

THE KANSAS CITY SOUTHERN R.WY. CO.



TIMETABLE NO. 5

SAFETY FIRST

THE KANSAS CITY SOUTHERN RAILWAY CO.
AND
SUBSIDIARIES



FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

SYSTEM
TIMETABLE
No. 5

Effective 0001 Hours, Monday, October 1, 1990

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TELEPHONE NUMBERS

CHEMTREC	800-424-9300
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Superintendent of Rules	318-227-7147
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

L. D. Fields
M. W. Hahn
J. Webb
D. H. Morrison
E. R. Post
D. W. Brookings

J. E. Blaylock
A. George, Jr.

J. W. Talley

C. H. Greig

R. L. Everett
R. J. Morris

K. G. Smith

S. A. Pence
L. M. McCarty
C. W. Guillory
R. E. Lavery
K. L. Richmond
F. L. Ashworth
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T. M. Branch
S. O. Dupont

R. L. Oliver
I. S. Judice
W. A. Phillips

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W. B. Warren
R. G. Guy

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H. C. Park

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T. S. McGuire
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B. K. Bolton, Jr.
J. M. Cross
L. E. Deen

Vice President Operations
Asst. Vice President Operations
Asst. Vice President Transportation
Asst. to President
Chief Mechanical Officer
Chief Engineer

SUPERINTENDENTS

KCS
L&A

SUPERINTENDENT OF TERMINALS

(Beaumont, & Port Arthur)

KCS

SUPERINTENDENT OF SAFETY

System

ASSISTANT SUPERINTENDENTS OF SAFETY

System

System

SUPERINTENDENT OF RULES

System

TRAINMASTERS

KCS

KCS

KCS

KCS

L&A

L&A

L&A

L&A

L&A

TERMINAL TRAINMASTERS

Terminal

KCS

L&A

ASSISTANT TRAINMASTERS

KCS

KCS

Terminal

Terminal

KCS

ADMINISTRATIVE COORDINATOR

System

GENERAL ROAD FOREMAN OF ENGINES

System

DIRECTOR - TRANSPORTATION OPERATIONS

System

DIRECTOR - DISPATCHER'S OFFICE

System

CHIEF DISPATCHERS

System

System

System

TRAIN DISPATCHERS - SHREVEPORT, LA.

K. D. Gerald
B. W. Mabry
B. H. Park
D. R. Russell

Kansas City, Mo.
Kansas City, Mo.
Shreveport, La.
Kansas City, Mo.
Kansas City, Mo.
Kansas City, Mo.

Shreveport, La.
Shreveport, La.

Beaumont, Tx.

Shreveport, La.

Shreveport, La.

Shreveport, La.

Shreveport, La.

Pittsburg, Ks.
Heavener, Ok.
Shreveport, La.
Beaumont, Tx.
Shreveport, La.
Dallas, Tx.
Alexandria, La.
Baton Rouge, La.
Baton Rouge, La.

Shreveport, La.
Mossville, La.
New Orleans, La.

Pittsburg, Ks.
Heavener, Ok.
Shreveport, La.
Shreveport, La.
Mossville, La.

Shreveport, La.

Shreveport, La.

Shreveport, La.

Shreveport, La.

Shreveport, La.

Shreveport, La.

Shreveport, La.

C.H. Tate
W.R. Wilkinson

MECHANICAL DEPARTMENT

J. E. Foster
F. Haywood III

Supt. - Car Department
Supt. - Locomotives

Shreveport, La.
Shreveport, La.

CHIEF SIGNAL ENGINEER

S. R. Taylor

System

Shreveport, La.

ENGINEERING DEPARTMENT

R. F. House
D. H. Oney

KCS - Division Engineer
L&A - Division Engineer

Shreveport, La.
Shreveport, La.

ROADMASTERS

KCS

D. W. Bair
G. L. Helton
P. E. Hamlin
R. D. Turman
A. J. Hatcher
G. C. Adcock
K. R. Mattox
D. L. Jackson

1st District
2nd District
3rd District
4th District
5th District
6th District
7th District
8th District

Pittsburg, Ks.
Pittsburg, Ks.
Heavener, Ok.
Heavener, Ok.
Shreveport, La.
Shreveport, La.
Leesville, La.
Beaumont, Tx.

L&A

G. B. Bonnett
W. J. Matteson
D. C. Gallien
L. E. Dobson
G. Greening, Jr.
M. D. Gilcrease
L. R. Stout

11th District
12th District
13th District
14th District
15th District
16th District
17th District

Shreveport, La.
Shreveport, La.
Shreveport, La.
Alexandria, La.
Baton Rouge, La.
Shreveport, La.
Greenville, Tx.

SOO/KCS JOINT AGENCY

A. R. Luman
J. E. Tatum
L. P. Matney
T. C. Lincoln
C. O. Hedgepeth

Gen. Superintendent
Asst. Trainmaster
Roadmaster
Gen. Car Foreman
Mechanical Supervisor

Kansas City, Mo.
Kansas City, Mo.
Kansas City, Mo.
Kansas City, Mo.
Kansas City, Mo.

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑
				Aux. Trks. Cars		
				Sidings Feet	Cars	
	0004	3.7	KNOCHE ORSWY 1.4	.....	.....	Yard
		5.1	COAL TRACK SWITCH 0.2	.....	.....	.....
		5.3	AIR LINE JUNCTION 0.1	.....	.....	Conn
		5.4	UP CROSSING 0.1	.....	.....	.....
		5.5	UP CROSSING 0.4	.....	.....	.....
		5.9	KCS JUNCTION 0.2	.....	.....	Conn
		6.1	KCT CROSSINGS (2) 0.0	.....	.....	Conn
		6.1	ATSF CROSSING 0.0	.....	.....	.....
		6.1	BIG BLUE JUNCTION 0.6	.....	.....	Conn
		6.7	ARMCO STEEL CROSSING 0.7	.....	.....	.....
		7.4	FIFTEENTH STREET 1.5	4350	79	Yard
		8.9	BLUE VALLEY 14.6	10016	183	.....
	0023	23.5	GRANDVIEW 9.2	13684	249	Yard
	0033	32.7	JAUDON 20.4	6978	127	.....
	0053	53.1	DREXEL 9.3	11999	218	31
	0062	62.4	AMSTERDAM Y 18.3	6822	124	29
	0081	80.7	HUME 18.2	7592	138	40
	0099	98.9	EVE 15.7	10327	188	Yard
		114.6	BN CROSSING 3.5	.....	.....	.....
	0118	118.1	MULBERRY 10.1	12457	226	10
		128.2	NORTH YARD OTW	.....	.....	Yard

124.5

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

* Controlled by Kansas City Terminal Ry. Traffic Control.

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry	Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
0023	Frontier Bag Ld.	23.1	Lead	N	0069	Amoret	68.9	16	S
0039	Cleveland	38.8	8	N	0094	Richards	93.6	16	S
0062	K.C.P.L.	61.3	Conn	N&S					

	MPH
1. MAXIMUM AUTHORIZED SPEED	40
Except: Loaded unit trains	35

2. SPEED RESTRICTIONS:

Joint Agency Trackage to MP 6.5	10
MP 6.5 to MP 7.8.	Yard Speed
Siding Blue Valley	20*
Calloway Mining Spur Switch, MP 8.5	20 Eng. Only
Siding Grandview	20*
Frontier Bag Lead	10
Siding Jaudon	20*
Siding Drexel	20*

Except: Northward trains entering Drexel siding reduce speed to 10 MPH from MP 53.3 to MP 53.1, engine only.

Southward trains departing Drexel siding reduce speed to 10 MPH from MP 53.1 to MP 53.3, engine only.

Siding Amsterdam	20 *
Siding Hume	20 *
Siding Eve	20 *
Siding Mulberry	20 *
Between MP 126.2 and MP 131.0	Yard Speed

*Loaded unit coal, grain, soda ash or other bulk commodity trains may use this siding at prescribed speed.

3. RAILROAD CROSSINGS AT GRADE:

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

Controlled by Kansas City Terminal Ry. Traffic Control.



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4. DO NOT CLEAR TRACKS:

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

Union Wire Rope Acid spur	MP 8.0
Grandview, Leach Hurlbert Lumber Co. spur	MP 23.2
Grandview, Patco spur	MP 24.8
Cleveland spur	MP 39.0
Amoret	MP 68.7
Richards	MP 93.3
Eve, north and south switch, East Siding	MP 99.0

5. ELECTRICALLY LOCKED SWITCHES:

Grandview, Frontier Bag Lead

6. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 7.8	Knoche - Blue Valley
MP 126.2	North Yard

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

MP 15.1 *
MP 26.1
MP 46.1 *
MP 58.4
MP 77.6
MP 86.8 #
MP 89.4 #
MP 95.2 *
MP 110.4 *
MP 124.9 *

* Equipped with oversize load feature.

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

LOCAL SPECIAL INSTRUCTIONS**8. KANSAS CITY:**

- Southward trains departing Kansas City must contact train dispatcher to receive and verify Track Condition Report and receive verbal permission to enter CTC-DTC territory before departing Air Line Jct.
- Southward yard engines obtain verbal permission from the train dispatcher before departing MP 7.8.
- Conductors of outbound trains will report for duty at Knoche yard office and obtain permission from the yardmaster to depart Knoche yard.
- A 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.

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(e) When operating solid over-the-road trains from the KCS to the BN, the following will govern:

(1) When train is routed via Kansas City Terminal Railway, notify Knoche Tower of the arriving and leaving time at Big Blue Junction.

(2) Notify Knoche Tower when arriving Air Line Junction to obtain route and clearance to BN.

(3) 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) 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.

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

(g) 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.

(h) Two derails have been placed on SLIC Track 700 (South Main Track) south of Knoche yard Office. These derails are to be used by Mechanical forces only. These derails are located:

65 feet south of MP 3.8
250 feet north of MP 5.0

9. KCPL PLANT AMSTERDAM:

(a) Before spotting the first car for unloading, it must be known that all the rotary couplers are lined through the entire train. If the rotary couplers are not properly lined, the K.C.P.L. dumper operator must be notified of the car(s) initials, number, and the location in the train of such car(s) **before** the train is released to the K.C.P.L. power plant.

(b) Reduce speed to five (5) M.P.H. on all tracks, except two (2) M.P.H. while approaching and moving through the dumper building.

(c) Before entering the dumper building all engines must have all the windows closed, awnings down, and side vents closed.

(d) Train crews must remain inside of the engine cabs. Riding on the side of engines or cars while entering or moving through the dumper building is prohibited.

(e) The engineer will spot the three head cars using radio contact with the K.C.P.L. dumper operator.

(f) When the K.C.P.L. dumper operator advises that the third car is spotted and the train has been released to K.C.P.L., the engineer will:

- (1) Place reverser lever in the center (neutral) position.
- (2) Proceed to nullify the pulse alertness device (if equipped).
- (3) Release air brakes.
- (4) Place generator field switch in the "OFF" position.

(g) The train crew must then detrain, using caution to watch for close clearance and footing.

(h) The train crew must not remain in the vicinity of the dumper building during the unloading.

(i) The train crew, before departing the K.C.P.L. plant, must observe the cars being unloaded in order to determine that the pulse alertness device (if equipped) is deactivated.

(j) When unloading is completed:

(1) The train crew will board the engine(s), but **will not** move the train until radio or verbal contact is made with the K.C.P.L. dumper operator and permission is granted to proceed.

(2) The engineer will not make a reverse move.

(k) If necessary to spot any cars to complete the unloading, the train crew will do so by pulling the train through the dumper building while maintaining radio contact with the K.C.P.L. dumper operator.

10. NORTH YARD

Northward trains departing North Yard must contact train dispatcher to receive and verify Track Condition Report and receive verbal permission to enter CTC-DTC territory.

11. STATE LINE: Missouri - Kansas, MP 120.1.

**THE BEST SAFETY
TOOL IS A
SAFE WORKER**

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑	
				Sidings			Aux. Trks. Cars
				Feet	Cars		
0128	128.2		NORTH YARD OTW			Yard	
			0.8				
	129.0		SEK CROSSING			Conn	
			0.5				
	129.5		BN CROSSING				
			0.2				
	129.7		BN CROSSING				
			4.2				
0134	133.9		EMPIRE			Conn	
			6.4				
0140	140.3		ASBURY	7094	129	2	
			6.9				
	147.2		BN CROSSING				
			7.1				
0155	154.3		JOPLIN	5559	101	Yard	
			0.6				
	154.9		BN CROSSING				
			0.2				
	155.1		UP CONNECTION			Conn	
	155.1		BN CONNECTION			Conn	
			4.9				
0160	160.0		SAGINAW	2504	45	Yard	
			10.1				
0170	170.1		DALBY	6679	121		
			2.6				
	172.7		BN CROSSING			Conn	
			1.4				
0174	174.1		NEOSHO OW	3311	60	Yard	
			6.7				
0181	180.8		MCELHANY	18105	329	17	
			19.9				
0201	200.7		NOEL	8600	156	8	
			16.3				
0217	217.0		DECATUR	2060	36		
			5.5				
0222	222.5		GENTRY	7879	143	47	
			1.2				
0224	223.7		FLINT CREEK			Conn	
			5.6				
0229	229.3		SILOAM SPRINGS	8109	147	Yard	
			6.7				
0236	236.0		WATTS W	12367	225	Yard	

107.8

CTC - DTC MP 130.6 to MP 236.0

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry	Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
0158	Long Bell Am . .	157.5	75	S	0189	Am. Home Spur	189.3	5	S
0158	Gulf States Pap.	158.3	46	S	0192	Anderson	191.7	33	N&S
0172	Ozark Ter. Spur	172.2	Lead	S	0195	Lanagan	195.2	10	N
0177	Linde Spur . . .	177.0	62	N	0210	Gravette West			
0178	La-Z-Boy Spur .	177.6	32	S		Team	209.9	8	S
0179	Coach Track . .	178.5	34	N&S	0210	Gravette East			
0181	Gov. Lead. . . .	180.7	Yard	N		Team	209.9	10	N
0185	Goodman	184.6	55	S	0216	Peterson Spur.	216.0	Yard	N

TIMETABLE NO. 5

MPH

1. **MAXIMUM AUTHORIZED SPEED** 40
 Except: Loaded unit trains 35

2. **SPEED RESTRICTIONS:**

- Between MP 126.2 and MP 131.0 Yard Speed
 Siding Asbury 10
 Between MP 153.3 and MP 153.5 35
 Between MP 154.5 and MP 156.5 25
 Siding Joplin 20
 Except: Unit coal, grain, soda ash or other
 bulk commodity trains 10
 Between MP 166.0 and MP 168.5 30
 Siding Dalby 20
 Except: Unit coal, grain, soda ash or other
 bulk commodity trains 10
 Between MP 172.5 and MP 177.5 25
 Siding McElhany 20
 Except: Unit coal, grain, soda ash or other
 bulk commodity trains 10
 Between MP 190.9 and MP 192.3 30
 Between MP 194.0 and MP 194.7 30
 10 degree curve, MP 196.5 25
 Between MP 197.6 and MP 209.6 30
 Siding Noel 20*
 Siding Gentry 20*
 Between MP 224.1 and MP 224.5 30
 Between MP 225.9 and MP 226.1 30
 Siding Siloam 10
 Between MP 230.0 and North Siding Switch Watts. 35
 Siding Watts 20
 Except: Unit coal, grain, soda ash or other
 bulk commodity trains 10
 * Loaded unit coal, grain, soda ash or other bulk commodity trains may use this siding at prescribed speed.

3. **RAILROAD CROSSINGS AT GRADE:**

Railroad	Mile Post	Type of Protection
SEK	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.

* Normally lined against BN.

TIMETABLE NO. 5

4. DO NOT CLEAR TRACKS:

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

Joplin, UP connection	MP 155.1
Joplin, BN connection	MP 155.1
Joplin, Twelfth Street	MP 155.3
McElhany, Coach track, north and south switch .	MP 178.5
American Home Spur	MP 189.3
Lanagan, switch to Team track	MP 195.2
Noel, Gas track	MP 200.9
Gravette, East and West Team track	MP 209.9
Decatur, East Team track	MP 217.1
Gentry, south switch House track	MP 222.6

5. ELECTRICALLY LOCKED SWITCHES:

Empire District

Joplin

Joplin Union Depot, north and south switch

Long Bell spur

Ozark Terminal spur

Neosho

North and south switch

Linde spur

La-Z-Boy spur

McElhany

Government lead

Goodman

Split Log spur

Anderson

East Team track

Peterson spur

Decatur, siding

Gentry

McKee Baking Company spur

Siloam

North, West Siding switch

South, West Siding switch

Watts, south crossover

6. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS

MP 130.6 North Yard

7. LOCATION OF HIGH WATER DETECTORS:

MP 158.6

MP 163.6

MP 164.7

MP 165.1

MP 170.2

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

MP 144.0 *

MP 164.3

MP 183.8 *

MP 197.6

MP 213.5 *

MP 226.7

* Equipped with oversize load feature.

LOCAL SPECIAL INSTRUCTIONS**9. NORTH YARD**

Southward trains departing North Yard must contact train dispatcher to receive and verify Track Condition Report and receive verbal permission to enter CTC-DTC territory.

10. EMPIRE PLANT - ASBURY

(a) Before spotting the first car for unloading, it must be known that all the rotary couplers are lined through the entire train. If the rotary couplers are not properly lined, the Empire dumper operator must be notified of the car(s) initials, number, and the location in the train of such car(s) **before** the train is released to the Empire power plant.

(b) Reduce speed to ten (10) M.P.H. on the Empire Spur, except:

(1) Reduce speed to five (5) M.P.H. on the loop and dumper runaround tracks.

(2) Two (2) M.P.H. while approaching and moving through the dumper building.

(c) Before entering the dumper building the following will govern:

(1) A safety stop will be made at the arriving (West) runaround switch.

(2) Verify that the West and East runaround switches are lined for the dumper track.

(3) Verify that the Loop track is lined for right hand movement.

(4) Verify that the dumper and dumper operator are prepared to receive the loaded coal train.

(5) Before entering the dumper building, all engines must have the windows closed, awnings down, and side vents closed.

(d) Train crews must remain inside of the engine cabs. Riding on the side of engines or cars while entering or moving through the dumper building is prohibited.

- (e) The engineer will spot the three head cars using radio contact with the Empire dumper operator.
- (f) When the Empire dumper operator advises that the third car is spotted and the train has been released to Empire, the engineer will:
 - (1) Place the reverser lever in the center (neutral) position.
 - (2) Proceed to nullify the pulse alertness device (if equipped).
 - (3) Release the air brakes.
 - (4) Place the generator field switch in the "OFF" position.
- (g) The train crew must then detrain, using caution to watch for close clearance and footing.
- (h) The train crew must not remain in the vicinity of the dumper building during the unloading.
- (i) The train crew, before departing the Empire plant, must observe the cars being unloaded in order to determine that the pulse alertness device is deactivated (if equipped).
- (j) When the unloading is completed:
 - (1) The train crew will board the engine(s), but **will not** move the train until radio or verbal contact is made with the Empire dumper operator and permission is granted to proceed.
 - (2) The engineer will not make a reverse move.
 - (3) Check the rear three cars for hand brakes.
- (k) If it is necessary to spot any cars to complete the unloading, the train crew will do so by pulling the train through the dumper building while maintaining radio contact with the Empire dumper operator.
- (l) When departing the Empire plant, the dumper runaround track will be used.

11. 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.

12. NEOSHO:

- (a) Trains originating Neosho must contact train dispatcher to receive and verify Track Condition Report and receive verbal permission to enter CTC-DTC territory.
- (b) Due to heavy grade, all movements on Ozark Terminal spur will be made with automatic air brakes cut in and operative.
- (c) Engineer on helper locomotives arriving Neosho for final tie up, will communicate with the train dispatcher.
- (d) Unattended locomotives must be properly secured per Operating Rules 535 and 536.

13. PETERSON SPUR:

Cars must not be left between the main track switch and the switch point derail which is located 554 feet from main track switch.

14. FLINT CREEK:

- (a) An interlocked dual controlled derail is installed at the clearance point of the Flint Creek Spur. This derail operates in conjunction with the dual controlled Flint Creek Spur switch operated by the train dispatcher. When operating the Flint Creek dual controlled switch by hand, it is also necessary to operate the derail by hand.
- (b) Before spotting the first car for unloading, it must be known that all the rotary couplers are lined through the entire train. If the rotary couplers are not properly lined, the SWEPCO dumper operator must be notified of the car(s) initials, number, and the location in the train of such car(s) **before** the train is released to the SWEPCO power plant.
- (c) Reduce speed to ten (10) M.P.H. on the Flint Creek Spur, except:
 - (1) Five (5) M.P.H. from the Loop Track switch to the dumper building.
 - (2) Two (2) M.P.H. approaching and moving through the dumper building.
- (d) Before entering the dumper building, all engines must have all the windows closed, awnings down, and side vents closed.
- (e) Train crews must remain inside of the engine cabs. Riding on the side of engines or cars while entering or moving through the dumper building is prohibited.
- (f) The engineer will spot the head car using radio contact with the SWEPCO dumper operator.

(g) When the SWEPCO dumper operator advises that the head car is spotted and the train has been released to SWEPCO, the engineer will:

- (1) Place reverser lever in the center (neutral) position.
- (2) Proceed to nullify the pulse alertness device (if equipped).
- (3) Release the air brakes.
- (4) Place the generator field switch in the "OFF" position.

(h) The train crew must then detrain, using caution to watch for close clearance and footing.

(i) The train crew must not remain in the vicinity of the dumper building during the unloading.

(j) The train crew, before departing the SWEPCO plant, must observe the cars being unloaded in order to determine that the pulse alertness device is deactivated (if equipped).

(k) When unloading is completed:

- (1) The train crew will board the engine(s) but **will not** move the train until radio or verbal contact is made with the SWEPCO dumper operator and permission is granted to proceed.

(2) The engineer will not make a reverse move.

(l) If it is necessary to spot any cars to complete the unloading, the train crew will do so by pulling the train through the dumper building while maintaining radio contact with the SWEPCO dumper operator.

(m) Trains and engines may enter the main track at Flint Creek on signal indication.

15. SILOAM SPRINGS

Trains originating Siloam Springs must contact train dispatcher to receive and verify Track Condition Report and receive verbal permission to enter CTC-DTC territory.

16. STATE LINES:

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

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑	
				Sidings			Aux. Trks. Cars
				Feet	Cars		
	0236	236.0	WATTS W 8.4	12367	225	Yard	
	0244	244.4	WESTVILLE 13.8	3434	62	15	
	0258	258.2	STILWELL 22.9	7844	143	63	
	0281	281.1	MARBLE CITY 9.3	8376	152	47	
		290.4	UP CROSSING 0.7			Conn	
	0291	291.1	SALLISAW R 8.1	5880	107	Yard	
	0299	299.2	GANS 12.5	8167	148	8	
	0312	311.7	SPIRO 3.1	7470	135	36	
	0315	314.7	BONANZA 2.6			Conn	
	0317	317.3	PANAMA 2.7			Yard	
	0320	320.0	SHADY POINT 6.4	7674	140		
	0326	326.4	POTEAU 6.6	1771	32	Yard	
	0333	333.0	HOWE 5.0	7693	140	Yard	
	0338	338.0	HEAVENER OSWY	13698	249	Yard	

102.1

CTC - DTC MP 236.0 to MP 335.3

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry	Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
0241	Hudson	241.0	86	N&S	0282	Marble City			
0249	Baron	250.0	21	N&S		Spur.	281.3	189	N
0272	Bunch	271.7	28	N&S	0292	Holley Carb.	292.2	56	N

THIRD SUBDIVISION SPECIAL INSTRUCTIONS

MPH

1. MAXIMUM AUTHORIZED SPEED 40
Except: Loaded unit trains 35

2. SPEED RESTRICTIONS:

Siding Watts 20
Except: Loaded unit coal, grain, soda ash or other
bulk commodity trains 10
Between MP 239.5 and MP 240.0 30
Between MP 250.0 and MP 256.0 35
Siding Stilwell 20

Between MP 259.0 and MP 260.2	35
Between MP 262.5 and MP 264.0	30
Between MP 277.5 and MP 279.0	30
Between MP 280.0 and MP 280.3	35
Siding Marble City	20*
Between MP 285.4 and MP 285.6	30
Siding Sallisaw	10*
Siding Gans	20*
Siding Spiro	10
Siding Shady Point	20*
Siding Howe	20*
Heavener, East Main Track	10
Except: From Diesel Fuel Facility to North Switch	20
Between MP 335.3 and MP 338.4	Yard Speed

* Loaded unit coal, grain, soda ash or other bulk commodity trains may use this siding at prescribed speed.

3. RAILROAD CROSSINGS AT GRADE:

Railroad	Mile Post	Type of Protection
UP	MP 290.4	Automatic Interlocking

4. DO NOT CLEAR TRACKS:

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

Baron, north and south switch Team track	MP 250.0
Bunch, north and south switch	MP 271.7
Sallisaw, House track	MP 291.2
Holley Carb	MP 292.2

5. ELECTRICALLY LOCKED SWITCHES:

Watts, crossover
Hudson
Westville, siding
Panama
Poteau,
 Fort Smith Branch
 South siding switch

6. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS

MP 335.3 Heavener

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

MP 247.2 *
MP 262.1 *
MP 284.4 *
MP 301.9
MP 305.3 # Arkansas River
MP 308.3 # Arkansas River

MP 315.7 *

MP 331.4 *

* Equipped with oversize load feature.

Dragging equipment detector only. Has radio alarm but no integrity light

LOCAL SPECIAL INSTRUCTIONS

8. M.P. 253.2 and M.P. 263.6

Train and enginemen are prohibited from walking on East side of main track at the above locations.

9. A.E.S. UTILITIES

- (a) The train crew, upon arrival at the A.E.S. plant, **must** make radio contact with the A.E.S. power plant personnel to determine that the security gates are open and secured for their movement.
- (b) Before spotting the first car for unloading, it must be known that all the rotary couplers are lined through the entire train. If the rotary couplers are not properly lined, the A.E.S. dumper operator must be notified of the car(s) initials, number, and the location in the train of such car(s) **before** the train is released to the A.E.S. power plant.
- (c) Reduce speed to ten (10) M.P.H. on the A.E.S. spur, except:
 - (1) Reduce speed to five (5) M.P.H. on the loop.
 - (2) Two (2) M.P.H. while approaching and moving through the dumper building.
- (d) Signal masts with two position signals are located on the engineer's side, four hundred (400) feet in advance of and at the entrance to the dumper building. Be governed by the following:

Red - Stop
Yellow - Proceed, not exceeding two (2) M.P.H.
Dark - Stop and a crew member must make contact with the A.E.S. dumper operator.
- (e) Before entering the dumper building, all engines must have all the windows closed, awnings down, and side vents closed.
- (f) Train crews must remain inside of the engine cabs. Riding on the side of engines or cars while entering or moving through the dumper building is prohibited.

