

Safety



First

**S**POT **L**OCATION **I**NVENTORY **C**ONTROL

SLIC BOOKLET MAPS

INDEX

1.

SLIC BOOKLET MAPS

INDEX

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2.

Col. M. Robinson

(A)

GENERAL INSTRUCTIONS

Instructions set forth below govern the operation of a Spot Location Inventory Control (SLIC) sub-system throughout KCS Lines. The thirty (30) inventory areas covered over the entire system are divided into several zones. Tracks are assigned specific numbers within the zones and physical spots on the tracks are given individual numbers. By using zone, track, and spot numbers, switch lists can be printed, which reflect the location to which a car should be spotted, pulled from or both.

A SLIC NUMBER will consist of nine (9) digits. The first four digits designate the inventory area and the zone to which the car is destined; the next three digits indicate the track number within the zone; the last two digits represent the actual spot along the track.

EXAMPLE OF SLIC NUMBER

01	09	022	01	American Oil
I	Z	T	S	
N	O	R	P	
V	N	A	O	
E	E	C	T	
N		K		
T				
O				
R				
Y				
A				
R				
E				
A				

All industries will be referred to by SLIC NUMBER rather than by name.

Switches (when necessary) have been painted with zone and track number shown on either

target or stand. Spot numbers have also been painted on doors, docks, etc., wherever possible and appropriate. Otherwise, the proper track and spot can be determined by noting track and spot descriptions that are found just opposite zone maps on the following pages contained in this booklet.

These maps are not drawn to scale, but merely serve as a guide in locating proper tracks and spots.

The following instructions pertain specifically to the physical switching, spotting and pulling of cars and are specifically written for the benefit of all yardmen for their compliance.

#### SWITCHING AT INDUSTRIES:

(1) All switching at industries will be performed by use of SLIC list unless otherwise instructed by Yardmaster.

(2) Disposition to be made of car will be shown on list. This disposition will be indicated by zone, track and/or spot number.

(3) Engine Foreman will switch cars according to list provided by SLIC Clerk. Should Engine Foreman switch or place car to some location other than that marked on list, he must so indicate on list and advise Yardmaster of change. Yardmaster will notify SLIC Clerk of this change promptly.

(4) If the Engine Foreman does not spot and pull cars in accordance with instructions provided on the industry SLIC list, he will write down a code beside the appropriate car data denoting actual disposition as follows:

(B)

(C)

#### On account of industry's inability

<u>Code</u>	<u>Description</u>
C1.	Car not loaded or empty as listed.
C2.	Industry's employee cancelled or changed instructions.
C3.	All spots filled. Car not actually spotted, but left elsewhere on same track.
C4.	All spots filled. Car not actually spotted and left on some other track (indicate trk. no.).
C5.	All spots filled and car returned to yard or other storage track.
C6.	Particular spot filled. Car actually spotted elsewhere on same track (indicate spot number).
C7.	Other - indicate reason.

#### On account of Railway's inability

<u>Code</u>	<u>Description</u>
R1.	Car went bad order and set out elsewhere (indicate zone and track no.).
R2.	Car set out and not spotted. Did not have time to complete work (indicate trk. no.).
R3.	Car returned to yard. Did not have time to complete work.
R4.	Car turned and respotted for unloading (loading).
R5.	Other - indicate reason.

(5) Engine Foreman must indicate on SLIC list and notify Yardmaster of any exceptions taken to list, such as no car, car not on list, car out of line, or car is dangerous, excess dimension or hazardous (when this information is not so indicated on list), car is carded rear end movement only, or any other exceptions noted. Yardmaster will make notation of this on his copy of list and notify SLIC Clerk promptly.

(6) If an industry requests service not shown on Foreman's list, Foreman should obtain such request in writing and deliver to Yardmaster after switching completed. If unable to obtain written request from industry, Foreman should record name of person requesting service on SLIC list showing service requested and performed.

(7) If a car other than one ordered into industry by the Yardmaster is spotted, Engine Foreman must indicate on SLIC list car number spotted and notify Yardmaster of substitution. Yardmaster must notify SLIC Clerk.

(8) Engine Foreman must show on SLIC list actual time cars are placed or pulled at an industry.

(9) Yardmaster should be aware of all switching moves made at industries and Foreman must note on SLIC list and advise Yardmaster of all extra moves.

(10) After switching is completed, Engine Foreman will indicate on SLIC list any work not completed, show time all switching on that list is completed, sign his name and turn in list to specified person and location for processing.

Good communication is essential between Engine Foreman, Yardmaster and SLIC Clerk

(D)

(E)

for a successful SLIC operation. The complete cooperation of every employee is solicited. This team effort will assist each person in the performance of his/her job.

THE YARDMASTER WILL HAVE COMPLETE CONTROL AND KNOWLEDGE OF ALL SWITCHING OF CARS.

For observation and guidance, the following special service items, among others, will be shown on the industry switch list when appropriate.

BO - Bad Order

CO - Company Owned Material

HB - Hold for Billing

HC - Hold for Charges

HD - Hold for Disposition

HV - High Value Load

HW - High Wide Load

PL - Completes Loading (Part Load)

PU - Part Unload

RR - Rear Rider

SO - Hold for Shipper's Order Notify

WE - Weigh Light

WG - Weigh this Car

XX - DO NOT MOVE THIS CAR

In addition, the following codes will be provided in the danger column on switch lists identifying hazardous materials. The first character of the code indicates those cars subject to certain switching restrictions, as described below:

(G)

CODE	HAZARDOUS CLASS	PLACARDED	PLACARD ENDORSEMENT
D OP	Organic peroxide	Organic peroxide	Dangerous
D IR	Irritating Material	Dangerous	Dangerous
CL	Combustible liquid	Combustible	None
D CH	Chlorine (nonflammable gas)	Chlorine	Dangerous
D FR	Flourine (nonflammable gas)	Poison	Dangerous
D OL	Oxygen (nonflammable gas)	Oxygen	Dangerous

If first letter in each code is an "A" or "E" the cars containing hazardous material

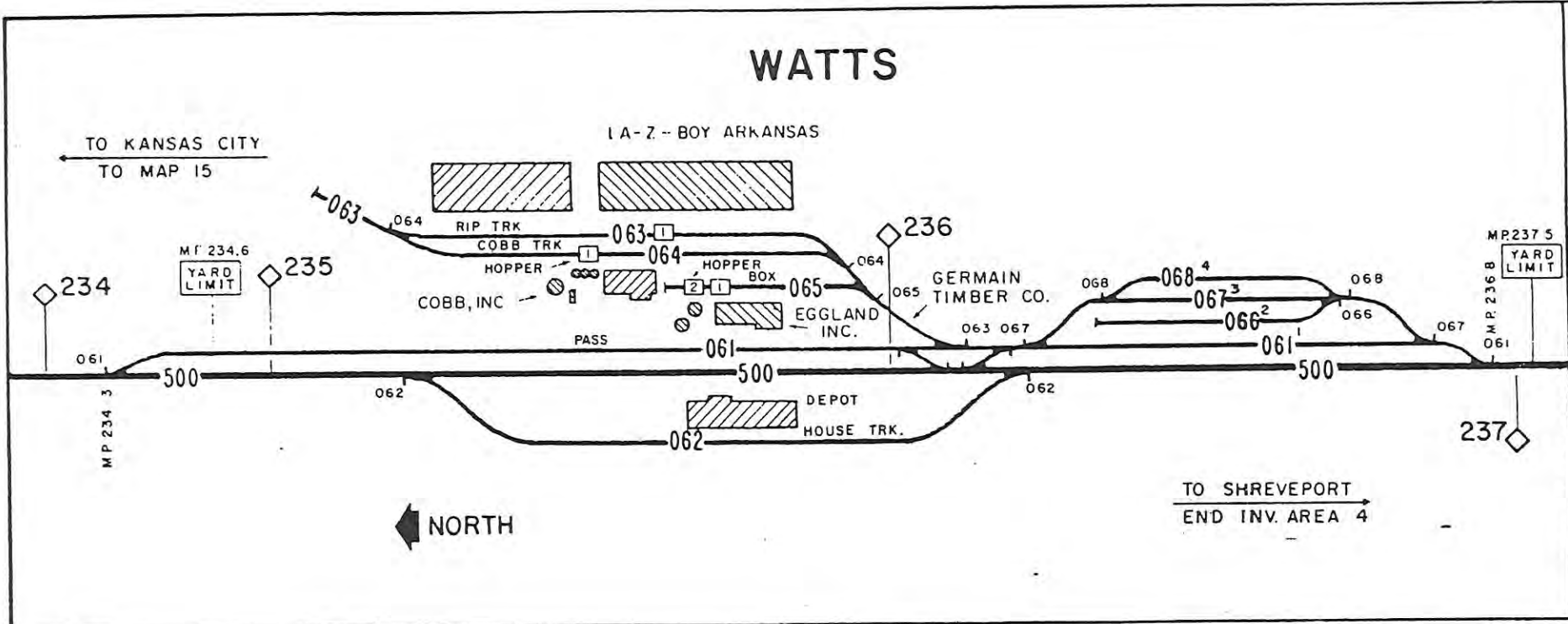
- Must not be cut off in motion.
- Must not be struck by another car in motion.
- Must not be coupled into with more force than necessary to complete coupling.

Cars designated with "D" are to be handled as in normal switching operations.

CODE	HAZARDOUS CLASS	PLACARDED	PLACARD ENDORSEMENT
E XA	Class A Explosive	Explosives A	Explosives
E XP	Explosive chemical ammunition containing Class A poison	Explosives A and poison gas	Explosives and poison gas
E XP	Explosive chemical ammunition containing Class B poison	Explosives A and poison	Explosives and poison
D XB	Class B Explosive	Explosives B	Dangerous
D XC	Class C Explosive	Flammable	Dangerous
D FL	Flammable liquid	Flammable	Dangerous
D FS	Flammable solid	Flammable solid	Dangerous
D OX	Oxidizer	Oxidizer	Dangerous
D CM	Corrosive Material	Corrosive	Dangerous
D NG	Nonflammable gas	Nonflammable gas	Dangerous
A FG	Flammable gas	Flammable gas	Dangerous
A PA	Poisonous gas or liquid, Class A	Poison gas	Poison gas
D PB	Poison, Class B	Poison	Dangerous
D RM	Radioactive Material	Radioactive	Radioactive Material

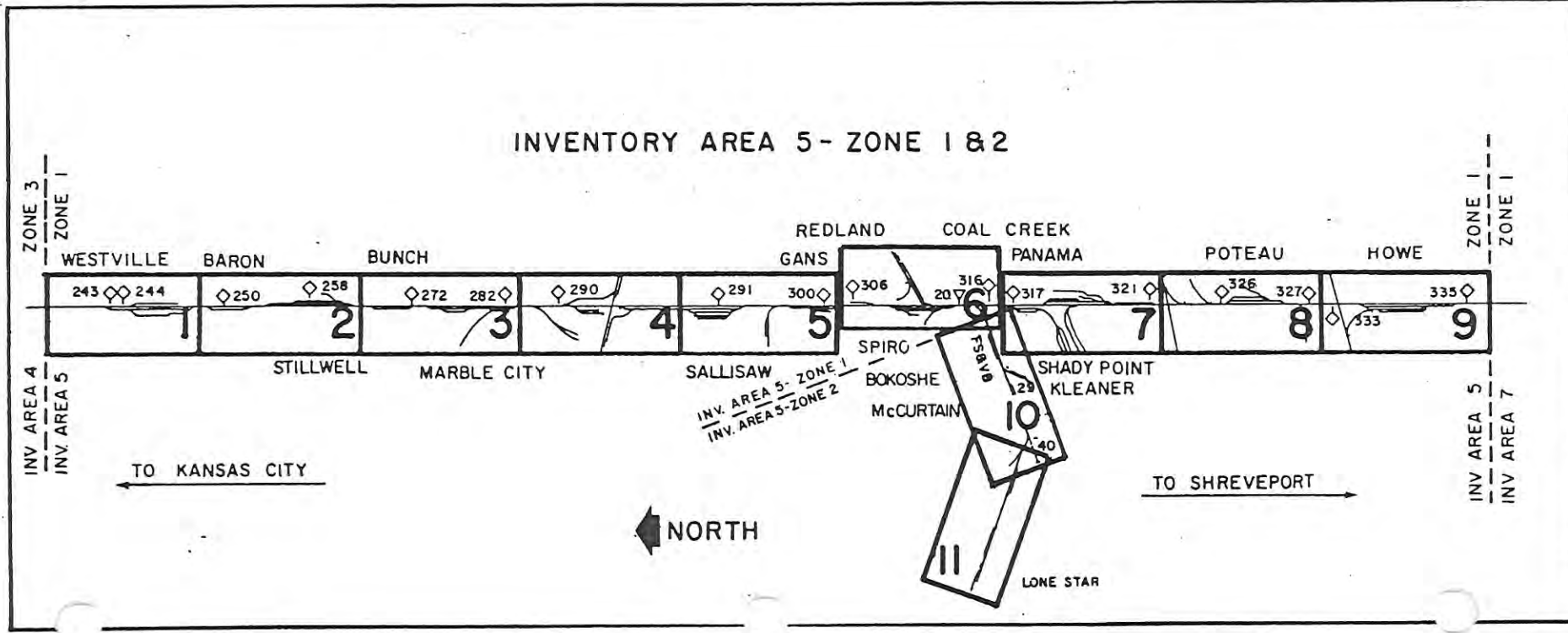
(F)

