733	McElroy, La.	3260
		Mansfield, La.	0592
Hammock, La.	9004	Mansura, La.	3153
Hatfield, Ar.	0392	Many, La.	0634
Hatton, Ar.	0404	Marble City, Ok.	0281
Hawthorn, La.	0664	Mauriceville, Tx.	0751
Heavener, Ok.	0338	Mena, Ar.	0380
Heflin, La.	7089	Military, Ks.	4148
Helme, La.	0724	Minden, La.	7078
Herbert, Ar.	7021	Montegut, La.	3280
Hessmer, La.	3149	Montgomery, La.	3082
Hope, Ar.	7001	Monticello, Tx.	9101
Hornbeck, La.	0653	Moreauville, La.	3157
Howe, Ok.	0333	Morganza, La.	3176
Hughes Spgs., Tx.	9076	Mossville, La.	2736
Hume, Mo.	0081	Mulberry, Ks.	0118
Hyde, La.	3167		
		Neal Springs, Ar.	0443
Intl. Creo, Tx.	0490	Neame, La.	0680
Irene, La.	3213	Nederland, Tx.	0777
		Neosho, Mo.	0174
Jamestown, La.	7098	New Orleans, La.	3308
Jaudon, Mo.	0033	New Roads, La.	3177
Jefferson, Tx.	9049	Newsome, Tx.	9108
Joplin, Mo.	0155	Noble, La.	0618
Joslyn Mfg., Ar.	0383	Noel, Mo.	0201
Joyce, La.	7150	Norco, La.	3287
Jury, Tx.	0494	North Baton Rouge, La.	3227
Kansas City, Mo.	0004	Oil City, La.	0537
Karnack, Tx.	9037	Ozark Terminal	
Keller, La.	3173	Spur, Mo.	0172
Kenner, La.	3298		
Kleaner, Ok.	6310	Packton, La.	7157
Kleinpeter, La.	3241	Page, Ok.	0355
K.O.G. Jct., Mo.	4139	Panama, Ok.	0317
Korf, Tx.	0765	Pickton, Tx.	9126
Kraft, La.	3058	Pimid, Mo.	0066
		Pineville, La.	3121
La. Gas Co., La.	3016	Pittsburg, Ks.	0128
Lake Charles, La.	2742	Pittsburg, Tx.	9098
Lanagan, Mo.	0195	Placid Oil Co., La.	7131
Lassater, Tx.	9061	Port Arthur, Tx.	0787
Latanier, La.	3131	Port Gardner, La.	3210
Leeds, Mo.	0010	Port Neches, Tx.	0779
Leesburg, Tx.	9105	Poteau, Ok.	0326
Leesville, La.	0669	Potter, Ar.	0386
Legonier, La.	3170	Prairieville, La.	3246
Lemonville, Tx.	0748	Princeton, La.	5093
Lerch, Ar.	7030		
Lettsworth, La.	3174	Quarry Spur, Ok.	0282
L.I.D.A. Spur, La.	0667	Quick, Ok.	0292
Linde Spur, Mo.	0177		
Lobdell, La.	3225	Ravanna, Ar.	0514
Long Bell Amer., Mo.	0158	Reserve, La.	3276
Loring, La.	0627	Richards, Mo.	0094
		Rich Mountain, Ar.	0367