- (g) The engineer will spot the three head cars using radio contact with the A.E.S. dumper operator.
- (h) When the A.E.S. dumper operator advises that the third car is spotted and the train has been released to A.E.S., the engineer will:
- (1) Place reverser lever in the center (neutral) position.
 - (2) Proceed to nullify the pulse alertness device (if equipped).
 - (3) Release the air brakes.
 - (4) Place the generator field switch in the "OFF" position.
- (i) The train crew must then detrain, using caution to watch for close clearance and footing.
- (j) The train crew must not remain in the vicinity of the dumper building during the unloading.
- (k) The train crew, before departing the A.E.S. plant, must observe the cars being unloaded in order to determine that the pulse alertness device is deactivated.
- (l) When the unloading is completed:
- (1) The train crew will board the engine(s), but **will not** move the train until radio or verbal contact is made with the A.E.S. dumper operator and permission is granted to proceed.
 - (2) The engineer will not make a reverse move.
- (m) If it is necessary to spot any cars to complete the unloading, the train crew will do so by pulling the train through the dumper building while maintaining radio contact with the A.E.S. dumper operator.
- (n) Trains and engines may enter the main track at A.E.S. on signal indication.

10. HEAVENER:

Northward trains departing Heavener must contact train dispatcher to receive and verify Track Condition Report and receive verbal permission to enter CTC-DTC territory.

FORT SMITH & VAN BUREN RAILWAY**1. Restricted Speed Territory (Rule 92 Applies):**

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

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑	
				Sidings			Aux. Trks. Cars
				Feet	Cars		
	6356	0.0F	FORT SMITH VIA A&M TO MP 6.4F 0.9 0.9F UP CROSSING 19.6			Yard	
	6336	20.5F	CAMERON 7.2	1949	35		
	0326	27.7F	POTEAU 27.7			Conn	

FORT SMITH BRANCH SPECIAL INSTRUCTIONS

- MPH
- 1. MAXIMUM AUTHORIZED SPEED BETWEEN POTEAU AND YARD LIMITS FORT SMITH** 25
- Except:
- Between MP 11F and MP 13F 10
- All KCS tracks, Fort Smith, through turnouts and crossovers 5
- 2.** KCS trains use A&M trackage from A&M MP 422 to S.F. Junction.
- 3.** All KCS tracks at Fort Smith are within Yard Limits.
- 4.** Trains must obtain permission from and verify Track Condition Report with the train dispatcher before occupying the main track.

Permission from the train dispatcher will authorize the train to whom permission has been granted, to occupy the main track and move in either direction between Poteau and S.F. Junction 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.

Permission from the train dispatcher will not be granted to more than one train at a time.

5. RAILROAD CROSSINGS AT GRADE:

Railroad	Location	Type of Protection
UP	MP 0.9F	STOP (Rule 98)
A&M	Stem of Wye	STOP \$
A&M	Kentwood Track	Gate (Rule 98) #
A&M	S.F. Jct.	STOP (Rule 98) @
UP	North L St.	STOP (Rule 98) #
A&M	North L St.	STOP (Rule 98)

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

Normal position against KCS.

@ **STOP** boards are in service at S.F. Junction. Movement will come to a complete stop and crew member will ascertain the route is clear for their movement before proceeding.

6. CLEARANCES

Normal TOFC clearance 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.

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

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

ATR Heights	ATR Widths
19'3"	0'0"
19'0"	2'6"
18'0"	6'6"
17'0"	9'0"
16'0"	10'6"
15'0"	11'6"
14'0"	12'6"
8'0"	12'6"
7'0"	12'0"
5'0"	12'0"
4'0"	12'6"
3'6"	12'6"
0'6"	12'6"

7. MAXIMUM GROSS WEIGHT ALLOWABLE BETWEEN POTEAU AND FORT SMITH IS 266,000 lbs. NO OVERLOADS ARE ALLOWED.

8. STATE LINE: Arkansas - Oklahoma, MP 5.27F
 Oklahoma - Arkansas, MP 8.67F
 Arkansas - Oklahoma, MP 11.36F
 Oklahoma - Arkansas, MP 13.17F
 Arkansas - Oklahoma, MP 13.34F

SOUTH ↓	Station No.	Mile Post	Stations	Capacity			NORTH ↑
				Sidings		Aux. Trks.	
				Feet	Cars	Cars	
	0338	0.0	HEAVENER OSWY 31.8			Yard	
	6432	31.8	WALDRON 1.2		24	49	
	6307	33.0	END OF LINE				

33.0

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
0338	Reese Spur	1.3	10	S
0338	I.P. Co.	2.0	21	S
6414	Southwestern Wd.	14.3	3	S

ARKANSAS WESTERN RAILWAY SPECIAL INSTRUCTIONS

MPH

1. MAXIMUM AUTHORIZED SPEED 25

2. SPEED RESTRICTIONS:

Between Heavener and MP 3.1	10
Between MP 6.8 and MP 9.0	10
Between MP 30.5 and MP 33.0	10
Over B&B Cedar switch, MP 32.5	5

3. Trains must contact train dispatcher to receive and verify Track Condition Report and receive verbal permission to enter main track.
4. Permission authorizes the train to occupy the main track and move in either direction between Heavener and End of Line without flag protection. Permission will expire at the end of the tours of duty of the conductor and engineer. The train dispatcher will not grant permission to more than one train at a time.

5. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS

MP 3.1 Heavener

6. WALDRON

Tyson Foods has operating rights to operate their engine on the following tracks at Waldron, Arkansas for the purpose of handling only rail cars billed to them:

- (a) Main line from 300 feet East of switch to Feed Mill track.
- (b) From East switch to Feed Mill 1, 100 feet West on main track.
- (c) 100 feet of Waldron Furniture track.

(d) Entire Feed Mill track.

(e) Automatic gates and crossing lights have been installed at the Tyson Feed Mill crossing at Waldron, Arkansas, and will govern as follows:

(1) Gates and lights will work automatically when moving over crossing on main line.

(2) When moving over crossing on the Feed Mill track, the electric switch will have to be moved to the ON position to activate the gates and lights, and moved to the OFF position when the switching on this track is completed. The electric switch is located in a box on a pole located on the northwest side of the crossing.

(3) Do not store cars on the main line between the marks located approximately 150 feet each side of the crossing.

7. Train 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.

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

**QUALITY
IS
ON
TRACK**

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑	
				Sidings			Aux. Trks. Cars
				Feet	Cars		
	0338	338.0	HEAVENER OSWY 16.7	13698	249	Yard	
	0355	354.7	PAGE 12.6	6710	122	15	
	0367	367.3	RICH MOUNTAIN 12.5	8966	163	23	
	0380	379.8	MENA 6.5	3865	70	Yard	
	0386	386.3	POTTER 5.9	7025	128	25	
	0392	392.2	HATFIELD 9.6	5119	93	40	
	0402	401.8	VANDERVOORT 7.0	6786	123	36	
	0409	408.8	WICKES 12.5	11932	217	20	
	0421	421.3	GILLHAM 11.6	6708	122	24 Conn	
	0433	432.9	DEQUEEN W	7465	136	Yard	

94.9

CTC - DTC MP 338.5 to MP 432.9

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry	Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
0380	Rodgers Lumber	379.1	9	S	0405	South Hatton . Y	405.0	185	N&S
0383	Olson	382.6	42	S					

FOURTH SUBDIVISION SPECIAL INSTRUCTIONS

MPH

1. MAXIMUM AUTHORIZED SPEED 40

Except:

MP 402 to MP 432 35

Loaded unit trains 35

2. SPEED RESTRICTIONS:

Between MP 335.3 and MP 338.4 Yard Speed

Heavener, East Main Track 10

Except: From Diesel Fuel Facility to North Switch. 20

Between MP 345.4 and MP 345.7 30

Siding Page 20*

Siding Rich Mountain 20*

Between MP 379.5 and South Siding Switch Mena. 20Eng. only

Siding Potter 20

Except: Over north siding switch, entering
or leaving 10

Siding Vandervoort	20*
Between MP 402.0 and MP 402.3	30
Between MP 407.0 and North Switch Wickes.	30
Siding Wickes	20*
Between MP 415.7 and MP 428.0	30
Siding Gillham	20*
DeQueen, D&E Crossing, MP 433.8	30
DeQueen, West Main.	Yard Speed*

* Loaded unit coal, grain, soda ash or other bulk commodity trains may use this siding at prescribed speed.

3. 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 the following tracks:

Mena, Rodger's Lumber Co. spur	MP 379.1
Olson, Ramp Facilities Track	MP 382.6
DeQueen, House Track.	MP 433.3

4. ELECTRICALLY LOCKED SWITCHES:

Hatfield, siding
 South Hatton, north and south legs of wye
 DeQueen, Crossover Switches
 D&E Connection Switch
 Loop Track Switch*

*Crews must obtain permission from the train dispatcher to use this track.

5. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS

MP 338.4 Heavener

6. LOCATION OF HIGH WATER DETECTORS

MP 383.4
 MP 384.4
 MP 406.3

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

MP 347.9 *
 MP 363.8
 MP 384.1 *
 MP 406.5
 MP 425.0

*Equipped with oversize load feature.

LOCAL SPECIAL INSTRUCTIONS

8. HEAVENER

- Southward trains departing Heavener must contact train dispatcher to receive and verify Track Condition Report and receive verbal permission to enter CTC-DTC territory.
- 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.

9. PAGE - MENA

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

10. MENA

Trains originating Mena must contact train dispatcher to receive and verify Track Condition Report and receive verbal permission to enter CTC-DTC territory.

11. SOUTH HATTON

Train crews must use air while switching the "rock plant" at Hatton. Cars stored or spotted for loading must be left with the air brakes applied, wheels chocked and sufficient hand brakes applied to prevent movement.

12. DEQUEEN:

- Trains must obtain verbal permission from the train dispatcher before using crossover at Dequeen.
- Foreign line trains must obtain Track and Time limits from the train dispatcher before entering the main track at DeQueen.

13. STATE LINE: Oklahoma - Arkansas, MP 360.3.

Station No.	Mile Post	Stations	Capacity		
			Sidings		Aux. Trks. Cars
			Feet	Cars	
0433	432.9	DEQUEEN W	7465	136	Yard
	0.9				Conn
	433.8	D&E CROSSING			
	4.4				
	438.2	WADE	6575	119	
	11.1				
0450	449.3	WINTHROP	10709	195	12
	13.7				
0464	463.0	WILTON	7380	134	23
	4.6				
	467.6	KRR CROSSING/GNA CONN.			Conn
	2.6				
0469	470.2	ASHDOWN Y	10872	198	Yard
	16.7				
0488	486.9	TRIGG STREET ORW	9650	175	Yard
	0.5				
	487.4	UP CROSSING			Conn
	0.1				
	487.5	SSW CROSSINGS (2)			Conn
	1.9				
	489.4	KERR-MCGEE CROSSING			
	0.0				
	489.4	UP CROSSING			
	3.4				
0494	492.8	JURY	6602	120	
	6.5				
0499	499.3	SOUTH TEXARKANA	1210	21	Yard
	17.5				
0518	516.8	SANDRA	7828	142	13
	15.0				
0533	531.8	SHORELINE	12807	233	61
	16.5				
0549	548.3	BLANCHARD	6608	120	10
	0.7				
	549.0	TEXAS JUNCTION Y			Conn
	4.3				
0554	553.3	DERAMUS YARD . . . ORSWY			Yard

120.4

CTC - DTC MP 432.9 to MP 549.0

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry	Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
0469	Nekoosa Paper	470.3	Yard	WYE	0537	Oil City	536.0	28	N&S
0491	Baroid Sales Co.	490.4	11	N	0539	Southwestern			
0508	Bloomburg	507.2	25	N		Gas & Electric	538.4	7	S
0528	Vivian	527.0	6	N	0545	Brian	544.9	Yard	S
0528	V.I.P. Spur	527.4	7	S		L&A Conn.			
0531	Superior Tie & Timber Co.	530.2	Yard	N&S		Blanchard	548.4	Wye	S

	MPH
1. MAXIMUM AUTHORIZED SPEED	40
Except: Loaded unit trains	35

2. SPEED RESTRICTIONS:

DeQueen, West Main	Yard Speed*
Siding Wade . . . . .	.20*
Except: Over North Switch entering or leaving . . . . .	.10
Siding Winthrop . . . . .	.20*
Over KRR Crossing, MP 467.6 . . . . .	.20
Siding Ashdown . . . . .	.20
Except: Loaded unit coal, grain, soda ash or other bulk commodity trains . . . . .	.10
Over Bridge (Red River Bridge), MP 477.9 . . . . .	.20
Siding Trigg Street	Yard Speed*
Between MP 487.0 and MP 489.5 . . . . .	.20
Siding Jury . . . . .	.20
Over Bridge MP 497.5 . . . . .	.30
Siding Sandra	10*
Between MP 526.2 and MP 527.6 . . . . .	.30 Eng. Only
Siding Shoreline . . . . .	.10*
Over Bridge (Caddo Lake), MP 539.2 . . . . .	.25
Movement on North Leg of Wye, Blanchard . . . . .	.10
Siding Blanchard . . . . .	.20*
MP 549.0 to Deramus Yard	Yard Speed

* Unit coal, grain, soda ash or other bulk commodity trains may use this siding at prescribed speed.

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:

MP 497.5
MP 520.5
MP 539.2

3. RAILROAD CROSSINGS AT GRADE:

Railroad	Mile Post	Type of Protection
D&E	433.8	Automatic Interlocking
KRR	467.6	Automatic Interlocking
UP	487.4	Manual Interlocking
SSW (2)	487.5	Manual Interlocking
KM	489.4	Automatic Interlocking
UP	489.4	Automatic Interlocking

4. DO NOT CLEAR TRACKS

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

DeQueen, House track	MP 433.3
Winthrop, Brotherton Woodyard	MP 449.4
Texarkana:	
North and south switch, Stock Pen Track	MP 488.1
Baroid Spur switch	MP 490.4
Bloomburg	MP 507.5
Vivian, siding	MP 526.8
Vivian, V.I.P. spur	MP 527.4
Superior T&T, north and south switch	MP 530.2
Oil City, north and south switch	MP 536.0
Southwestern Gas & Electric Co. spur	MP 538.4

5. ELECTRICALLY LOCKED SWITCHES:

DeQueen:

- D&E Connection track switch
- Crossover switches
- Loop Track switch *

Wilton, siding

Ashdown:

- KRR connection
- South switch to the Old Storage track *
- North leg of the wye *
- South leg of the wye

Texarkana, main track crossover switch

Texarkana, south switch to Kerr-McGee

South Texarkana

Brian, UOP spur

*Crews must obtain permission from the train dispatcher to use these tracks.

6. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS

MP 549.0 Deramus Yard

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

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

* Equipped with oversize load feature.

Note:

The Hot Box, Dragging Equipment and Oversize Load Detector located at **KCS MP 544.0 - Blanchard** - will detect excessive height cars at twenty (20) feet and above. If an oversize load alarm is received, the crew will **STOP TRAIN** without emergency application of the brakes. A walking inspection **MUST** be made to the last car that has passed the detector.

If no defect is found, make a pull by inspection of the remainder of the train. If high wide load is found, notify the Train Dispatcher and Yardmaster, giving car initial and number, and obtain handling instructions into Deramus Yard.

LOCAL SPECIAL INSTRUCTIONS**8. DEQUEEN:**

- (a) Trains originating Dequeen must contact train dispatcher to receive and verify Track Condition Report and receive verbal permission to enter CTC-DTC territory.
- (b) Trains must obtain verbal permission from the train dispatcher if necessary to use crossover at DeQueen.
- (c) Foreign line trains and engines must obtain Track and Time Limits from the train dispatcher before entering the main track at DeQueen.

9. ASHDOWN:

- (a) For the purpose of issuance of Track and Time Limits (Rule 402) the southward absolute signal which governs southward movement over the KCS - KRR Interlocking, MP 467.6, is designated as North Ashdown.
- (b) Absolute signals located at MP 470.1 is designated as South Ashdown for north and southward movements.
- (c) Trains originating Ashdown must contact train dispatcher to receive and verify Track Condition Report and receive verbal permission before entering main track.
- (d) Foreign line trains and engines must obtain Track and Time Limits from the Train Dispatcher before entering the main track or siding at Ashdown.

10. TRIGG STREET:

- (a) Trains originating Trigg Street must contact train dispatcher to receive and verify Track Condition Report and receive verbal permission before entering main track.
- (b) Foreign line trains and engines must obtain Track and Time limits from the train dispatcher before entering the main track at Texarkana.
- (c) The track parallel to the main track, west side, between first switch just north of yard office and north switch near 40th Street underpass, is designated as siding.

11. BLANCHARD WYE

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

12. DERAMUS YARD

Be governed by Deramus Yard area special instructions.

13. STATE LINES:

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

SOUTH ↓	Station No.	Mile Post	Stations	Capacity			NORTH ↑
				Sidings		Aux. Trks. Cars	
				Feet	Cars		
	0554	553.3	DERAMUS YARD	ORSWY	.....	.....	Yard
			3.0				
		556.3	HARRIET STREET	TWO	.....	.....	Yard
			1.9				Conn
		558.2	N. WYE SWITCH	MAIN	.....	.....	Conn
			0.6				
		558.8	S. WYE SWITCH	TRACKS	.....	.....
			0.2				
		559.0	WILKINSON ST.		.....	.....
			4.5				
		563.5	UP CROSSING		.....	.....	Conn
			2.1				
	0567	565.6	FORBING		1897	34	4
			10.7				
	0577	576.3	FRIERSON		8086	161	3
			4.2				
	0580	580.5	BAYOU PIERRE	Y	.....	.....	Yard
			10.8				
	0592	591.3	MANSFIELD		5671	103	20
			6.7				
	0599	598.0	TRENTON		3528	64	....
			6.5				
	0605	604.5	BENSON		4575	83	....
			5.6				
	0611	610.1	CONVERSE		9459	172	12
			11.7				
	0623	621.8	ZWOLLE		3501	64	8
			4.1				
	0627	625.9	LORING		5547	101	....
			7.4				
	0634	633.3	MANY		1030	18	17
			5.6				
	0640	638.9	FISHER		3350	61	14
			3.5				
	0643	642.4	FLORIEN		3497	40	8
			16.2				
	0660	658.6	ANACOCO		8252	161	....
			9.8				
	0669	668.4	LEESVILLE	OW	4603	83	Yard

115.1

ABS-DTC MP 554.1 to MP 557.1

CTC-DTC MP 566.3 to MP 667.3

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry	Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
0564	Slack Ind. Park.	564.4	45	N&S	0643	Boise Cascade	641.4	27	S
0592	Hendrix	592.6	8	S	0643	Burke's	641.5	10	S
0592	Intl. Paper Spur	592.6	30	S	0645	Gandy Spur	645.5	8	S
0634	ConAgra	634.5	104	N&S	0664	Hawthorne	664.0	12	S
0640	Boise Cascade	639.6	12	N					

SOUTH ↓	Station No.	Mile Post	Stations	Capacity			NORTH ↑
				Sidings		Aux. Trks. Cars	
				Feet	Cars		
	0669	668.4	LEESVILLE OW 4.2	4603	83	Yard	
		672.6	DAUB Y 7.2			Lead	
	0680	679.8	NEAME 7.2	6612	120		
	0687	687.0	LUDINGTON 2.2			Yard	
	0690	689.2	DERIDDER 0.6	2886	52	40	
		689.8	ATSF CROSSING 15.3			Conn	
	0705	705.1	SINGER 13.9	6904	126	5	
	0719	719.0	DEQUINCY Y 1.3	4800	70	Yard	
		720.3	CS JUNCTION 3.3			Conn	
	0724	723.6	HELME 4.8	4881	89		
	0729	728.4	LUCAS 6.8	4907	89		
	0736	735.2	STARKS 5.4	7996	145	10	
	0741	740.6	RULIFF 9.6	4890	89		
	0751	750.2	MAURICEVILLE Y 0.0	10371	188	Conn	
		750.2	UP CROSSING 10.2			Conn	
	0761	760.4	VIDOR 4.5	13359	243	24	
		764.9	SP JUNCTION 1.1				
	0767	766.0	BEAUMONT 0.0				
		766.0	SP CROSSING 0.6			Conn	
		766.6	GCL JUNCTION 2.5			Conn	
	0769	769.1	CHAISON OSWY 0.7			Yard	
		769.8	SP CROSSING 5.5				
	0775	775.3	SUN JUNCTION 0.8			Conn	
	0777	776.1	NEDERLAND 3.5			41	
		779.6	NECHES JUNCTION Y 5.3			Yard	
		784.9	SP CROSSING 1.2				
	0787	786.1	PORT ARTHUR ORSWY			Yard	

117.7

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

TIMETABLE NO. 5

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry	Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
0674	Fort Polk	672.9	Yard	N&S	0771	Texas Gulf Sulp.	771.3	Yard	N
0687	Ampacet	687.3	35	S	0772	Wallace Co.	771.6	12	N
0688	Boise So. Paper	687.4	Lead	S	0773	Davidson Const.	771.9	22	N
0690	ATSF/Chev Con.	690.0	Conn	N	0773	Dupont No.Trk.	771.9	Conn	S
0690	Westvaco Spur	690.1	Yard	S	0773	Big Three No.Trk	773.3	10	S
0719	DeQuincy Ind Pk	720.0	Lead	N	0773	Big Three So.Trk	773.4	15	S
0719	Alton Box Co.	721.2	20	N	0773	Dupont So.Trk.	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
0771	Wilson Tracks	770.2	25	N	0787	Hayes	782.7	15	S
0771	Team Track	770.4	25	N					

SEVENTH SUBDIVISION SPECIAL INSTRUCTIONS

MPH

1. MAXIMUM AUTHORIZED SPEED 40

Except: Loaded unit trains 35

2. SPEED RESTRICTIONS:

Between MP 667.3 and MP 671.0 Yard Speed
Siding Neame 10*Between MP 686.0 and MP 690.3 20
Siding Singer 20Except: Loaded unit coal, grain, soda ash, or
other bulk commodity trains 10

Between MP 718.5 and MP 720.3 20

On Green Island Industry Track, MP 726.8 5

Siding Starks 10*

Siding Mauriceville 10*

Siding Vidor 20

Except: Loaded unit coal, grain, soda ash, or
other bulk commodity trains 10

Between MP 764.9 and Pt. Arthur Yard Speed

Except:

Between MP 765.8 and MP 766.1 15

Between MP 766.7 and MP 768.0 10

Between MP 784.9 and Pt. Arthur 10

Pt. Neches Branch Restricted Speed

* Loaded unit coal, grain, soda ash, or other bulk
commodity trains may use this siding at prescribed
speed.

3. ADDITIONAL SPEED RESTRICTIONS:

Between stem of wye Daub and Fort Polk 20

Boise Southern Lead from Highway 171

to Highway 3226 20

TIMETABLE NO. 5

4. RAILROAD CROSSINGS AT GRADE:

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

@Normal position against conflicting route.

#Controlled by KCS control operator, Beaumont.

*Be governed by operating Rule 343.

5. DO NOT CLEAR TRACKS

Hand operated switches at the following locations are not equipped with electric locks and trains must not clear on the following tracks:

DeQuincy, Alton Box Co. spurMP 721.2
Vidor, north and south switch, Team TrackMP 760.3

6. ELECTRICALLY LOCKED SWITCHES:

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

7. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 671.0	Leesville
MP 686.0 to MP 690.3	Ludington - DeRidder
MP 766.8	Beaumont - Port Arthur

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

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

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

MP 683.4 *
MP 708.8
MP 726.0 %
MP 743.4 %
MP 764.9 *@
MP 766.4 \$ @ (Both main tracks)

* Equipped with oversize load feature.

% Equipped to transmit alarm on KCS and UP channels.

@ Equipped to transmit on KCS, UP & SP channels.

\$ Equipped with dragging equipment and oversize load feature only. A roll-by ground inspection must be made before proceeding over the Neches River bridge if the light on the equipment house is not illuminated or if the train is not equipped with radio communications. A roll-by ground inspection is not required if train speed reduces below 5 MPH providing light on equipment house is illuminated. When a 30 second continuous tone is sounded, train involved must be stopped as quickly as possible without an emergency application of the air brakes and a walking inspection made.

LOCAL SPECIAL INSTRUCTIONS**10. LEESVILLE:**

Southward trains departing Leesville must contact train dispatcher to receive and verify Track Condition Report and receive verbal permission to enter CTC-DTC territory.

11. LUDINGTON - DERIDDER:

(a) Southward trains, before departing Ludington, must obtain verbal permission from the train dispatcher to enter CTC-DTC territory.

(b) Northward trains, before departing DeRidder, must obtain verbal permission from the train dispatcher to enter CTC-DTC territory.

12. DEQUINCY - LAKE CHARLES:

(a) Normal position of switch at stem of wye is for North Leg of Wye, DeQuincy.

(b) The South Leg of the Wye at DeQuincy is defined as a track other than the main track.

Trains using this track must obtain verbal permission from the Train Dispatcher to enter the Main track for movement on the Lake Charles Branch.

Trains using this track must obtain verbal permission from the dispatcher to enter the main track.

Trains 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 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.

(c) Siding DeQuincy out of service from Highway 12 north unless otherwise instructed.

13. 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.

14. C.S. JCT. - G.C.L. JCT.

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

15. S.P. JCT. - G.C.L. JCT.

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

16. 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.

17. BEAUMONT:

- (a) Northward trains, before departing Chaison, must obtain verbal permission from the Beaumont control operator.
- (b) Trains using the crossover and turnout to the SP (Lacy) Connection at Wall Street, must obtain verbal permission from the Beaumont control operator before entering these limits.
- (c) 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 Street and between South Street and Crockett Street controlled by UP and SP control operators.

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

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

KCS crews using SP trackage between South Street and Crockett Street will be governed by KCS operating rules and special instructions.

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

18. PORT ARTHUR

Northward trains departing Port Arthur must receive verbal permission from the yardmaster at Chaison before departing Port Arthur yard.

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

**MAKE
SAFETY
THE RULE**

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

20.4

CTC-DTC MP B718.8 to MP B732.7

LAKE CHARLES BRANCH SPECIAL INSTRUCTIONS

MPH

1. MAXIMUM AUTHORIZED SPEED 35

2. SPEED RESTRICTIONS:

Between MP 718.5 and MP B720.0	20
Between MP B727.0 and MP B729.0	25
Over Houston River Bridge, MP B732.4	10
Between MP B732.7 and End of Line Yard Speed	
Except: 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. ADDITIONAL SPEED RESTRICTIONS:

Yard Speed will be permitted over the following industrial main tracks:

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.

Davison lead switch to Davison Chemical road crossing.

4. RAILROAD CROSSINGS AT GRADE:

Railroad	Mile Post	Type of Protection
UP	B719.6	Automatic Interlocking
SP	Rose Bluff Lead	Interlocked @
SP	Olin Corp. Lead	Interlocked @

@Instructions for operation posted at crossing.