# WATTS

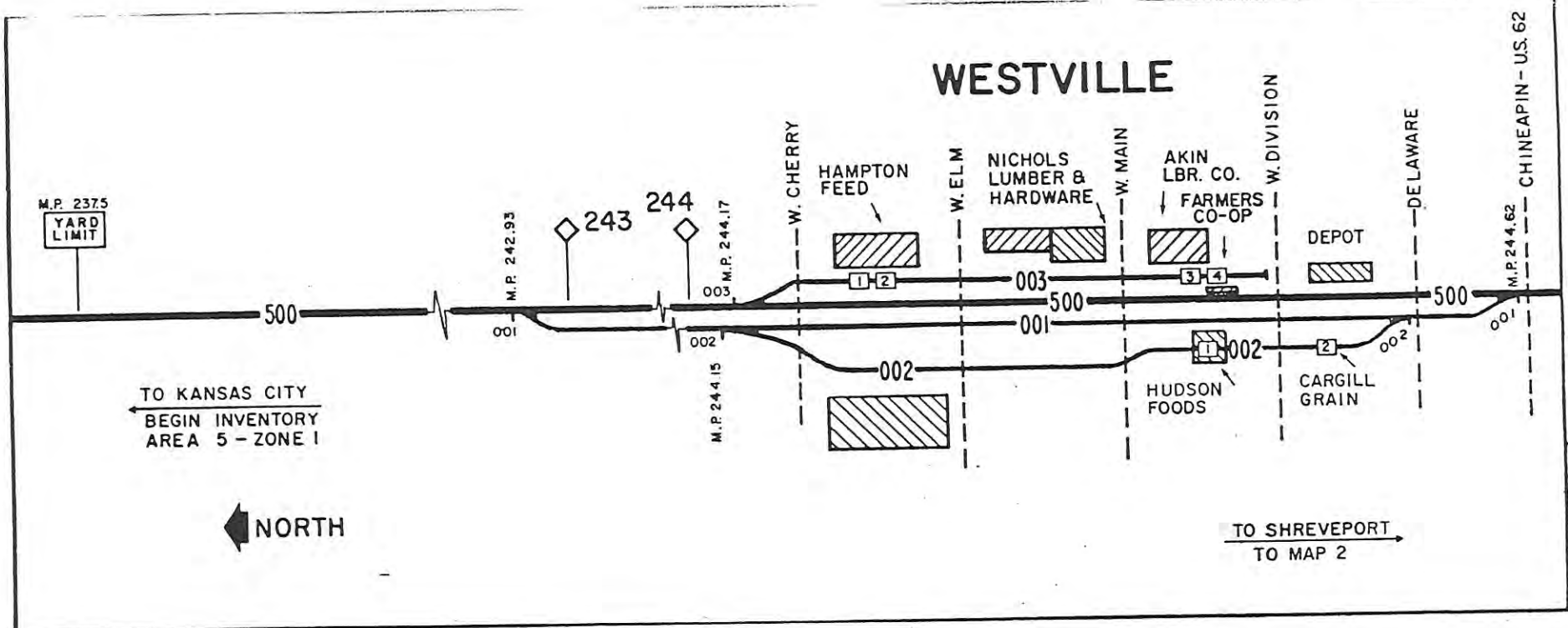


INVENTORY WATTS, OKLA.  
AREA - 4 ZONE 3 MAP 16 MARCH 81

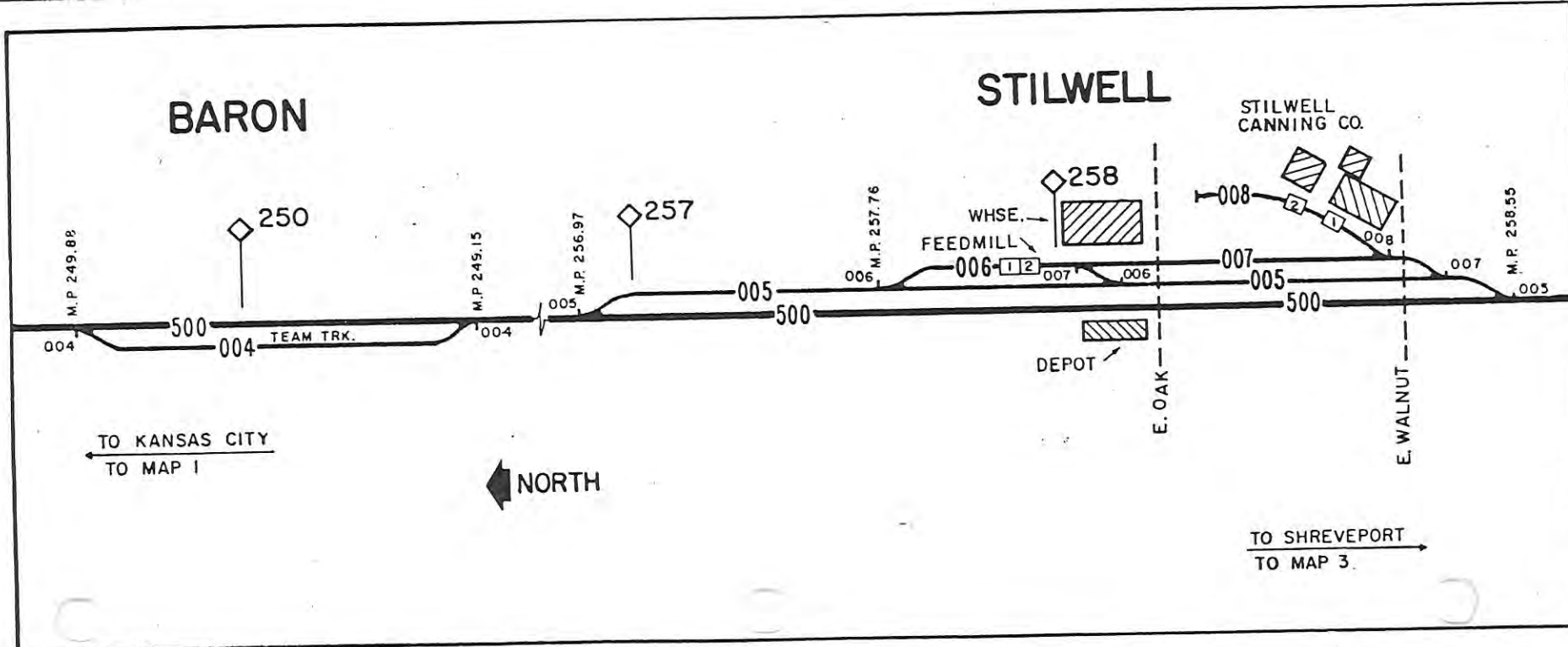
# INVENTORY AREA 5 - ZONE 1 & 2



INVENTORY WESTVILLE TO HOWE  
AREA - 5 ZONE 1 & 2 MAP 182 INDEX MARCH 81



WESTVILLE  
 INVENTORY AREA - 5  
 ZONE 1  
 MAP 1  
 MARCH 81

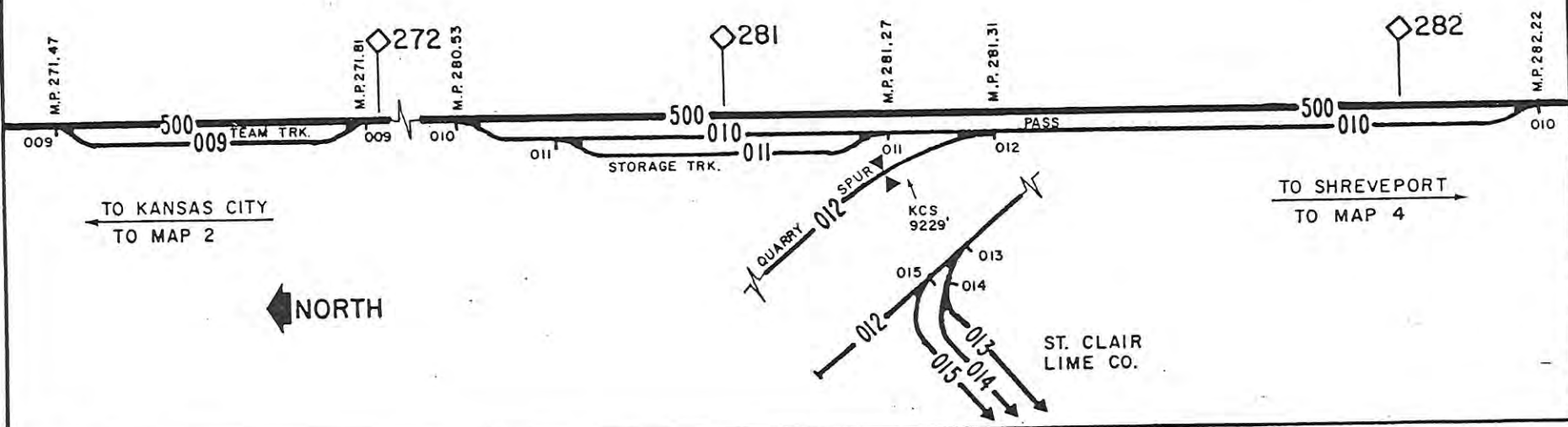


BARON & STILWELL  
 INVENTORY AREA - 5  
 ZONE 1  
 MAP 2  
 MARCH 81



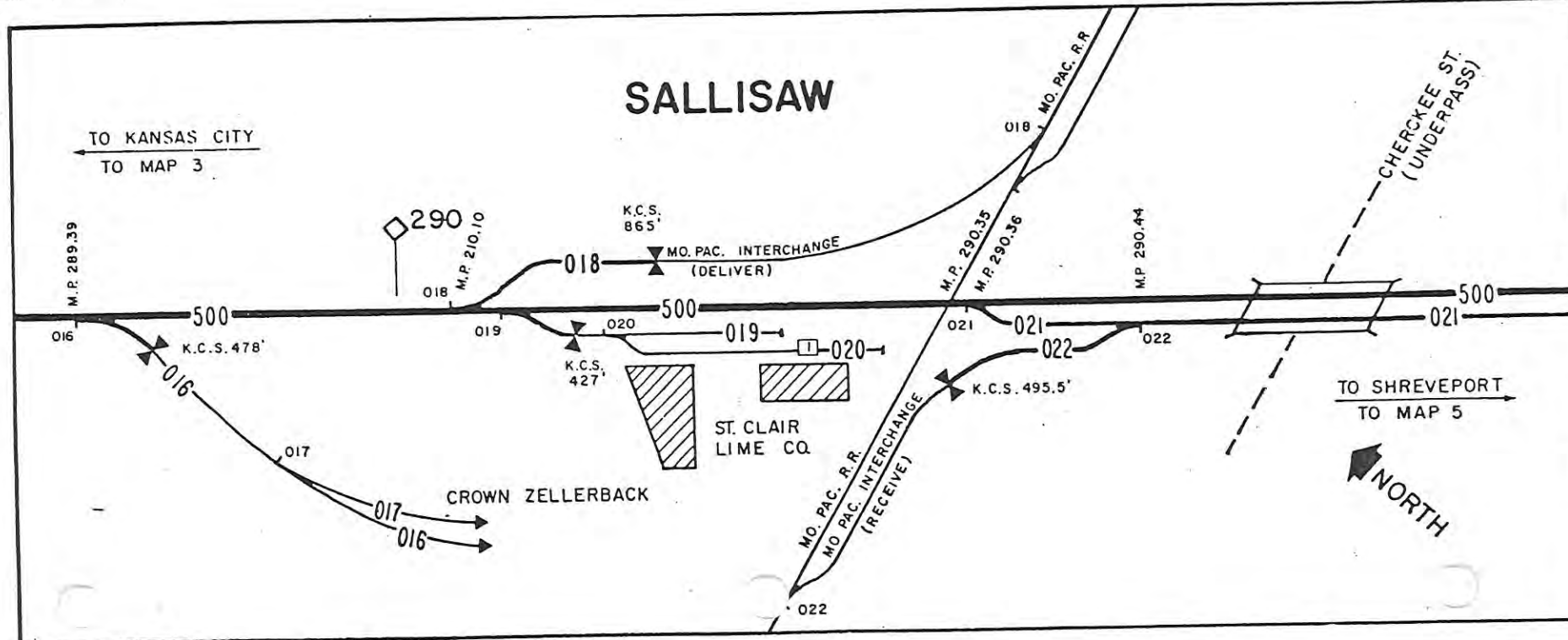
# BUNCH

# MARBLE CITY

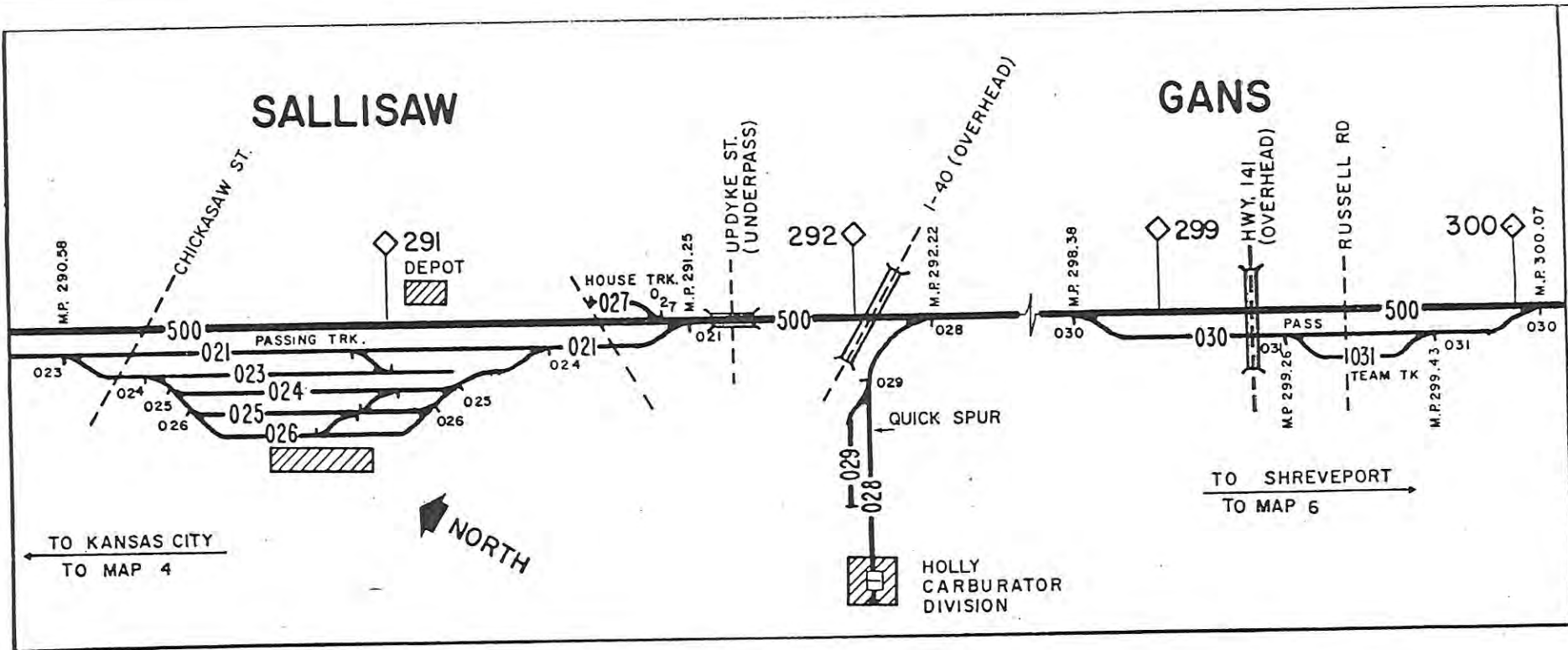


INVENTORY BUNCH & MARBLE CITY  
AREA - 5 ZONE - 1 MAP 3 MARCH 81

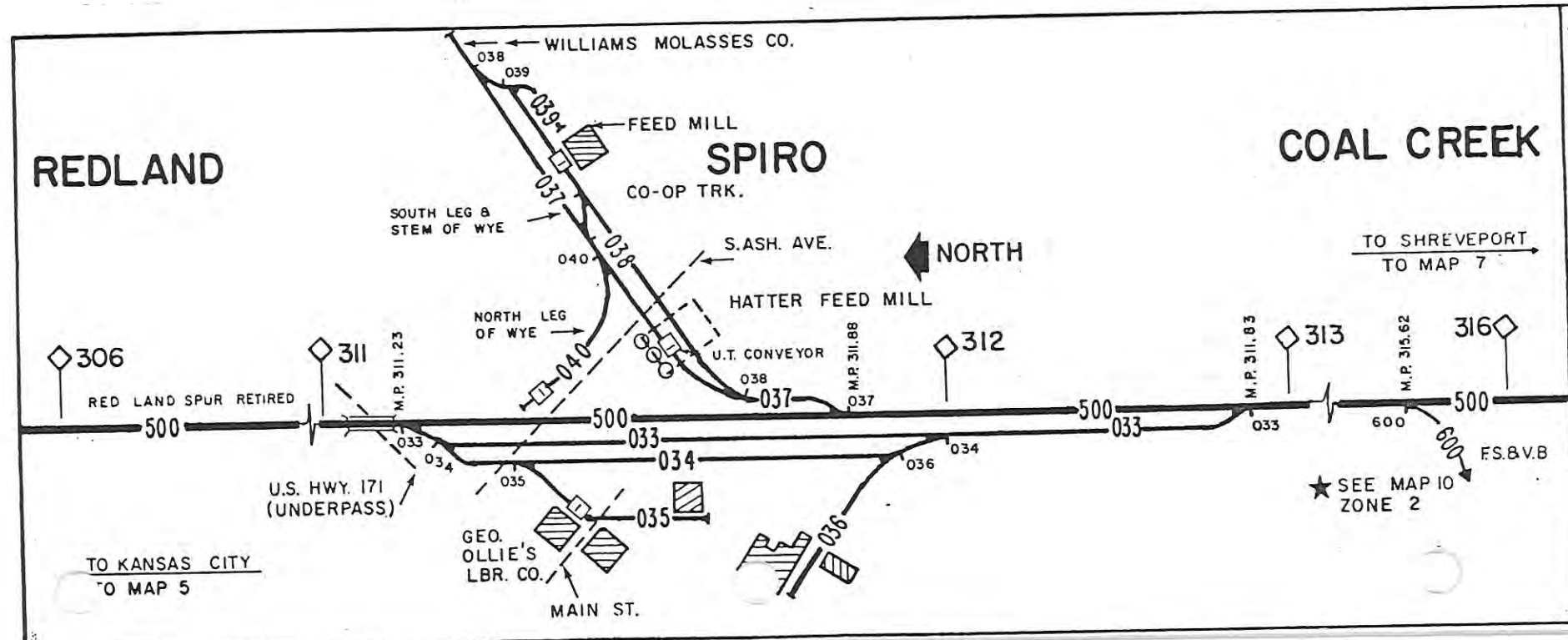
# SALLISAW



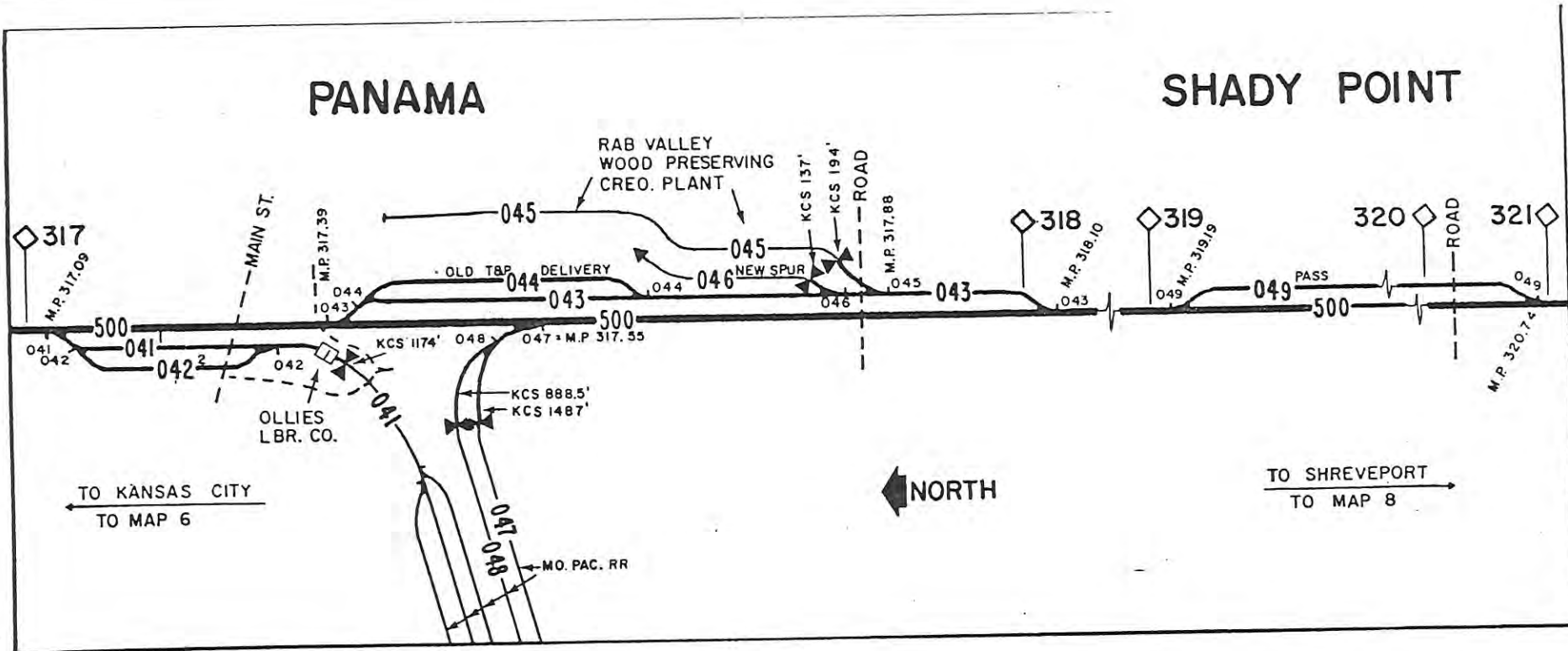