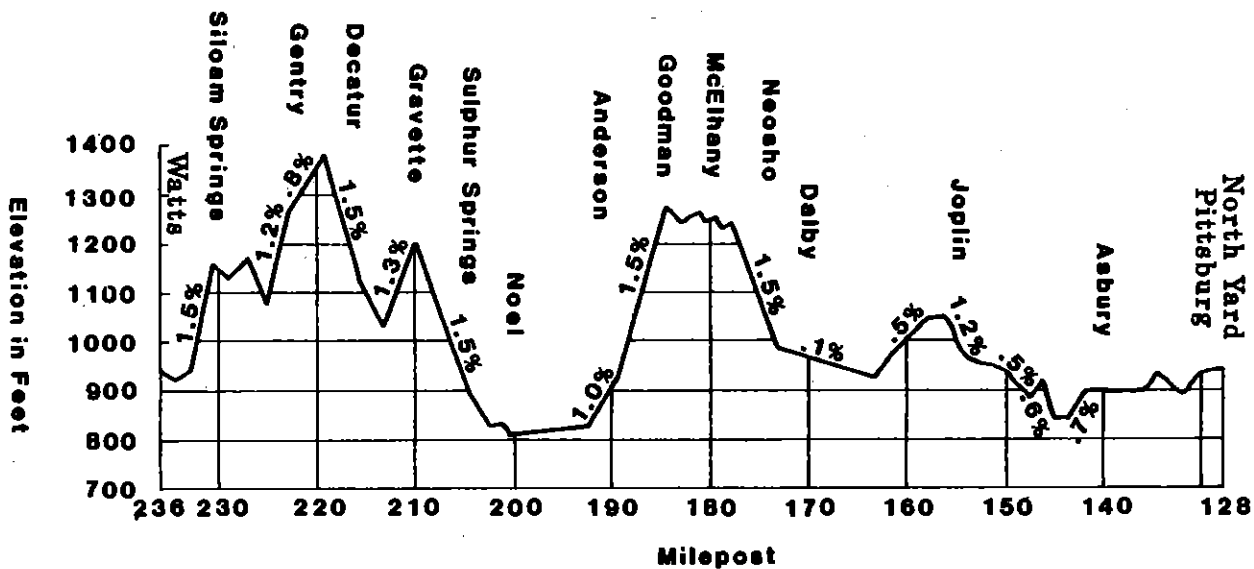
Station	Station No.	Station	Station No.
Roy, La.	7107	Tidewater, Tx.	9112
Ruliff, Tx.	0741	Tioga, La.	7188
		Treat, La.	7060
St. Maurice, La.	3075	Trenton, La.	0599
Sallisaw, Ok.	0291	Tugco, Tx.	9136
Sandra, La.	0518		
Sarber, Tx.	9058	Vandervoort, Ar.	0402
Sarepta, La.	7056	Veals, Tx.	9079
Shady Point, Ok.	0320	Vidor, Tx.	0761
Shipp, La.	9006	Vivian, La.	0528
Shoreline, La.	0533	V.P. Spur, La.	0644
Shreveport, La.	0554		
Sibley, La.	7083	Waco Spur, Mo.	0140
Siloam Springs, Ar.	0229	Wade, Ar.	0438
Singer, La.	0705	Waldron, Ar.	6432
Smith's Bluff, Tx.	0776	Watts, Ok.	0236
Sorrento, La.	3256	Welsh, Tx.	9090
S/W Gas & Elec., La.	0539	West Junction, La.	3223
Spindletop, Tx.	0771	West Lake Charles, La.	2751
Springhill, La.	7048	West Lake, La.	2740
Spiro, Ok.	0312	Westland Oil, La.	9001
Stamps, Ar.	7023	Westville, Ok.	0244
Starks, La.	0736	Whelan, La.	9009
Stilwell, Ok.	0258	Wickes, Ar.	0409
Stotesbury, Mo.	0089	Wilkes Spur, Tx.	9064
Sugar Creek, Mo.	8000	Willianna, La.	7166
Sulphur Springs, Tx.	9140	Winford Spur, La.	7082
Sun Spur, Tx.	0775	Winnfield, La.	7148
Superior, La.	0531	Winnsboro, Tx.	9118
South Texarkana, Tx.	0499	Winthrop, Ar.	0450
		Wilton, Ar.	0464
Taylor, Ar.	7041		
Texarkana, Tx.	0488	Zummo, Tx.	0770
Thermo, Tx.	9135	Zwolle, La.	0623