5. ELECTRICALLY LOCKED SWITCHES:

Buhler

- East Siding, north switch
- East Siding, south switch *
- Storage track, north and south switch *

*Controlled by the train dispatcher. Trains using these tracks must obtain verbal permission from the train dispatcher.

6. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS

MP B732.7 End of Line

7. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS

MP B726.0

LOCAL SPECIAL INSTRUCTIONS

8. DEQUINCY:

- (a) Normal position of switch at stem of wye is for north leg of wye, DeQuincy.
- (b) The South leg of Wye at DeQuincy is defined as a track other than the main track.

Trains using this track must obtain verbal permission from the train dispatcher to enter the main track for movement on the Lake Charles Branch.

Trains using this track must obtain verbal permission from the train dispatcher to enter the main track.

Trains 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 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.

- (c) Siding DeQuincy out of service from Highway 12 north unless otherwise instructed.

9. MOSSVILLE:

- (a) Northward trains departing Mossville must contact train dispatcher to receive and verify Track Condition Report and receive verbal permission to enter CTC-DTC territory.

- (b) Northward trains must obtain verbal permission from the train dispatcher before entering CTC-DTC at Gulf States Utilities, MP B732.7, and must approach the first signal in CTC-DTC at yard speed expecting to find it displaying a **STOP** indication.

10. WEST LAKE:

Trains will not perform switching over Sampson Street between 1530 hours and 1630 hours, Monday through Friday. Through movements are permissible during this time period.

11. GULF STATES UTILITIES:

- (a) Before spotting the first car for unloading, it must be known that all the rotary couplers are lined through the entire train. If the rotary couplers are not properly lined, the G.S.U. dumper operator must be notified of the car(s) initials, number, and the location in the train of such car(s) **before** the train is released to the G.S.U. power plant.
- (b) Reduce speed to ten (10) M.P.H. on all tracks, except two (2) M.P.H. while approaching and moving through the dumper building.
- (c) A signal mast with two position signals is located on the engineer's side, at the entrance to the dumper building. Be governed by the following:
- Red - Stop
Yellow - Proceed, not exceeding two (2) M.P.H.
Dark - Stop, and a crew member **must** make contact with the G.S.U. dumper operator to obtain instructions.
- (d) Before entering the dumper building, all engines must have the windows closed, awnings down, and side vents closed.
- (e) Train crews must remain inside of the engine cabs. Riding on the side of engines or cars while entering or moving through the dumper building is prohibited.
- (f) The engineer will spot the three head cars using radio contact with the G.S.U. dumper operator.
- (g) When the G.S.U. dumper operator advises that the third car is spotted, the train will be pulled forward ten (10) ft. so position arm can be attached. After train has been released to G.S.U., the engineer will:

- (1) Place reverser lever in the center (neutral) position.

- (2) Proceed to nullify the pulse alertness device (if equipped).
- (3) Release the air brakes.
- (4) Place the generator field switch in the "OFF" position.
- (h) The train crew must then detrain, using caution to watch for close clearance and footing.
- (i) The train crew must not remain in the vicinity of the dumper building during the unloading.
- (j) The train crew, before departing the G.S.U. plant, must observe the cars being unloaded in order to determine that the pulse alertness device is deactivated (if equipped).
- (k) When the unloading is completed:
- (1) The rear car will be positioned on the rotary dumper.
- (2) The train crew will board the engine(s) after checking the three rear cars for hand brakes, but **will not** move the train until radio or verbal contact is made with the G.S.U. dumper operator and permission is granted to proceed.
- (3) The engineer will not make a reverse move.
- (4) The G.S.U. dumper operator will advise the train crew when the rear car has cleared the dumper building.
- (l) If it is necessary to spot any cars to complete the unloading, the train crew will do so by pulling the train through the dumper building while maintaining radio contact with the G.S.U. dumper operator.

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

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑	
				Sidings			Aux. Trks. Cars
				Feet	Cars		
	9223	T-223.1	DALLAS			Conn	
			37.8 via ATSF				
	9185	T-185.3	FARMERSVILLE				
			13.7				
	9172	T-171.6	HUNT RW			Yard	
			0.1				
		T-171.5	UP CONNECTION			Conn	
			1.3				
		T-170.2	SSW CROSSING			Conn	
			22.4				
	9148	T-147.8	BRASHEAR	4555	83		
			7.5				
	9140	T-140.3	SULPHUR SPRINGS			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				
	9098	T-98.3	PITTSBURG				
			SSW CROSSING			Conn	
			7.9				
	9090	T-90.4	WELSH			Conn	
			1.6				
	9089	T-88.8	CASON	6828	124		
			10.4				
	9079	T-78.4	VEALS			Yard	
			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	UP CROSSING			Conn	
			0.9				
	9049	T-49.3	JEFFERSON			28	
			13.7				
	9035	T-35.6	FOX Y	7000	127		
			13.6				
	9004	T-3.7	HAMMOCK	6771	123		
			3.7				
		T-0.0	TEXAS JUNCTION Y			Conn	
			4.3 via KCS				
	0554	553.3	DERAMUS YARD . ORSWY			Yard	

209.1

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

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry	Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
9006	Shipp	T-5.8	22	S	9083	Daingerfield	T-82.6	12	S
9009	Whelan	T-9.7	21	N	9094	Faker	T-95.5	15	N&S
9035	Longhorn Ord.	T-35.0	Yard	Wye	9098	Pilgrim Ind.	T-98.3	105	N&S
9037	Karnack	T-36.8	21	N&S	9108	Newsome	T-108.5	10	S
9037	Longhorn Ord.	T-37.1	Yard	S	9112	Tidewater	T-112.0	Yard	Wye
9042	Baldwin	T-41.7	40	N&S	9116	Eser	T-116.4	20	S
9049	North Jefferson	T-50.3	Conn	S	9126	Pickton	T-125.8	20	S
9049	N. Jeff. Spur	T-50.3	20	N	9135	Thermo	T-134.7	10	N
9052	Burford	T-52.2	57	N&S	9154	Cumby	T-154.5	5	S
9058	Sarber	T-57.7	27	N	9161	Campbell	T-161.2	25	N
9067	Avinger	T-67.4	7	S	9178	Floyd	T-178.5	3	N
9083	Ga. Pacific	T-81.5	32	N&S					

TEXAS SUBDIVISION SPECIAL INSTRUCTIONS

MPH

- 1. MAXIMUM AUTHORIZED SPEED** 40
 Except: Loaded unit trains 35

2. SPEED RESTRICTIONS:

Between Deramus Yard and Texas Jct Yard Speed
 Through turnout at Texas Junction 20
 Movement on North Leg of Wye, Blanchard 10
 Between MP T-49.0 and MP T-50.4 20
 Over bridge T-92.6 (Cypress Bayou) 25
 Around curve at bridge, MP T-93.0 25
 Between MP T-98.0 and MP T-99.0 20
 Over SSW Crossing, MP T-98.3 20
 Between MP T-117.0 and MP T-118.5 30
 Between MP T-139.0 and MP T-142.0 20
 Between MP T-170.1 and MP T-173.6 20
 Through turnout at L&A Junction, MP T-185.3 10

3. ADDITIONAL SPEED RESTRICTIONS:

Between MP T-112.0 and Tidewater Refinery 20
(DO NOT EXCEED 10 MPH AROUND CURVES ON THIS TRACK)

4. RAILROAD CROSSINGS AT GRADE:

Railroad	Mile Post	Type of Protection
UP	T- 50.2	Automatic Interlocking
SSW	T- 98.3	Automatic Interlocking
SSW	T-170.2	Automatic Interlocking

5. DO NOT CLEAR TRACKS:

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

Shipp, North switch	MP T- 5.8
Whelan, South switch	MP T- 9.5
Longhorn Ammunition plant, N&S Wye switch . . .	MP T- 35.0
Karnack	
North and South switch, Team track	MP T- 36.9
Longhorn Ammunition plant spur	MP T- 37.1
Sarber, International Paper Company	MP T- 57.5
Avinger, North switch	MP T- 67.5
Hughes Springs - Veals	
Pipe Track	MP T- 76.1
Daingerfield, North siding switch	MP T- 82.9
Faker	
N&S switch, Boise Southern Co. wood yard . .	MP T- 95.6
Newsome, International Paper Co. wood yard spur.	MP T-107.7
Eser.	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	MP T-134.7
Cumby.	MP T-154.5
Hunt,	
N&S switch, Compress track	MP T-169.9
Floyd spur	MP T-178.3

6. ELECTRICALLY LOCKED SWITCHES:

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

7. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP T-170.1 to MP T-173.6 Hunt

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

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

* Equipped with oversize load feature.

\$ Equipped with dragging equipment and oversize load feature only. A roll-by ground inspection must be made before proceeding over the Cypress Bayou Bridge if the light on the equipment house is not illuminated or if the train is not equipped with radio communications. A roll-by ground inspection is not required if train speed reduces below 5 MPH providing light on equipment house is illuminated. When a 30 second continuous tone is sounded, train involved must be stopped as quickly as possible without an emergency application of the air brakes and a walking inspection made.

Note:

The Hot Box, Dragging Equipment and Oversize Load Detector located at **L&A MP T-85.1 - Daingerfield** - will detect excessive height cars at twenty (20) feet and above. If an oversize load alarm is received, the crew will **STOP TRAIN** without emergency application of the brakes. A walking inspection **MUST** be made to the last car that has passed the detector. If no defect is found, make a pull by inspection of the remainder of the train. If high wide load is found, notify the Train Dispatcher and Yardmaster, giving car initial and number, and obtain handling instructions into Deramus Yard.

9. LOCATION OF HIGH WATER DETECTORS:

MP T-71.1
 MP T-73.2
 MP T-86.6
 MP T-92.6
 MP T-169.2

LOCAL SPECIAL INSTRUCTIONS**10. DERAMUS YARD - TEXAS JUNCTION:**

Be governed by Deramus Yard area special instructions.

11. BLANCHARD WYE:

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

12. MP T-16 - MP T-35:

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

13. SWEPCO - WELSH:

- (a) Before spotting the first car for unloading, it must be known that all the rotary couplers are lined through the entire train. If the rotary couplers are not properly lined, the SWEPCO dumper operator must be notified of the car(s) initials, number, and the location in the train of such car(s) **before** the train is released to the SWEPCO power.
- (b) Reduce speed to ten (10) M.P.H. on all tracks, except two (2) M.P.H. while approaching and moving through the dumper building.
- (c) A signal mast with two position signals is located on the engineer's side, four hundred (400) feet in advance of the entrance to the dumper building. Be governed by the following:

Red - Stop

Yellow - Proceed, not exceeding two (2) M.P.H.

Dark - Stop, and a crew member **must** make contact with the SWEPCO dumper operator to obtain instructions.

- (d) Before entering the dumper building, all engines must have all the windows closed, awnings down, and side vents closed.
- (e) Train crews must remain inside of the engine cabs. Riding on the side of engines or cars while entering or moving through the dumper building is prohibited.
- (f) The engineer will spot the lead car using radio contact with the SWEPCO dumper operator.
- (g) When the SWEPCO dumper operator advises that the lead car is spotted and the train has been released to SWEPCO, the engineer will:
- (1) Place reverser lever in the center (neutral) position.
 - (2) Proceed to nullify the pulse alertness device (if equipped).
 - (3) Release the air brakes.
 - (4) Place the generator field switch in the "OFF" position.
- (h) The train crew must then detrain using caution to watch for close clearance and footing.
- (i) The train crew must not remain in the vicinity of the dumper building during the unloading.
- (j) The train crew, before departing the SWEPCO plant, must observe the cars being unloaded in order to determine that the pulse alertness device is deactivated (if equipped).

- (k) When the unloading is completed:

- (1) The rear car will be positioned on the rotary dumper.
 - (2) The train crew will board the engine(s), after checking the three rear cars for hand brakes, but **will not** move the train until radio or verbal contact is made with the SWEPCO dumper operator and permission is granted to proceed.
 - (3) The engineer will not make a reverse move.
 - (4) The SWEPCO dumper operator will advise the train crew when the rear car has cleared the dumper building.
- (l) If it is necessary to spot any cars to complete the unloading, the train crew will do so by pulling the train through the dumper building while maintaining radio contact with the SWEPCO dumper operator.
- (m) A dragging equipment detector is located 125 car lengths east of the dumper building. The detector gives a thirty (30) second audible alarm on the radio when dragging equipment is detected. On receipt of this signal, the train **must** be stopped as quickly as possible without an emergency application of the air brakes and a walking inspection of the train **must** be made. This detector is not equipped with an integrity light. In case of radio failure or trains not equipped with a radio, the train crew **must** make a roll by inspection of the train **before** departing Welsh power plant.
- (n) Trains and engines may enter the main track at Welsh on signal indication.
- (o) The train crew may use the tractor service building while awaiting the unloading of their train.
- (p) The telephones at the SWEPCO power plant must not be used for any reason unless authorized by a SWEPCO supervisor.

14. TEXAS UTILITIES:

- (a) TUGCO - The loaded train will be on the inside (south) track. TUGCO will have the hand brakes set on the two (2) south cars. The empty train must be delivered on the outside (north) track. The train crew will set hand brakes on the two (2) south cars of the empty train.
- (b) MONTICELLO -
- (1) An interlocked dual controlled derail is installed at the clearance point of the north switch. This derail operates in conjunction with the dual controlled north siding switch operated by the train dispatcher. When operating the north dual controlled switch by hand, it is also necessary to operate the derail by hand.

(2) The loaded train must be delivered to the south end of the track nearest the L&A main line. The train crew will set the hand brakes on the two (2) north cars. The empty train will be pulled from the adjacent side track after checking the two (2) south cars for hand brakes.

15. HUNT:

(a) Southward trains departing Hunt Yard must contact train dispatcher to receive and verify Track Condition Report and receive verbal permission to enter CTC-DTC territory.

(b) **The current Union Pacific Railroad Company timetable reads:**

"Greenville --Trains and engines will approach MP 713.6 and MP 713.7 expecting to find Main Track switches lined against Main Track movements."

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

(c) When occupying UP tracks between Greenville and Hunt, L&A trains and engines will be governed by KCS Lines operating rules, KCS lines system timetable and UP general orders and instructions.

On the UP, the direction from Greenville (MP 713) to Hunt (MP 714) is southward and the Maximum Authorized Speed is 20 MPH.

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

(d) L&A Track No. 1 at Hunt Yard is designated as the main track. The track formerly known as the old main track has been designated as the siding.

(e) Track No. 2 is designated for receipt of interchange cars from the UP and track No. 3 is designated for delivery of interchange cars to the UP.

16. HUNT - FARMERSVILLE:

(a) Northward trains departing Hunt Yard or Farmersville must contact train dispatcher to receive and verify Track Condition Report

(b) Northward trains may enter CTC-DTC at MP T-173.8 on signal indication.

(c) Southward trains may enter CTC-DTC at MP T-185.2 on signal indication.

17. DALLAS

L&A train crews must be in possession of the current Track Condition Report covering the Texas Subdivision before departing.

18. 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 train crews will be governed by Kansas City Southern Lines' Operating Rule 99(G), rather than the ATSF General Code of Operating Rule 102 amended while on ATSF tracks.

L&A trains will approach Farmersville expecting to find the Chapparral (C.R.R.) trains or engines occupying the main track between ATSF Mile Post 91.0 and 91.1.

19. STATE LINE: Louisiana - Texas, MP T-9.7.

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑	
				Sidings			Aux. Trks. Cars
				Feet	Cars		
	0554	553.3	DERAMUS YARD	ORSWY		Yard	
			3.0	TWO		Conn	
		556.3	HARRIET STREET	MAIN		Yard	
			1.9	TRACKS			
		558.2	N. WYE SWITCH	VIA KCS			
			2.6				
		560.8	SILVER LAKE		5250	95	
			0.4				
		561.2	RED JUNCTION	VIA			
			0.5	SSW			
		561.7	LOUISIANA JUNCTION				
			7.5				
	3009	569.2	CURTIS		5887	107	
			16.8				
	3026	586.0	NINOCK		8500	154	
			18.4				
	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		8500	154	
			4.4				
		678.5	UP CROSSING				
			2.1				
	3121	680.6	PINEVILLE		2371	43	
			0.8				
		681.4	PINEVILLE JUNCTION	Y			
			0.5				
	7194	681.9	ALEXANDRIA			Yard	
			10.9			Conn	
	3133	692.8	LATANIER	RW	7978	145 Yard	

139.5

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

DTC IS IN EFFECT ON THE SHREVEPORT SUBDIVISION

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry	Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
3017	Elm Grove	577.5	5	S	3068	Linn	627.8	16	N
3032	East Point	592.1	29	N&S	3069	Clarence	628.6	10	N
3044	I.P. Chip Mill . .	603.0	60	N&S	3075	St Maurice	634.2	18	S

TIMETABLE NO. 5

MPH

1. MAXIMUM AUTHORIZED SPEED 40

Except: Loaded unit trains 35

2. SPEED RESTRICTIONS:

Between Deramus Yard and MP 565.7 Yard Speed
Through North Leg of Wye, Shreveport 10
Over SSW Red River bridge, Shreveport 20
Between MP 565.7 and MP 567.0 20
Over bridge 589.6 (Loggy Bayou) 25
Siding Ninock 20
Between MP 603.5 and MP 605.5 25 Eng. Only
Between MP 621.0 and MP 622.0 25 Eng. Only
Over bridge 634.2 (Saline River) 25
Over bridge 650.0 (Nantaches Bayou) 25
Over Red River bridge, MP 681.8 10
Over bridge 684.2 20
Between MP 680.0 and MP 685.0 Yard Speed
Between MP 690.0 and MP 695.5 Yard Speed

3. RAILROAD CROSSINGS AT GRADE:

Railroad	Mile Post	Type of Protection
UP	678.5	Automatic Interlocking

4. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 565.7 Bossier City - Deramus Yard
MP 680.0 to MP 685.0 Pineville - Alexandria
MP 690.0 Latanier

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

MP 560.0 \$
MP 566.5 *
MP 590.6
MP 611.3
MP 626.6
MP 651.5
MP 677.7 *
MP 681.3 # Red River Bridge
MP 682.2 # Red River Bridge
* Equipped with oversize load feature.
Dragging equipment detectors only. Has radio alarm but no integrity light.
\$ Dragging equipment detector and oversize load feature only.

Note:

The Hot Box, Dragging Equipment and Oversize Load Detector located at **L&A MP 566.5 - Curtis** - will detect excessive height cars at twenty (20) feet and above. If an oversize load alarm is received, the crew will **STOP TRAIN** without emergency application of the brakes. A walking inspection **MUST** be made to the last car that has passed the detector. If no defect is found, make a pull by inspection of the remainder of the train.

TIMETABLE NO. 5

If high wide load is found, notify the Train Dispatcher and Yardmaster, giving car initial and number, and obtain handling instructions into Deramus Yard.

No oversize loads, which have set off this detector, may be moved over the Red River bridge via the St. Louis Southwestern R.R. at Shreveport, La., and **MUST** be routed via the Mid South R.R.

6. LOCATION OF HIGH WATER DETECTORS:

MP 606.1

LOCAL SPECIAL INSTRUCTIONS

7. DERAMUS YARD:

- (a) Be governed by Deramus Yard area special instructions.
- (b) Unless in possession of DTC authority or Work and Time authority authorizing movement on the Shreveport Subdivision, southward trains and engines must not pass Silver Lake without permission from the train dispatcher.
- (c) The dispatcher will issue DTC authority to Southward trains Shreveport Subdivision reading from Deramus Yard and to Northward trains reading into Deramus Yard. The yardmaster may still direct the train to move out of the yard if necessary, before DTC authority, observing Item 7 (b) page 54 System Timetable No. 5. Regardless of location within terminal area where the train receives DTC authority, such authority will read from Deramus Yard. Other Rules, Special Instructions in the Timetable or General Orders governing operations of the Deramus Yard Terminal remain in effect.

8. RED JUNCTION

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

9. UP CROSSING, MP 678.5

The approach signals to this crossing display only **APPROACH** indications.

10. PINEVILLE JUNCTION

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

11. LATANIER:

- (a) Northward trains must contact train dispatcher to receive and verify Track Condition Report before departing.
- (b) The relieving conductor or engineer will receive their speed restrictions and track conditions from the conductor or engineer being relieved or retrieve them from the lead engine of the train being relieved and will compare speed restrictions and track conditions with train dispatcher prior to obtaining DTC authority.

Trains arriving Latanier will turn speed restrictions and track conditions over to the relieving conductor or engineer. Should there be no relieving conductor or engineer on duty, the conductor or engineer being relieved will leave their speed restrictions and track conditions on the lead engine.

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑	
				Siding			Aux. Trks. Cars
				Feet	Cars		
3133	692.8	LATANIER RW	7978	145	Yard		
		7.7					
3141	700.5	BLJOU	5401	98			
		8.1					
3149	708.6	HESSMER	8976	163	10		
		19.1					
3167	727.7	HYDE	4106	75			
		5.5					
3173	733.2	KELLER	12518	228	44		
		17.7					
3176	750.9	MORGANZA	1480	26			
		11.7					
	762.6	CAJUN ELECTRIC SPUR			Conn		
		17.3					
3225	779.9	LOBDELL	8232	149	41		
		0.8					
	780.7	LOBDELL JUNCTION			Conn		
		0.9					
	781.6	WEST JUNCTION			Conn		
		3.2					
	784.8	EAST JUNCTION			Conn		
		0.4					
	785.2	BRIDGE JUNCTION			Conn		
		2.2			'D' Line		
	787.4	IC CROSSING			Conn		
		0.7					
3227	788.1	BATON ROUGE OSWY			Yard		

95.3

CTC - DTC MP 780.7 to MP 785.2

DTC IS IN EFFECT ON THE BATON ROUGE SUBDIVISION.**Additional Stations**

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry	Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
3140	La. Forest Prod.	698.3	21	N	3157	Moreauville . . .	717.4	4	S
3144	Belledeau (Joan of Arc)	704.4	24	N	3170	Legonier	730.1	80	N&S
3153	Mansura (House Track)	712.9	3	N	3174	Lettsworth	735.9	2	S
3153	Paul Wall	713.1	6	S	3175	Batchelor	742.6	88	N&S
					3177	New Roads	760.9	5	N

MPH

- 1. MAXIMUM AUTHORIZED SPEED** 40
 Except: Loaded unit trains 35

2. SPEED RESTRICTIONS:

- Between MP 690.0 and MP 695.5 Yard Speed
 Over road crossing MP 708.6 25 Eng. Only
 Siding Hessmer 20
 Between MP 712.7 and MP 713.2 25
 Over Atchafalaya River bridge, MP 729.2 20
 Siding Keller 20
 Between MP 750.5 and MP 751.5 25 Eng. Only
 Between MP 759.4 and MP 762.0 25 Eng. Only
 Over Mississippi River bridge, MP 783.2 20
 Between MP 778.5 and MP 796.5 Yard Speed
 Except: Over bridge D-214.7 10
 Over IC Crossing, MP D-220.1 20

3. RESTRICTED SPEED TERRITORY (Rule 92 applies)

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

4. RAILROAD CROSSINGS AT GRADE:

Railroad	Mile Post	Type of Protection
IC	787.4	Gate (Rule 98)*

* 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 time release per instructions posted on the side of the equipment case.

(a) Observe the indicator lamp on the push button release box.

(1) If indicator lamp is lit, operate push button, hold for 5 seconds.

(2) If indicator lamp is not lit, signals governing conflicting routes may be clear and no action should be taken until after waiting 5 minutes. Then, if no movement is evident on conflicting routes, operate push button and hold for 5 seconds. Signal should clear in 2 minutes.

(b) If signal continues to display **STOP** indication after complying with above instructions, train must occupy track within crossing limits but clear of any conflicting route for 2 minutes.

- (c) After complying with instruction (b), if there is no train on conflicting route, train may proceed at RESTRICTED SPEED on hand signal from a member of the crew.
- (d) If a train or engine is approaching on conflicting route, proceed hand signal must not be given until such movement is stopped. If a train is standing between the home signals on conflicting route, proceed hand signal must not be given until an understanding is reached with the crew of the train on the conflicting route.
- (e) If crossing is not occupied within 5 minutes after operating release, signal will again display **STOP**.

5. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 695.5 Latanier
MP 778.5 Lobdell - Baton Rouge

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

MP 695.6 *
MP 724.5 *
MP 727.7 # Atchafalaya River Bridge
MP 729.7 # Atchafalaya River Bridge
MP 737.2 *
MP 746.2 # Morganza Spillway Bridge
MP 748.8 # Morganza Spillway Bridge
MP 755.9
MP 776.3 *
MP 782.3 # Mississippi River Bridge
MP 785.0 # Mississippi River Bridge

* Equipped with oversize load feature.

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

LOCAL SPECIAL INSTRUCTIONS

7. LATANIER:

- (a) Southward trains must obtain and verify track condition report with the train dispatcher before departing.
- (b) Trains arriving Latanier will upon arrival turn speed restrictions and track condition report over to the relieving conductor or engineer. Should there be no relieving conductor or engineer on duty, the conductor or engineer being relieved will leave their speed restrictions and track condition report on the lead engine.

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

8. ATCHAFALAYA RIVER BRIDGE, MP 729.2

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

When a train or engine enters the approach circuit and the bridge is seated, locked and derails are closed and locked for rail traffic, signals governing the approaching movement should display proceed as per signal aspect, to permit movement over the bridge.

If signals fail to clear for an approaching train or engine, movement must be stopped before passing absolute signal. Before proceeding, crew members must ascertain that bridge is seated, locked and safe for passage of the train or engine. Then:

If derails are in closed position, operate PUSHBUTTON, located on the home signal to clear the signal.

If derails are in derailing position, place derails in "HAND" position and line by hand to rail traffic, after which movement may be made over the bridge as prescribed by the rules. When movement has been completed, derails may be left lined for rail traffic with the selector levers in the "HAND" position. Notify train dispatcher of the fact.

When movement has been completed over the bridge and is still on the receding track circuit, and it is desired to make a reverse movement, permission from the train dispatcher is required before a member of the crew operates the PUSHBUTTON located on the home signal. After pushbutton has been operated, the signal governing the reverse movement will display proceed as per signal aspects and the reverse movement may then be made as per rules.

When bridge is positioned for river traffic, approaching movement must be stopped short of home signal and remain there until bridge is returned and locked for rail traffic and the derails have operated to closed position. Then a member of the crew must operate PUSHBUTTON located on the home signal. The signal governing movement over the bridge will then display proceed as per signal aspects to permit movement over the bridge.

9. L&A-UP JOINT TRACK BETWEEN LETTSWORTH AND LOBDELL JCT.:

- (a) L&A employees will be governed by KCS Lines operating rules except as modified by:
- (1) Special Instructions in KCS system timetable.
 - (2) L&A-UP Joint general orders.
- (b) UP employees will be governed by UP General Code of Operating Rules, current UP timetable, and special instructions and L&A-UP Joint general orders.
- (c) UP employees are subject to instructions of L&A officers while occupying Joint track.
- (d) The following UP spur track may be used only in an emergency. Conductors must report such occurrences to L&A train dispatcher.