INVENTORY SALLISAW, OKLA.  
AREA - 5 ZONE - 4 MAP 4 MARCH 81



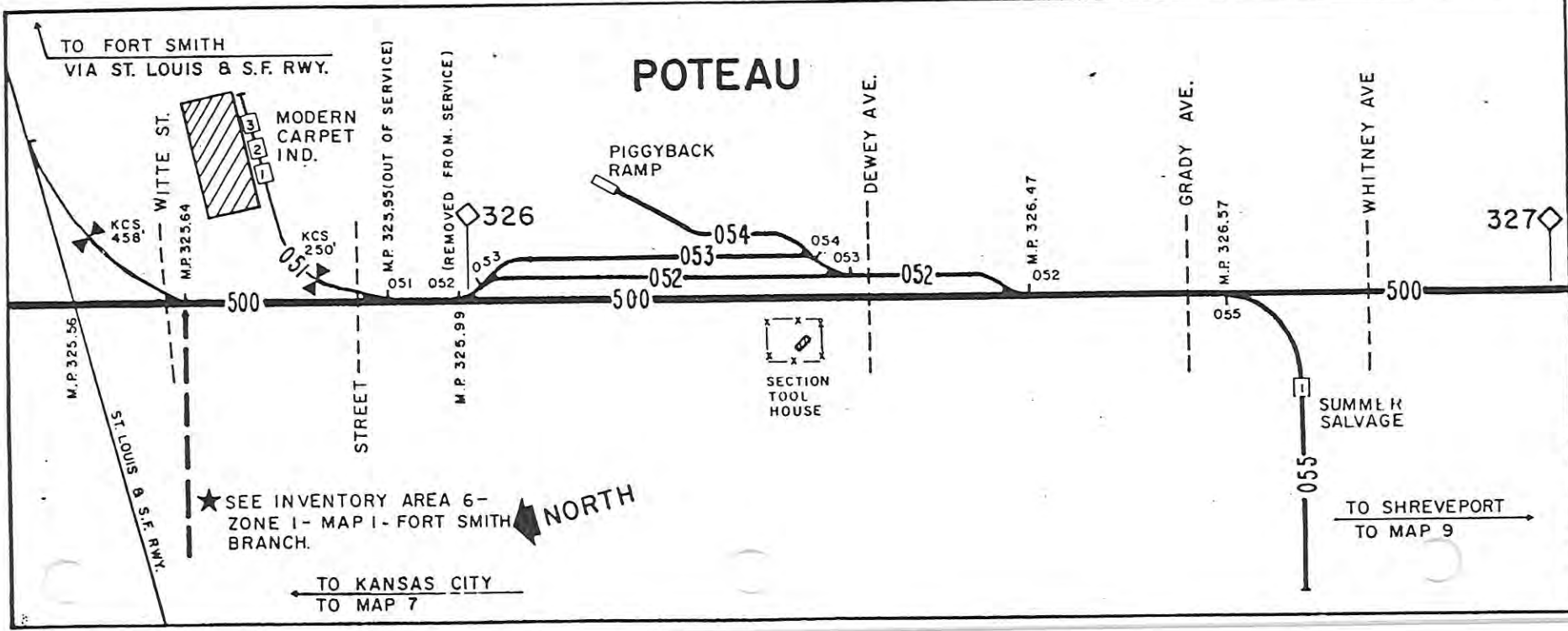
INVENTORY SALLISAW & GANS  
 AREA - 5 ZONE 1 MAP 5 MARCH 81



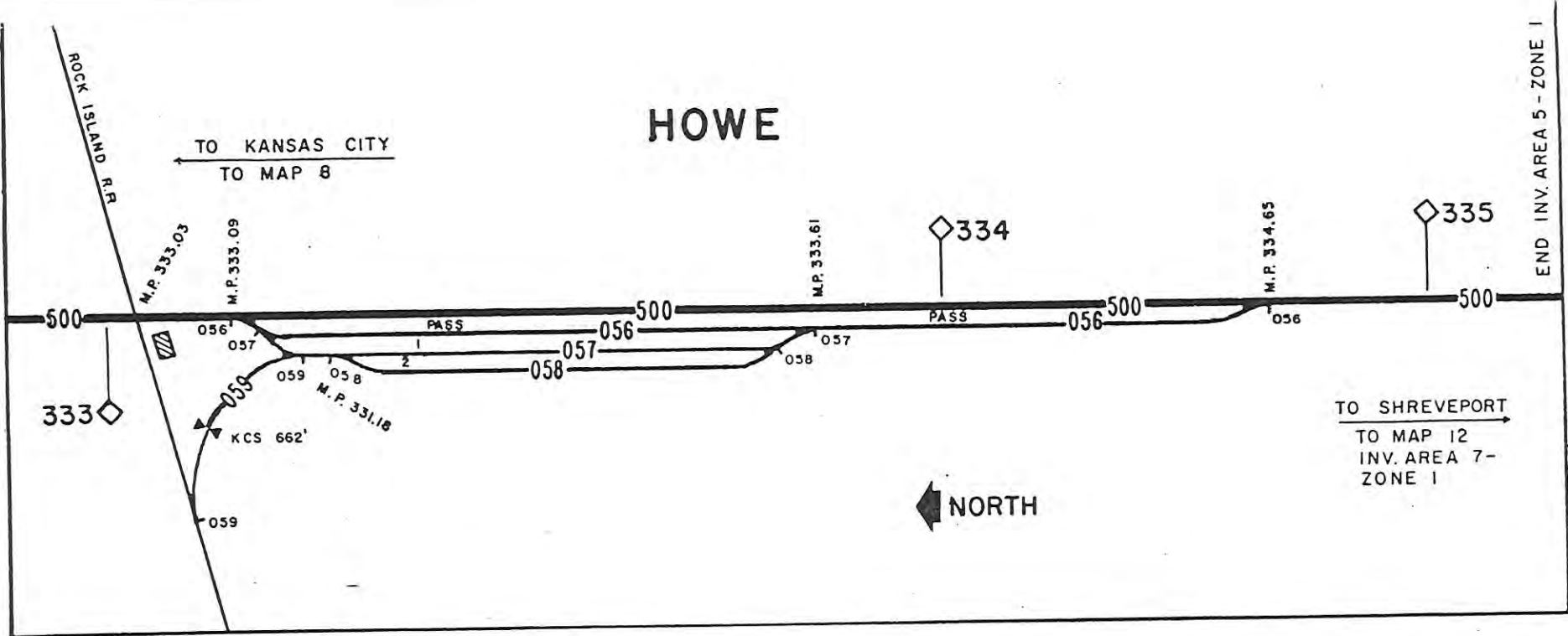
INVENTORY REDLAND, SPIRO & COAL CREEK  
 AREA - 5 ZONE 2 MAP 6 MARCH 81



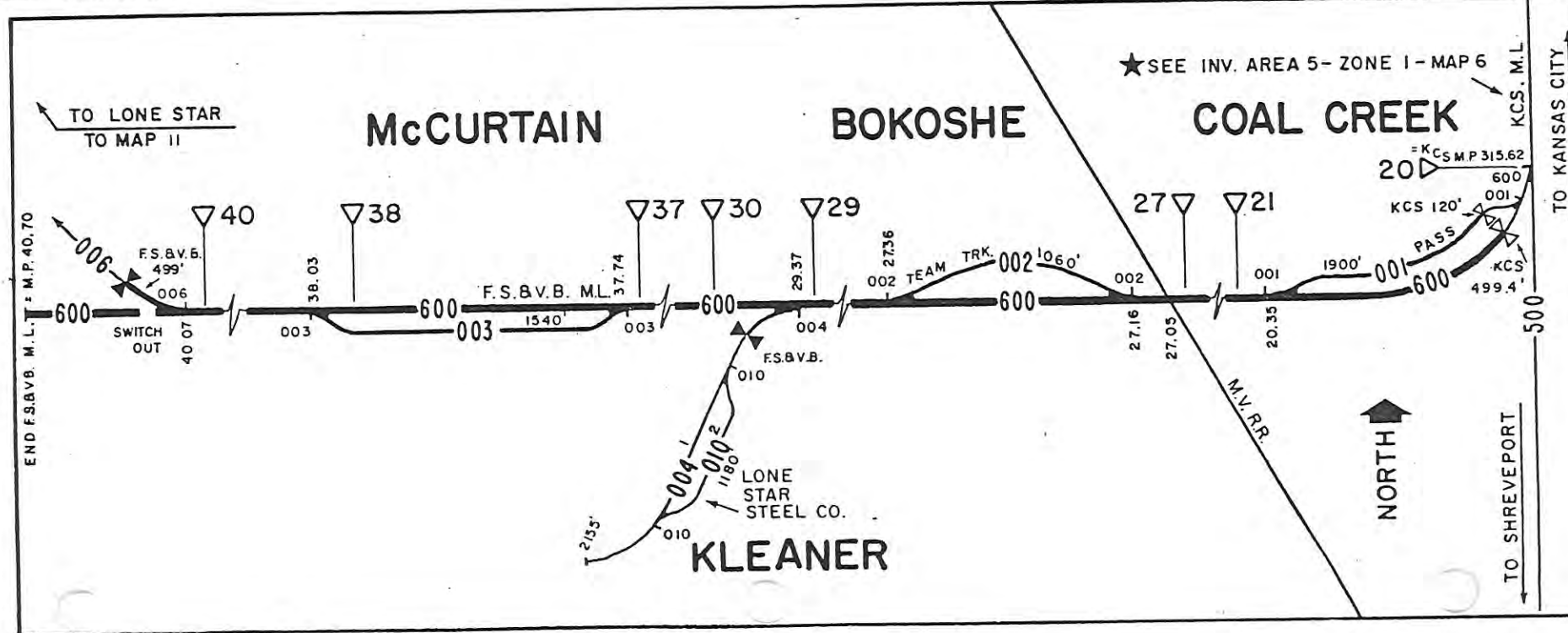
INVENTORY PANAMA & SHADY POINT  
 AREA - 5 ZONE 1 MAP 7 MARCH 81



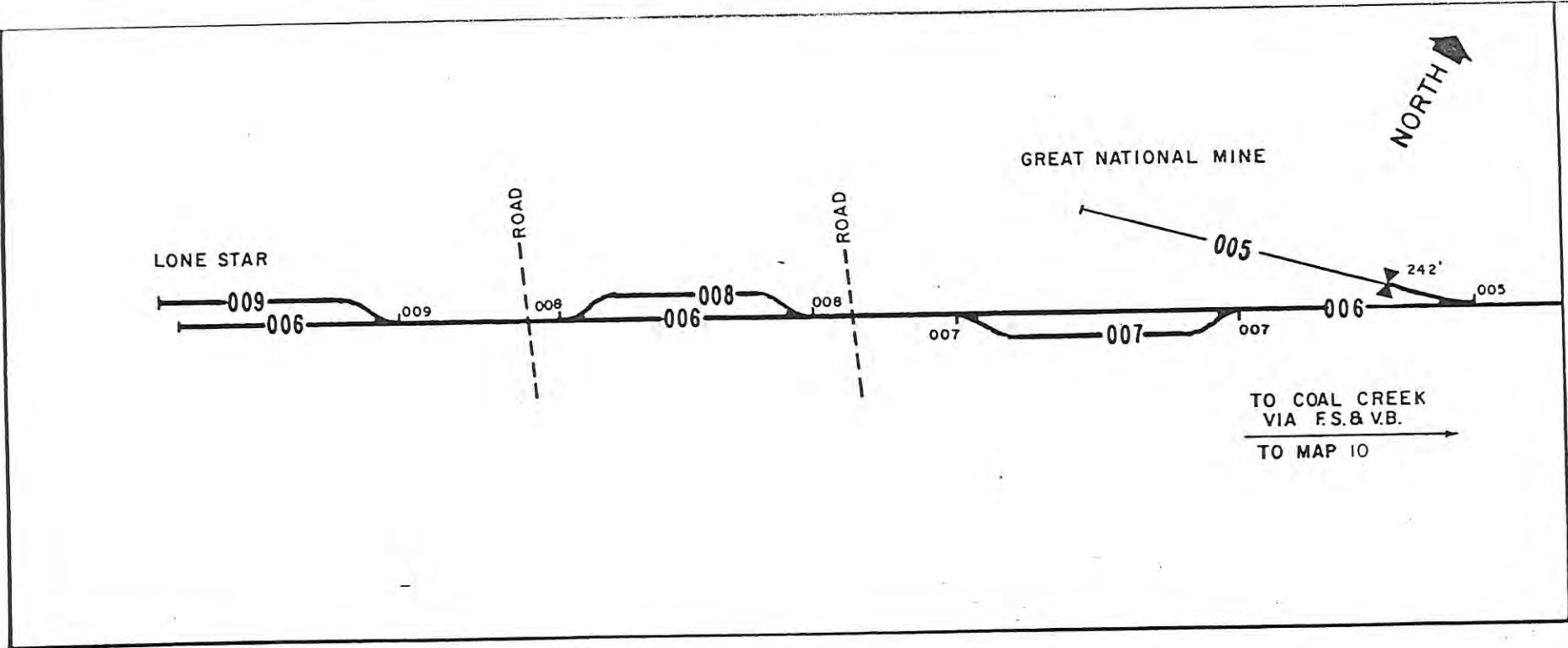
INVENTORY POTEAU, OKLAHOMA  
 AREA - 5 ZONE 1 MAP 8 MARCH 81



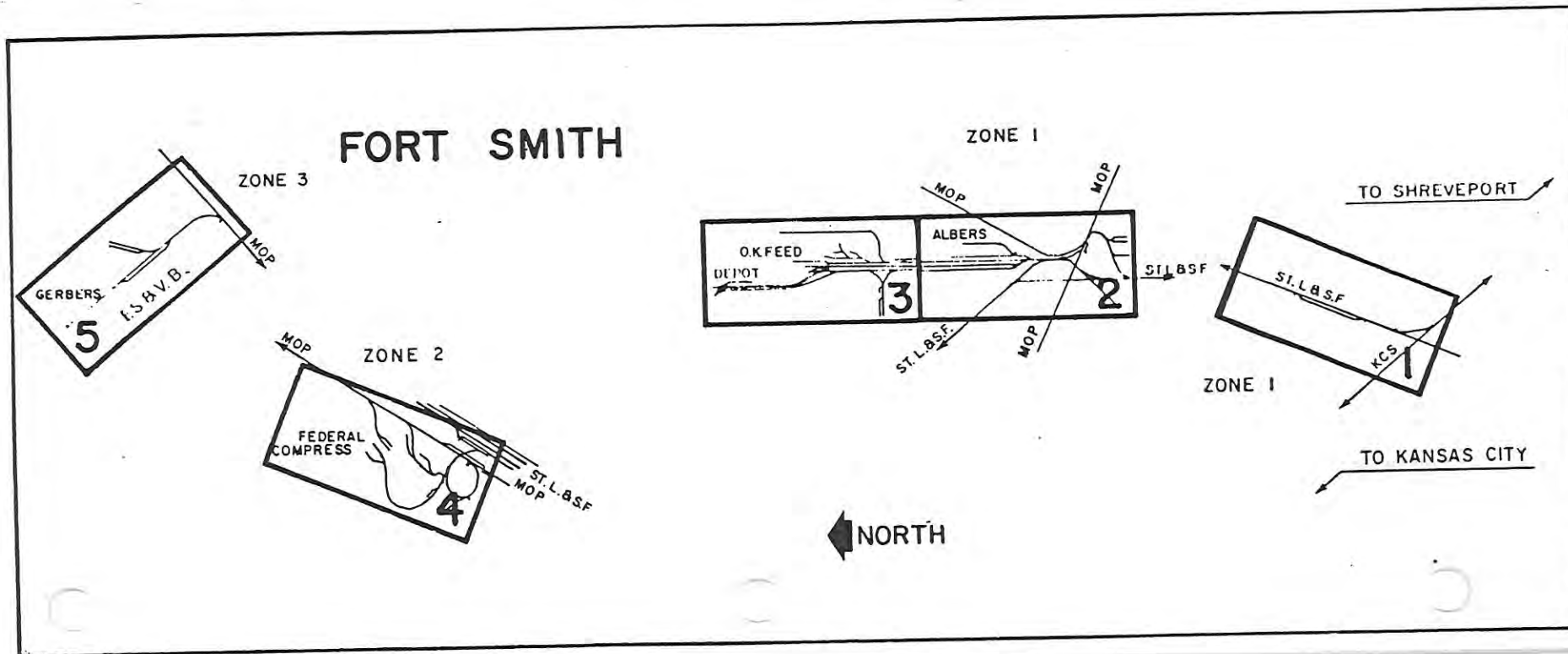
INVENTORY HOWE  
 AREA - 5  
 ZONE 1  
 MAP 9  
 MARCH 81



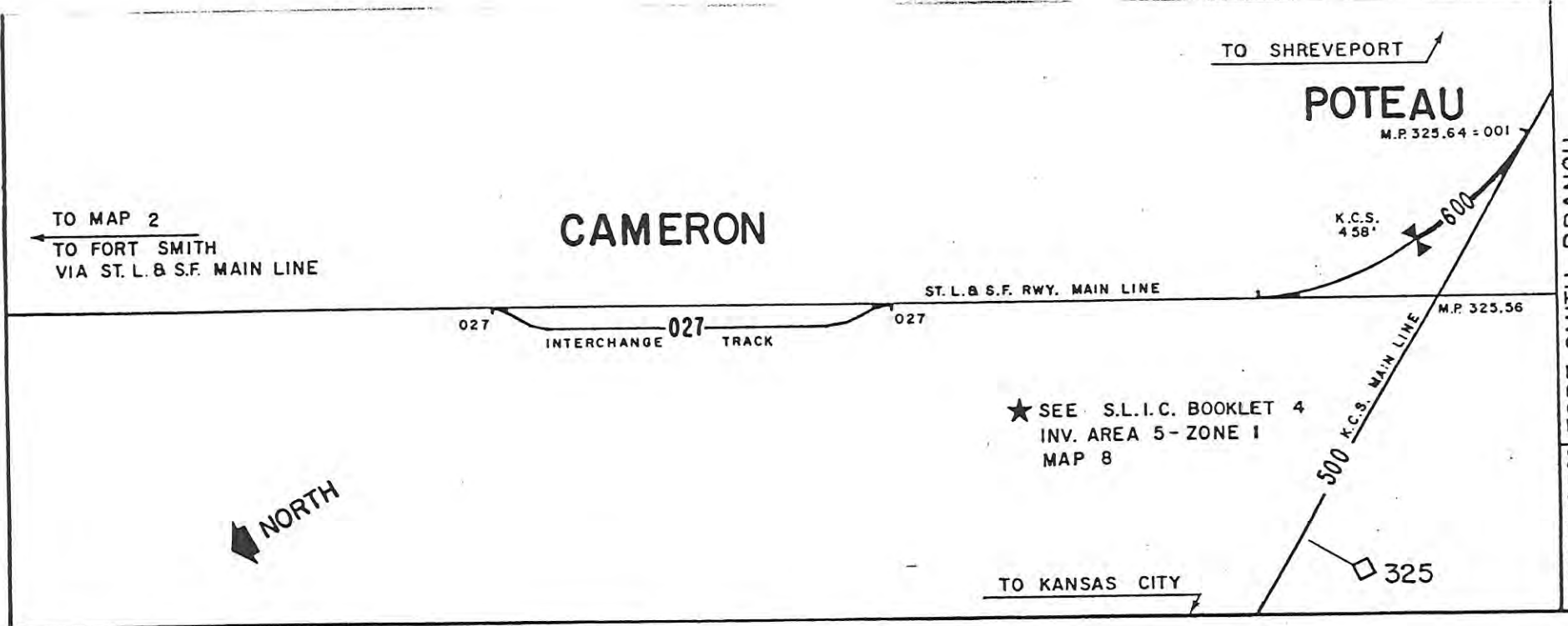
INVENTORY  
 AREA 5  
 ZONE 2  
 MAP 10  
 MARCH 81