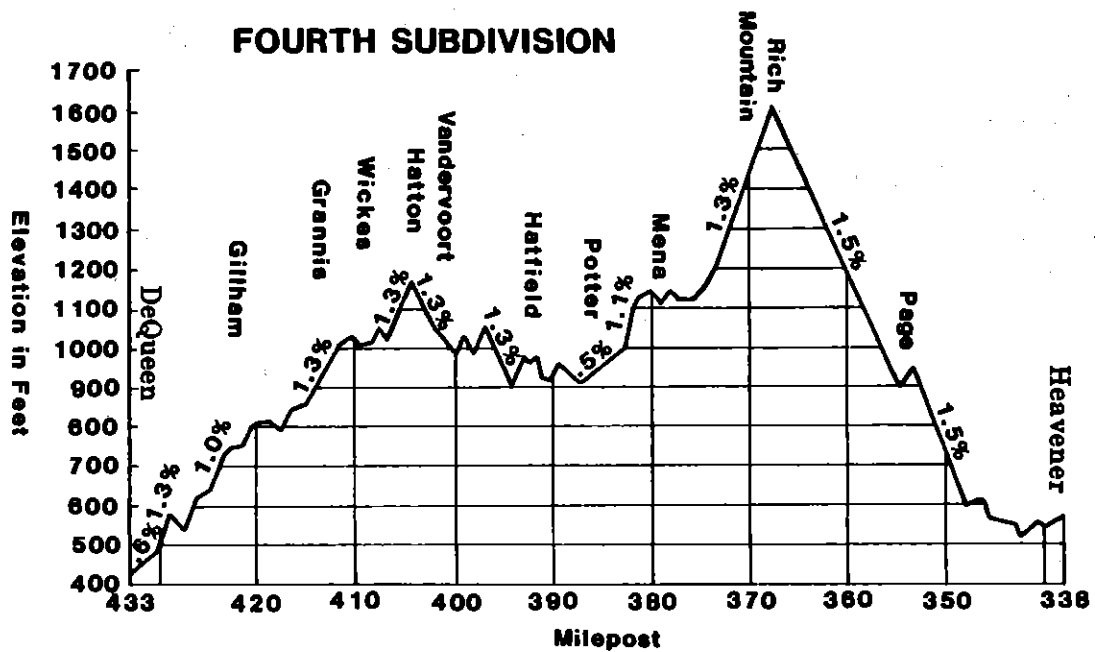
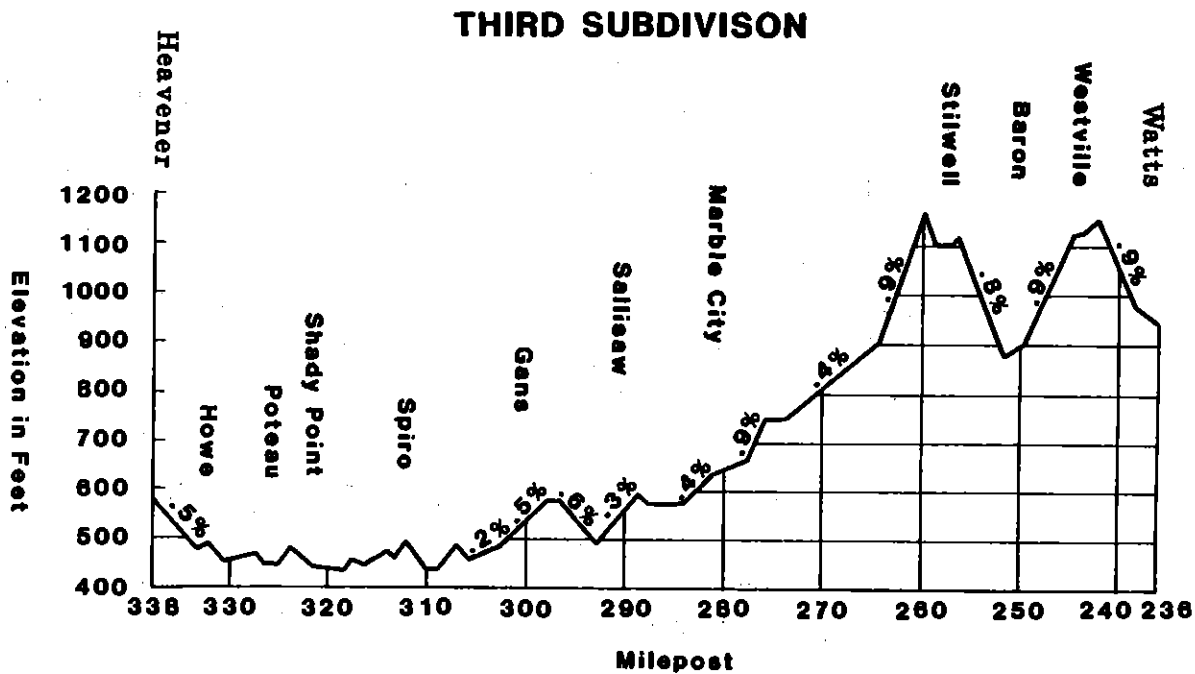
**THANK YOU FOR
WORKING SAFELY**