STATION	MILE POST LOCATION	
	UP	L&A
Smithfield	19.0	774.4

10. LOBDELL - BATON ROUGE TERMINAL AREA:

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

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

- (1) The air must be cut in and the lead engine in the direction of movement must control the air brake valve.
 - (2) Should a long reverse movement be necessary with the helpers coupled to the rear of the train, the helpers must control the air brake valve.
- (b) **Exxon plant** - Main gate entrance, 12th Street, 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, if safe to do so, until contacted by the Emergency Coordinator and comply with his instructions.
- (3) If Night Supt. cannot be contacted, notify the Emergency Coordinator, ext. 555.
- (4) Notify L&A supervisor at Baton Rouge, telephone 379-4241.

Movements over Solvay Road must be kept to a minimum between 1500 and 1700 hours.

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

- (d) The train dispatcher will issue DTC authority to or through Baton Rouge to trains in both directions with southward trains obtaining verbal authority from yardmaster prior to departing Lobdell, and northward trains prior to departing Essen. Other Rules, Special Instructions in the Timetable or General Orders governing operations Baton Rouge Terminal remain in effect.

**COMPLIANCE WITH
OPERATING RULES
AND
SAFETY RULES
INSURES
SAFE AND EFFICIENT
OPERATION**

Station No.	Mile Post	Stations	Capacity		Aux. Trks. Cars
			Sidings		
			Feet	Cars	
3227	788.1	BATON ROUGE OSWY 6.6			Yard
3236	794.7	ESSEN 15.8	6339	115	
3251	810.5	GONZALES 7.6	5806	106	41
3259	818.1	BARMEN 10.3	5376	98	
3269	828.4	GRAMERCY Y 6.7	4462	81	Yard Conn
3276	835.1	RESERVE Y 4.3			Yard Conn
3280	839.4	MONTEGUT 7.4	5949	108	
3287	846.8	NORCO 7.7	4666	85	Yard
3295	854.5	FRELLSEN 1.2	6155	112	
	855.7	IC JUNCTION 6.4			Conn
	862.1	NOT JUNCTION 0.5			Conn
3303	862.6	SHREWSBURY OLD 1.8 MAIN			
	864.4	WEST YARD ORSWY 0.6			Yard Conn
	865.0	KCS JUNCTION 0.9 VIA			Conn
	865.9	CARROLLTON AVE NOUPT			

77.8

ABS-DTC MP 789.9 to MP 855.7
IC CTC MP 855.7 to MP 862.1

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry	Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
3236	Associated Groc.	795.3	15	S	3256	Sorrento	815.4	8	S
3236	Capitol Cty Press	795.4	11	S	3260	McElroy	820.6	25	N&S
3241	Kleinpeter	800.4	4	N	3275	Marathon	833.5	Lead	S
3246	Prairieville	805.9	9	N	3276	Betz Laboratory	835.7	9	N
3251	Gonzales (House Track)	810.5	9	S	3276	Sewell Plastics .	835.8	13	S
	Gonzales (Team Track)	810.7	6	N	3276	Filter Media, . .			
	Wallace Co.	811.6	12	N		Jones Chem & Boyce Machnry	835.9	45	S
3255	Wallace Co.	811.6	12	N	3288	Good Hope	848.2	Conn	S

1. MAXIMUM AUTHORIZED SPEED MPH
40
Except: Loaded unit trains 35

2. SPEED RESTRICTIONS:

Between MP 778.5 and MP 796.5 Yard Speed
Between MP 809.8 and MP 811.0 25
Siding Gonzales 10
Over Bonnet Carre Spillway Bridge, MP 845.6 25*
Northward trains from a point 500 feet south of Labarre
Road crossing to Labarre Road crossing. 10
Southport Branch 10

* Speed must be reduced to 25 MPH, and brakes released 1/4 mile before trains move onto bridge from either direction.

3. RESTRICTED SPEED TERRITORY (Rule 92 applies).

Between 1201 and 1601 hours trains and engines move at Restricted Speed between MP 834.0 and MP 837.0.

Move at Restricted Speed between the north siding switch Frellsen and the north yard limit sign Frellsen, MP 855.0.

4. RAILROAD CROSSINGS AT GRADE:

Railroad	Location	Type of Protection
IC	Southport Branch	Manual Interlocking \$
NOPB	Southport Branch	Manual Interlocking \$
IC	Southport Branch	Manual Interlocking \$

\$ Controlled by IC operator, Southport Tower.

5. 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

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

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

* Equipped with oversize load feature.

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

LOCAL SPECIAL INSTRUCTIONS

7. BATON ROUGE

Be governed by Baton Rouge Subdivision Special Instructions.

All movements must be stopped more than 100 feet each side of the crossing to prevent the signals from operating unnecessarily at the following signalized crossings in Baton Rouge:

North Street	MP 788.48	Florida Boulevard	MP 788.71
Main Street	MP 788.55	Convention Street	MP 788.77
Laurel Street	MP 788.61	North Boulevard	MP 788.87

The train dispatcher will issue DTC authority to or through Baton Rouge to trains in both directions with southward trains obtaining verbal authority from yardmaster prior to departing Lobdell, and northward trains prior to departing Essen.

8. ESSEN

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

If signal at MP 794 displays STOP indication and does not change to YELLOW, Northward trains may proceed at yard speed upon permission from the yardmaster, Baton Rouge.

Southward train crews obtaining a block clearance at the south switch Essen must not proceed until the crew has ascertained from the yardmaster Baton Rouge that the main track is clear between the south switch and the yard limit board at MP 796.5.

9. NORCO

The first road crossing north of the south siding switch Norco commonly referred to as the "Rubber" crossing, enters and exits the Shell Oil Company, Polypropylene Plant, and must not be blocked with cars unnecessarily. Cars set out by through trains must be left clear of this crossing.

10. WEST YARD:

(a) Northward trains must obtain and verify Track Condition Report with the train dispatcher before departing.

(b) The sand tower pipe crossing over the south roundhouse lead at West Yard has a maximum clearance of 17 feet 8 inches, ATR.

(c) International Lube Company 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 be positioned to observe the position of the derail at all times. Whistle signal for this spur is one long and one short.

(d) Between KCS Junction and Carrollton Avenue and while on NOUPT tracks, trains and engines will be governed by AMTRAK operating rules and instructions.

(e) L&A train and engine movements between Frellsen and West Yard will be made via the I.C. and the N.O.T. Railroads between I.C. Junction and N.O.T. Junction. Be governed by I.C. Operating Rules, current I.C. Southern Division Timetable, L&A General Orders and Special Instructions.

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

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

(h) L&A engine movements between West Yard and the N.O.P.B.'s Cotton Warehouse Yard will be made via the N.O.P.B. connection which breaks off the L&A Southport Branch behind the old Gambling House. L&A engine movements will be governed by K.C.S. Lines' Operating Rules, current system Timetable, L&A General Orders and N.O.P.B. bulletins.

(i) **L&A TRAIN AND ENGINE MOVEMENTS BETWEEN IC 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	....IC 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 Limit (Rule 93) extends between IC Connection (East Bridge Interlocking) and 17th Street Canal (Orpheum Street). Be governed by Yard Speed.

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

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

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

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

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

- (j) The train dispatcher will issue DTC authority to northward and southward trains between Frelsen and West Yard. This will not modify or supersede rules or instructions governing operation via IC but permits trains to depart West Yard or Frelsen after verbal authority is obtained to enter IC CTC territory.

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

114.6

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

DTC IS IN EFFECT ON THE HOPE SUBDIVISION.

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry	Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
7003	Anthony	2.5	14	N	7072	Dorcheat	72.0	48	N&S
7048	Springhill	47.7	21	S	7078	Owens Illinois.	B80.0	20	N
7056	Sarepta	55.5	4	N	5084	I.P. Wood Yard	B83.9	8	N
7061	Cotton Valley	61.0	50	N&S	5101	Carruthers	B101.0	68	N&S
7062	Dayson	62.3	93	N&S	5102	Ferguson	B101.9	12	N&S
7063	Treat	62.8	45	N	5104	Hinkle	B104.8	56	N&S

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

Note: Main Track out of service MP 49.0 to MP 4.0.

2. SPEED RESTRICTIONS:

Between MP 47.0 and MP 52.4 Yard Speed
Between MP 71.0 and 72.0 20
Between MP 77.0 and MP B-80.2 Yard Speed
Over SSW Red River Bridge 20
Through North Leg Wye, Shreveport 10
Between MP B-103.6 and Deramus Yard Yard Speed

3. SPEED RESTRICTIONS, SIX AXLE ENGINES

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

Between L&A Jct. and MP 47.0 25
Through west leg of wye, Minden 5

4. RAILROAD CROSSINGS AT GRADE:

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

5. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 47.0 to MP 52.4 Springhill - Cullen
MP 77.0 to MP B-80.2 Minden
MP B-103.6 Hinkle-Bossier City-Deramus Yard

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

MP 69.5
MP 560.0 \$

\$ Dragging equipment detector and oversize load feature only.

LOCAL SPECIAL INSTRUCTIONS

7. DERAMUS YARD:

Be governed by Deramus Yard area special instructions.

8. Train movements on the Hope Subdivision will be governed by General Order.

Note: Trains must not leave their originating station without first obtaining verbal permission from the L&A dispatcher and verifying Track Condition Report.

9. RED JUNCTION:

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

10. M.P. B-99 - M.P. B-103.6:

Between 0800 and 1701 hours, all trains and engines move at Restricted Speed between Mile Post B-99 and Mile Post B-103.6.

11. MINDEN:

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

12. STATE LINE: Louisiana - Arkansas, MP 46.7.

**QUALITY IN
MOTION**

Station No.	Mile Post	Stations	Capacity		Aux. Trks. Cars
			Sidings		
			Feet	Cars	
7078	78.8	MINDEN WY			Yard
		0.4			
	79.2	SOUTH WYE SWITCH			Yard
		4.0			
7083	83.2	SIBLEY	3306	60	15
		MSRC CROSSING			Conn
		6.1			
7089	89.3	HEFLIN	1965	36	13
		8.8			
7098	98.1	JAMESTOWN	1760	32	15
		16.2			
7114	114.3	ASHLAND	1882	34	22
		7.9			
7122	122.2	CHESTNUT	1787	32	14
		16.7			
7139	138.9	CALVIN	2987	54	
		8.9			
7148	147.8	WINNFIELD	2966	54	Yard
		18.7			
7166	166.5	WILLIANA	2399	44	
		7.4			
7174	173.9	DRY PRONG	3020	55	
		14.5			
7188	188.4	TIOGA			9
		0.5			
	188.9	UP CROSSING			Conn
		4.9			
	193.8	PINEVILLE JCT Y			Yard
		0.5			
7194	681.9	ALEXANDRIA			Yard
		10.9			Conn
3133	692.8	LATANIER	7978	145	Yard

126.4

DTC IS IN EFFECT ON THE MINDEN SUBDIVISION.

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry	Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
7082	Aero Pres.	82.3	9	N	7145	Carla	144.9	Lead	N
7083	Bodcaw Wd. Yd.	82.9	16	S	7150	Joyce	148.4	Lead	S
7107	Roy	107.4	83	N	7157	Packton	157.7	8	N
7114	Intl. Paper	114.4	14	S	7179	Bentley	178.6	16	S
7131	Placid Oil Co.	131.5	21	N&S	7182	Garnett	181.6	55	S

TIMETABLE NO. 5

1. MAXIMUM AUTHORIZED SPEED 30 MPH

Note: Main track out of service MP S4.0 to MP 144.8

2. SPEED RESTRICTIONS:

Between MP 77.0 and MP 81.3 Yard Speed
Carla Branch 20
Except:

Between Spillway bridge and the Rock Quarry switch 5
Between MP 146.7 and MP 149.4 Yard Speed
Over UP crossing, MP 188.9 20
Between MP 192.0 and Pineville Jct. Yard Speed
Between Pineville Junction and MP 685.0 Yard Speed
Between MP 690.0 and MP 695.5 Yard Speed

3. SPEED RESTRICTIONS, SIX AXLE ENGINES:

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

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

4. RAILROAD CROSSINGS AT GRADE:

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

5. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 81.3 Minden
MP 146.7 to MP 149.4 Winnfield
MP 192.0 to MP 685.0 Pineville Junction - Alexandria
MP 690.0 Latanier

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

MP 149.6
MP 171.3
MP 190.3 *
MP 681.3 # Red River Bridge
MP 682.2 # Red River Bridge
*Equipped with oversize load feature.
#Dragging equipment detectors only. Has radio alarm but no integrity light.

TIMETABLE NO. 5

7. MINDEN-ALEXANDRIA:

Train movements on the Minden Subdivision will be governed by General Order.

Note: Trains must not leave their originating station without first obtaining verbal permission from the L&A train dispatcher and verifying Track Condition Report.

8. MINDEN

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

9. SIBLEY

Cars on the main track between Sibley and Heflin are not protected by flag.

10. PINEVILLE JUNCTION

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

11. PINEVILLE JUNCTION - ALEXANDRIA

Be governed by Shreveport Subdivision special instructions.

**PUT QUALITY
ON THE
HEAD END**

1. SIGNAL RULES IN EFFECT:**ABS-DTC MP 554.1 to MP 557.1**

When STOP indication is displayed and does not change to **APPROACH**, trains and engines may proceed at Yard Speed upon permission from the yardmaster.

2. Trains departing Deramus Yard, must obtain permission from the yardmaster before departing.

(a) Trains departing Deramus Yard must contact train dispatcher to receive and verify Track Condition Report

(b) Northward trains 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 entrance to Deramus Yard.

(c) Southward trains on the KCS Sixth Subdivision must obtain verbal permission to leave and enter CTC-DTC territory from the train dispatcher before departing end of double track at Wilkinson Street.

3. Two main tracks, KCS 6th Subdivision, between south lead switch, Deramus Yard, and Wilkinson Street MP 559.0. Current of traffic is on right hand track in direction of movement. Between Harriet Street and Wilkinson Street movements against the current of traffic must be authorized by the yardmaster or preceded by a flagman.**4. Single main track between North Wye switch, KCS MP 558.2, and Red Junction, L&A MP 561.2, designated as L&A main track. Track parallel to main track on the west side, from L&A MP 560.1 to Red Junction 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.****5. Block signals govern movements in either direction on North Leg of Wye and northward movements on East main track over North Wye switch. Signals are lighted continuously.****Signal Indications:**

**RED - Stop or Stop and Proceed.
YELLOW - Proceed at Yard Speed.**

When STOP indication is displayed and does not change to **YELLOW**, trains and engines may proceed at Yard Speed upon permission from the yardmaster.

6. 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. Inbound movements on East Main Track may trail through the points.*

Louisiana Junction, 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 Junction, 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.*

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

7. WILSON STREET CROSSOVER.

This crossover between the L&A main track and MSRC main track just south of Wilson Street (also known as Wilson's Alley) and located at L&A M.P. 559.52 is okay for all classes of power. Normal position of switches will be for the main tracks except during movement through crossover.

L&A will not enter the MSRC main track at Wilson Street Crossover unless authorized by KCS yardmaster at Deramus Yard, who will obtain permission from SP/MSRC authorities.

8. DRAGGING EQUIPMENT AND OVERSIZE LOAD SYSTEM LOCATED AT L&A MP 560.

A roll-by ground inspection must be made at this location if the light on the equipment house is not illuminated or if the train is not equipped with radio communications. A roll-by ground inspection is not required if train speed reduces below 5 MPH, providing light on equipment house is illuminated. When a 30 second continuous tone is sounded, train involved must be stopped as quickly as possible without an emergency application of the air brakes and a walking inspection made.

9. OPERATION VIA SSW BETWEEN RED JUNCTION AND L&A JUNCTION.

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

(a) The direction from Red Junction to L&A Junction 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	MSRC crossing
K-449.1	L&A Junction

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

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

(b) Maximum Authorized Speed through switches is 10 MPH.

(c) When a yellow flag is displayed, movement must proceed prepared to stop short of a red flag.

When an unattended red flag is displayed near the track, train after stopping, must be preceded for a distance of one mile from point where signal is displayed by a flagman, who must carefully examine track and structures 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 must stop, and not proceed until flag or light has been removed by an employee of the class that placed it there.

Rule 344. When absolute signal at L&A crossing displays stop indication, movement may proceed if crossing gate is lined for movement.

Trains must not enter SSW main track without permission from SSW yardmaster, Shreveport Yard. This permission may be relayed through yardmaster, Deramus Yard.

**WORK
SAFELY
EVERY
DAY**

10. PUBLIC CROSSINGS AT GRADE:

- (a) Traffic lights over Jordan, Louisiana and McNeil Streets operate in conjunction with the crossing signals. When 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.
- (b) ST. VINCENT - LINWOOD: 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.
- (c) Train actuated traffic signals in service at 84th Street crossing, KCS MP 563.1. Green indicator light indicates signals functioning. If indicator light is not illuminated, trains must approach crossing prepared to stop, and movement must be preceded by a flagman unless crew is certain that all vehicular traffic is stopped.

11. **BOSSIER CITY:** Cars must not be left between the permanent speed restriction signs on either side of Barksdale AFB crossing.



A. GENERAL INSTRUCTIONS:

1. Employees must not operate a train over any railroad for which they have not passed the required examination on the operating rules of such railroad.
2. The KCS train dispatcher will govern movements over the First, Second, Third, Fourth and Fifth Subdivisions.
3. The L&A train dispatcher will govern movements over the Texas, Shreveport, Baton Rouge, New Orleans, Hope, Minden, Sixth and Seventh Subdivisions, and the Lake Charles Branch. The control operator at Beaumont CTC works under the jurisdiction of the L&A train dispatcher.
4. Capacity of sidings is measured from clearance point to clearance point. Car lengths are based on 55 ft. cars.
5. In the absence of radio communications, where a train is required to obtain verbal permission from the train dispatcher before departing a station or to enter CTC-DTC, such information may be relayed. To prevent a misunderstanding, the instructions must be repeated by the employees involved.
6. 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.
7. 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.
8. 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.

Crewmembers of trains with excessive dimensional loads in their trains must notify trains being met or passed of such dimensional loads.

9. Crews taking charge of trains at Amsterdam or Gulf States Utilities will obtain 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 Utilities will advise the train dispatcher of the time loaded train is spotted for unloading and released to plant, and time the empty train is released by the plant from unloading. These times will also be shown on conductors' time slip.

10. CREW DISPATCHERS.

Tie up lines:

KCS - 318-227-7432 Microwave 7432

L&A - 318-227-7422 Microwave 7422

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

<u>LOCATION</u>	<u>CREW DISPATCHER</u>
Latanier, La.	(318) 473-8210
Baton Rouge, La.	(504) 379-4243
Beaumont, Tx.	(409) 832-5453
De Queen, Ar.	(501) 642-4469
Greenville, Tx.	(214) 454-3221
Heavener, Ok.	(918) 653-4883
Kansas City, Mo.	(816) 245-0873
Leesville, La.	(318) 238-0163
Lake Charles, La.	(318) 882-6923
Minden, La.	(318) 377-9270
New Orleans, La.	(504) 832-5234
Pittsburg, Ks.	(316) 231-1519
Port Arthur, Tx.	(409) 982-1127
Poteau, Ok.	(918) 647-9904
Shreveport, La.	(318) 227-7060
L&A 1st & 2nd Dist.	(318) 227-7060

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

11. Engineers must complete KCS Form 300-B (Failure of busses, trucks, and other vehicles to stop before crossing railroad tracks) when necessary, and forward to the office shown on the form.

12. EMPLOYEES MUST EXERCISE EXTREME CAUTION CONCERNING THE APPLICATION OF FOREIGN LINE OPERATING RULES. SUCH RULES ARE APPLICABLE TO KCS MOVEMENTS WHILE OPERATING OVER THE FOREIGN LINE INVOLVED.

B. MAXIMUM AUTHORIZED SPEED FOR TRAINS HANDLING WORK EQUIPMENT.

Unless otherwise authorized by the 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.

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

KCS:

All subdivisions	25 MPH
Except:	
Over bridge, MP 477.9	10 MPH
Over bridge, MP 539.2	10 MPH

KCS Wreckers 05, 06 and 07 must not be handled on the A.W. Ry. or Lake Charles Branch, unless authorized by Superintendent.

L&A:

All Subdivisions	25 MPH
Except:	
Over bridges 589.6, 634.2, 650.0, 680.3, 684.2, 704.5, 767.7, 783.2, 785.1, 801.8, 824.4, 845.6, 71.7, T-49.0, T-92.6, T-93.0	10 MPH

MINDEN SUBDIVISION 20 MPH
HOPE SUBDIVISION 20 MPH

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.

2. KCS Pile Driver - Clamshell 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 of short distances. When boom is handled in leading position, speed must be restricted to 5 MPH less than speeds shown.

Pile Driver-Clamshell 093 and 095 30 MPH

Except:

KCS:

Over bridge MP 477.9	20 MPH
Over bridge MP 539.2	20 MPH

L&A:

Over bridges MP 589.6, 634.2, 650.0, 680.3, 684.2, 704.5, 767.7, 783.2, 785.1, 788.4, 790.0, 801.8, 824.4, 845.6, 71.7, T-49.0, T-92.6, T-93.0	10 MPH
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3. Scale Test Car KCS 01 must be handled on the head end and may be moved 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

Six axle engines will not be coupled directly to any car with gross weight in excess of 267,000 lbs., unless otherwise authorized by the Superintendent.

The following will govern as to gross weights (combined weights of cars and lading) which can be moved over the KCS - L&A.

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

Except L&A:

Over bridges 589.6, 634.2, 650.0, 684.2, 704.5, 801.8, 824.4	25 MPH
Over bridge 767.7	20 MPH
Over bridges 680.7, 783.2	10 MPH

Cars with a gross weight in excess of 263,000 lbs. must not be handled over the Carla Branch or 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:

Over bridge, MP 477.9	20 MPH
Over bridge, MP 539.2	20 MPH

LAKE CHARLES BRANCH 20 MPH

Except:

Over bridge, MP B-732.4	10 MPH
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Only one 274,000 lb. to 315,000 lb. car coupled with 263,000 lb. or lighter car while moving over bridge B-733.

Except L&A:

Over bridges 589.6, 634.2, 650.0	20 MPH
Over bridge 680.3	10 MPH
Over bridge 684.2	10 MPH
Over bridge 728.4	25 MPH
Over bridge 767.7	20 MPH
Over bridges 801.8, 824.4	25 MPH
Over bridge 845.6	10 MPH

TEXAS SUBDIVISION 25 MPH

Except:

Over bridges MP T-49.0, T-92.6, T-93.0 . . . 10 MPH

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: # 35 MPH

Except:

FIFTH SUBDIVISION 30 MPH

Except:

Over bridge, MP 539.2 20 MPH

SIXTH SUBDIVISION 30 MPH

SEVENTH SUBDIVISION 30 MPH

LAKE CHARLES BRANCH 20 MPH

Except:

Over bridge, MP B.732.4 10 MPH*

*Only one 394,500 lb. car coupled with 263,000 lb. or lighter cars while moving over bridge MP 732.4

These cars must not be handled over the A. W. Railway.

L&A: # 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, 20 MPH

Over bridge 767.7 10 MPH

TEXAS SUBDIVISION 25 MPH

Except:

Over bridge, MP T-49.0 10 MPH

#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:

Over bridge, MP 73.2 25 MPH

Over bridge, MP 477.9 10 MPH

Over bridge, MP 497.5 25 MPH

5. 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.

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

7. Overloads:

- a. 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 of 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 lb. 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.

- b. 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.
- c. Overloaded cars will not be accepted from connecting lines except for on-line destinations at gross weights 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.
- d. 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.

D. OTHER EQUIPMENT RESTRICTIONS:

1. Trains handling loaded rail trains **must not** exceed 30 Miles Per Hour on any subdivision.
2. Except on locals, dodgers and work trains, cabooses must be handled on rear of trains, unless otherwise authorized by the Superintendent.
3. 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 the direction train is moving.
4. 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.
5. Open top cars, bulkhead flats, or any type car with lading extending above top of car or beyond side of car liable to shift, will not be handled in trains next to engine, caboose, placarded loaded tank cars, or rocket motor cars.
6. Part loaded tank cars must be moved only upon authority of the Superintendent.
7. Bad order cars will not be handled behind caboose, except cars with drawbars that can be coupled to caboose. The rear car of a train must have the air and hand brakes operative.
8. While engaged in the unloading of company ballast, cars will be pulled, unless conditions make it impossible. Doors of empty hopper cars must be closed and securely fastened before moving.
9. Unless otherwise instructed, do not pull loads of pulpwood from any woodyard, unless they meet the following requirements:
 - a. Loads 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 of bulkheads.
 - b. Loads must be properly bumped up, with no voids or open spaces within load which will allow load to shift.
 - c. Loads must not protrude over sides of car more than one (1) foot.
 - d. Pulpwood must be tilted toward the center of the car, and tilt maintained throughout the entire height of the load.

Any cars loaded contrary to these requirements will be left in the woodyard, and the woodyard loading foreman notified.

The conductor will advise the dispatcher the car number, 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.

10. Before plug-door cars are moved from an industry or interchange track, doors must be properly closed.
11. Passenger equipment may only be handled as authorized by the Superintendent.
12. 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.
13. Cars and engines must not be operated on tracks where water is above the rails unless it is known they are safe for passage. Speed must not exceed 5 MPH.
14. When possible and practicable, train should be handled with dynamic braking. Air brakes are not to be applied while moving over wooden-trestle type bridges, except in case of emergency.
15. 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.
16. Cars equipped with rotary couplers, whether moving in unit, mixed freight trains, or work trains must not be moved with rotary couplers coupled together.

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

E. NOTIFICATION REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of work equipment or shipments of excessive height or width causing the speed of the train handling to be restricted below the Maximum Authorized Speed, or where clearance of structures, or equipment on adjacent tracks may be close, such restricting information must be issued to the train crew members. The conductor must inform the engineer of any restricted equipment in his train specifying the Maximum Authorized Speed at which the equipment may be handled and, in addition, notify the train dispatcher.

Unless otherwise directed by superintendent, shipments of excessive height, width, weight, 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.

F. TOFC/COFC SHIPMENTS IN POSSESSION OF THE KCS/L&A WITH MECHANICAL PROTECTION SERVICE (COLD OR HEAT) WILL BE GOVERNED BY THE FOLLOWING:

1. If unit is inoperative or 15 degrees in excess of the optimum temperature specified by shipper, contact the chief dispatcher.
2. At no time shall a mechanical protective TOFC/COFC shipment be set out due to unit being inoperative or due to OFF temperature.

G. OPERATION AND HANDLING OF ENGINES:

1. The isolation switch must not be operated to isolate a unit in locomotive consist unless at the expressed request of the locomotive engineer, mechanical forces, or other proper authority.

When the unit isolation switch is moved to "ISOLATE" position, that locomotive's wheel-slip/wheel-slide protection has been nullified.

When units are operated with unit(s) isolated, locomotive(s) must be observed frequently to ascertain that all wheels are rotating freely.