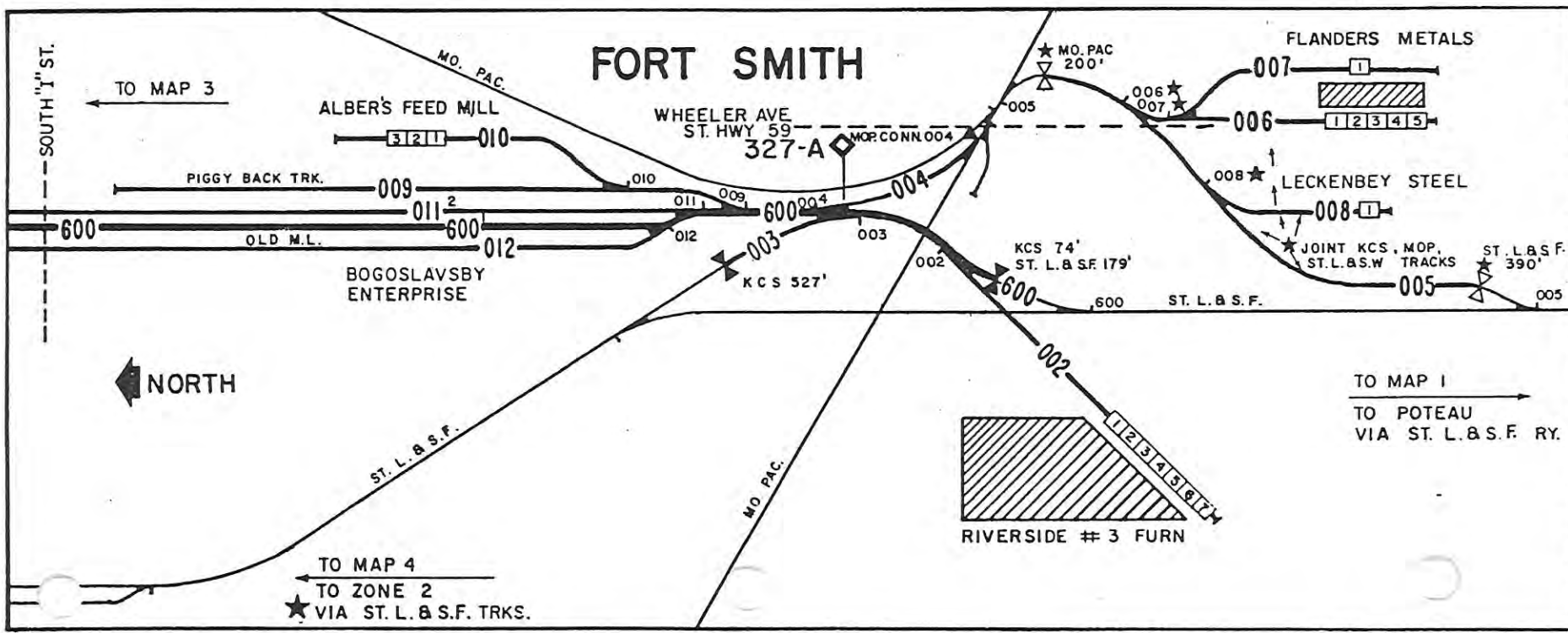
INVENTORY AREA - 5  
 FORT SMITH BRANCH  
 ZONE 2  
 MAP 11  
 MARCH 81



INVENTORY AREA - 5  
 FORT SMITH BRANCH  
 ZONE 1  
 MAP 11  
 MARCH 81

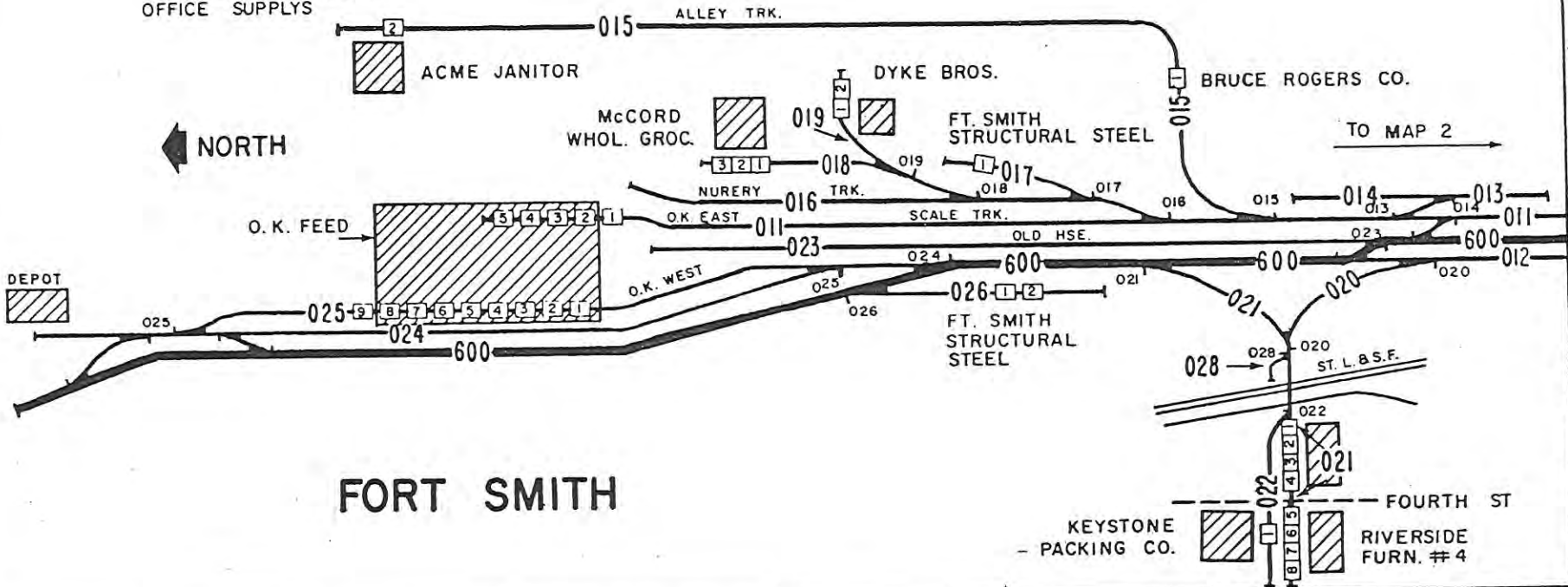
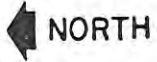


INVENTORY FORT SMITH BRANCH  
AREA - 6  
ZONE 1  
MAP 1  
5-15-79



INVENTORY FORT SMITH, ARKANSAS

ARKANSAS SCHOOL &  
OFFICE SUPPLYS

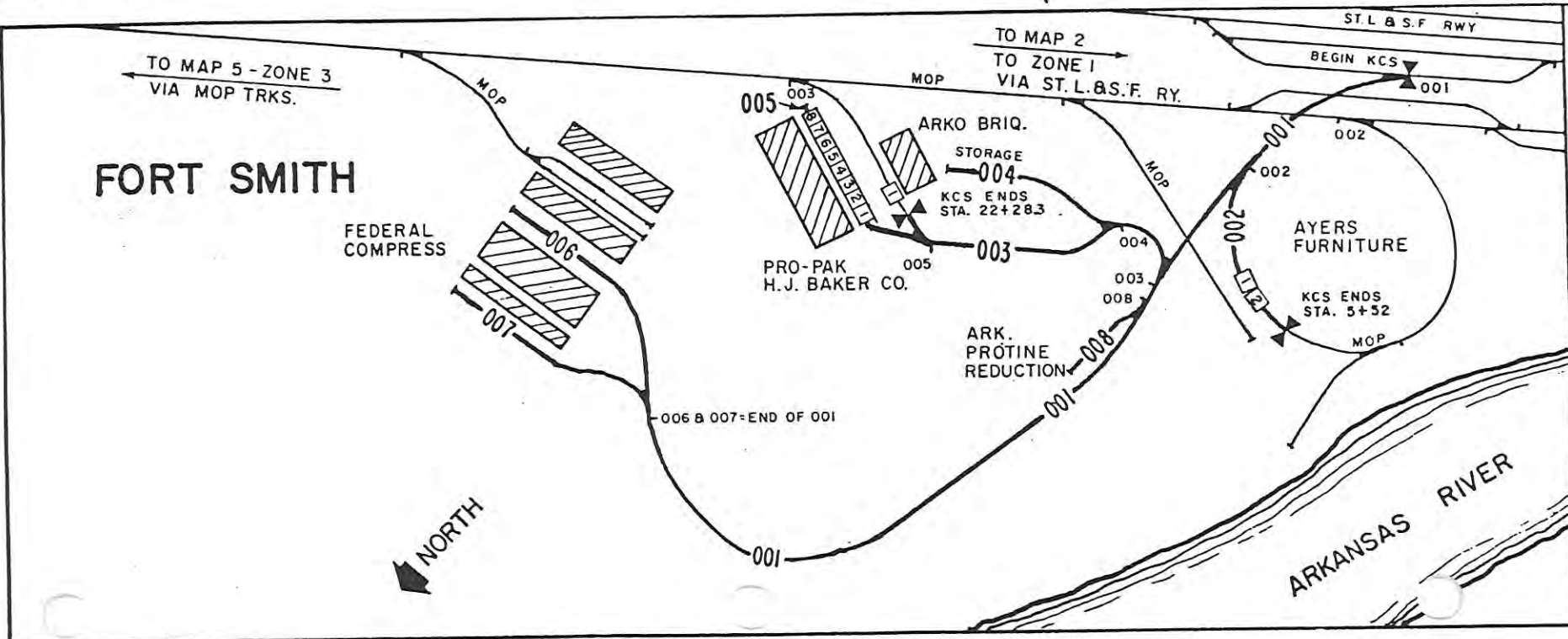


### FORT SMITH

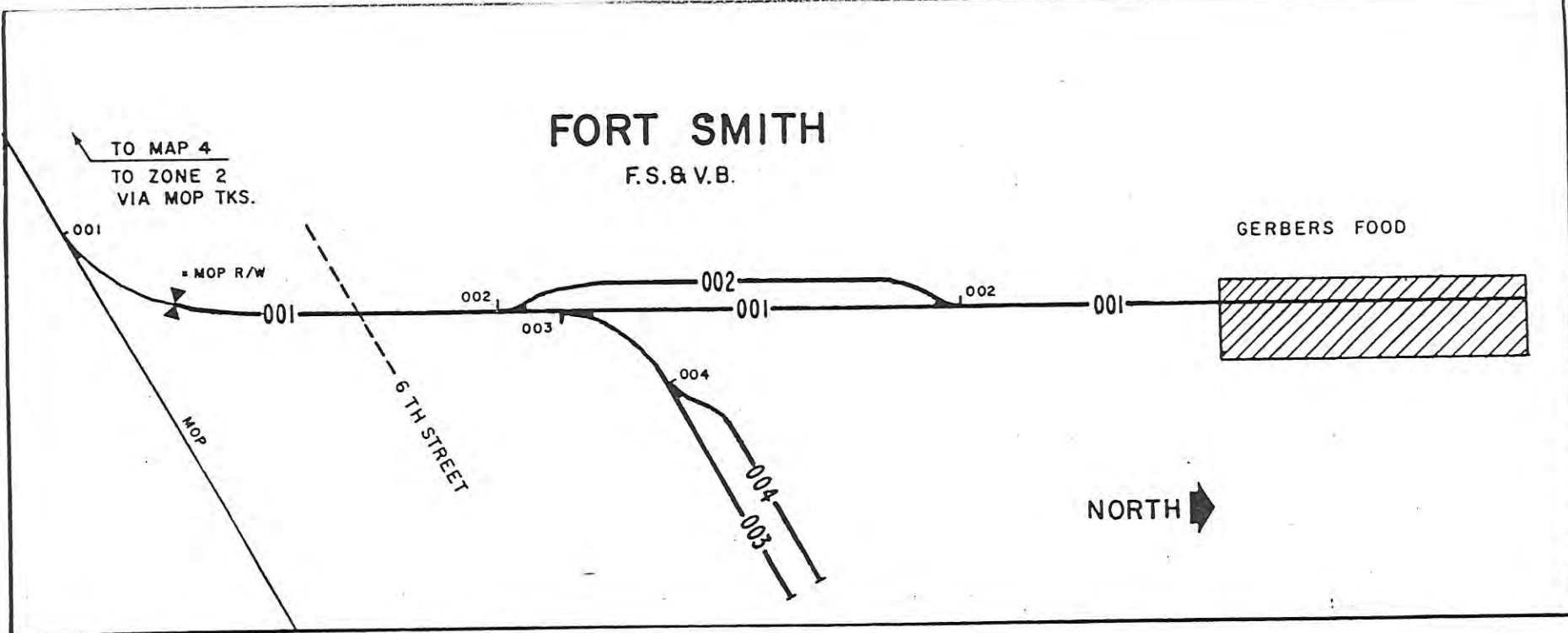
INVENTORY AREA - 6  
ZONE 1  
MAP 3  
FORT SMITH, ARKANSAS  
5-15-79

### FORT SMITH

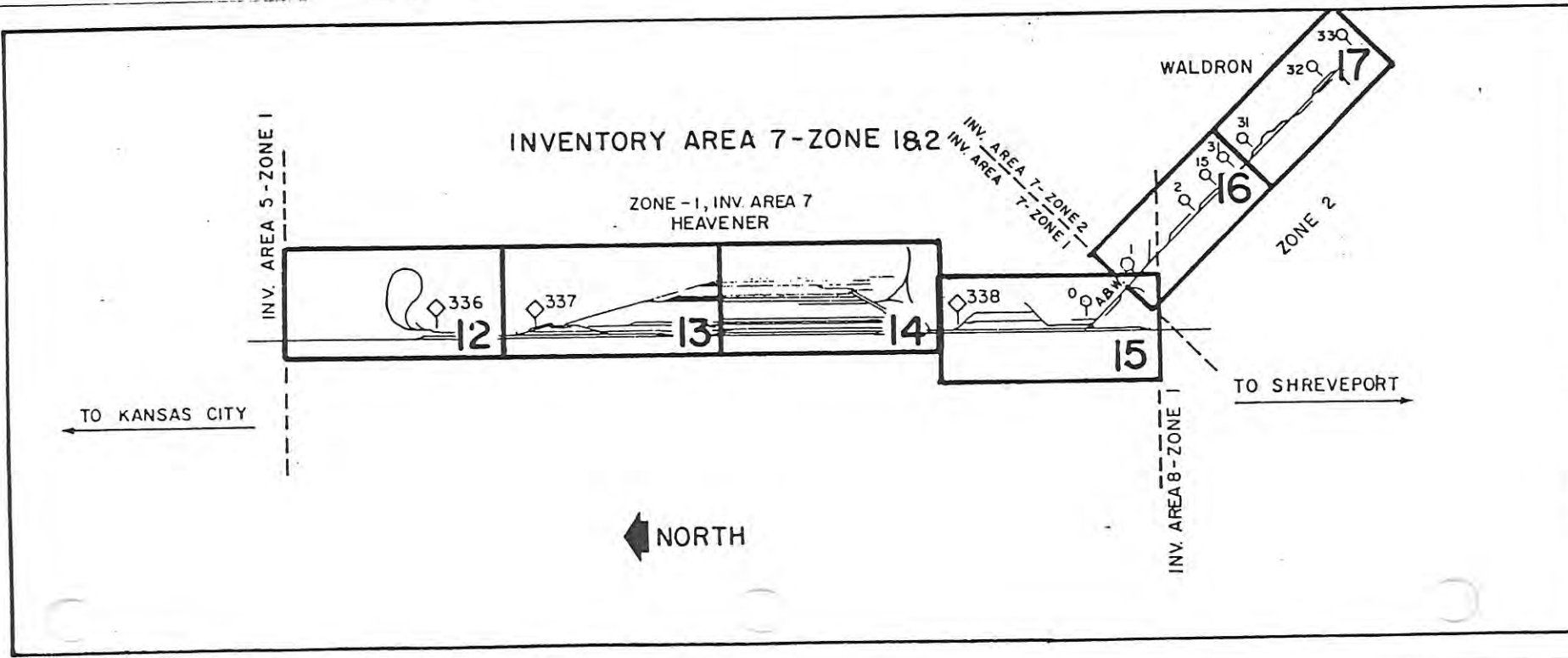
TO MAP 5 - ZONE 3  
VIA MOP TRKS.