FIRST SUBDIVISION



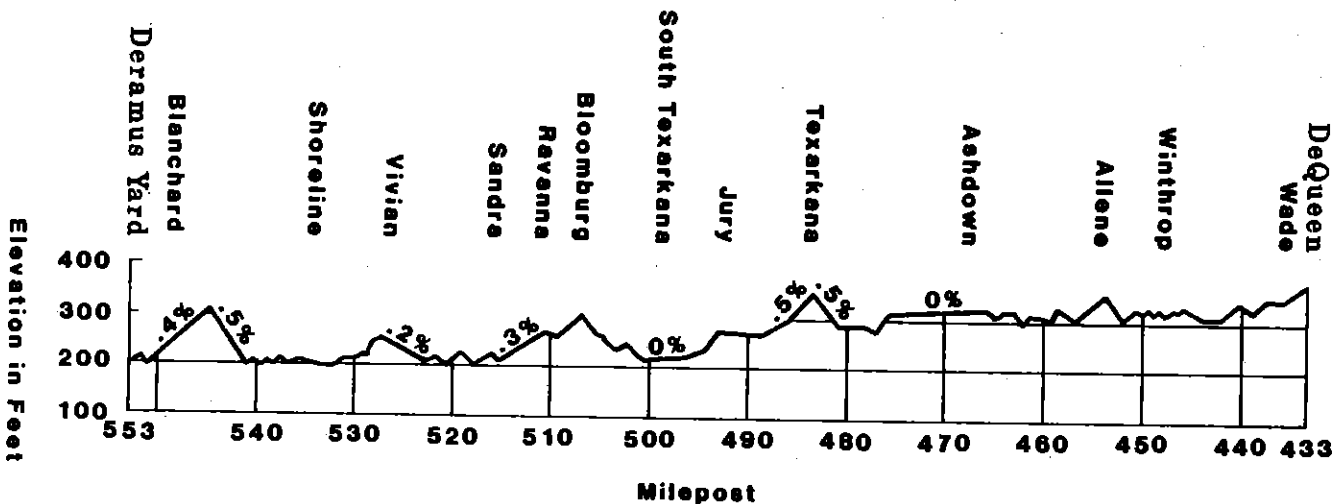
SECOND SUBDIVISION



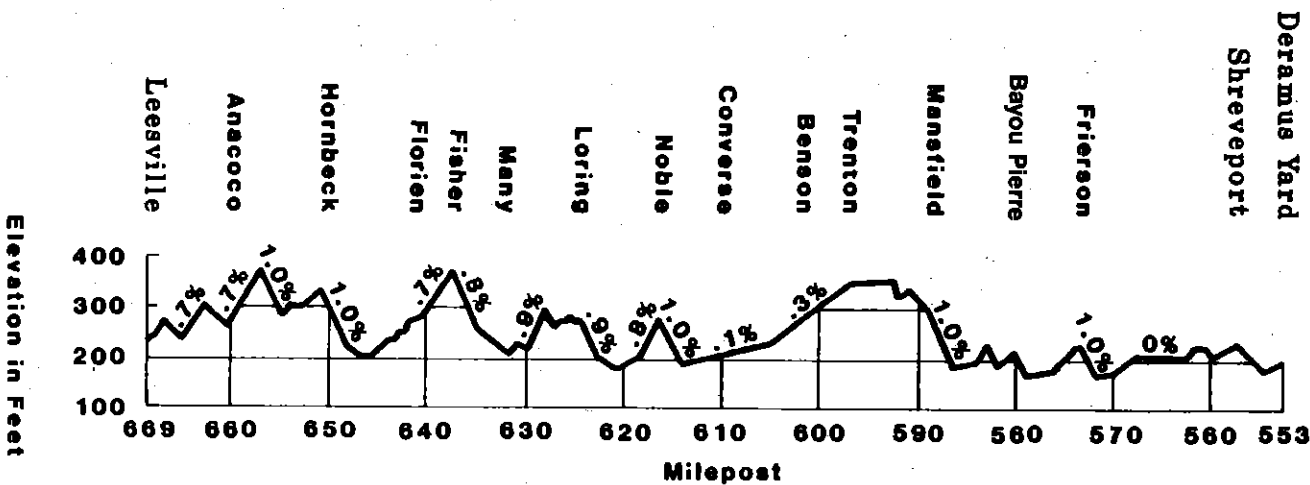


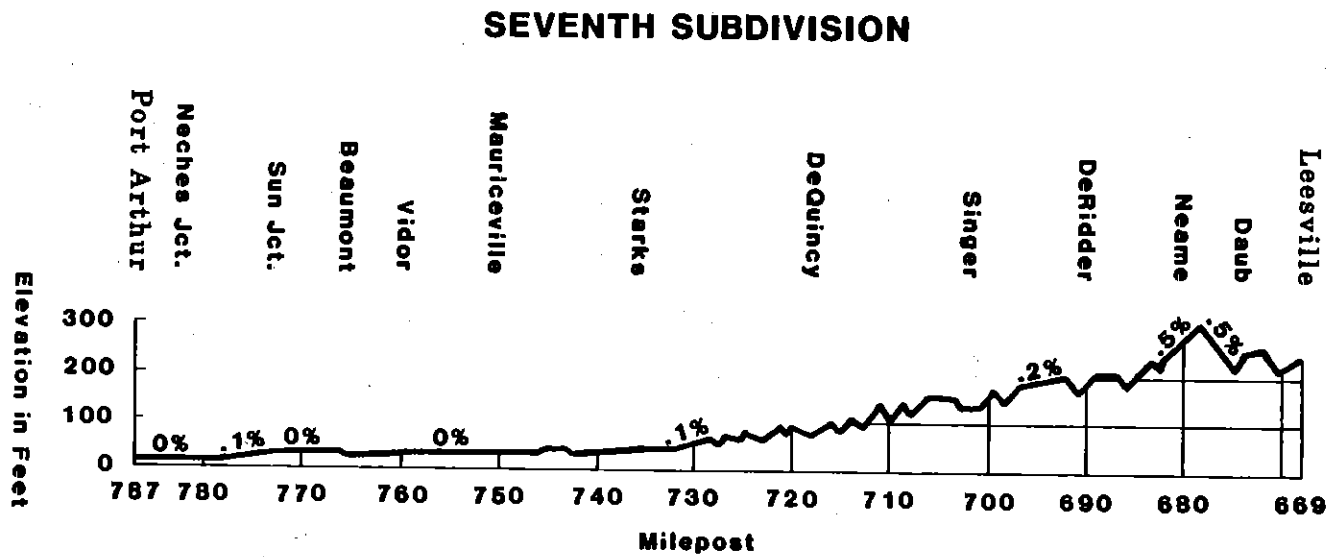
WORK SAFELY

FIFTH SUBDIVISION

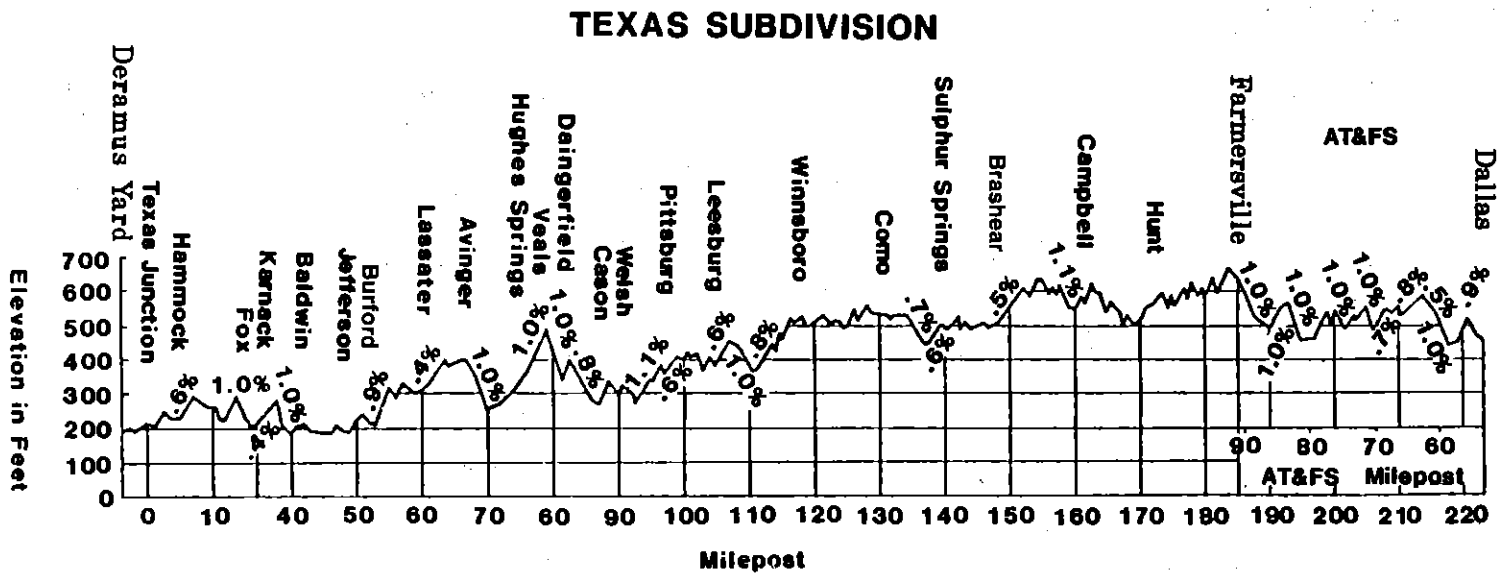


SIXTH SUBDIVISION



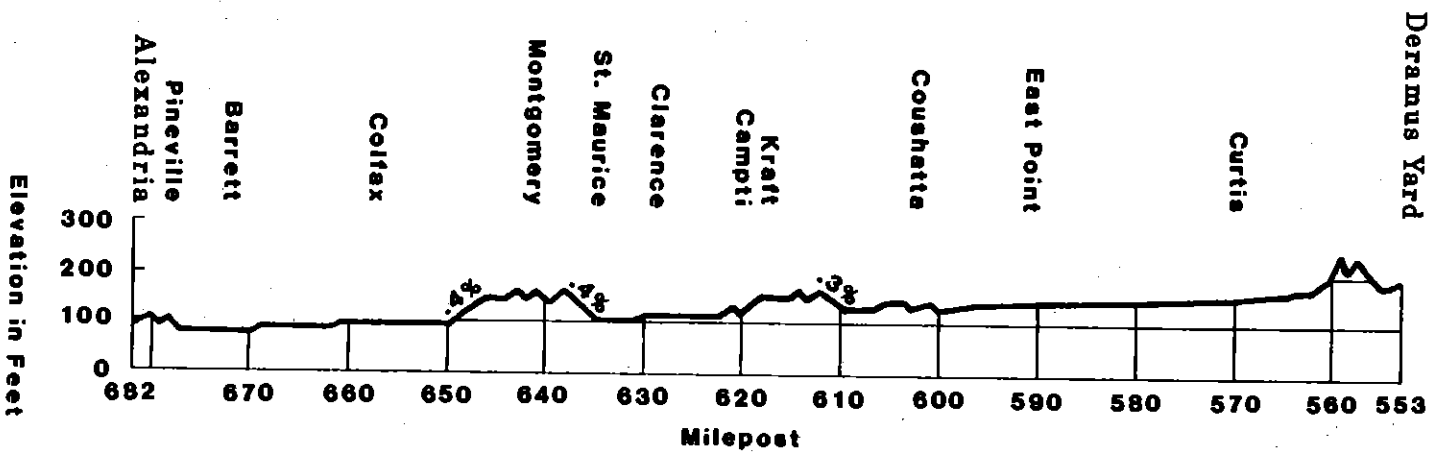


TIMETABLE NO. 3

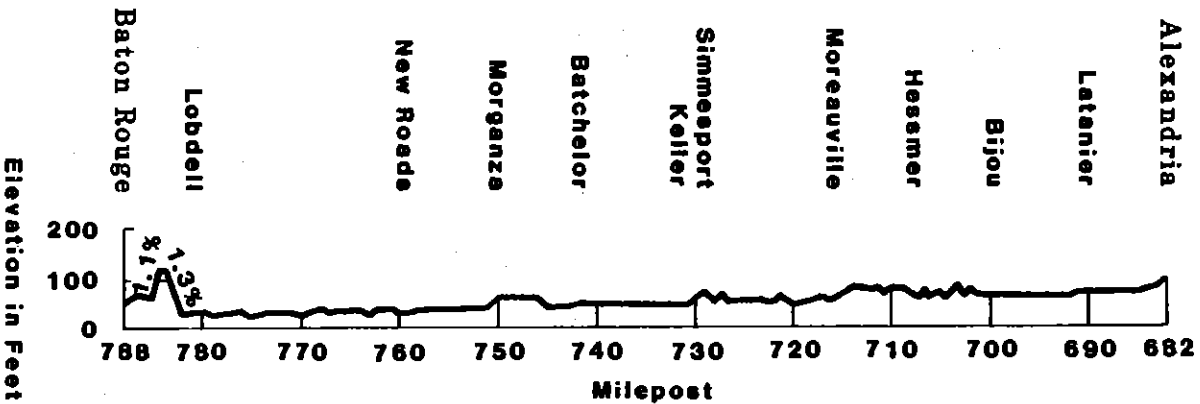


TIMETABLE NO. 3

SHREVEPORT SUBDIVISION

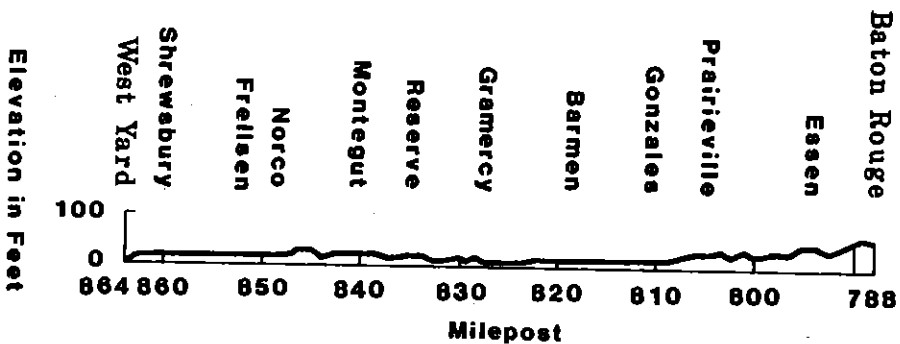


BATON ROUGE SUBDIVISION

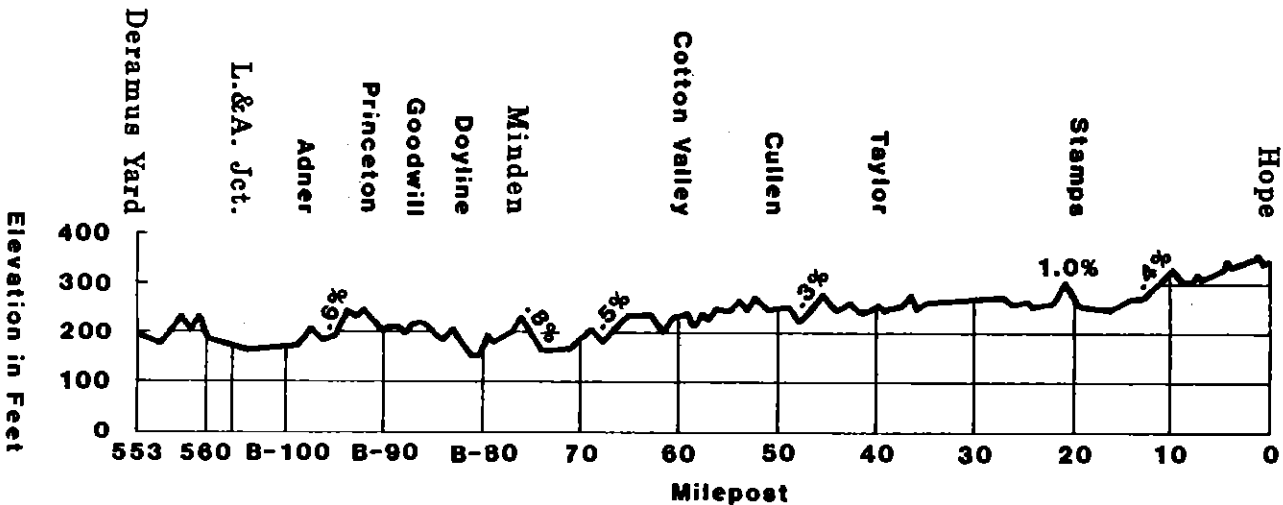


NOTE: Trackage between MP 780.73
- 785.18 owned by State of Louisiana

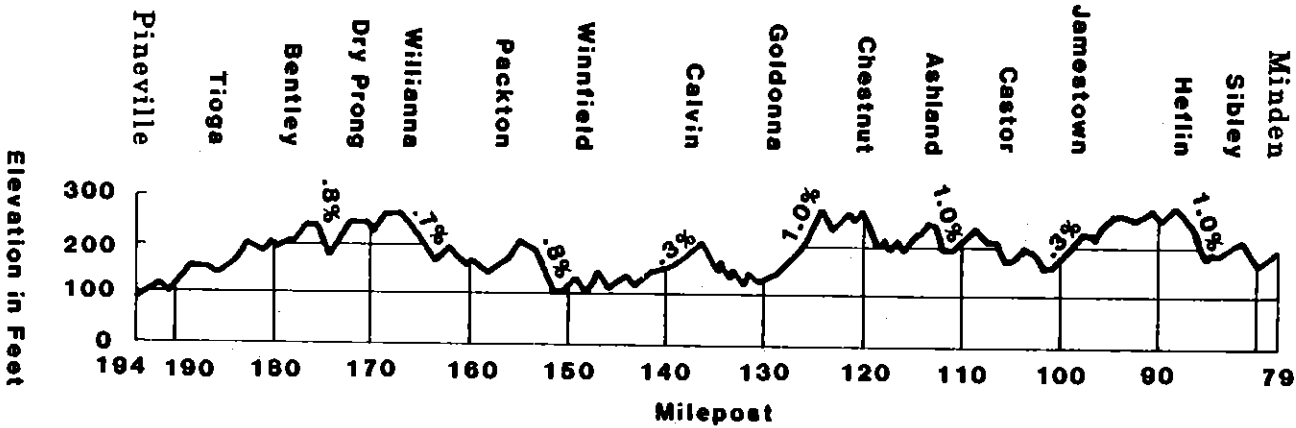
NEW ORLEANS SUBDIVISION



HOPE SUBDIVISION



MINDEN SUBDIVISION



TIMETABLE NO. 3

1986

S M T W T F S							S M T W T F S							S M T W T F S																
JANUARY																														
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
FEBRUARY																														
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
MARCH																														
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
APRIL																														
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
MAY																														
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
JUNE																														
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
JULY																														
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
AUGUST																														
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
SEPTEMBER																														
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
OCTOBER																														
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
NOVEMBER																														
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
DECEMBER																														
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

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S M T W T F S							S M T W T F S							S M T W T F S																
JANUARY																														
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
FEBRUARY																														
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
MARCH																														
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
APRIL																														
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
MAY																														
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
JUNE																														
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
JULY																														
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
AUGUST																														
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
SEPTEMBER																														
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
OCTOBER																														
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
NOVEMBER																														
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
DECEMBER																														
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

TIMETABLE NO. 3