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 grab irons.
5. Unless otherwise directed, engines must not be operated where water depth exceeds 4 inches above top of rail. When operating through water less than 4" above top of rail, speed must not exceed 5 MPH.
6. Engines with flat spots in excess of 2.5 inches must not be handled at speeds exceeding 10 MPH, unless authorized by Superintendent.
7. When two or more engines are coupled, the speed limit of the combination will be the lowest maximum permissible speed of the combination.
8. When an engine is observed throwing sparks or fire, report such instance to the train dispatcher immediately and to the mechanical foreman at final terminal.
9. When engines fail on line, or are being moved dead in tow, wheel report must indicate which engine(s) and distance handled as an inoperative engine(s).
10. THE MAXIMUM SETTING FOR KCS ENGINE INDEPENDENT BRAKE CYLINDER PRESSURES ARE AS FOLLOWS:

Engines with COMPOSITION BRAKE SHOES . . .65 psi

Road engines with CAST IRON BRAKE SHOES . 40 psi

Switch engines with CAST IRON BRAKE SHOES.35 psi

The engine brake must be operated in such a manner as to avoid sliding of wheels and overheating of wheels and brake shoes.

Enginemen taking charge of an engine will observe independent brake cylinder pressure setting with independent brake fully applied. An engine observed with improper independent brake cylinder pressure will be reported to the proper authority. Enginemen will make no attempt to adjust the independent brake cylinder pressure setting.

11. Engineers operating in the state of Texas must have in their possession an Engineer's Operator Permit obtainable from the General Road Foreman of Engines.
12. Engines will not be handled within the train consist, unless authorized by Superintendent.
13. Picking up Engines: All Multiple Unit (MU) air hoses must be coupled and cut-out cocks opened. MU cut-out cocks must be closed on unused hoses.

When engines are picked up, the following air brake test must be made:

1. Apply independent brake and observe brakes apply on each engine. Release independent brake and observe brakes release on each engine.
2. With engine brake system fully charged, make a 10 pound brake pipe reduction and observe that brakes apply on each engine. A brake pipe leakage test must be made. Leakage must not exceed 5 pounds per minute. Release automatic brake and observe brakes release on each engine.
3. Make a 10 pound brake reduction and observe brakes apply on each locomotive. Depress independent brake valve handle, in release position, and observe brakes release on each locomotive.

Engine "truck brake cylinder cut-out cock" **MUST NOT** be closed, and brakes cut out, except when brakes are defective or when working on brake rigging.

14. INSTRUCTIONS FOR ROAD AND HELPER ENGINEERS:

(a) ROAD ENGINEER:

- (1) When a train is stopped at a location where helper engine is added, immediately place automatic brake valve in "release position".
- (2) Road engineer will apply and release brakes during air brake tests only when proper signal is received from rear of train helper crew member.
- (3) Only road engineer will start train at any location, except on heavy ascending grades helper engineers must assist starting.
- (4) Road engineer will transmit via radio all signal indications other than "CLEAR" to helper engineers.

- (5) Road engineer and helper engineer must communicate to each other any change affecting the operation of the train.
- (6) 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, and before helper engines pass MP 404.
- (7) Road engineer will communicate to helper engineer the method by which the train is to be stopped, and whether slack is stretched or bunched.

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

**YOU'LL
BE
GLAD
TOMORROW
YOU
WORKED
SAFELY TODAY**

(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 engine 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 of train.
- (7) Give signal via radio to road engineer to release the brakes.
- (8) Inform road engineer via radio that brakes on rear of train have released.
- (9) Only road engineer will start train at any location, except on heavy ascending grades helper engineers must assist starting.
- (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 to each other any change affecting the operation of the train.
- (15) Helper engineer will not use power on heavy descending grades.

(16) Helper engineers will not shove any train with an occupied caboose.

(c) INSTRUCTIONS FOR BOTH ROAD AND HELPER ENGINEERS, STARTING LONG BACK-UP MOVEMENTS.

(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.

15. HANDLING OF ENGINES UNDER HEAVY LOAD AT SPEEDS UNDER 10 MPH.

Crew members must position themselves to constantly observe engines in consist, at speeds under 10 MPH, during heavy amperage load operations, as wheel-slip protection system may become defective enroute.

If engine develops synchronous wheel-spin, engineer must be promptly informed of condition, and throttle (on leading or controlling unit) immediately placed in IDLE, to prevent engine burns on rail.*

Affected engine(s) must be isolated at (ISOLATION SWITCH) and promptly reported to train dispatcher.

Connecting crew, if any, must be notified by inbound crew of any malfunctioning engine(s).

*Synchronous wheel-spin is defined as follows: the uncontrolled spinning of one or more pair of wheels which continues under load. Wheel-slip warning light may become inoperative when this condition exists.

16. STARTING BACK-UP MOVEMENT: MIXED FREIGHT TRAINS

(a) High-buff forces are concentrated at the head end when a back-up movement is started or when heavy trains are being shoved against heavy ascending grades. The engine can develop enough force to cause engines and cars to jackknife. The heavy lateral force resulting from jackknifing may overturn a rail on tangent track or push cars off the outside of curves.

(b) When backing, the total tonnage, length, position of heavy and light cars, the location, number and type of engines in engine consist, grade conditions, track curvature, and turnouts must be considered.

(c) Engine must not exceed 12 axles in power to avoid excessive buff forces when backing entire train on heavy ascending grade with empties or light loads in head one-half of train.

(d) Controlling engine must not be isolated.

(e) More buff force is required to start a long train than a short train. Heavy trains require more force than light trains. More force is required to start a back-up movement on ascending grade. Track curvature causes more resistance, which requires a higher starting force.

17. ENGINES EQUIPPED WITH ELECTRONIC ALERTNESS DEVICES:

Engineers handling coal trains with lead engine equipped with safety alertness device, spotted for unloading at all power generating plants, must temporarily nullify this device to allow for unattended operation and eliminate continual manual resets during these operations, by utilizing the following procedure:

(a) KANSAS CITY SOUTHERN ENGINES:

(1) Place alerter switch to "ON" position.

(2) Place the automatic brake handle to "RELEASE" position.

(3) Release the independent brake.

(4) Place the automatic brake cut-out cock to "OUT" position.

(5) Move the automatic brake handle to "HANDLE OFF" position.

(6) Wait for two (2) minutes (this will allow Safety Alerter Device to time out). After warning lights and horn cease, and PCS light goes out, Safety Alerter Magnet Valve will de-energize.

(7) Place automatic brake handle to 'RELEASE' position.

(8) Place automatic brake cut-out cock to "IN" position.

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

(9) Engineers taking charge of engines, following unloading, will ascertain that "Alert Switch" is moved to the "OFF" position on lead and all trailing locomotives in consist. If "Alert Switch" is not moved to "OFF" position, a penalty brake application will occur.

(b) BURLINGTON NORTHERN ENGINES:

All procedures, in these instructions, must be followed in the listed sequence:

- (1) Release independent brake.
- (2) Place automatic brake cut out cock to "OUT" position.
- (3) Adjust regulating valve to 114 psi.
- (4) Move automatic brake valve handle to SUPPRESSION position. (Equalizing reservoir should be approximately 90 psi.)
- (5) Place automatic brake cut out cock to "PASS" position.
- (6) Ensure brake pipe pressure is at the required pressure of 90 psi. (If necessary, adjust regulating valve.)

NOTE: Leave automatic brake valve handle in SUPPRESSION position.

Engineers taking charge of engines, following unloading, must restore the Alertness Control Device to normal operation.

- (1) Place automatic brake cut out cock to "OUT" position.
- (2) Move automatic brake valve handle to RELEASE position.
- (3) Adjust regulating valve to required pressure of 90 psi.
- (4) Place automatic brake cut out cock to "IN or FRT" position.

If emergency brake application occurs, during coal unloading, use the following procedure to recover emergency brake application, recharge brake pipe and release the brakes:

- (1) Close brake pipe angle cock on head car of train.
- (2) Adjust regulating valve, by turning handle several turns, to left, on controlling engine.
- (3) Move automatic brake valve handle to EMERGENCY position, and wait approximately 60 seconds.
- (4) Move automatic brake valve handle to RELEASE position and note:
 1. Brake pipe pressure is restored.
 2. PCS light goes out.
 3. Locomotive brakes release.
- (5) Adjust regulating valve to ensure brake pipe pressure is at 90 psi.
- (6) Open brake pipe angle cock on head car of train, and allow train brake system to recharge.
- (7) Temporarily nullify Alertness Control Device by using procedures (1) thru (6) of Item 1 of these instructions, to continue unattended, coal unloading operations.

H. INSTRUCTIONS FOR THE OPERATION OF GLENAYRE REAR-OF-TRAIN MONITOR DEVICE.

DESCRIPTION OF EQUIPMENT

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

PART 1 - SENSE AND TRANSMIT UNIT (STU)

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 engine. Once installed on the side of the coupler, it is locked in this position with a switch lock. There is a hose and glad hand on the STU which couples to the rear brake pipe hose. The angle cock is opened to supply train line air to the STU.

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 engine, so that communication will be established.

PART 2 - RECEIVER DISPLAY UNIT (RDU)

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

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

Brake pipe pressure display - This window displays brake pipe pressure from the STU (in pounds).

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

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

To calibrate for wheel size variations:

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

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

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

NO COMMUNICATIONS:

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

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

- Very long trains in rock cuts or over the crest of a grade 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

PART 3 - TEST OF RECEIVE DISPLAY UNIT (RDU):

Glenayre RUE (Rear Unit Emulator), have been installed at Kansas City and Shreveport. The RUE is similar to the standard Glenayre rear-of-train monitor presently in use on caboosless trains. RUE transmits a test sequence and will transmit a status report every (6) six seconds, operating constantly. The transmitter range of RUE is approximately (1.5) one and one-half miles north or south of the diesel shop at these locations.

Enginemen taking charge of Glenayre equipped engine at diesel shop at these locations will set code at 05000 to receive test of head-end unit.

The following indications will be displayed on Glenayre head-end unit:

- (a) An indication of "HVM" - marker light on.
- (b) A two (2) digit distance display which is updated every 30 seconds.
- (c) Motion indication.
- (d) Air pressure indication (approximately 88 lbs.)
- (e) A "LOW PRESSURE" indication (with audible warning signal) every fifteen (15) minutes.

If head-end unit fails test (or portion of test) notify Diesel Shop Foreman promptly.

When engine is placed on train in preparation for departure from these locations, head-end unit code must be changed to indicate proper end-of-train unit code.

The purpose of RUE (test device) is to discover and isolate a malfunction of Glenayre equipment.

I. BUSINESS CARS:

1. Business cars KAYSEE and TOLMAK are equipped with train brake and emergency brake valve. This Combination Valve is located inside the rear platform wall of the observation end of each car.
2. Employees making back-up movements that require use of the car air brake valve must know that brakes operate properly, by making a running test.
3. A Glenayre (STU) device is permanently mounted inside electrical cabinet of business cars KAYSEE and TOLMAK.

ID Code Numbers:

KAYSEE - 05381

TOLMAK - 05688

Brake pipe air gauge is mounted near angle cock on observation end of each car.

4. Hand brakes will not be applied on business cars set out at a station while automatic air brakes are applied. If this cannot be avoided, air must be bled off before hand brake is fully applied.
5. The graduated release cap on control valve on business cars or other passenger equipment handled on rear of freight trains, must be set to "DIRECT" release.
6. When business cars or other passenger equipment is handled on the rear of trains, the brake pipe pressure must increase to a minimum of 60 PSI, as indicated by a gauge or device, to insure that brakes are released.
7. Cars with shelf couplers must not be coupled to passenger cars.

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

1. Detector systems, other than those consisting of dragging equipment detectors only, are equipped with an integrity light on top of the equipment house.
2. 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 both sides of the train is required at the detector system location.

A train entering and moving through the detector, when 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.

3. A detector system must be considered as having failed under ANY of the following scenarios:
 - (a) A train approaches the detector system and there is no integrity light illuminated and no "SYSTEM OKAY, PROCEED" is received on the VSU.
 - (b) A train approaches the detector system and receives "SYSTEM TEST FAILURE" or "NO DEFECTS FOUND - PROCEED" on the VSU.
 - (c) A train approaches the detector system; the integrity light is illuminated, but receives "SYSTEM TEST FAILURE" or an audio alert on the VSU.
 - (d) A train exits the detector system and receives no VSU audio.

- (e) A train exits the detector system and receives "SYSTEM TEST FAILURE" on the VSU.
 - (f) A train exits the detector system after having received a high pitched beep tone, but receives no VSU audio alert.
 - (g) A train moving through the detector receives either the radio alarm or the VSU alert, but not both.
4. If train speed passing the detector system reduces to less than 5 MPH, a roll-by inspection of the entire train must be made.
 5. The voice synthesizer transmission from a detector system **MUST NOT** be used to determine the mile post location of another train.
 6. The train dispatcher must be notified any time the detector system fails to operate properly.
 7. Hot journals detected by trackside detector devices or visual inspection, will be set out of the train at the first available siding or auxillary track, provided the car is safe to move to that point. Otherwise, the car will not be moved and further instructions will be obtained from the train dispatcher or the proper supervisor.
 8. 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.
 9. Crew members will use the axle count reported by the first detector location after leaving the originating terminal or after train consist has been changed enroute as the base axle count for their train.

If a following detector reports an axle count that varies by more than two axles as compared to the base axle count, a roll-by inspection of the entire train must be made to determine that the train is intact and safe to proceed.
 10. Dragging equipment detectors have been installed at each end of various bridges. When a 30-second continuous dial tone is received, the train must be stopped as quickly as possible without use of emergency brake application, and a walking inspection made.
 11. If an oversize load alarm is received, the crew will **STOP TRAIN** without emergency application of the brakes. A walking inspection **MUST** be made to the last car that has passed the detector. If no defect is found, make a pull by inspection of the remainder of the train. If high wide load is found, notify the Train Dispatcher, giving car initial and number, and obtain handling instructions.

DETECTOR INDICATIONS FOUND	ACTION TO BE TAKEN			REMARKS
	PROCEED	SLOW TO 10 MPH PULL THROUGH DETECTOR GROUND INSPECTION	STOP TRAIN WALKING INSPECTION	
IF THE SYSTEM IS OK, you will receive: "This is KCS detector at Mile Post _____. System okay, proceed. -repeat- System okay, proceed."	X			
IF THE SYSTEM IS INOPERATIVE, you will receive: "This is KCS detector at Mile Post _____. System test failure. A ground inspection is required -repeat- A ground inspection is required."		X		
IF NO DEFECTS ARE FOUND, three seconds after the last car clears the system you will receive: "This is KCS detector at Mile Post _____. No defects found, proceed. -repeat- No defects found, proceed."	X			
IF A DRAGGING EQUIPMENT ALARM IS RECEIVED, you will receive *immediately a 20 second continuous tone followed by: "This is KCS detector at Mile Post _____. 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.			X	STOP TRAIN without emergency application of brakes. A walking inspection must be made to the last car that has passed the detector. A pull-by inspection of the remainder of the train must be made.

IF AN OVERSIZE LOAD ALARM IS RECEIVED, you will receive *immediately a 10 second continuous tone followed by: "This is KCS detector at Mile Post _____. 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.			X	STOP TRAIN without emergency application of brakes. A walking inspection MUST be made to the last car that has passed the detector. If no defect is found, make a pull by inspection of the remainder of the train. If high wide load is found, notify the Train Dispatcher, giving car initial and number, and obtain handling instructions.
IF A HOT BOX ALERT SIGNAL IS RECEIVED, three seconds after last car clears system you will receive: "This is KCS detector at Mile Post _____. Defects found as follows: Hot journal (East) (West) side ____ axles from head end."		X		<ol style="list-style-type: none"> 1. Inspect 5 cars on each side of indicated car for all defects. 2. If unable to locate defect, when the same axle on the same car, same side is indicated at the second detector, set car out. 3. 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.

K. TRAIN AIR BRAKE INSPECTION AND TESTS**1. GENERAL REQUIREMENTS:**

- A. Supervisors are jointly responsible with inspectors, enginemen, and trainmen for the condition of air brake equipment on engines and cars to the extent that it is possible to detect defective equipment by required tests.
- B. Each train must have the air brakes in effective operating condition and at no time shall the number of operative air brakes be less than 85 percent.
- C. When piston travel is in excess of 10 1/2 inches the air brake cannot be considered in operating condition.
- D. Each train must be given an Initial Terminal and Air Brake Inspection and Test, by a qualified person at points:
- (1) Where train is originally made up (initial terminal).
 - (2) Where train consist is changed, other than by adding or removing a solid block of cars and the train brake system remains charged.
 - (3) 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.
 - (d) Any combination of the changes noted in a, b, c, above.
- E. Condensation must be exhausted from the yard air system and engine train line prior to connecting air lines to train.
- F. During standing test, brakes must not be applied or released until proper signal is received.
- G. Proper whistle signal must be given to indicate when brakes are applied or released.
- H. Pressure maintaining feature of the automatic brake valve must be cut out during leakage test.
- I. Brake pipe leakage must not exceed 5 pounds per minute.
- J. When an end-of-train device is used to comply with any test requirement, the phrase "brake pipe pressure of the train is being reduced", means a pressure reduction of at least 5 pounds. The phrase "brake pipe pressure is being restored" means a pressure increase of at least 5 pounds.

- K. A qualified person who participates in the test and inspection or who has knowledge that it was made, shall notify the engineer that the initial terminal road train air test has been satisfactorily performed. The qualified person 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 Initial Terminal Air Brake Inspection and Test.
- L. The release inspection may be accomplished by means of a roll-by inspection.
- M. When engine or charging source is disconnected from the train for two (2) or more hours, the train or portion thereof must be given another initial terminal air brake test.
- N. As soon as brake pipe pressure has reduced to the level of the equalizing reservoir pressure and service exhaust closes, perform brake pipe leakage test.
- (1) With 26 type brake equipment, depress the brake valve cut-out valve handle and move it to the OUT position.
 - (2) Wait 45 seconds.
 - (3) Observe brake pipe leakage for one (1) minute. Leakage must not exceed five (5) pounds in one minute, as indicated on brake pipe gauge on locomotive.
- O. During train air brake test, where a 20 pound brake pipe reduction is required, brake pipe pressure may be additionally reduced, but not to exceed a full service reduction.

2. INITIAL TERMINAL TRAIN AIR BRAKE TEST

- A. Train air brake system must be charged to required air pressure, angle cocks and cutout cocks must be properly positioned, air hoses 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 pipe must be inspected and known to be in condition for service.
- B. Charge air brake system to within 15 psi. of feed valve setting on the engines, as indicated by an accurate gauge or device at rear of train. (ie. 80 psi. feed valve setting on engine must have 65 psi. indication on gauge or device at rear of train).
- C. Proper signal must be received to apply brakes for test.
- D. A 20 pound brake pipe reduction must be made in automatic brake operation and the brake valve lapped.

- E. As soon as brake pipe pressure has reduced to the level of the equalizing reservoir pressure and service exhaust closes, perform brake pipe leakage test.
- F. Inspect each car of entire train to determine that all brakes are applied, that angle cocks are properly positioned, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of brake equipment are properly secured.
- G. When this inspection has been completed:
- (1) Proper request will be made or proper signal must be given, to release brakes.
 - (2) Place automatic brake valve in "RELEASE" or "RUNNING" position, depress the brake valve cut-out valve handle and move it to the "IN" position.
 - (3) Inspect each brake of entire train to see that all have released. The release inspection may be accomplished by a "roll-by" inspection.

3. OTHER AIR BRAKE TESTS - FREIGHT TRAINS

A. CUT OFF AND RECOUPLE - SAME ENGINE

1. Before engine is detached or angle cocks are closed, on a freight train, a twenty pound brake pipe reduction must be made in automatic brake operation.
2. Angle cock **must not** be closed until engineman has sounded one blast of engine whistle or communicated with trainmen, to indicate brake valve exhaust has ceased and reduction is completed.
3. After uncoupling, leave angle cock **completely open** on car(s) left standing that are detached from engine.
4. After recoupling and angle cocks are opened:
 - (a) If train is **not equipped** with an operative rear-of- train device, it must be known brake pipe pressure is being restored as indicated by a rear car gauge and brakes release on rear car.
 - (b) If train is **equipped** with an operative rear-of-train device, it must be known brake pipe pressure increases a minimum of 5 pounds, as indicated by the rear-of-train device.

- (c) In the absence of a rear car gauge or operative rear of train device, a 20 pound brake pipe reduction must be made and it must be determined brakes apply and release on the rear car.

4. CHANGE LOCOMOTIVE OR CABOOSE - SET OUT ONE OR MORE CARS

- A. At a point other than the initial terminal where engine or caboose is changed, or where one or more consecutive cars are set out of train, with the consist otherwise remaining the same.
- B. After recoupling and angle cocks are opened, the train brake system must be charged to:
- (1) Within 15 pounds of the feed valve setting on the engine, as indicated by a gauge or device at rear of train.
 - (2) A 20 pound brake pipe reduction must be made in automatic brake operation.
 - (3) It must be determined, by inspector or trainman, that brakes on the rear car apply and release.
 - (4) If train **is equipped** with an operative rear-of-train device, it shall be determined that brake pipe pressure of the train has been reduced at least 5 pounds, and that brake pipe pressure has increased at least 5 pounds, as indicated by the rear-of-train device.

5. SET OUT BAD ORDER CARS/LOCOMOTIVES AT INITIAL TERMINAL

At initial terminal, after train has been given an Initial Terminal Air Brake Inspection and Test, if it becomes necessary to change engine or caboose, or set out one or more consecutive cars with balance of consist remaining the same, test of brakes must be made as specified in K.4. Before proceeding it must be known that brake pipe pressure at rear of train is being restored.

6. ADD CARS TO TRAIN - NOT PREVIOUSLY TESTED

- A. When one or more cars, **not** pretested, are added to a train, the train brake system must be charged to not less than 60 pounds, as indicated by a gauge on the rear car or by a rear of train device.
- B. Proper signal must be received to apply brakes for test.
- C. A 20 pound brake pipe reduction must be made in automatic brake operation and the brake valve lapped.
- D. As soon as brake pipe pressure has reduced to the level of equalizing reservoir pressure and service exhaust closes, perform brake pipe leakage test.

- E. It must be known that the brakes on each of these cars and on rear car of train apply and release.
- F. If the train is **not equipped** with an operative rear-of-train device, it must be determined that the brakes on each of the cars added and on the rear car of train apply and release. Before proceeding it must be known that the brake pipe pressure at the rear of train is being restored.
- G. If the train **is equipped** with an operative rear-of-train device, it must be determined brakes apply and release, and brake pipe pressure of the train reduces at least 5 pounds, as indicated by the rear-of-train device. After release of the brakes, it must be known brake pipe pressure increases at least 5 pounds, as indicated by the rear-of-train device.

7. ADD PRETESTED CARS TO TRAIN

A. Where a solid block of cars, which has been previously charged and tested as prescribed by Rule 7, is added to a train:

- (1) A 20 pound brake pipe reduction must be made in automatic brake operation and the brake valve lapped.
- (2) It must be determined that brakes on the rear car apply and release.
- (3) If the train is **not equipped** with an operative rear-of-train device it must be determined brakes apply and release on rear car. Before proceeding, it must be known the brake pipe pressure at the rear of train is being restored.
- (4) If the train **is equipped** with an operative rear-of-train device, it must be determined brake pipe pressure of the train reduces at least 5 pounds, as indicated by the rear-of-train device. After release of the brakes, it must be known brake pipe pressure increases at least 5 pounds, as indicated by the rear-of-train device.

B. Where cars which have not been given an Initial Terminal Air Brake Inspection and Test are added to a train, such cars may either be given inspection and test in accordance with K.2 or tested as prescribed by K.6, prior to departure; in which case these cars must be inspected and tested in accordance with K.2, at next terminal where facilities are available for such attention.

8. YARD PLANT AIR TEST

A. When train air brake system is tested from a yard test plant, an engineer's valve or suitable test device must be used to provide increase and reduction of brake pipe pressure at the same or slower rate as the engineer's valve. Yard test plant must be connected to the end which will be nearest to the hauling road engine.

- B. When yard test plant is used, the train air brake system must be charged and tested as prescribed by K.2, and when practicable should be kept charged until road engine is coupled to train. If after testing the brakes, the train is not kept charged until road engine is attached, the brakes must be tested as prescribed by K.2.

9. ENGINE ON TRAIN - AFTER YARD PLANT AIR TEST

After train air brake system is tested from a yard test plant as prescribed by K.2, and engine is coupled to train:

- (1) A 20 pound brake pipe reduction must be made in automatic brake operation and brake valve lapped.
- (2) It must be determined that brakes on the rear car apply and release.
- (3) If train **is equipped** with an operative rear-of-train device, it must be determined brake pipe pressure of the train reduces at least 5 pounds, as indicated by the rear-of-train device. After release of the brakes, it must be known brake pipe pressure increases at least 5 pounds, as indicated by the rear-of-train device.

10. TRANSFER TRAIN AND YARD TRAIN AIR TESTS

Transfer train and yard movements not exceeding 20 miles in one direction, must have the air brake hoses coupled between all cars and:

- (1) Charge the brake system to not less than 60 pounds.
- (2) A 20 pound brake pipe reduction must be made in automatic brake operation and brake valve lapped.
- (3) It must be determined that the brakes are applied on each car, before releasing and proceeding.

Transfer train and yard movements exceeding 20 miles in one direction, must have air brake inspection and test in accordance with K.2.

11. ONE THOUSAND MILE - AIR BRAKE INSPECTION AND TEST

A. On through freight trains, an inspection will be made at designated **1,000** - mile locations as follows:

- (1) A 20 pound brake pipe reduction must be made in automatic brake operation.
- (2) As soon as brake pipe pressure has reduced to the level of the equalizing reservoir pressure and service exhaust closes, perform brake pipe leakage test.

(3) Inspect each car of entire train to determine that all brakes apply, that brake rigging does not bind or foul, and that all parts of brake equipment are properly secured.

B. Freight trains arriving at terminals where facilities are available and at which instructions provide for immediate brake inspection and repairs (including 1,000 mile inspections) and engine is to be detached or cut made, the following action must be taken:

- (1) A 20 pound brake pipe reduction must be made in automatic brake operation.
- (2) Angle cock **must not** be closed until engineman has sounded one blast of engine whistle, or communicated with trainman to indicate brake valve exhaust has ceased and reduction is completed.
- (3) Close angle cocks on engine and car where cut is to be made.
- (4) Proper signal must be received to release engine brakes and proceed to detach the engine.
- (5) After engine has been detached or cars parted, angle cock on head car must be gradually opened and left in full open position.
- (6) When required, a sufficient number of hand brakes must be applied to hold the train.