INVENTORY AREA - 6  
ZONE 1  
MAP 4  
FORT SMITH, ARKANSAS  
5-15-79



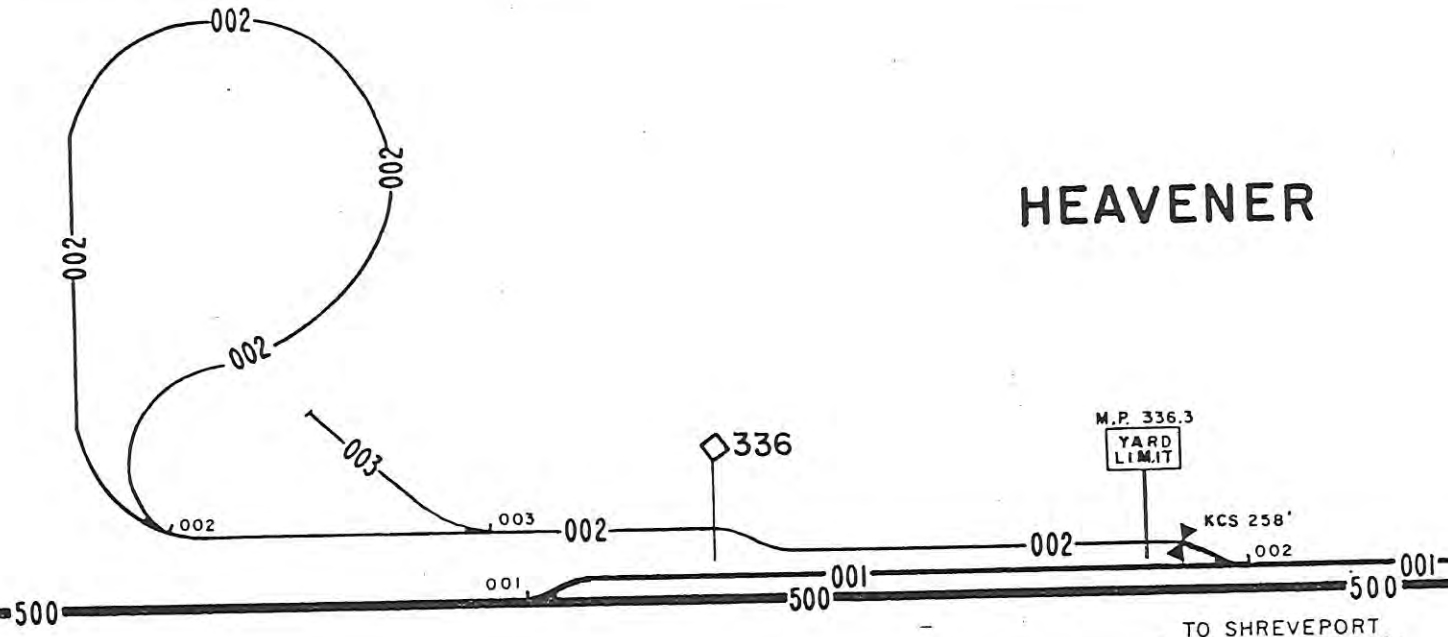
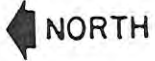
INVENTORY AREA - 6  
 FORT SMITH  
 ZONE 3  
 MAP 5  
 5-15-79



INVENTORY AREA - 7  
 HEAVENER, OKLAHOMA  
 ZONE 1&2  
 MAP 100FY MARCH 81



BEGIN INV. AREA 7 - ZONE 1

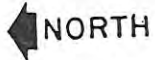


← TO KANSAS CITY  
 TO MAP 9  
 INV. AREA 5 - ZONE 1

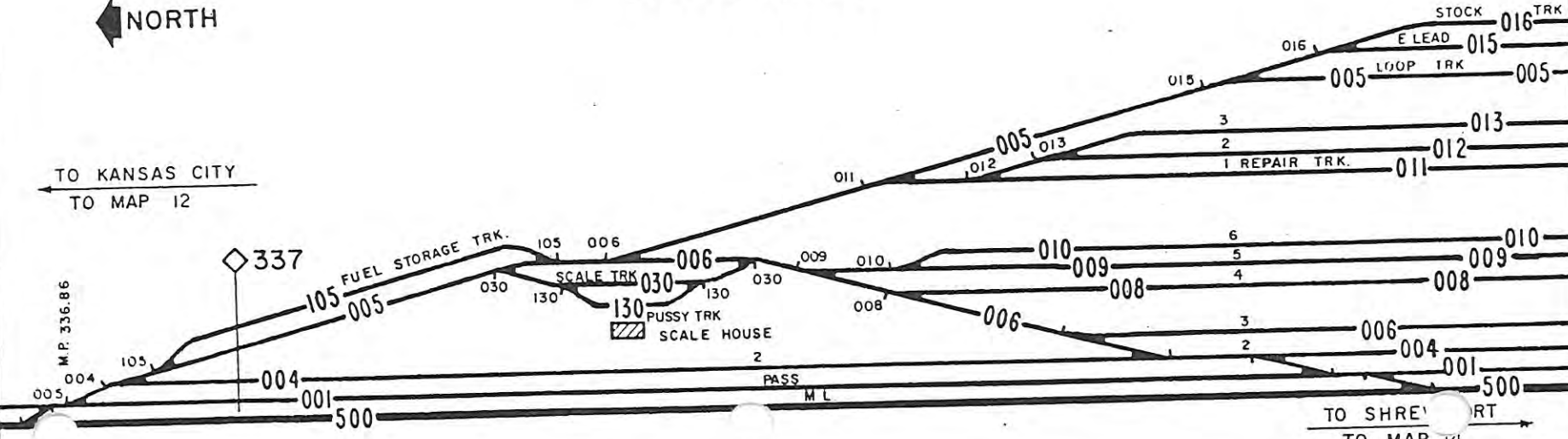
TO SHREVEPORT  
 TO MAP 13

HEAVENER  
 INVENTORY  
 AREA - 7  
 ZONE 1  
 MAP 12  
 MARCH 81

# HEAVENER

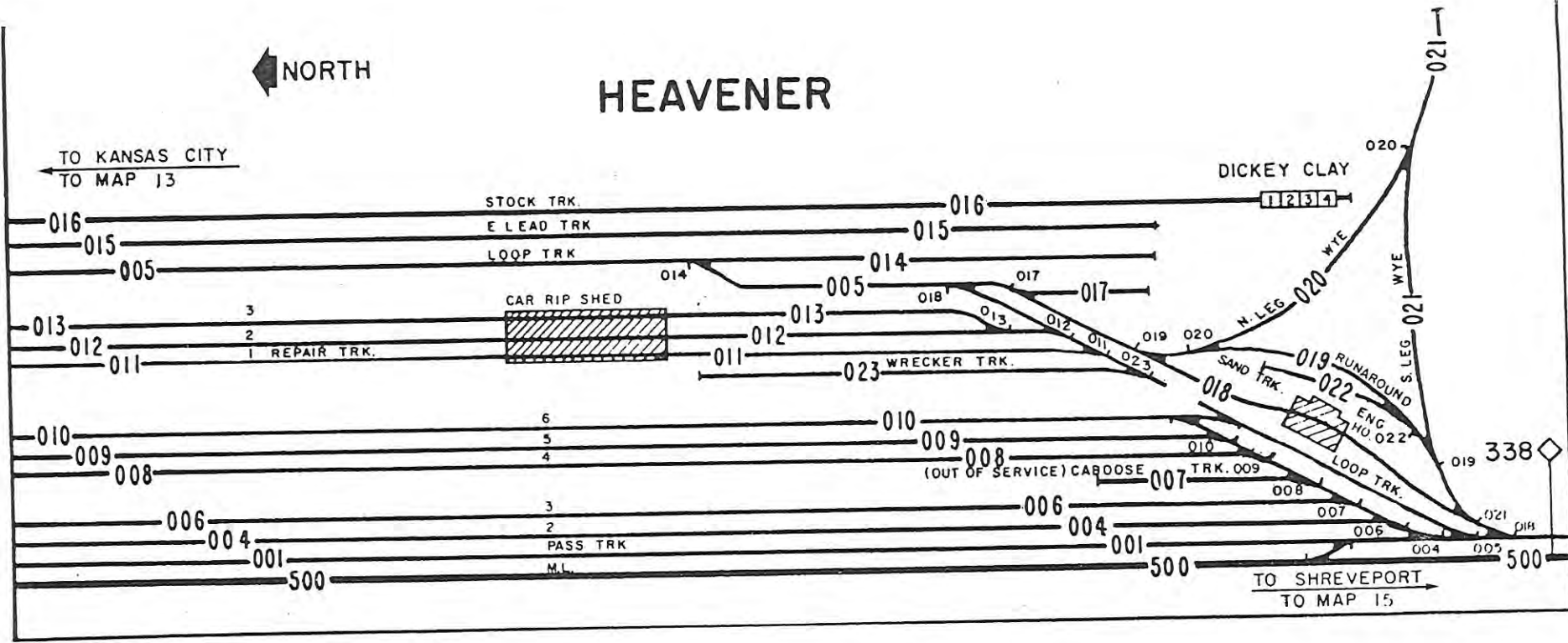


← TO KANSAS CITY  
 TO MAP 12

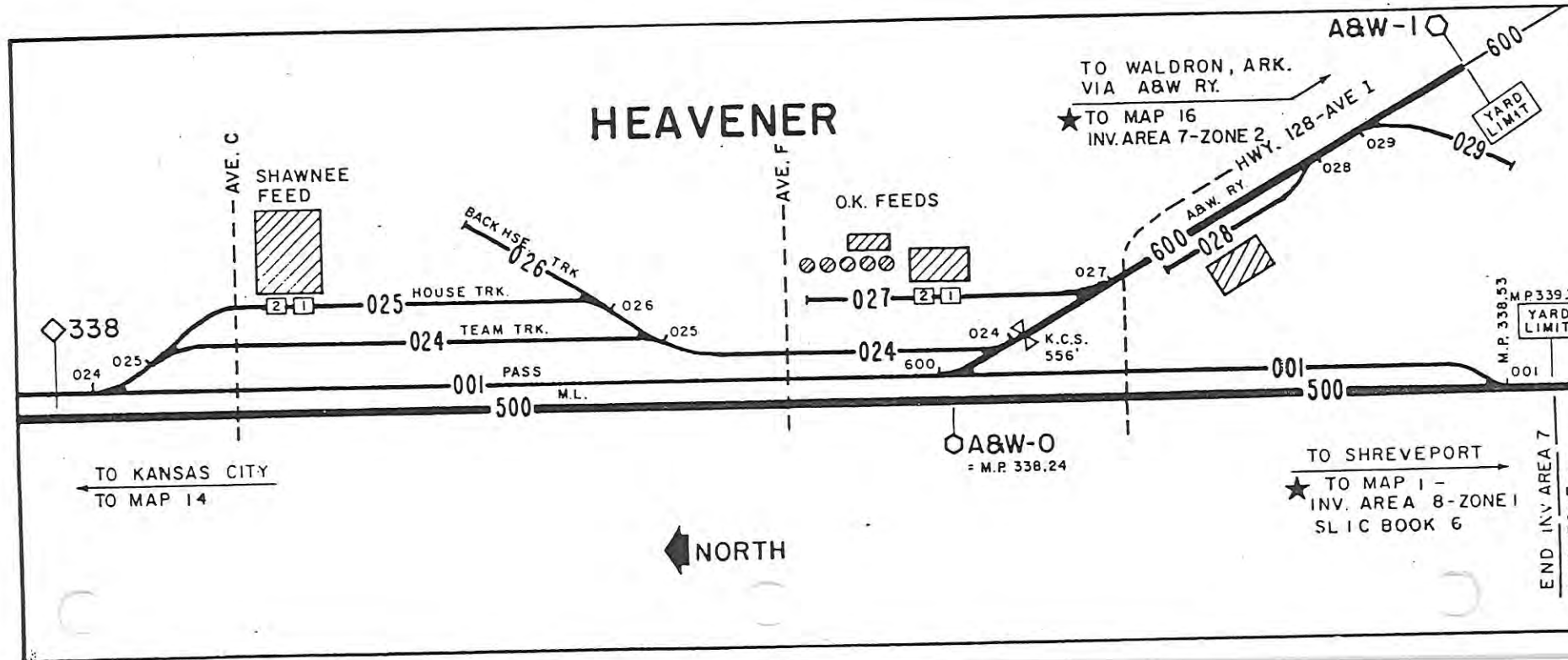


TO SHREVEPORT  
 TO MAP 14

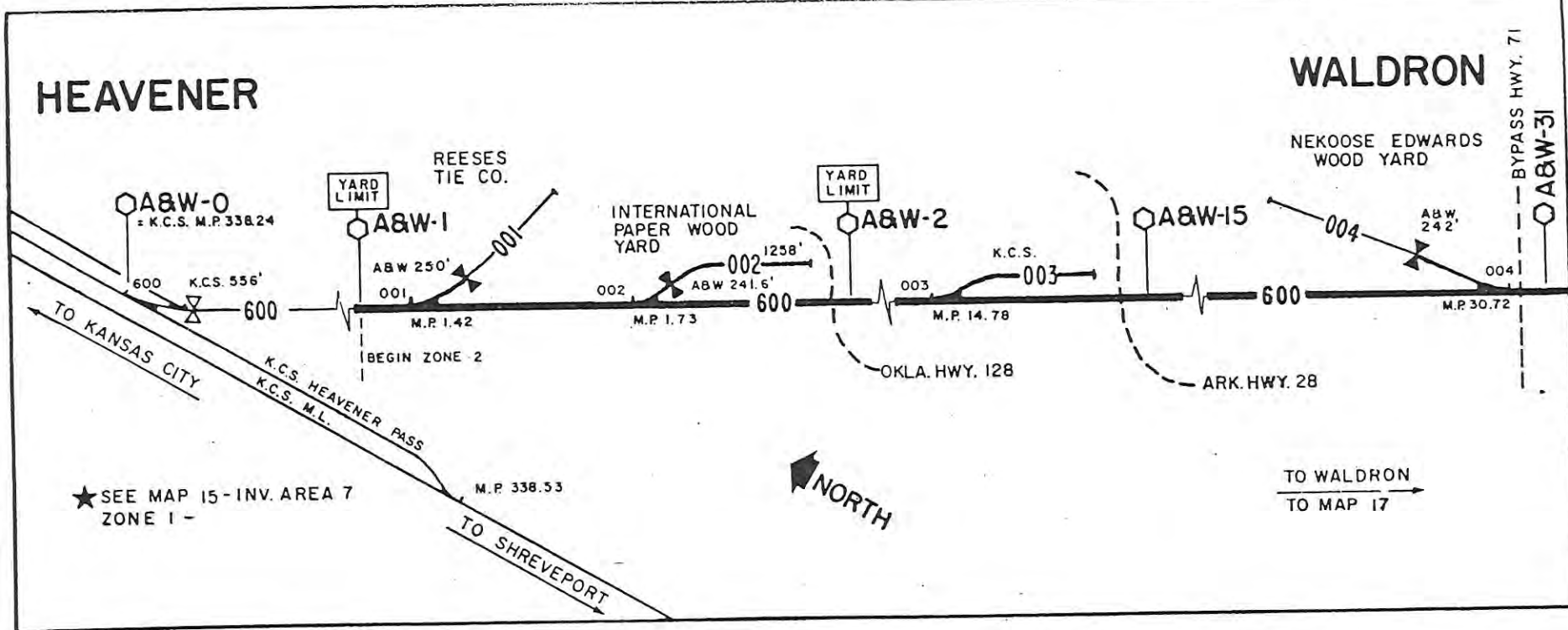
HEAVENER  
 INVENTORY  
 AREA - 7  
 ZONE 1  
 MAP 13  
 MARCH 81



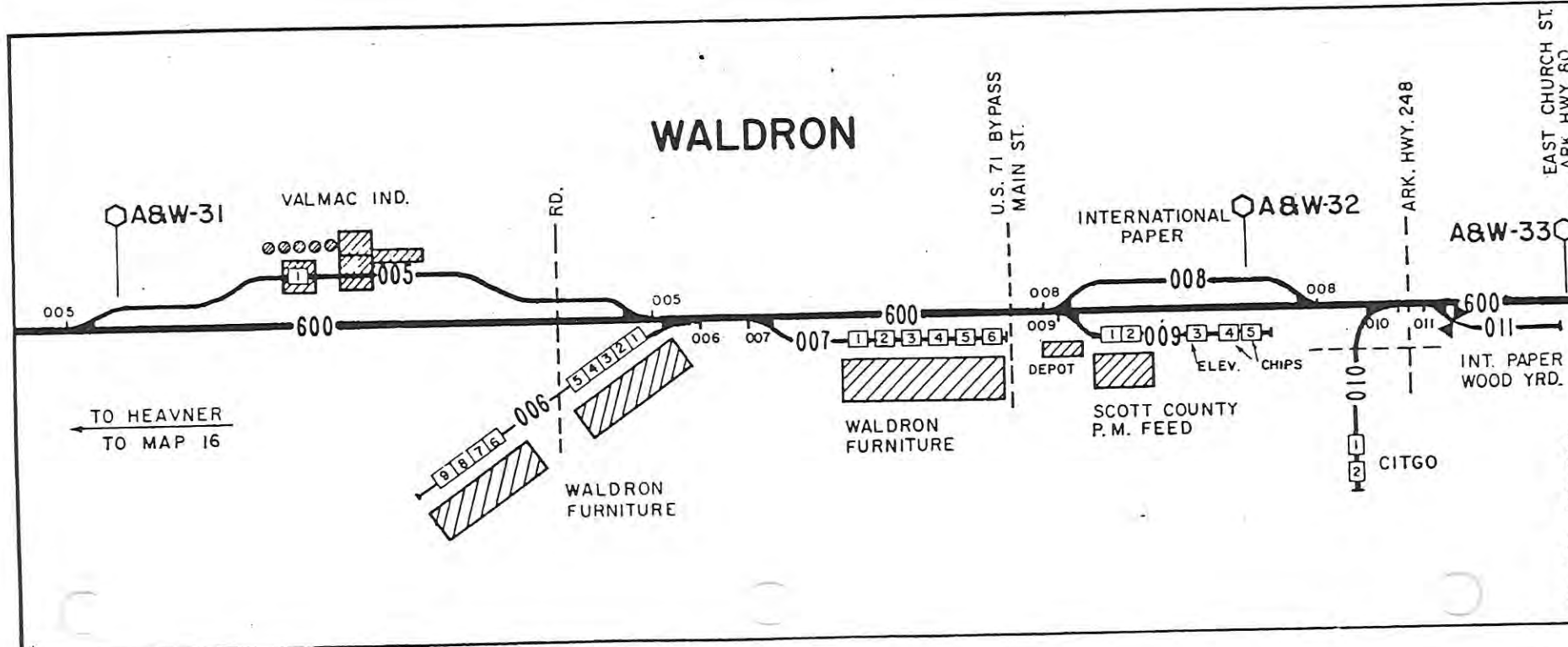
INVENTORY HEAVENER  
AREA - 7  
MAP 14 MARCH 81



INVENTORY HEAVENER - A.&W. RY.  
END INV. AREA 7  
END ZONE 1  
MAP 15 MARCH 81

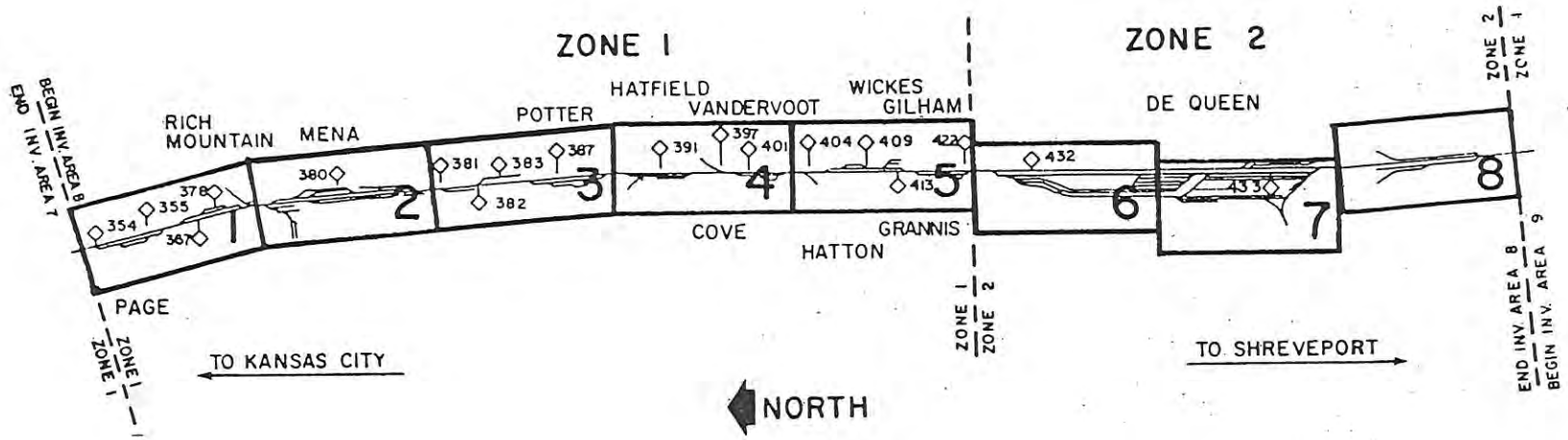


MAP 16 MARCH 81  
 ZONE 2  
 A&W  
 INVENTORY AREA - 7



MAP 17 MARCH 81  
 ZONE 3  
 WALDRON  
 INVENTORY WALDRON

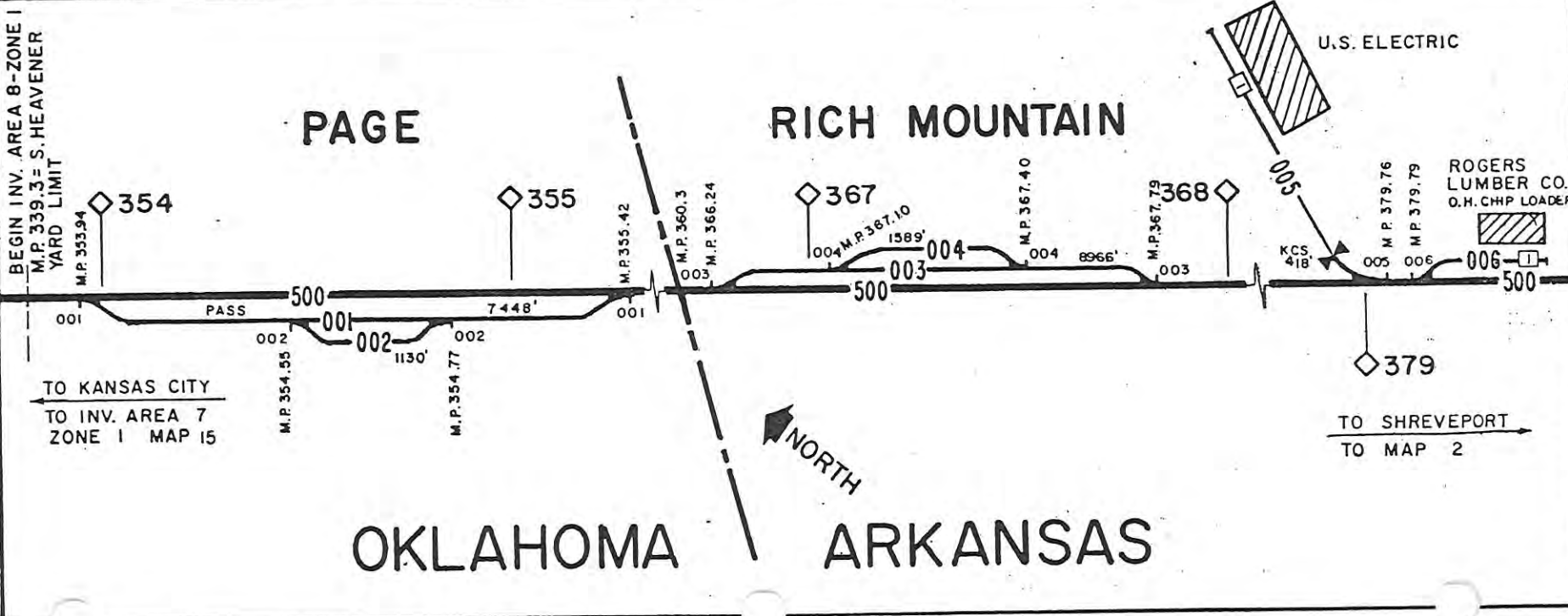
# INVENTORY AREA 8



INVENTORY AREA - 8  
 PAGE TO DE QUEEN  
 ZONE 182  
 MAP INDEX APRIL 81

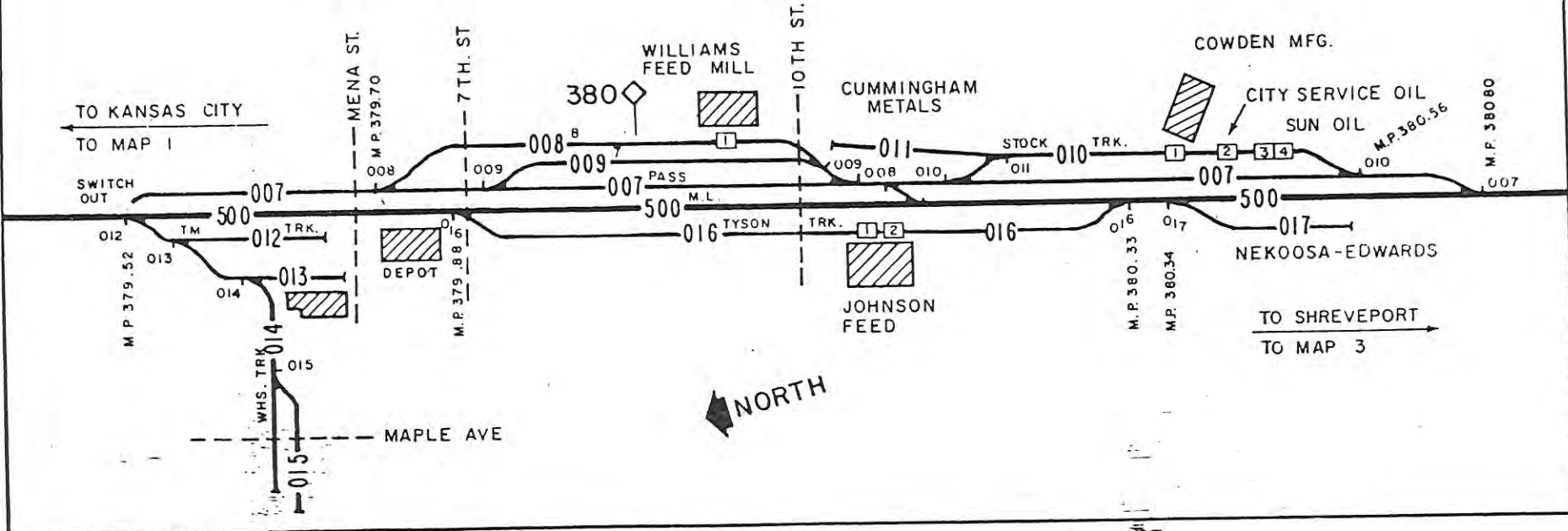
## PAGE

## RICH MOUNTAIN



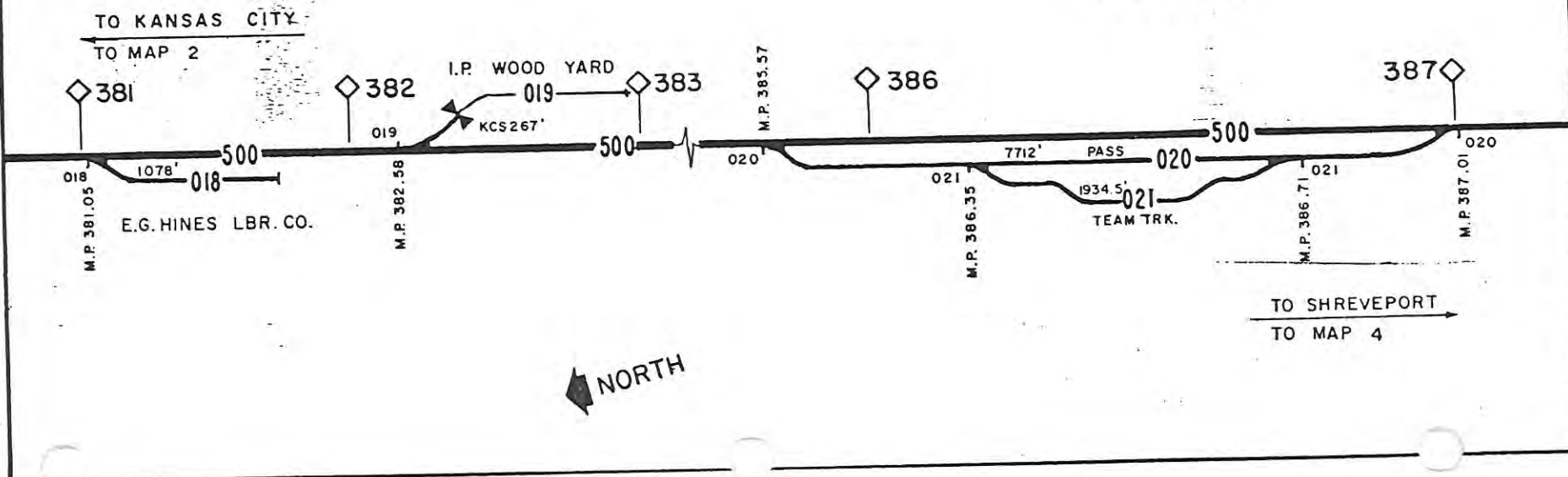
INVENTORY AREA - 8  
 PAGE 8 RICH MOUNTAIN  
 ZONE 181  
 MAP 1  
 APRIL 81

# MENA

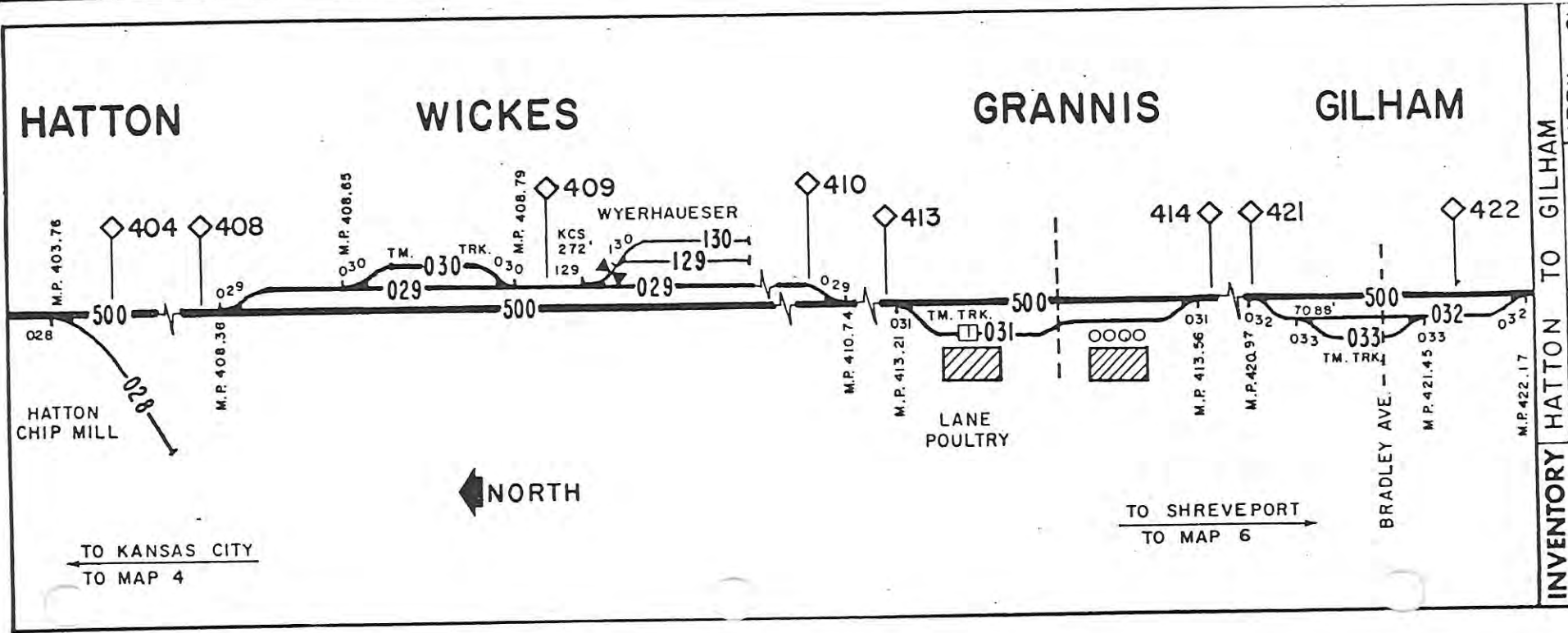
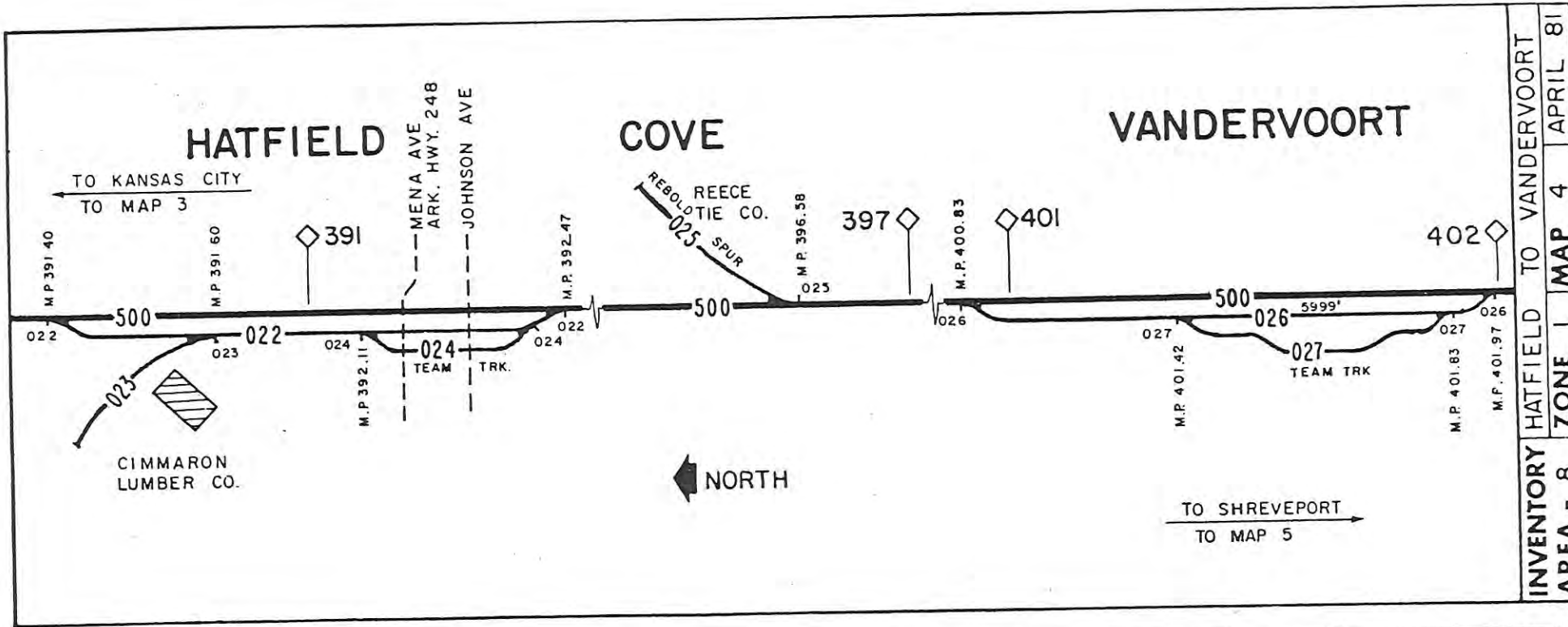