12. INBOUND BRAKE EQUIPMENT INSPECTION

- A. At points where inspectors are employed to make a general inspection of trains upon arrival at terminals, visual inspection must be made of retaining valves and retaining valve pipes, release valve and rods, brake rigging, safety supports, hand brakes, hoses and position of angle cocks and necessary repairs must be made. Any cars to which yard repairs cannot be promptly made must be marked for repair track.
- B. In order to give the inspector a chance to locate defects in draft equipment and leaks in the train air system, inbound trains arriving at terminals will be stretched where possible before engines are detached.

L. HAZARDOUS MATERIALS INCIDENTS

In the event of an incident involving hazardous materials (derailment, fire, spills, etc.), these procedures must be followed:

1. Extinguish all cigarettes, fusees, open flames, etc., shut off ignition systems of all nearby vehicles or machines, and remove or shut down all diesel engines in the area, until it is definitely determined that there are no flammable vapors in the area.
2. Determine extent of personal injuries, if any. Rescue and remove injured to a safe area. Call train dispatcher or local operating supervisor for medical assistance, if necessary.
3. Immediately notify train dispatcher or local operating supervisor of incident location, whether or not fire is evident, and any other pertinent information.
4. After notifying train dispatcher, or local operating supervisor, employee(s) will check the area of incident (site of derailment, spill, release, etc.) to gather additional information. Employee(s) must exercise extreme caution in approaching the site of the incident or spill, must approach from the upwind side, must check for unusual odors, draining liquids, etc. Employee(s) will approach the incident only as necessary to determine car(s) leaking or car(s) remaining on each side of the incident.
5. When details (which car(s) are involved, for example) have been determined, the, the conductor or employee involved will notify the Chief Dispatcher of the following:
 - (a) Name of employee reporting the incident.
 - (b) Extent of personal injuries, if any.
 - (c) Date, time, and exact location of incident.
 - (d) (i) Type of car(s).
(ii) Initial and number.
(iii) Contents of car(s) or container(s).
(iv) Hazard class.
 - (v) Their condition (leaking, not leaking, burning, turned over, upright, etc.).
 - (e) Any identifying placards, markings, labels.
 - (f) Description of the incident.
 - (g) If there has been a release, whether it has occurred into the air, land, public water supply, or other water.
 - (h) Weather conditions.

6. Upon receipt of information that the incident immediately threatens the public or that fire or explosion is evident, Chief Dispatcher will immediately contact local Public Safety Officials and give available information.
7. Train crews or employees, insofar as they are able, should keep all unauthorized persons, including employees working nearby, away from the incident until Public Safety Officials arrive. Train crews or employees shall cooperate with Public Safety Officials, including providing warning information found on the Hazardous Commodities Emergency Handling Instructions.
8. Radio communications must be kept to a minimum during this time giving employees involved and train dispatcher preference.
9. Additionally, the following emergency procedures will apply:
 - (a) If safe to do so, pull away all cars that are not burning and make movements necessary to isolate the incident.
 - (b) Avoid breathing smoke, fumes and contact with hazardous materials.
 - (c) Do not allow trains on adjacent tracks to pass until authorized by proper officer.
 - (d) Follow Hazardous Commodities Emergency Handling Instructions as found in the conductor's wheel report or the yard work list.
10. All incidents involving a car leaking hazardous materials, a sign reading: "**Caution: Car Leaking**" will be placed on each side of any leaking car and not removed until the car has been repaired.
 - (a) 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.
 - (b) 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.
11. 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 vapor and fumes which can be hazardous in accident situations, all cars, both loaded and empty involving movements of hazardous materials are to be reported to the Chief Dispatcher.

M. HAZARDOUS MATERIAL HANDLING

1. Employees shall be governed by Bureau of Explosives Tariff No. BOE-6000-I, or as revised, "**Hazardous Materials Regulations of the Department of Transportation**".
2. The following is an excerpt from the Hazardous Material Regulations of the Department of Transportation, covering notices 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 Para. (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 car is 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 material must have in his possession a copy of the shipping papers required for the shipment of hazardous materials.
3. **Setting Out and Picking Up Defective Hazardous Material Cars.**

In the event a car containing hazardous materials is set out due to being defective, the following procedures will govern:

- (a) The car is to be set out where the wheel truck can drive to it to make repairs, if possible.
- (b) An X-3 report will be filed at the tie-up point, and the train dispatcher notified.

A train crew instructed by the dispatcher or other supervisory personnel to pick up a repaired car containing hazardous material will be governed by the following:

- (a) Crews picking up placarded cars on line must have documents and message to move the car, as provided by the Chief Dispatcher.

- (b) Afford proper cover for the placarded car.
- (c) Notify the train dispatcher that such car was picked up.
4. A Hazardous Commodities Emergency Handling Instruction Report is printed at the end of a conductor's wheel report. The conductor of each train carrying hazardous material must know that there is a copy of such report available to the crew members at the head end of the train.

N. HYDROCYANIC ACID TANK CARS

- Hydrocyanic acid tank cars (tank cars that are all white in color with red bands around each end and a horizontal red band on each side of the car) must be restricted to no more than five (5) such cars in any one block in a train.
- On each side of the hydrocyanic tank car is permanently affixed a large red sign giving emergency instructions. This sign is red with white letters.

Ss 174.26 - Notice to train crews of placarded cars.

- (a) At each terminal or other place where trains are made up or switched by crews other than crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded EXPLOSIVE A OR POISON GAS. A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed the notice must be transferred from crew to crew. See paragraph (b) of this section for other placarded cars.
- (b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded cars are placed in the train by a member of the train crew. A train consist may be used to meet this requirement.
- (c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by Ss 172.202 (Description of hazardous materials on shipping papers and Ss 172.203 (Additional description requirements) of this subchapter.

O. 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, EXPLOSIVES A, EXPLOSIVES B, BLASTING AGENTS or DANGEROUS 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.

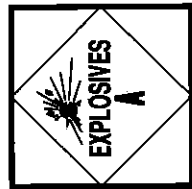
A COMBUSTIBLE placard used in rail or highway transportation must keep a white background below the white background for the identification number. Precautions should be taken to make sure that the correct identification number corresponds to the proper worded placard.

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

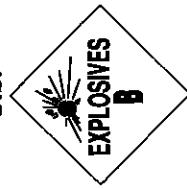
- The color of the placard;
- The symbol at the top; and
- The UN (or NA) Class number at the bottom of the placard (See Table below for example)

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 2	Poison B Chlorine
Red (with White middle)	None	None	Irritating Materials (Dangerous Placard)
Red (with White bottom)		3	Combustible Liquid

The following hazard classes are accompanied by illustrations of their prescribed DOT placards and alternate placards (when authorized). Those Canadian placards which differ substantially from equivalent U.S. Department of Transportation (DOT) placards, as prescribed by Canadian regulations for transborder shipments, are illustrated to the right of the text.



U.S.



U.S.

EXPLOSIVES "A" are capable of violent explosion when subjected to fire, strong impact or shock. If the material itself is on fire attempting to extinguish the fire is not recommended; if fire is not present, every effort must be made to prevent fire and to keep the explosives from coming in contact with other chemicals. Recommended evacuation distance for Explosives "A" involved in fire is *one mile*. Examples of Explosives "A" are: Detonating fuses, Black powder and Explosive bombs.

EXPLOSIVES "B" are capable of burning rapidly and causing sudden, violent rupture of cars or containers when involved in fires. It is virtually impossible to extinguish the material once a fire has started. In the event of fire, recommended evacuation distance is *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 are: Propellant explosives, solid, for cannon; Railway torpedoes; Special fireworks.



U.S.

POISON "A" materials are shipped as gases or liquids which can give off highly toxic vapors if released from their containers. Vapors from Poison "A" materials can be fatal if inhaled or absorbed through the skin. As vapors are often colorless and odorless, any suspected leak should be investigated only by protected specialists. In the event of fire or leak, evacuation for a *1/2 mile* radius is recommended with consideration given to weather conditions, location and amount of material spilled. Examples of Poison "A" materials: Hydrocyanic acid; Phosgene; Phosphine.



U.S.



U.S. Alternate

FLAMMABLE GASES are often ignited immediately after a breach of the container. If not, the vapors will often flow until an ignition source is reached, whereupon a flashback can occur, igniting the entire gas cloud. A leak that has ignited should not be extinguished unless it is determined that it can be stopped. Tanks containing flammable gases that are exposed to flame impingement or intense heat may rupture violently, producing a large fireball, and hurling fragments of the container up to *1/2 mile*, or more. These factors should be taken into consideration in determining evacuation distances. These materials may also be toxic or irritating; and, can cause suffocation by the displacement of oxygen and frostbite injuries through contact with the liquid. Examples of Flammable Gases: Liquefied Petroleum Gas; Vinyl Chloride; Butadiene, Inhibited. (See also "CRYOGENIC LIQUIDS", below)



U.S.



U.S. Alternate

CRYOGENIC LIQUIDS are extremely low temperature (colder than -130°F) refrigerated liquefied gases. They may be classed as either "FLAMMABLE GAS" or "NONFLAMMABLE GAS". If a container is breached, the material may warm, expand and cause the container to rupture. If liquid leaks occur, and contact is made with adjacent material containers, they will become brittle and may crack and release contents. Contact with the liquid will cause tissue destruction. Leakages should be treated as FLAMMABLE GAS or NONFLAMMABLE GAS depending upon the classification. Vehicles containing Cryogenic Liquids may or may not display placards. Examples of Cryogenic Liquids: Nitrogen, Refrigerated Liquid; Hydrogen, Refrigerated Liquid; Ethylene, Refrigerated Liquid.

CANADIAN



Corrosive Gas

Poison Gas
(No square
background)

NONFLAMMABLE GASES can cause suffocation by displacing oxygen; they may be toxic or irritating; and, contact with the liquid may cause frostbite injuries. Containers that are exposed to flame impingement or intense heat may rupture violently, hurling fragments great distances. An evacuation distance of *1/2 mile* is recommended. Examples of Nonflammable Gases: Anhydrous Ammonia; Carbon Dioxide, Refrigerated Liquid; Sulfur Dioxide. (See also "CRYOGENIC LIQUIDS", below)

CANADIAN

Explosives
Division 4

EXPLOSIVES "C" present a fire hazard as well as a hazard to personnel if they are ignited. If the material is on fire, extinguish from a safe distance; when not on fire, protect from sparks and other sources of ignition. Recommended evacuation distance for material involved in fire is *1/3 mile*. Examples of Explosives "C" are: Small arms ammunition; Common fireworks and Oil well cartridges. (NOTE - Placards are required to be applied only to rail cars, trailers and containers carrying packages bearing the EXPLOSIVES "C" label. The "DANGEROUS" placard may also be displayed on rail cars, trailers and containers carrying "Irritating Materials" and/or mixed loads of certain hazardous materials.)



U.S.

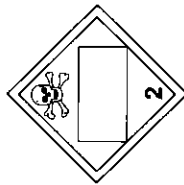


U.S.

BLASTING AGENTS are subject to explosion when involved in fire, although impact or friction should not cause an explosion. If the material itself is on fire, attempting to put out the fire is not recommended. Every effort should be made to prevent the material from becoming involved in fire. Recommended evacuation distance when the material is on fire is *1/2 mile*. Examples of Blasting Agents: Blasting agent, n.o.s.; Ammonium nitrate-fuel oil mixture.



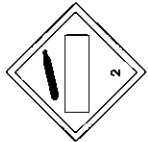
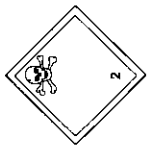
U.S.



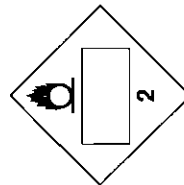
U.S. Alternate

CHLORINE is a nonflammable gas with many of the properties of a Poison "A" material. The greenish-yellow vapors are highly toxic and tend to hug the ground. If the material is leaking or on fire consider an evacuation distance of *1/2 mile*. Assistance in handling Chlorine emergencies may be obtained by calling **CHEMTREC (800-424-9300)**.

CANADIAN

Compressed
GasPoison Gas
(No square
background)

U.S.



U.S. Alternate

OXYGEN, REFRIGERATED LIQUID in contact with combustible or oxidizing materials may result in rapid combustion or explosion. Sources of ignition, sparks, impacts, friction or sudden shocks should be prevented in the spill area. Contact with the liquid can result in severe frostbite.

CANADIAN

Compressed
Gas

U.S.



U.S. Alternate

FLAMMABLE LIQUIDS are materials which give off vapors at less than 100 degrees F., which will ignite on contact with an ignition source. These vapors are usually heavier than air and will flow into low lying areas such as ditches and ravines. Action should be taken to keep ignition sources away from areas of vapor concentration. Contact with corrosive materials can cause ignition and should be prevented. Examples of Flammable Liquids: Gasoline; Acetone; Toluene.

Spontaneously
Combustible

Note: Some Flammable liquids are polymerizable materials, which if exposed to extreme heat or pressure may begin a chain reaction which could result in violent rupture of their container. Under these conditions an evacuation distance of *1/2 mile* is recommended. Polymerizable materials may be identified by the words "inhibited" or "uninhibited" in their shipping names. Examples of polymerizable flammable liquids: Methylmethacrylate monomer, inhibited or uninhibited; Vinyl fluoride, inhibited; Ethylene imine, inhibited.



U.S.



U.S. Alternate

COMBUSTIBLE LIQUIDS are less dangerous than flammable liquids due to their higher flash points; however, leaks, spills and fires should be handled in the same manner as flammable liquids. Examples of Combustible Liquids: Diesel fuel; certain paints and naphthas.

Spontaneously
Combustible

CANADIAN



On contact
with water
emits
Flammable
Gas



Spontaneously
Combustible

FLAMMABLE SOLID W are materials which react strongly to water. If these materials are involved in fire *the use of water or other liquid fire extinguishing agents must be avoided*. Any extinguishing agent must be very dry, such as: soda ash, sand, dirt, salt or lime. Examples of Flammable Solid W materials: Calcium carbide; Metallic Sodium; Phosphorus pentasulfide.

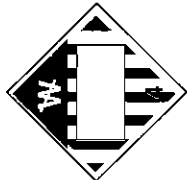
FLAMMABLE SOLIDS are materials that can cause fires by self-ignition or spontaneous combustion under conditions such as: being exposed to air, being crushed, coming in contact with corrosive or oxidizing materials or outside ignition sources. When appropriate, fires should be fought with wet dirt or sand, keeping the flammable solid isolated from other hazardous materials. (**NOTE** - the "Flammable" placard may be used in place of the "Flammable Solid" placard.) Examples of Flammable Solids: Phosphorous, white or yellow, dry or in water; Strike anywhere matches; Railway fuses.

OXIDIZERS readily yield oxygen and will greatly accelerate burning. In the event of spill, these materials must not be allowed to come in contact with combustible or flammable materials, corrosive materials or organic matter. Water can be used to fight fires involving liquid oxidizers. Wet dirt or sand should be used to fight fires involving solid oxidizers. Examples of Oxidizers: Ammonium nitrates; Hydrogen peroxide solutions; Nitric acid (over 40%).

ORGANIC PEROXIDES are strong oxidizing agents. In addition, when heated or subjected to strong shocks, Organic peroxides can decompose rapidly with explosive force. Care must be taken to avoid contamination of Organic peroxides by other chemicals as violent chemical reactions can occur. Examples of Organic peroxides: Benzoyl peroxide; Peracetic acid solution; Lauroyl peroxide.

POISONS "B" are shipped as liquids, solids or semisolids, although less dangerous than Poison A materials, they are still toxic to humans when inhaled, absorbed through the skin, or ingested (eaten). Suspected spills should be investigated only by protected specialists and all others evacuated from the immediate area. If the material is on fire, contact with the smoke must be avoided. Examples of Poisons "B": Motorfuel antiknock compound; Carbolic acid; Aniline oil.

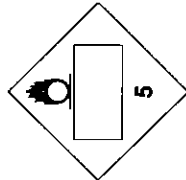
POISON-INHALATION HAZARD materials are liquids, the vapors of which have been determined to be toxic when inhaled. Leaks and spills should be handled in the same manner as Poisons "A". These materials will display the "Poison" placard in addition to the placard representing their primary hazard (unless the primary hazard is also "Poison"). These materials will also be identified on shipping papers as "Poison-Inhalation Hazard". Examples: Nitric acid, fuming; Phosphorus oxychloride, Bromine trifluoride.



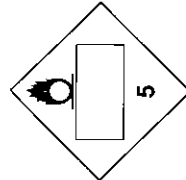
U.S. Alternate



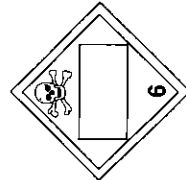
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U.S. Alternate



U.S. Alternate



U.S. Alternate



U.S.



U.S.



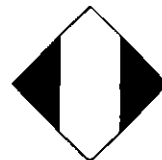
U.S.



U.S.



U.S.



RADIOACTIVE MATERIALS emit ionizing radiation that is hazardous. The radiation is invisible, cannot be felt and can only be detected with specialized equipment. In the event of a suspected leak or rupture of container, personnel should be evacuated for several hundred yards until the area is surveyed by specialists. 24 hour a day assistance in dealing with radioactive material accidents may be obtained by calling the Department of Energy Emergency Office (202-586-8100) or the Nuclear Regulatory Commission's Operations Center (202-951-0550). Examples of Radioactive materials: Radioactive material, fissile, n.o.s.; Radioactive material, special forms, n.o.s.; and Uranium hexafluoride, fissile. (NOTE - Certain Radioactive materials may display the "Corrosive" placard in addition to the "Radioactive" placard.)



U.S.



U.S.



U.S. Alternate

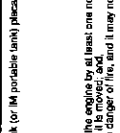
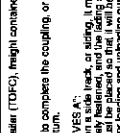
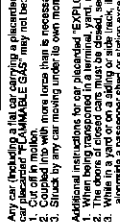
CORROSIVE MATERIALS are acids or caustics in either liquid or solid form which cause visible or irreversible damage to human tissue or severe corrosion on steel. In addition, contact with other materials, such as flammables, oxidizers or explosives may cause violent reactions or fires. If possible, spills should be contained by protected personnel. Neutralization of spilled material may be accomplished by trained specialists using appropriate materials. Spills of corrosive materials may produce large quantities of fumes which may be toxic and cause eye, skin or respiratory damage. Persons coming in contact with corrosive materials should wash immediately with water for at least 15 minutes and then contact a physician. Examples of Corrosives materials: Sulfuric acid; Caustic soda liquid or dry; Hydrochloric acid.



U.S.

IRRITATING MATERIALS are moderately dangerous materials that give off intensely irritating fumes on exposure to air or contact with fire. Although noxious and irritating, the effects are usually temporary. Examples of Irritating materials: Tear gas grenades; Tear gas candles. (NOTE - DANGEROUS placards may also be applied to trailers, containers or rail cars containing mixed loads of hazardous materials or Class "C" Explosives.)

SWITCHING PLACARDED CARS



Any car, including a flat car carrying a hazardous train (TDFC), freight container (COFC), portable tank (or IM portable tank) placarded "EXPLOSIVES A" OR "POISON GAS" and any Class DOT-113 tank car placarded "FLAMMABLE GAS" may not be:

1. Cut off in motion.
2. Moved from one track to another track.
3. Struck by any car moving under its own momentum.

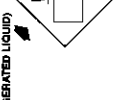
Additional instructions for car placarded "EXPLOSIVES A":

1. When being transported in a terminal, yard, or on a side track, or siding, it must be separated from the engine by at least one non-placarded car.
2. The doors of closed cars must be closed, securely fastened, and the siding securely braced before it is moved, and
3. The doors of closed cars must be closed, securely fastened, and the siding securely braced before it is moved, and

Reference: 49 CFR §§ 174.83 and 174.85

SWITCHING OTHER PLACARDED CARS

1. Where the use of hand brakes is necessary, a loaded placarded tank car, or a draft which includes a loaded placarded tank car, may not be cut off until the preceding car or cars clear the leader track; and,
2. A draft containing a placarded tank car, or a loaded placarded tank car, shall clear the leader track before another car is allowed to follow.



FLAMMABLE SOLID



FLAMMABLE SOLID W



NON-FLAMMABLE GAS



FLAMMABLE GAS



FLAMMABLE



FLAMMABLE GAS



COMBUSTIBLE



OXIDIZER



ORGANIC PEROXIDE



POISON



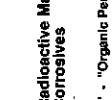
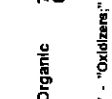
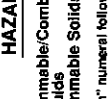
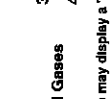
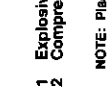
POISON



CORROSIVE



CORROSIVE



HAZARD CLASS NUMBERS

1 Explosives	3 Flammable/Combustible Liquids	5 Oxidizers/Organic Peroxides	7 Radioactive Materials
2 Compressed Gases	4 Flammable Solids	6 Poisons	8 Corrosives

NOTE: Placards may display a "Division" numeral following the class. Examples: "5.1" - "Oxidizers;" "5.2" - "Organic Peroxides"

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS										
	A	B	C	D	E	F	G	H	I	
1	TYPE OF CAR:	ANY CAR <small>(Including flat cars carrying trailers or containers)</small>		TANK CAR			OTHER THAN TANK CAR		1	
2	PLACARD APPLIED TO CAR:	EXPLOSIVES A	RADIOACTIVE	POISON GAS	ANY PLACARD EXCEPT POISON GAS, COMBUSTIBLE OR RESIDUE	COMBUSTIBLE OR COMBUSTIBLE RESIDUE	ANY RESIDUE PLACARD EXCEPT COMBUSTIBLE RESIDUE	POISON GAS	ANY PLACARD EXCEPT EXPLOSIVES A, RADIOACTIVE, OR COMBUSTIBLE	2
RESTRICTIONS:										
3	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR.								3
4	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE AS NEAR AS POSSIBLE TO MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.								4
MUST NOT BE PLACED NEXT TO:										
CAR PLACARDED:										
5	EXPLOSIVES A									5
6	POISON GAS									6
7	RADIOACTIVE									7
8	LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.									8
9	ENGINE									9
10	OCCUPIED CABOOSE	3		3				3		10
11	OCCUPIED GUARD CAR	3		3				3		11
12	CARLOAD OF UNDEVELOPED FILM									12
13	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.									13
14	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.									14
15	LOADED FLAT CAR, A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	1			2					15
16	EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	3		3				3	4	16
	A	B	C	D	E	F	G	H	I	

P. 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.
Heavener, Ok. to Leesville, La.
Heavener, Ok. to Waldron, Ar.

Mr. D. R. Johnston - Shreveport, La.
Shreveport, La. to Dallas, Tx.
Shreveport, La. to Alexandria, La.
Shreveport, La. to Minden, La.
Hope, Ar. to Alexandria, La.

Mr. G. A. Laborde - Baton Rouge, La.
Alexandria, La. to New Orleans, La.

Mr. Dennis Grace - Baton Rouge, La.
Leesville, La. to Port Arthur, Tx.
Lake Charles Branch

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

9. STOCK CLAIMS

Stock claims are handled by the Stock Claim Agent, I. Paulhe, 114 West 11th. Street, Kansas City, Mo. 64105.

KCS Form 300-A (Enginemens Report of Stock Struck) must be completed when necessary, and forwarded to the office shown on the form.

R. TRACK CAR LINE-UPS:

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

L&A

Shreveport, Baton Rouge, New Orleans Subdivisions:

0700 until 0730 hours

1000 until 1030 hours

1300 until 1330 hours

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 not shown on the line-up before the expiration of the 3 hour period, the train dispatcher will instruct and require such train to watch out for track cars, run at Restricted Speed around all curves, and whistle frequently until the expiration of the 3 hour period.

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

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

S. TRAIN TONNAGE PROFILE

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

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

The weight in tons of each car in the train is indicated by columns consisting of vertical bars or the letters "O" or "H" with the upper bar or letter for each car designating the tonnage category in which the car falls. In addition, the letters, "O" and "H" identify overloaded or high or wide cars.

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

T. CLASSIFICATION OF ENGINES:

Class	Unit No.	Axles	Tractive Effort	Approx. Weight Lbs.	Rated H.P.	Max Speed MPH
SD-60	714-723	6	110,000	390,000	3800	65
SD-50	700-713	6	110,000	393,000	3500	65
SD-40	607-636	6	101,500	398,000	3000	65
SD-40-2	637-692	6	101,500	396,000	3000	65
GP-40	748-795	4	65,000	262,000	3000	65
GP-40-2	796-799	4	65,000	262,000	3000	65
GP-38-2	4000-4021	4	63,000	266,000	2000	65
GP-7	4160	4	66,000	238,000	1800	65
Switch	4211,4222 4223	4	61,000	244,000	1000	45
Switch	4320-4331 4333-4362	4	62,000	258,000	1500	45
except	4363-4366	4	62,000	266,000	1500	65
Slug	4056,4060 4075-4077	4	61,000	260,000	750- 1500	65
except	4078-4080 4250-4257	4	61,000	265,000	750- 1500	45

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

**TEAMWORK HELPS
MAKE
SAFETY WORK**

Supplemental Information

1. The following letters, or symbols with a station name, indicate the following:

O DIESEL FUEL T TURNTABLE
R TOFC RAMP W WATER
S SCALE Y WYE

2. Color codes are for general information only and are not to scale.

RED indicates CTC-DTC
GREEN indicates ABS-DTC

3. Speed through turnouts and crossovers, and on all tracks other than the Main Track 10 MPH

4. Loaded rail trains must not exceed 30 Miles Per Hour on any subdivision.

5. Tracks okay for six axle engines:

Main Track, Sidings, and other tracks to clearance point, unless otherwise stated by General Order.

6. Loaded unit trains are defined as a train of twenty (20) or more loaded cars, each weighing 125 tons (gross weight or more (bulk commodities), such as coal, grain, soda ash, etc.