INVENTORY AREA 8  
MENA ARK.  
ZONE 7  
MAP 2  
APRIL 81

# POTTER



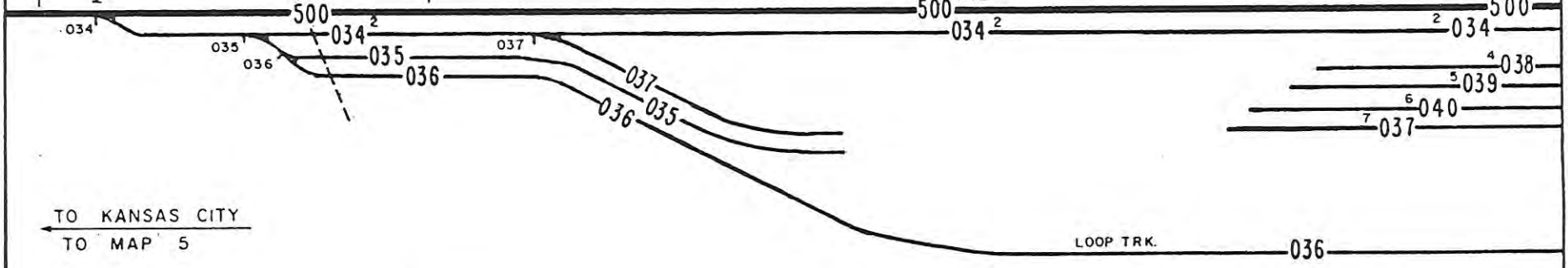
INVENTORY POTTER  
AREA 8  
MENA ARK.  
ZONE 7  
MAP 4  
APRIL 81



M.P. 430.6  
YARD LIMIT  
M.P. 431.59

# DE QUEEN

TO SHREVEPORT  
TO MAP 7

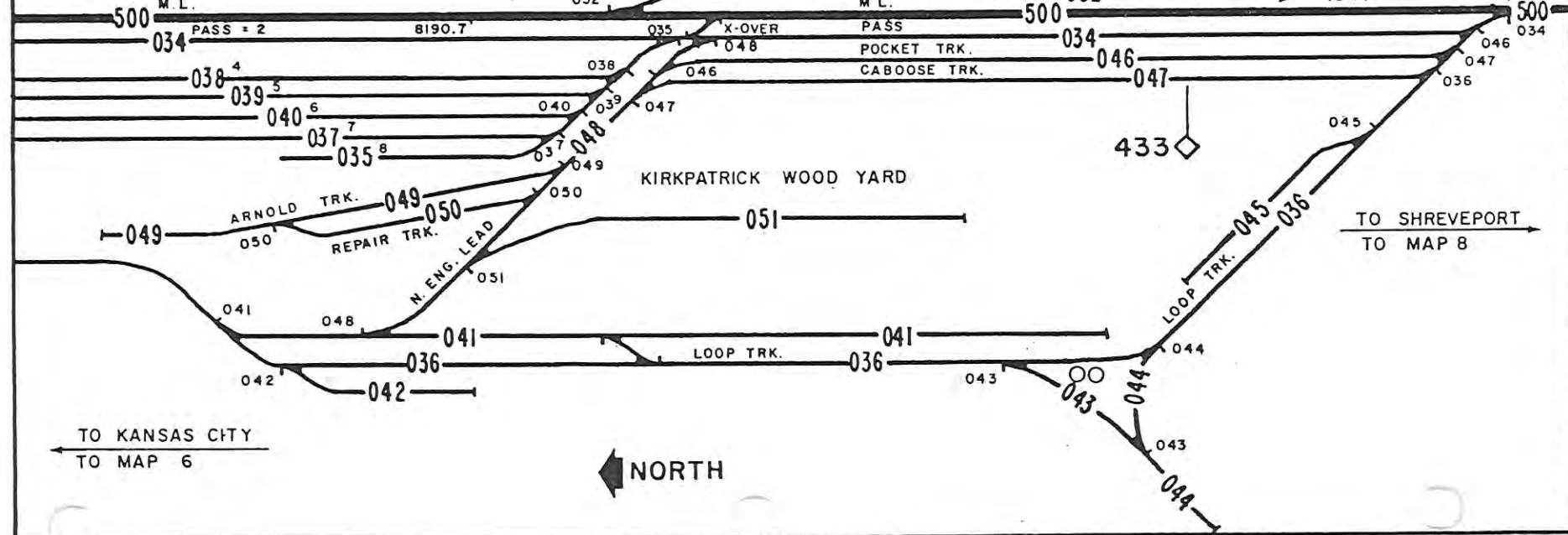


INVENTORY DE QUEEN, ARKANSAS  
AREA 8  
ZONE 2  
MAP 6  
APRIL 81

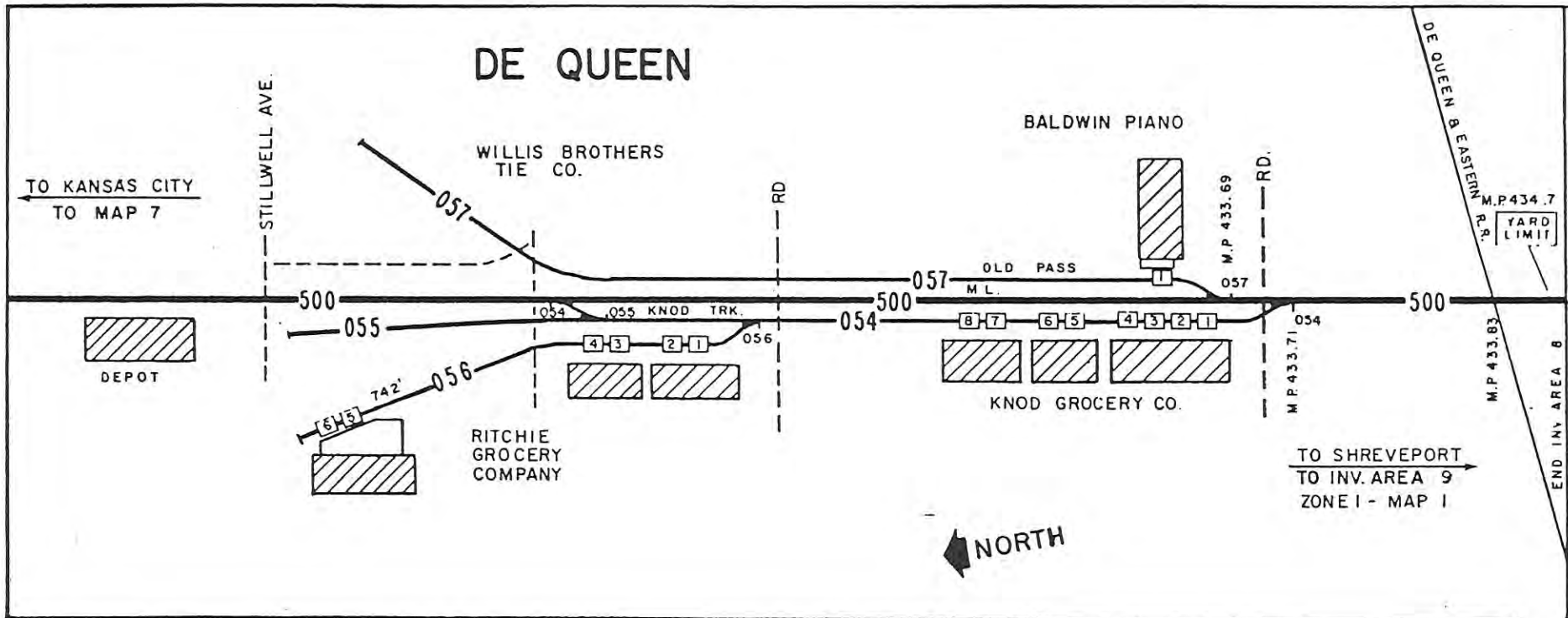
# DE QUEEN

2 - INTERCHANGE  
I - INTERCHANGE  
M.L.  
PASS  
POCKET TRK.  
CABOOSE TRK.

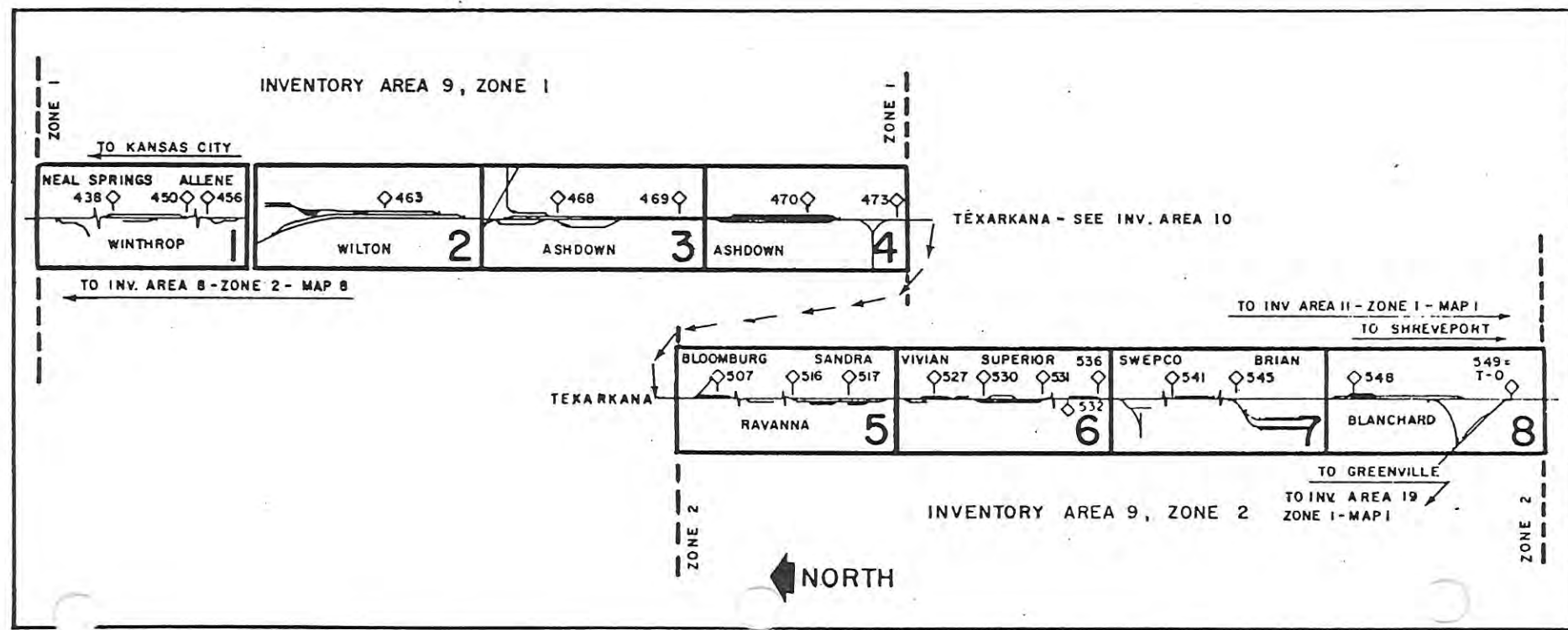
KCS, 1224'  
KCS DE QUEEN & EASTERN R.R. 1844'  
M.P. 433.14



INVENTORY DE QUEEN, ARKANSAS



INVENTORY DE QUEEN, ARKANSAS  
AREA - 8 ZONE 2 MAP 8 APRIL 81



INVENTORY NEAL SPRINGS TO BLANCHARD  
AREA - 8 ZONE 2 MAP 8 APRIL 81



# NEAL SPRINGS

# WINTHROP

# ALLENE

DE QUEEN  
M.P. 434.7

YARD  
LIMIT

M.P. 442.72

M.P. 447.55

448 449

CLICK  
WOOD YARD

003  
PASS II, 425'

KCS 318'

M.P. 449.71

450 456

M.P. 456.26

BEGIN INV. AREA 9

001 TEAM TRK. 001

TO KANSAS CITY  
TO INV. AREA 8  
ZONE 2 - MAP 8

# WADE

M.P. 438.01

438

101

7137'

500

101

WADE SIDING

M.P. 439.35

← NORTH

TO SHREVEPORT  
TO MAP 2

INVENTORY NEAL SPRINGS TO ALLENE  
AREA - 9 ZONE 1 MAP 1 MARCH '81

# WILTON

DOUGLAS AVE.  
ARK. HWY. 234

TEXARKANA AVE.

MILL ST.

463

BRASWELL  
SAND & GRAVEL

OAK ST.

U.S. 59, U.S. 71  
M.P. 462.91

MAIN ST.