Location of General Order Books and Standard Clocks:

KCS

Location:	General Order Books	Standard Clocks
Knoche Yard, Yard Office	X	X
Knoche Yard, Tower	X	
E. Kansas City, Switchman's Room	X	
E. Kansas City, Roundhouse	X	X
North Yard	X	X
Neosho	X	X
Sallisaw	X	X
Fort Smith	X	
Heavener	X	X
Mena	X	
DeQueen	X	
Ashdown		X
Trigg Street	X	X
Deramus Yard, Yard Office	X	X
Deramus Yard, Engineer's Register Room	X	X
Deramus Yard, North Switchman's Bldg.	X	
Leesville, Yard Office	X	X
Mossville, Yard Office	X	X
Rose Bluff, Yard Office	X	
Beaumont CTC	X	
Chaison, Yard Office	X	X
Chaison, Roundhouse	X	
Port Arthur, Yard Office	X	X
Port Arthur, Switchman's Bldg.	X	

L&A

Dallas	X	X
Hunt	X	X
Sulphur Springs	X	
Hughes Springs	X	X
Deramus Yard, Yard Office	X	X
Deramus Yard, Engineer's Register Room	X	X
Deramus Yard, North Switchman's Bldg.	X	
Latanier	X	
Baton Rouge, Yard Office	X	X
Baton Rouge, Roundhouse	X	X
Reserve	X	
West Yard, Yard Office	X	
West Yard, Roundhouse	X	X
Cullen	X	
Minden	X	

ALPHABETICAL LISTING AND STATION NUMBERS:

Station	Station No.	Station	Station No.
Adner, La.	5097	Cleveland, Mo.	0039
Alexandria, La.	7194	Coach Track, Mo.	0179
Amoret, Mo.	0069	Coker, La.	0596
Amsterdam, Mo.	0062	Colfax, La.	3097
Anacoco, La.	0660	Como, Tx.	9131
Anderson, Mo.	0192	Converse, La.	0611
Anthony, Ar.	7003	Cotton Valley, La.	7061
Asbury, Mo.	0140	Coushatta, La.	3044
Ashdown, Ar.	0469	Cullen, La.	7050
Ashland, La.	7114	Cumby, Tx.	9154
Atreco, Tx.	0788	Curtis, La.	3009
Avinger, Tx.	9067		
		Daingerfield, Tx.	9083
Baldwin, Tx.	9042	Dalby, Mo.	0170
Barmen, La.	3259	Dallas, Tx.	9223
Baroid Sales Co., Tx.	0491	Dayson, La.	7062
Baron, Ok.	0249	Decatur, Ar.	0217
Barrett, La.	3114	DeQueen, Ar.	0433
Batchelor, La.	3175	DeQuincy, La.	0719
Bates, Ar.	6414	DeRidder, La.	0690
Baton Rouge, La.	3227	Dorcheat, La.	7072
Bayou Pierre, La.	0580	Dowling, Tx.	0773
Beaumont, Tx.	0767	Doyline, La.	5083
Belledeau, La.	3144	Drexel, Mo.	0053
Benson, La.	0605	Dry Prong, La.	7174
Bentley, La.	7179		
Bijou, La.	3141	East Point, La.	3032
Blanchard, La.	0549	Ecol(Marathon), La.	3275
Bloomburg, Tx.	0508	Elm Grove, La.	3017
Boise Southern, La.	0688	Empire, Ks.	0134
Bonanza, Ok.	0315	Eser, Tx.	9116
Brashear, Tx.	9148	Essen, La.	3236
Brian, La.	0545	Eve, Mo.	0099
Buhler, La.	2729		
Bunch, Ok.	0272	Faker, Tx.	9094
Burford, Tx.	9052	Farmersville, Tx.	9185
		Ferguson, La.	5102
Calvin, La.	7139	Fisher, La.	0640
Cameron, Ok.	6336	Flint Creek, Ar.	0224
Campbell, Tx.	9161	Florien, La.	0643
Campti, La.	3062	Floyd, Tx.	9178
Carla, La.	7145	Forbing, La.	0567
Carruthers, La.	5101	Fort Polk, La.	0674
Cason, Tx.	9089	Fort Smith, Ar.	6356
Castor, La.	7105	Fox, Tx.	9035
Chaison, Tx.	0769	Frellsen, La.	3295
Chestnut, La.	7122	Frierson, La.	0577
Clarence, La.	3069		

Station	Station No.	Station	Station No.
Gandy, La.	0645	Lake Charles, La.	2742
Gans, Ok.	0299	Lanagan, Mo.	0195
Garnett, La.	7182	Lassater, Tx.	9061
Gentry, Ar.	0222	Latanier, La.	3133
Georgia Pacific, Tx.	9083	Leeds, Mo.	0010
Gillham, Ar.	0421	Leesburg, Tx.	9105
Glazer Spur, Mo.	0178	Leesville, La.	0669
Glynn, La.	3178	Legonier, La.	3170
Gonzales, La.	3251	Lemonville, Tx.	0748
Goodhope, La.	3288	Lettsworth, La.	3174
Goodman, Mo.	0185	L.I.D.A. Spur, La.	0667
Goodwill, La.	5087	Linde Spur, Mo.	0177
Gramercy, La.	3269	Linn, La.	3068
Grandview, Mo.	0023	Lobdell, La.	3225
Grannis, Ar.	0414	Long Bell Amer., Mo.	0158
Gravette, Ar.	0210	Loring, La.	0627
Greenville, Tx.	9172	Lucas, La.	0729
Gulf States Util, La.	2733	Ludington, La.	0687
		Lunita, La.	0731
Hammock, La.	9004		
Hatfield, Ar.	0392	Mansfield, La.	0592
Hawthorne La.	0664	Mansura, La.	3153
Heavener, Ok.	0338	Many, La.	0634
Heflin, La.	7089	Marble City, Ok.	0281
Helme, La.	0724	Mauriceville, Tx.	0751
Hessmer, La.	3149	McElhany, Mo.	0181
Hope, Ar.	7001	McElroy, La.	3260
Howe, Ok.	0333	Mena, Ar.	0380
Hudson, Ok.	0241	Minden, La.	7078
Hughes, Springs, Tx.	9076	Montegut, La.	3280
Hume, Mo.	0081	Montgomery, La.	3082
Hyde, La.	3167	Monticello, Tx.	9101
		Moreauville, La.	3157
Irene, La.	3213	Morganza, La.	3176
		Mossville, La.	2736
Jamestown, La.	7098	Mulberry, Ks.	0118
Jaudon, Mo.	0033		
Jefferson, Tx.	9049	Neame, La.	0680
Joplin, Mo.	0155	Nederland, Tx.	0777
Joyce, La.	7150	Neosho, Mo.	0174
Jury, Tx.	0494	New Orleans, La.	3308
		New Roads, La.	3177
Kansas City, Mo.	0004	Newsome, Tx.	9108
Karnack, Tx.	9037	Ninock, La.	3026
Keller, La.	3173	Noble, La.	0618
Kenner, La.	3298	Noel, Mo.	0201
Kleinpeter, La.	3241	Norco, La.	3287
Korf, Tx.	0765		
Kraft, La.	3058		

Station	Station No.	Station	Station No.
Oil City, La.	0537	Spiro, Ok.	0312
Olson, Ar.	0383	Springhill, La.	7048
Ozark Terminal Spur, Mo.	0172	Stamps, Ar.	7023
		Starks, La.	0736
Packton, La.	7157	Stilwell, Ok.	0258
Page, Ok.	0355	Stotesbury, Mo.	0089
Panama, Ok.	0317	St. Maurice, La.	3075
Peterson, Ar.	0216	Sulphur Springs, Tx.	9140
Pickton, Tx.	9126	Sun Spur, Tx.	0775
Pineville, La.	3121	Superior, La.	0531
Pittsburg, Ks.	0128	S/W Gas & Electric.	0539
Pittsburg, Tx.	9098		
Placid Oil Co., La.	7131	Taylor, Ar.	7041
Port Arthur, Tx.	0787	Texarkana, Tx.	0488
Port Gardner, La.	3210	Thermo, Tx.	9135
Port Neches, Tx.	0779	Tidewater, Tx.	9112
Poteau, Ok.	0326	Tioga, La.	7188
Potter, Ar.	0386	Treat, La.	7063
Prairieville, La.	3246	Trenton, La.	0599
Princeton, La.	5093	Tugco, Tx.	9136
Quarry Spur, Ok.	0282	Vandervoort, Ar.	0402
Quick, Ok.	0292	Veals, Tx.	9079
		Vidor, Tx.	0761
Reserve, La.	3276	Vivian, La.	0528
Richards, Mo.	0094	V.P. Spur, La.	0644
Rich Mountain, Ar.	0367		
Roy, La.	7107	Waco Spur, Mo.	0140
Ruliff, Tx.	0741	Wade, Ar.	0438
		Waldron, Ar.	6432
Saginaw, Mo.	0160	Watts, Ok.	0236
Sallisaw, Ok.	0291	Welsh, Tx.	9090
Sandra, La.	0518	West Junction, La.	3223
Sarber, Tx.	9058	Westlake, La.	2740
Sarepta, La.	7056	West Lake Charles, La.	2751
Shady Point, Ok.	0320	Westville, Ok.	0244
Shipp, La.	9006	Whelan, La.	9009
Shoreline, La.	0533	Wickes, Ar.	0409
Shreveport, La.	0554	Wilkes Spur, Tx.	9064
Sibley, La.	7083	Wilianna, La.	7166
Siloam Springs, Ar.	0229	Wilton, Ar.	0464
Singer, La.	0705	Winford Spur, La.	7082
Smiths Bluff, Tx.	0776	Winnfield, La.	7148
Sorrento, La.	3256	Winnsboro, Tx.	9118
South Hatton, Ar.	0405	Winthrop, Ar.	0450
South Texarkana, Tx.	0499		
Spindletop, Tx.	0771	Zummo, Tx.	0770
		Zwolle, La.	0623

QUALITY IS EVERYONE'S DUTY

In this competitive world, quality performance is more important than ever. Quality means providing the service which meets customer needs. Planning for quality determines the customer needs and develops features and services required to meet those needs. KCS has made a commitment to our customers to provide quality and satisfaction. We must communicate now more than ever with our customers and ourselves in an effort to create partnerships between each other and plan to meet our customers needs and expectations. **Quality awareness begins with each employee. Your ideas count.**

AVOID DAMAGE**SWITCH CUSTOMERS CARS CAREFULLY**

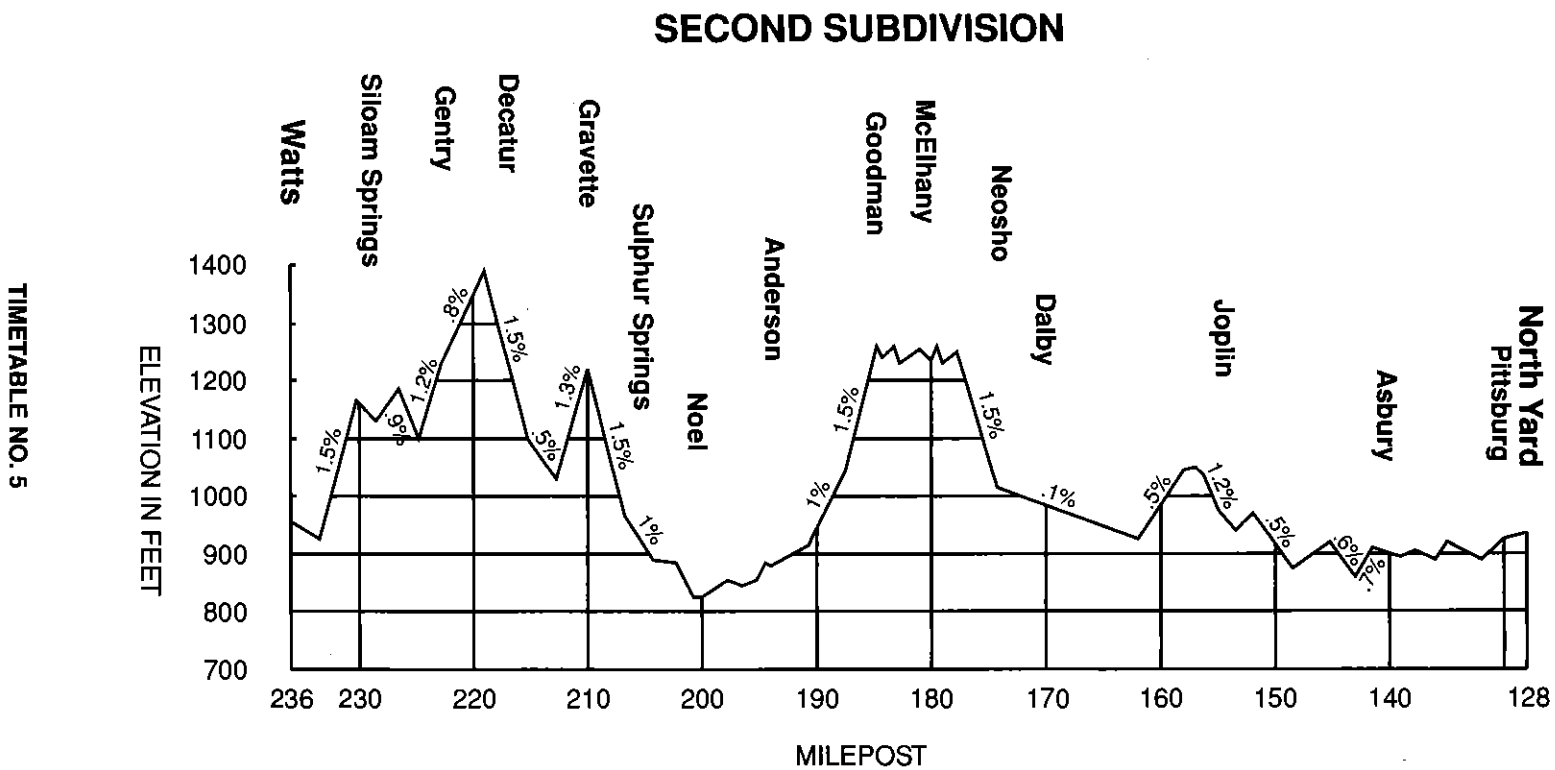
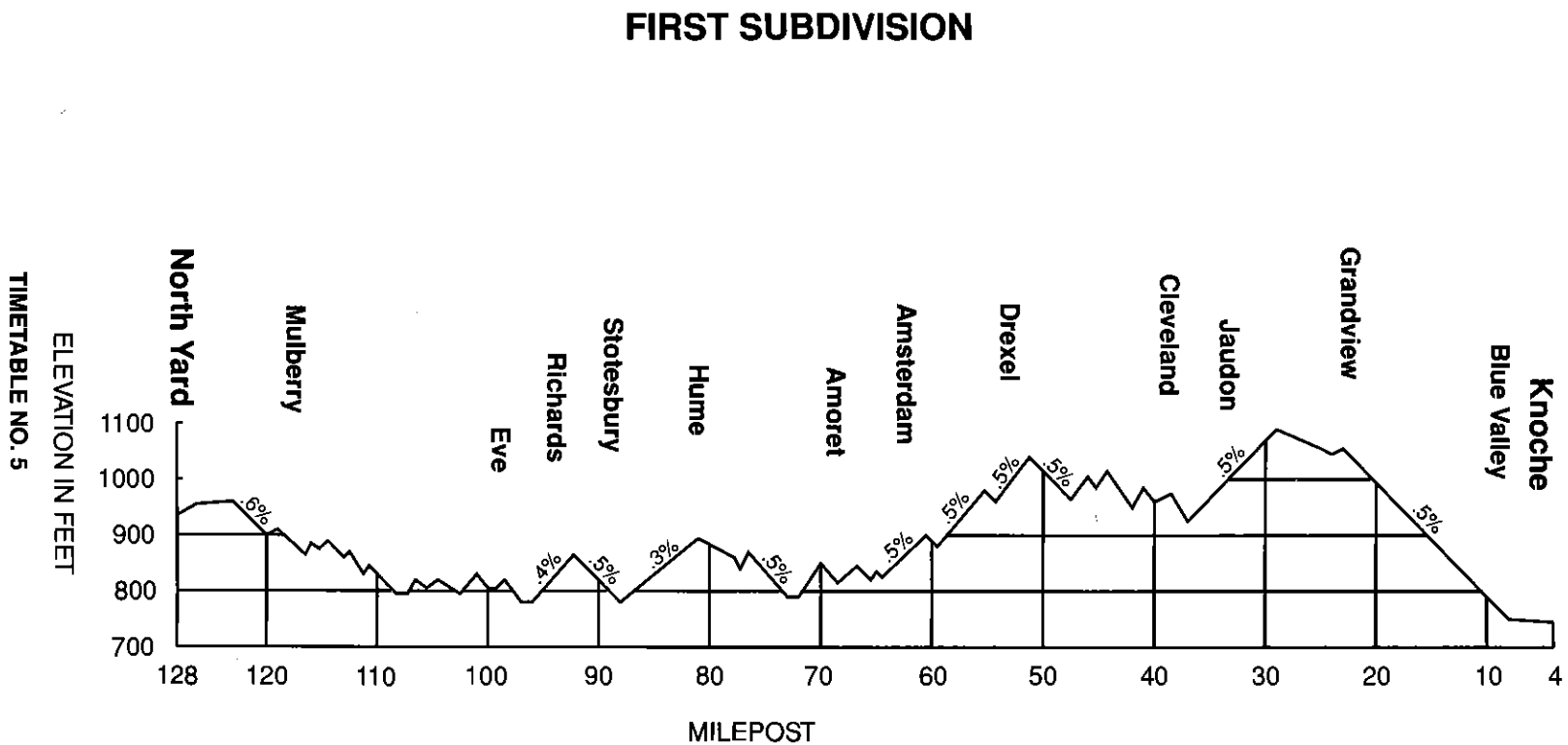
OVERSPEED Couplings are DAMAGING-Here's what happens:

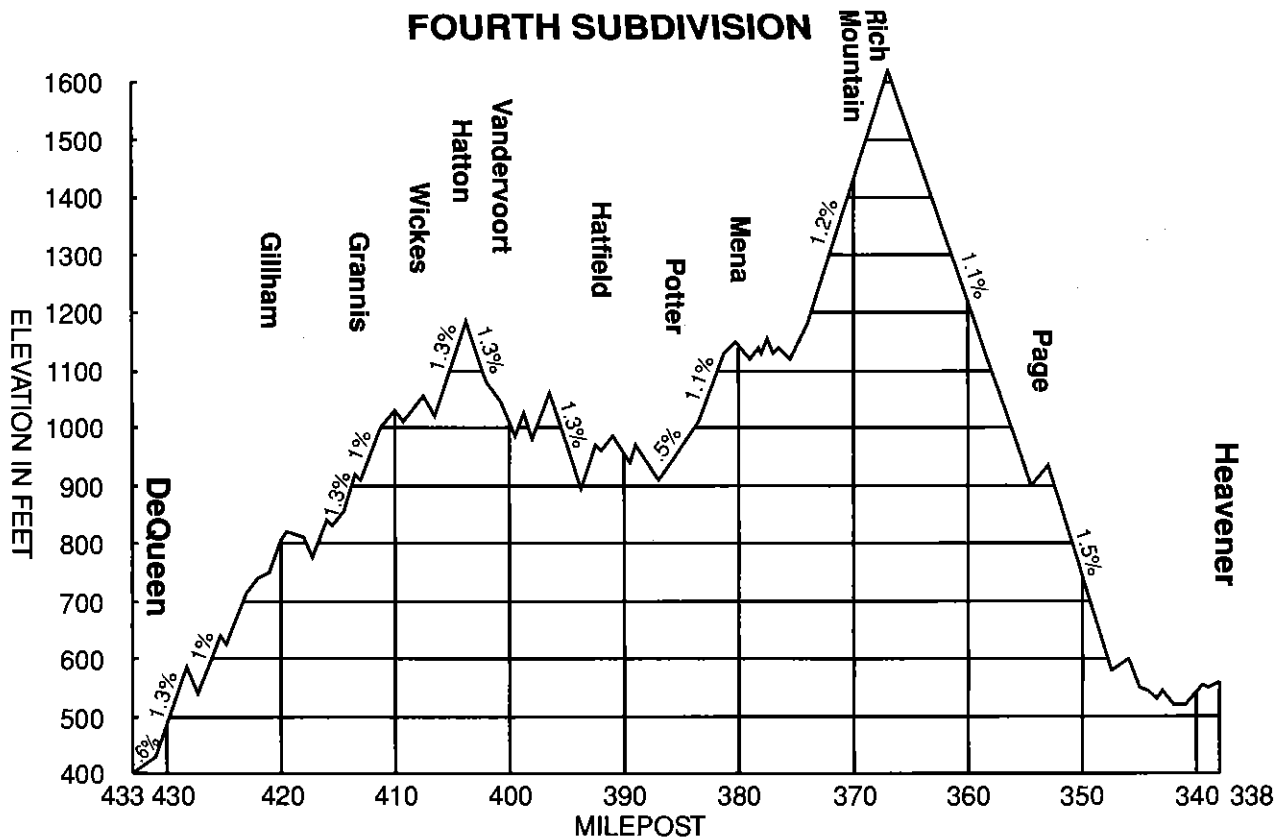
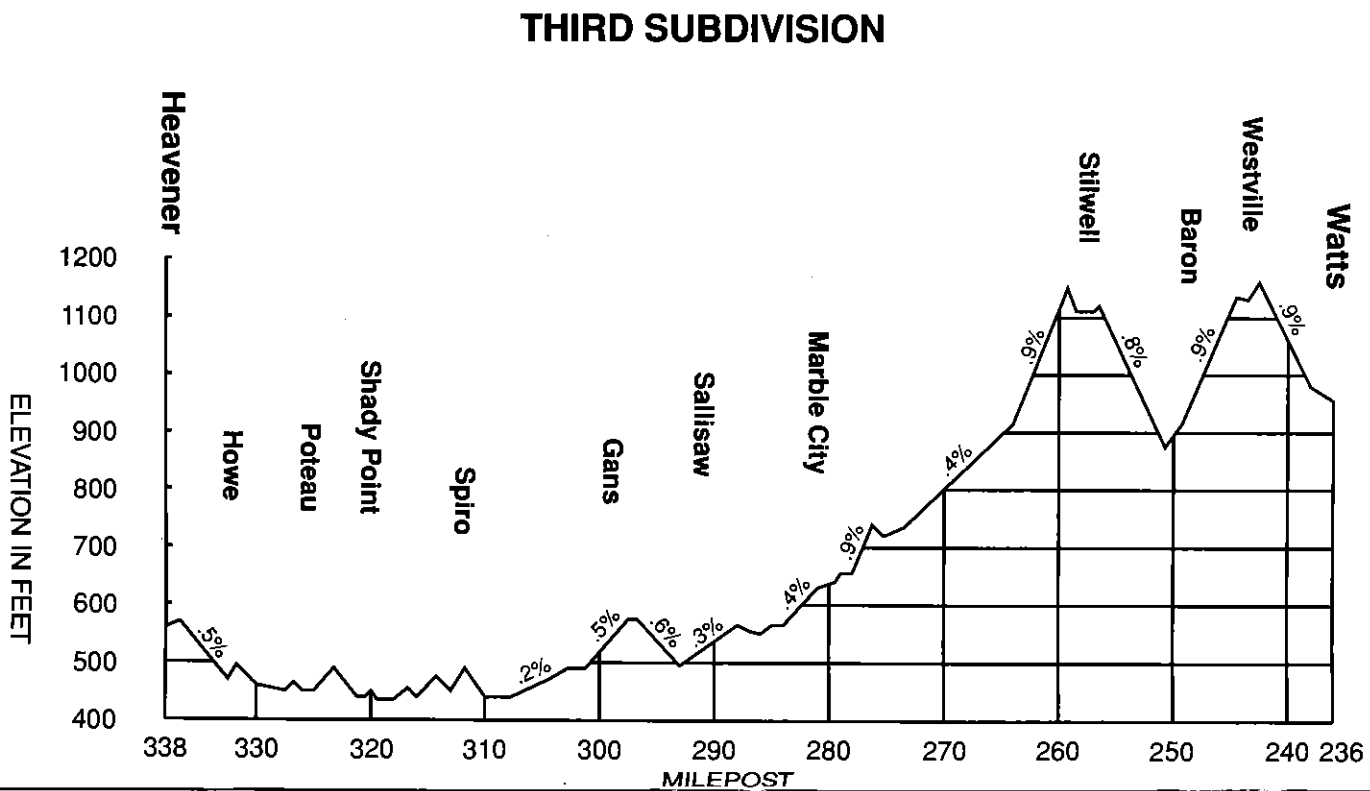
4 miles per hour <input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour <input type="checkbox"/>	Damage begins
6 miles per hour <input type="checkbox"/>	2 1/2 times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	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.

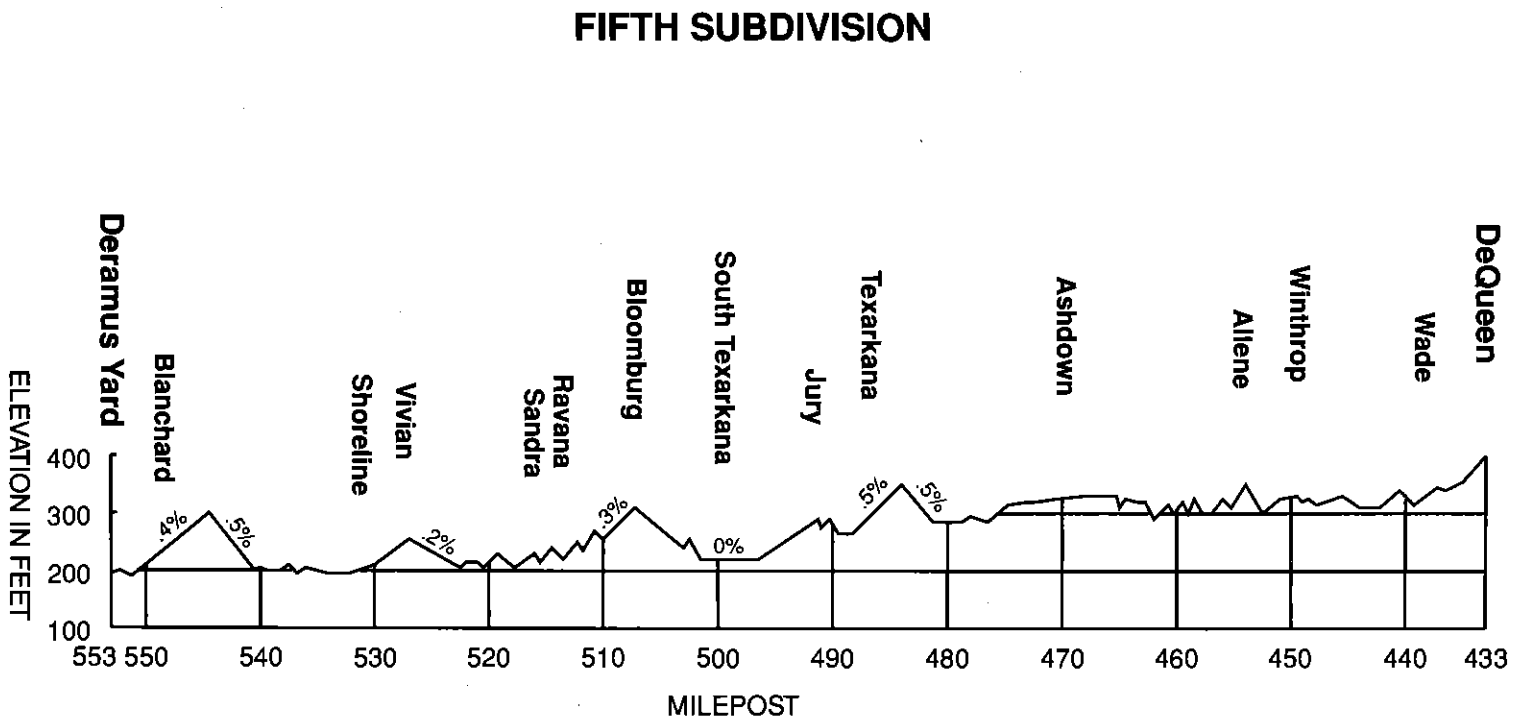
**HANDLE FREIGHT CAREFULLY AND
KEEP OUR CUSTOMERS !****SPEED TABLE**

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.		Mins.	Sec.	
0	45	80	1	08	52	1	46	34
0	46	78	1	10	51	1	48	33
0	47	76	1	12	50	1	50	32
0	48	75	1	14	48	1	52	32
0	49	73	1	16	47	1	54	31
0	50	72	1	18	46	1	56	31
0	51	70	1	20	45	1	58	30
0	52	69	1	22	43	2	00	30
0	53	67	1	24	42	2	10	27
0	54	66	1	26	41	2	15	26
0	55	65	1	28	40	2	24	25
0	56	64	1	30	40	2	30	24
0	57	63	1	32	39	2	45	21
0	58	62	1	34	38	3	00	20
0	59	61	1	36	37	3	30	17
1	00	60	1	38	36	4	00	15
1	02	58	1	40	36	5	00	12
1	04	56	1	42	35	6	00	10
1	06	54	1	44	34			

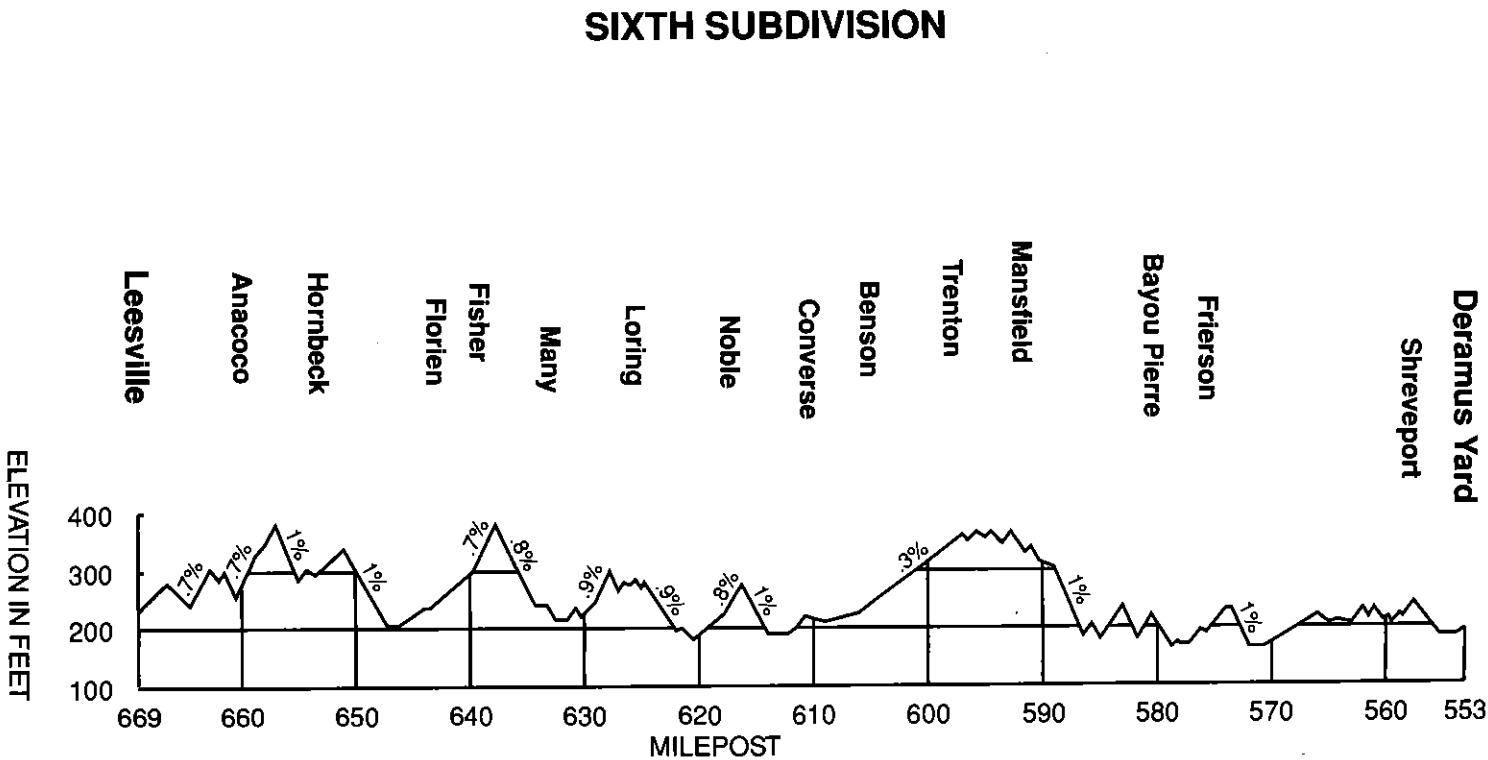




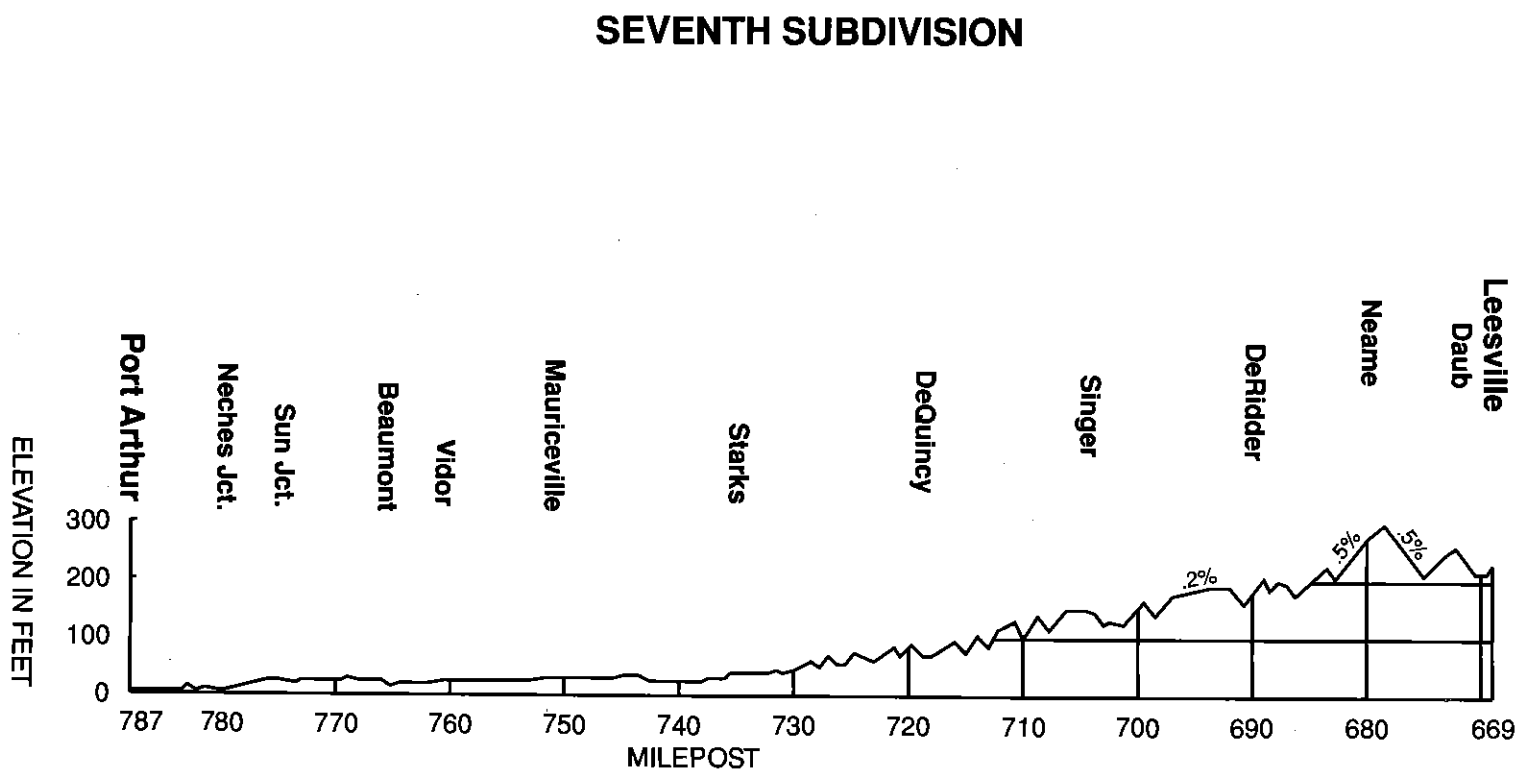
TIMETABLE NO. 5



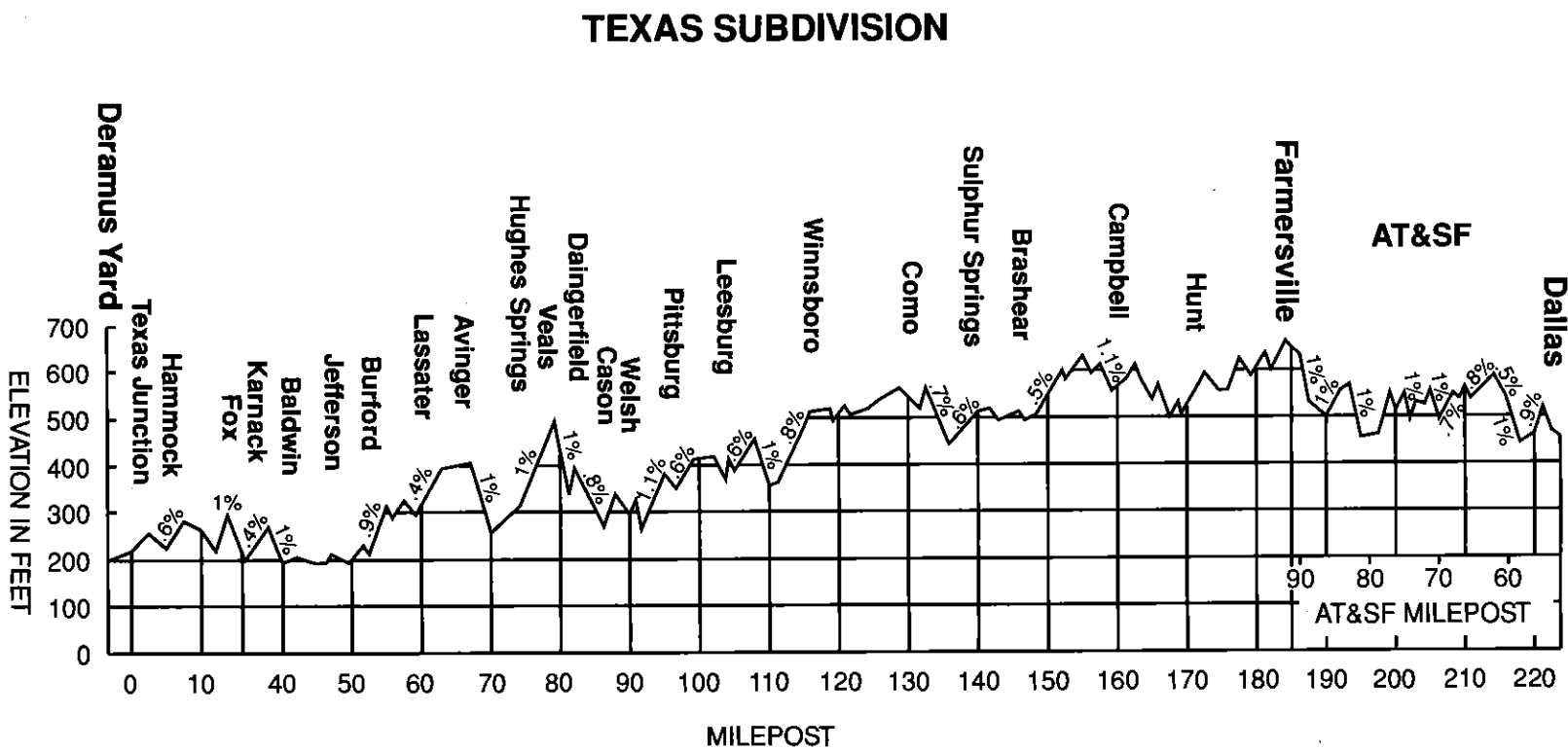
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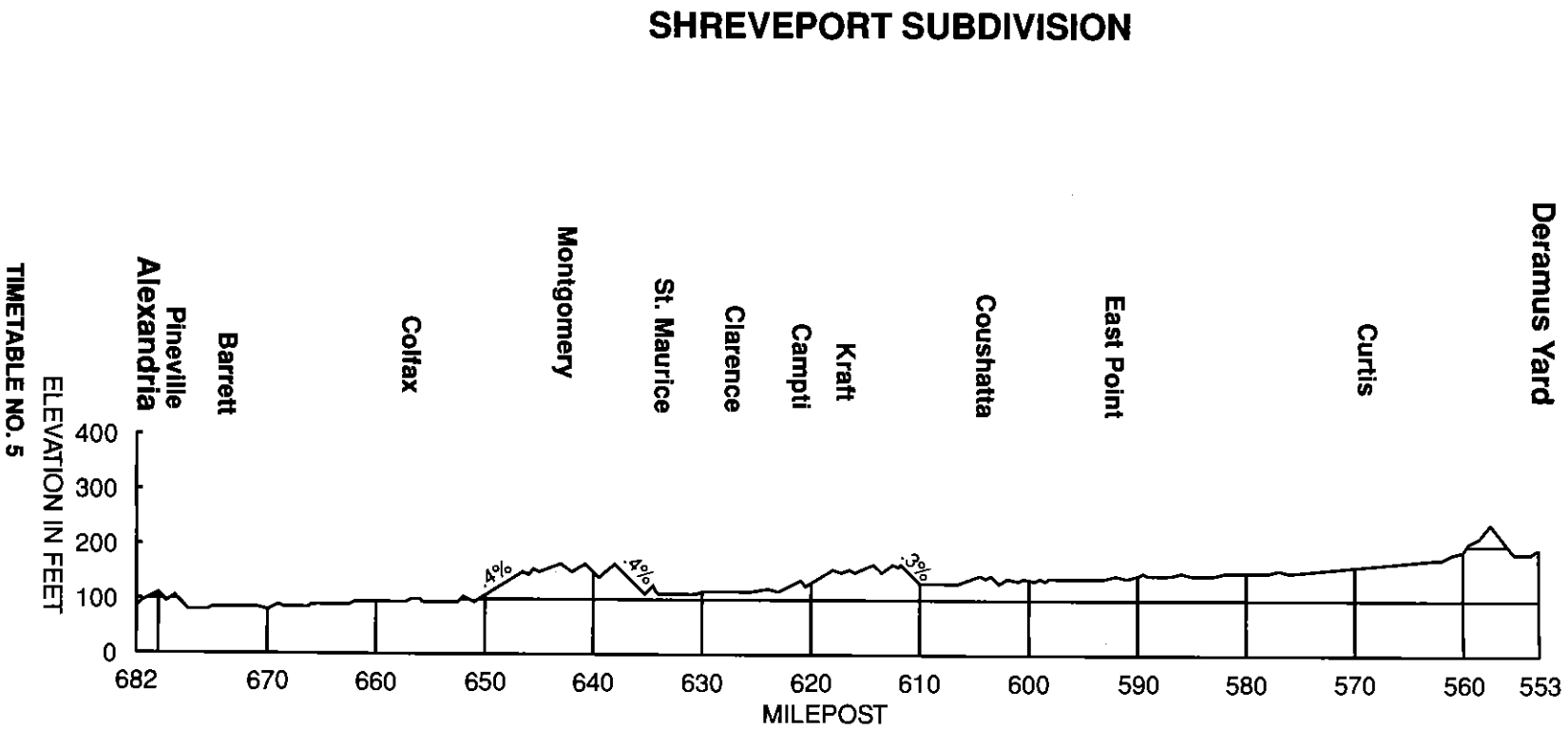


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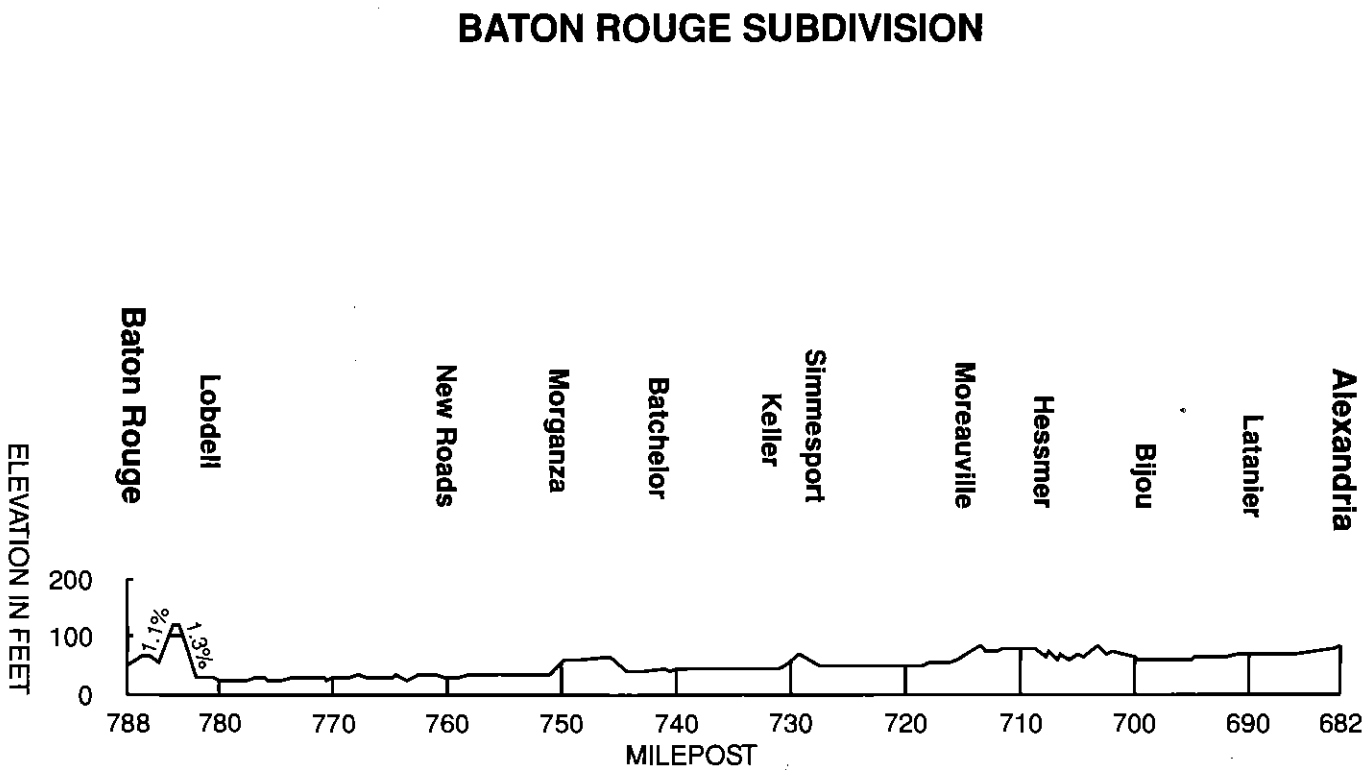


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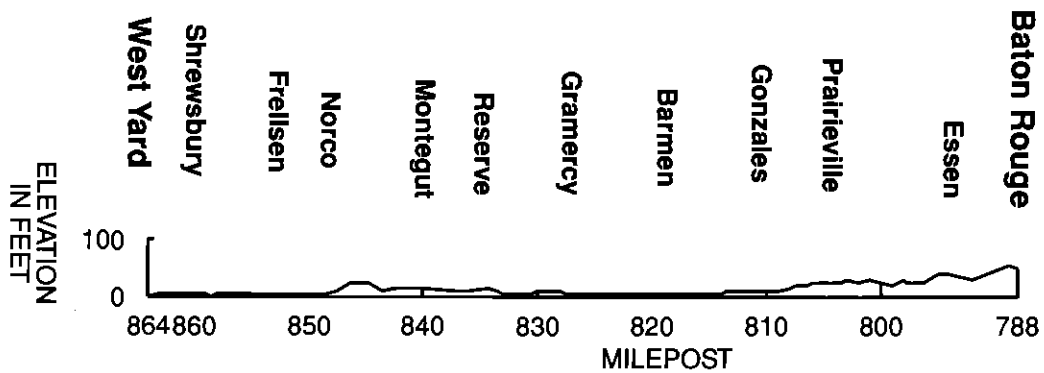


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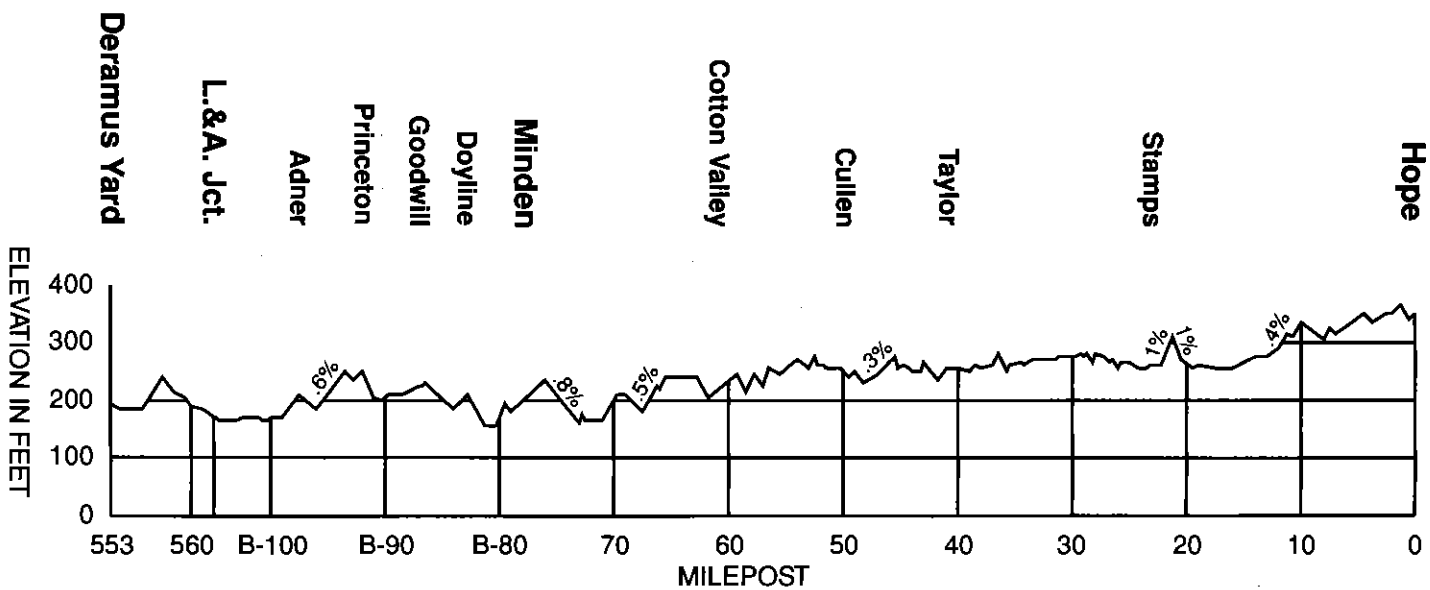
TIMETABLE NO. 5

NEW ORLEANS SUBDIVISION



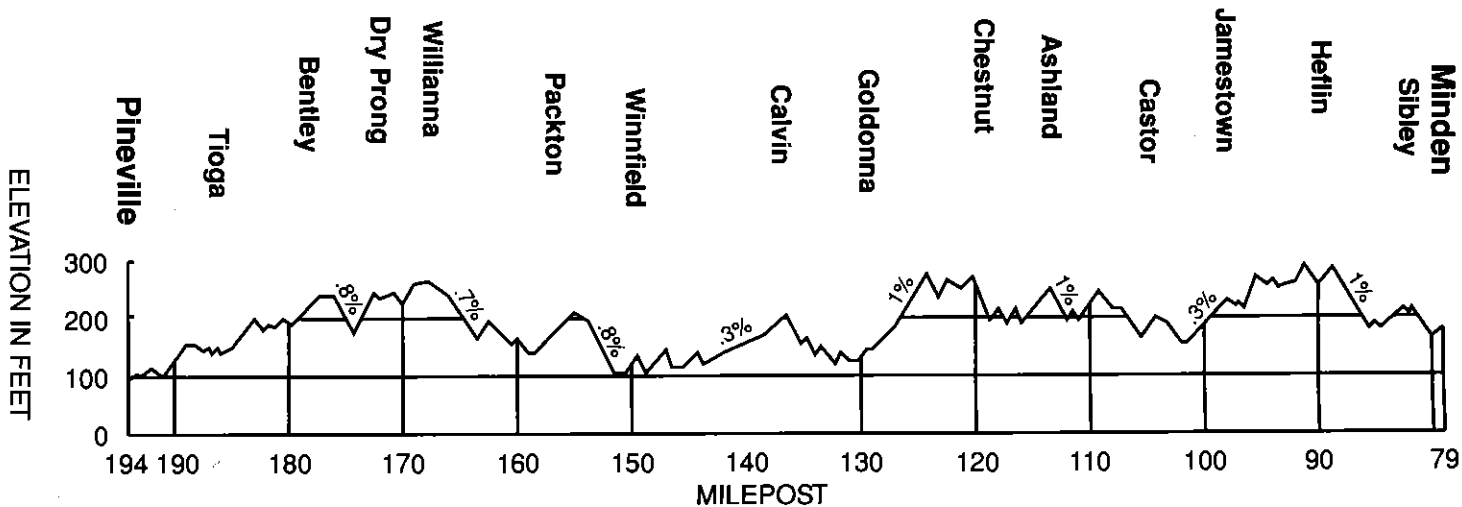
TIMETABLE NO. 5

HOPE SUBDIVISION



TIMETABLE NO. 5

MINDEN SUBDIVISION



TIMETABLE NO. 5

TYPE OF TEST	Freight Train Air Brake Testing									
	Initial Terminal	1000 Mile	Add Pretested Cars	Add Cars Not Pretested	Cut Off Recouple Same Locomotive	Cut Off Cars Change Loco and/or Caboose	Transfer & Yard Not Exceeding 20 Miles	Locomotive on After Yard Air Test		
Charge System to within 15 PSI or Regulating or Feed Valve	●									
		●	●	●				●		●
Charge System to not less than 60 PSI		●	●	●						
			●	●						
No Charge in Air System Specified		●	●	●						
			●	●						
20 PSI Brake Pipe Reduction		●	●	●						
			●	●						
Entire Train	●	●	●	●						
			●	●						
Rear Car			●	●						
			●	●						
Cars Picked Up			●	●						
			●	●						
Brakes Applied			●	●						
			●	●						
Brake Pipe Leakage Test	●	●								
Entire Train	●									
Rear Car			●	●						
			●	●						
Cars Picked Up			●	●						
			●	●						
Brake Pipe Pressure Being Restored			●	●						
			●	●						

* If available, REAR OF TRAIN DEVICE must be used by REDUCTION and INCREASE of BP a minimum of 5 PSI.