PASSING TRACK

M.P. 462.88

M.P. 463.18

M.P. 463.03

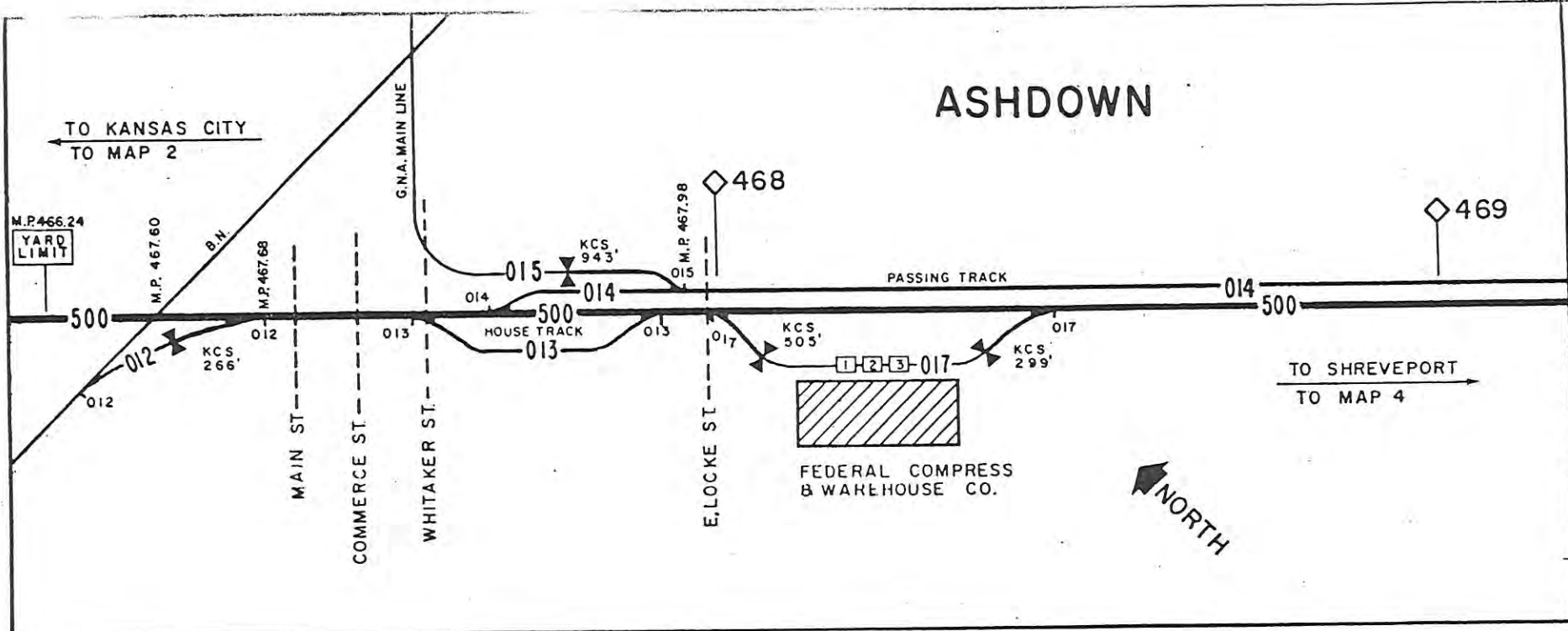
M.P. 462.34

TO KANSAS CITY  
TO MAP 1

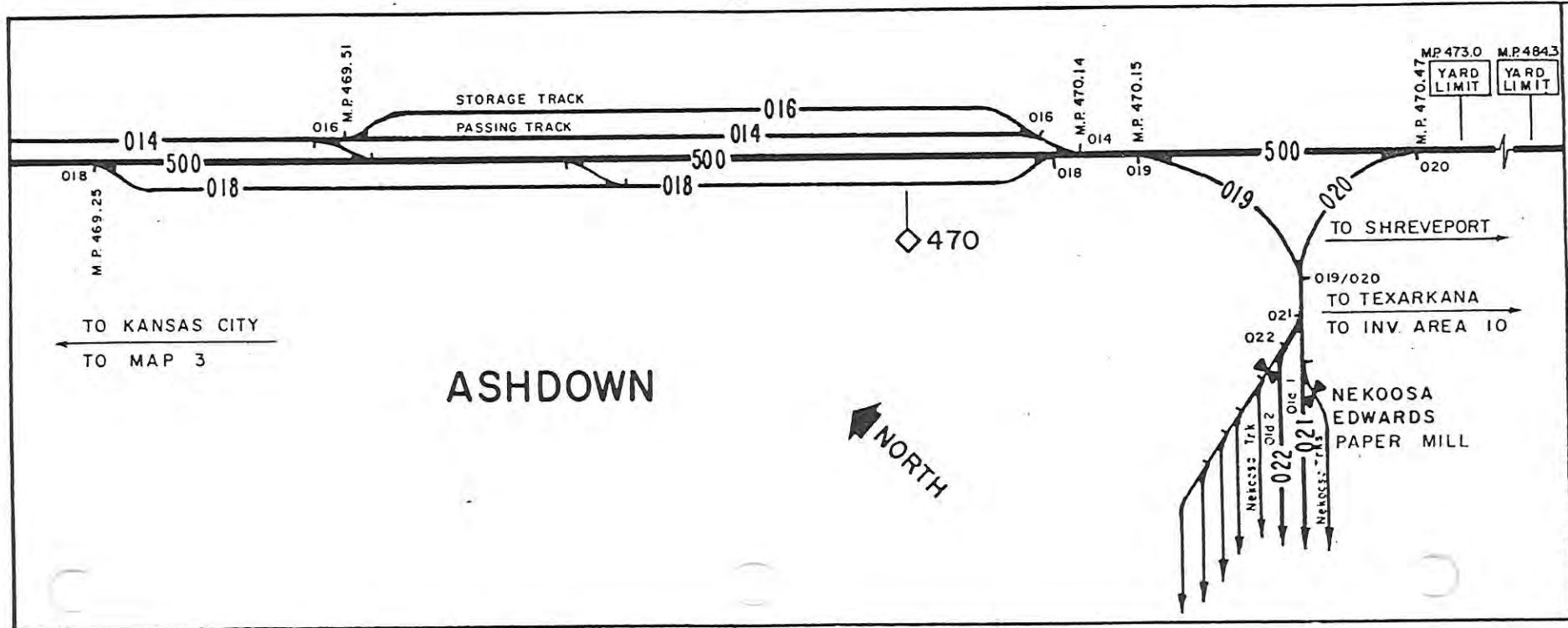
TO SHREVEPORT  
TO MAP 3

← NORTH

INVENTORY WILTON  
ZONE 1 MAP 2 MARCH '81



INVENTORY AREA - 9  
ASHDOWN  
ZONE 1  
MAP 3  
MARCH '81

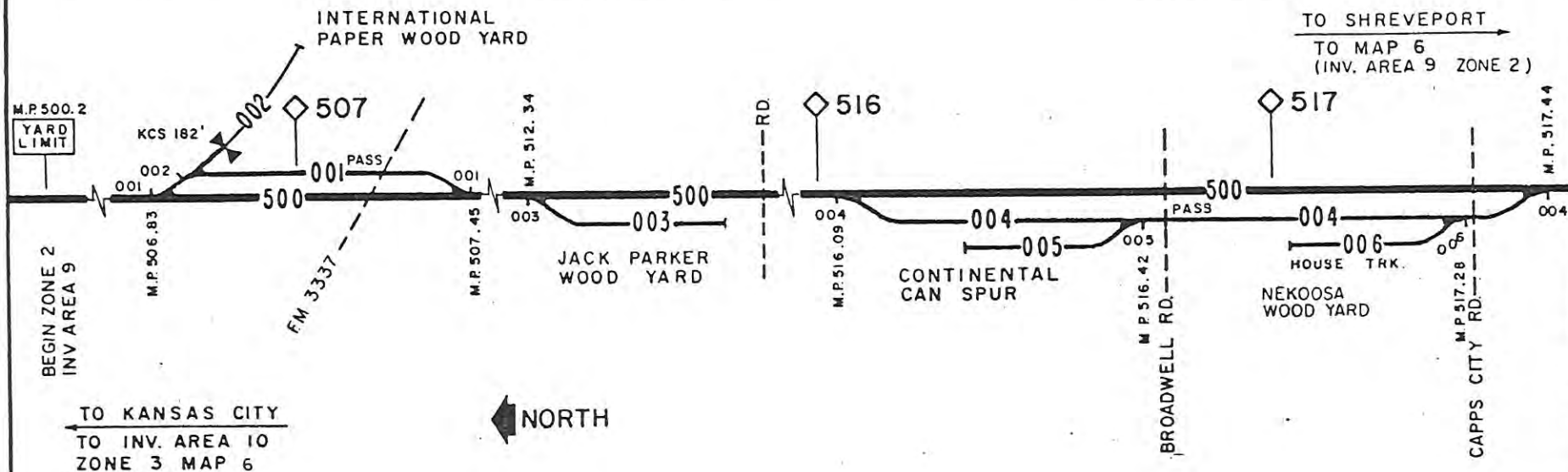


INVENTORY AREA - 9  
ASHDOWN  
ZONE 1  
MAP 3  
MARCH '81

# BLOOMBURG

# RAVANNA

# SANDRA



INVENTORY BLOOMBURG TO SANDRA  
 AREA - 9 ZONE 2 MAP 5 MARCH 81

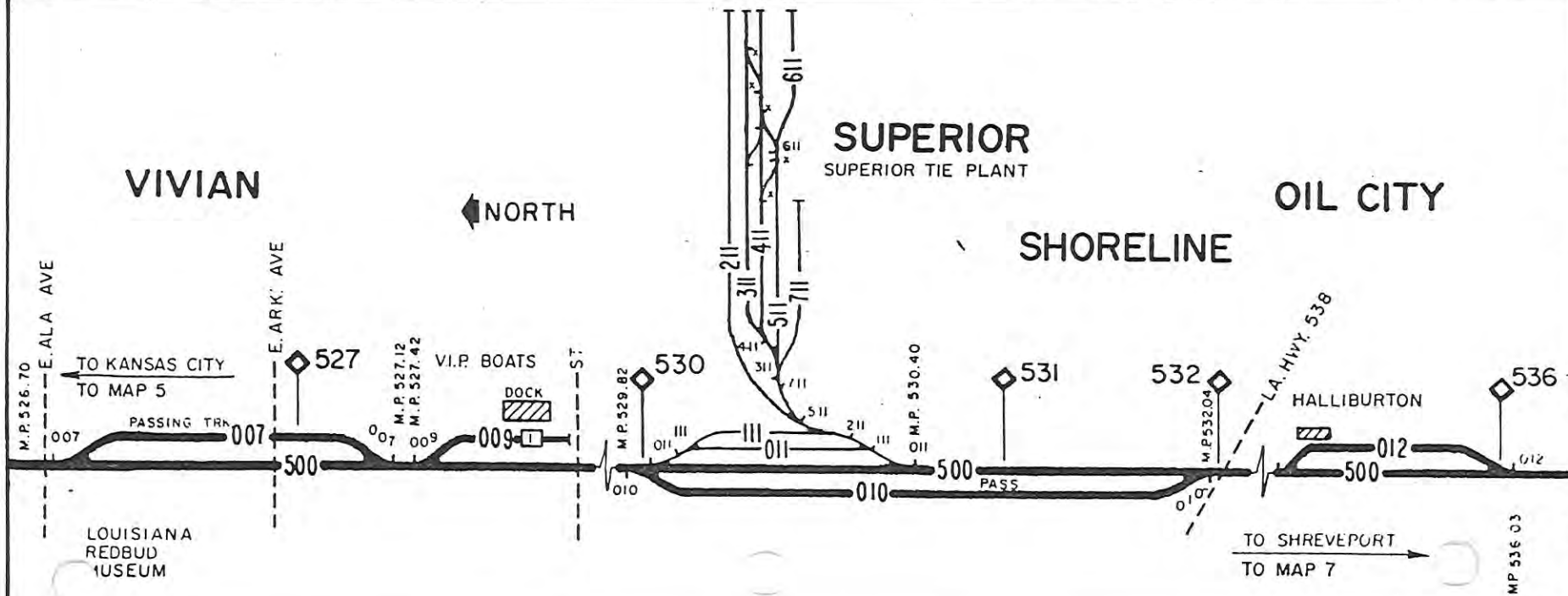
# VIVIAN

# SUPERIOR

SUPERIOR TIE PLANT

# OIL CITY

# SHORELINE

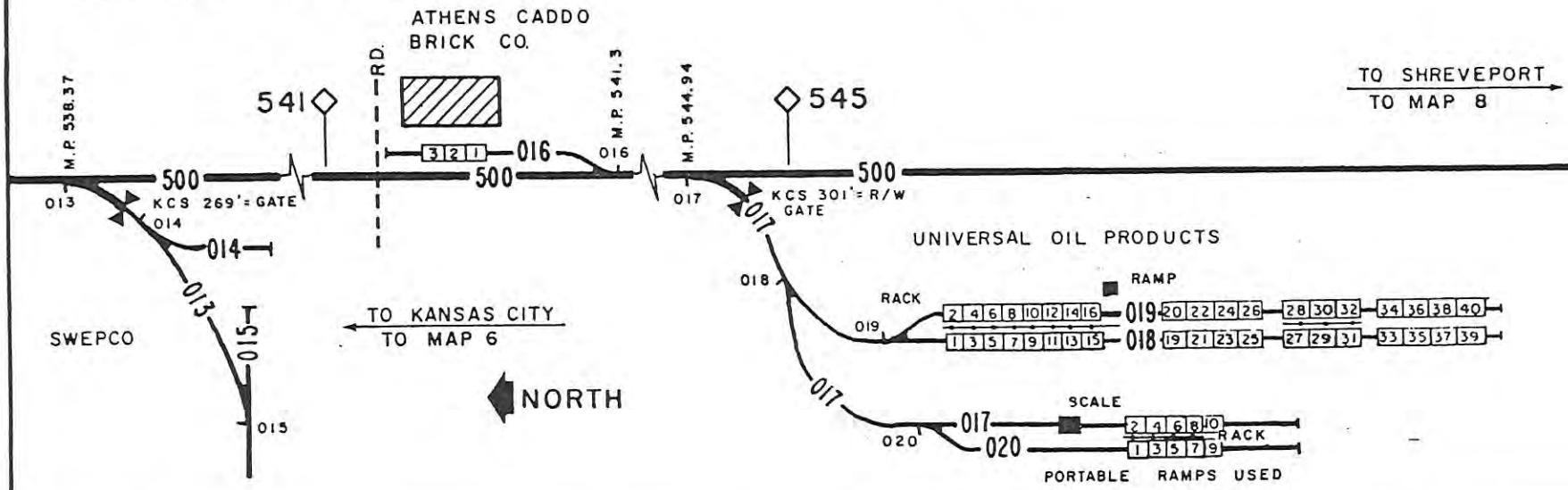


INVENTORY VIVIAN TO OIL CITY  
 AREA - 8 ZONE 2 MAP 6 MARCH '81

SWEPSCO

ARK-LA-TEX

BRIAN

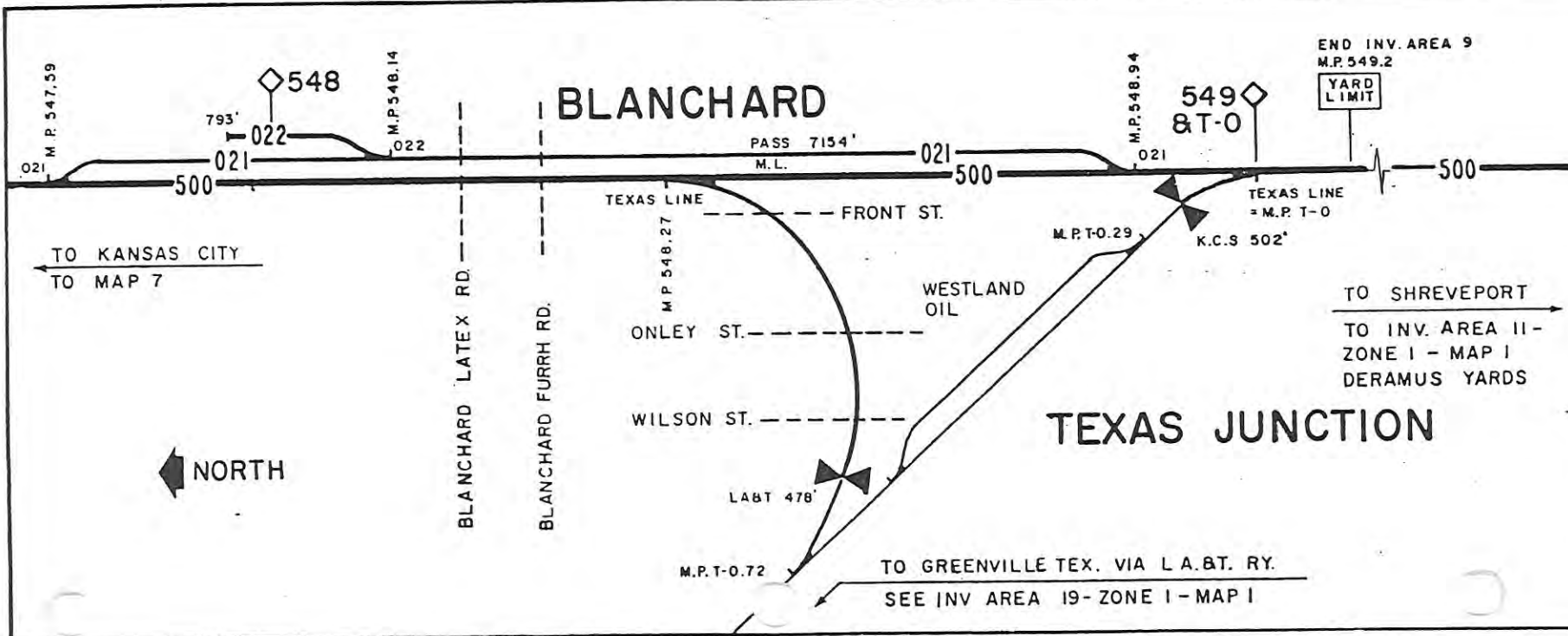


INVENTORY SWEPSCO TO BRIAN  
AREA - 9 ZONE 2 MAP 7

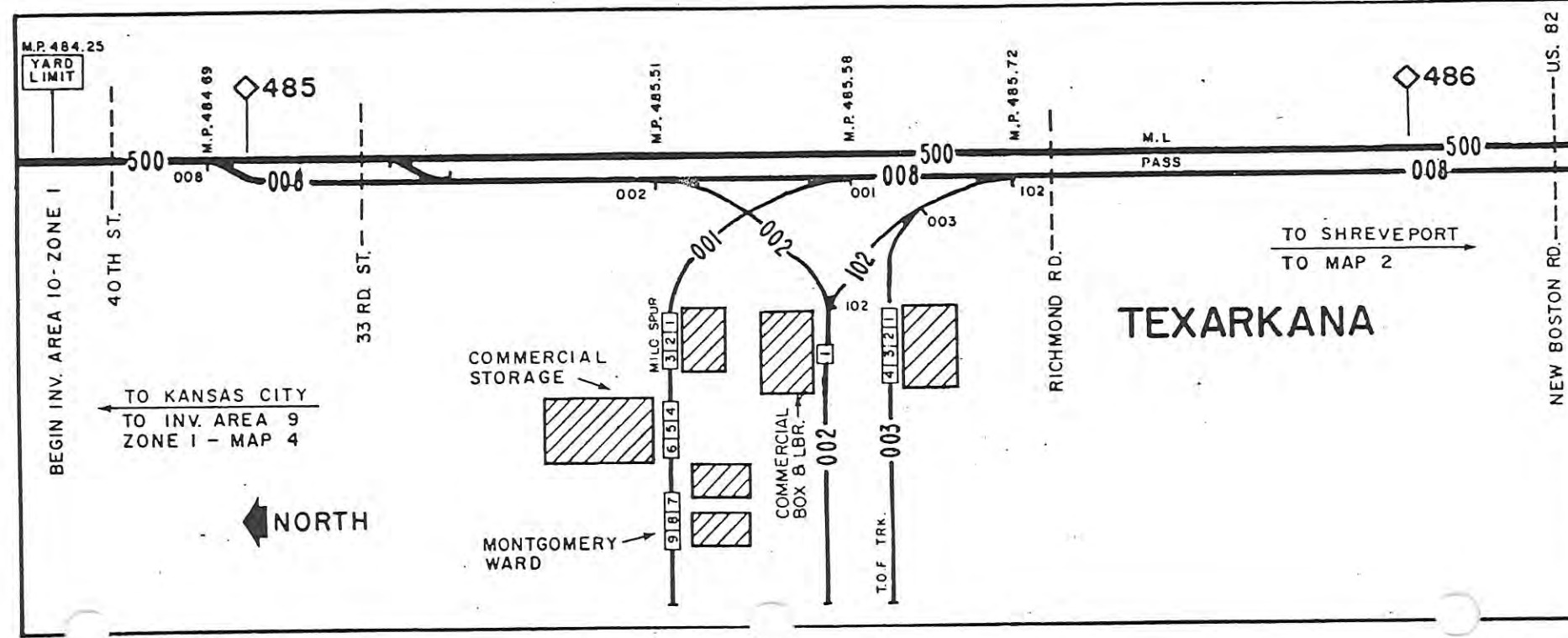
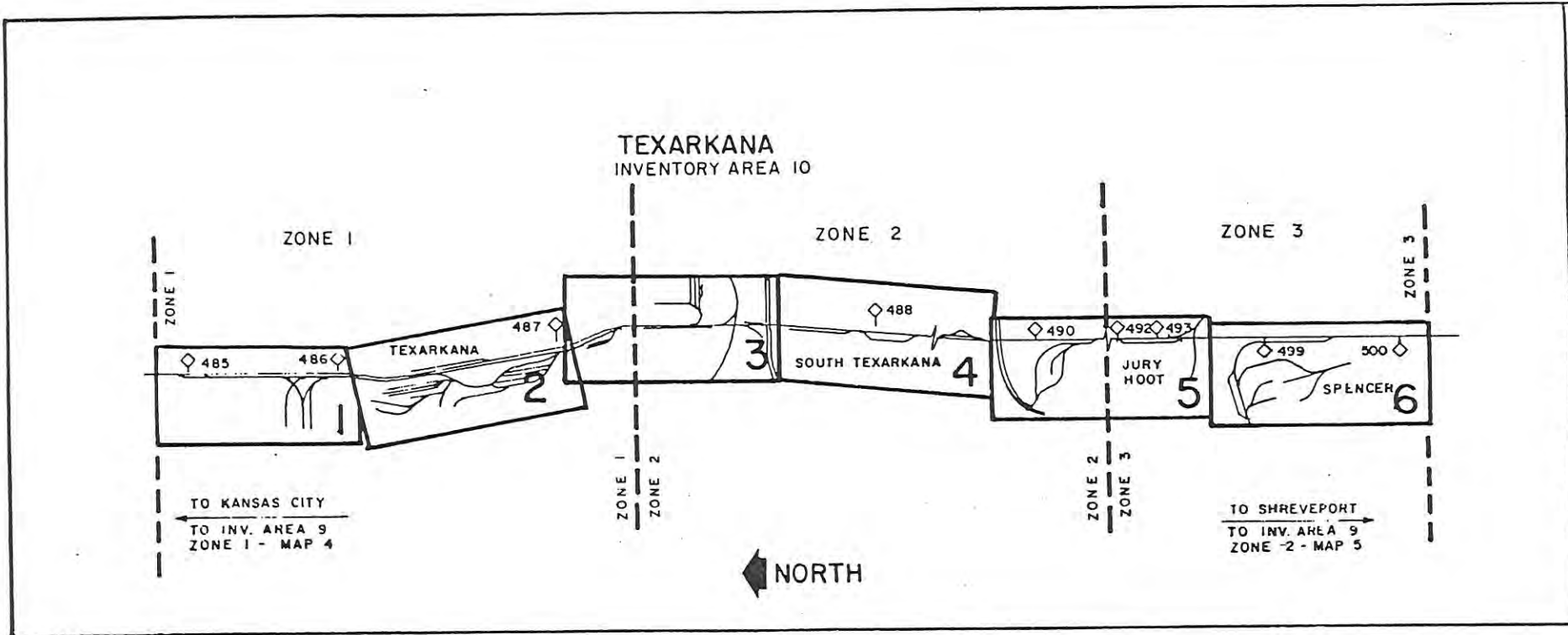
MARCH '81

BLANCHARD

TEXAS JUNCTION

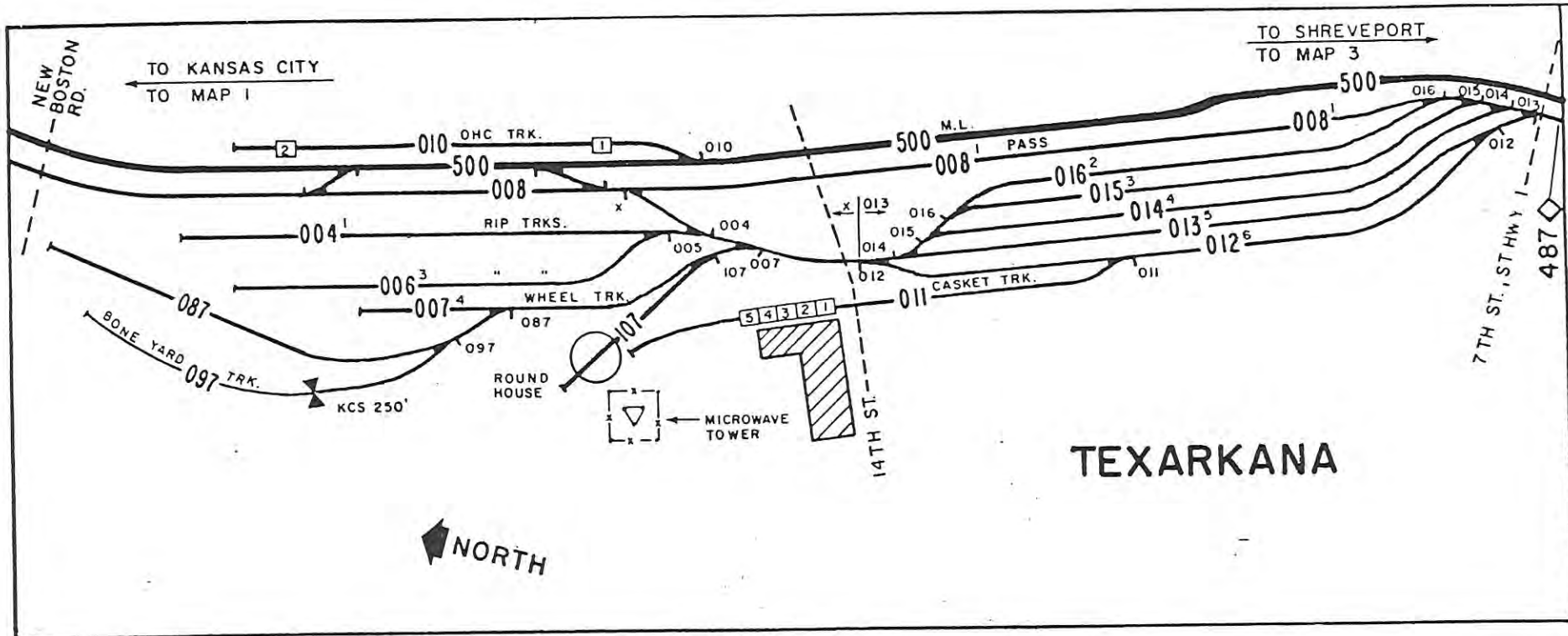


INVENTORY BLANCHARD TO SHREVEPORT  
AREA - 10 ZONE 1 MAP 1

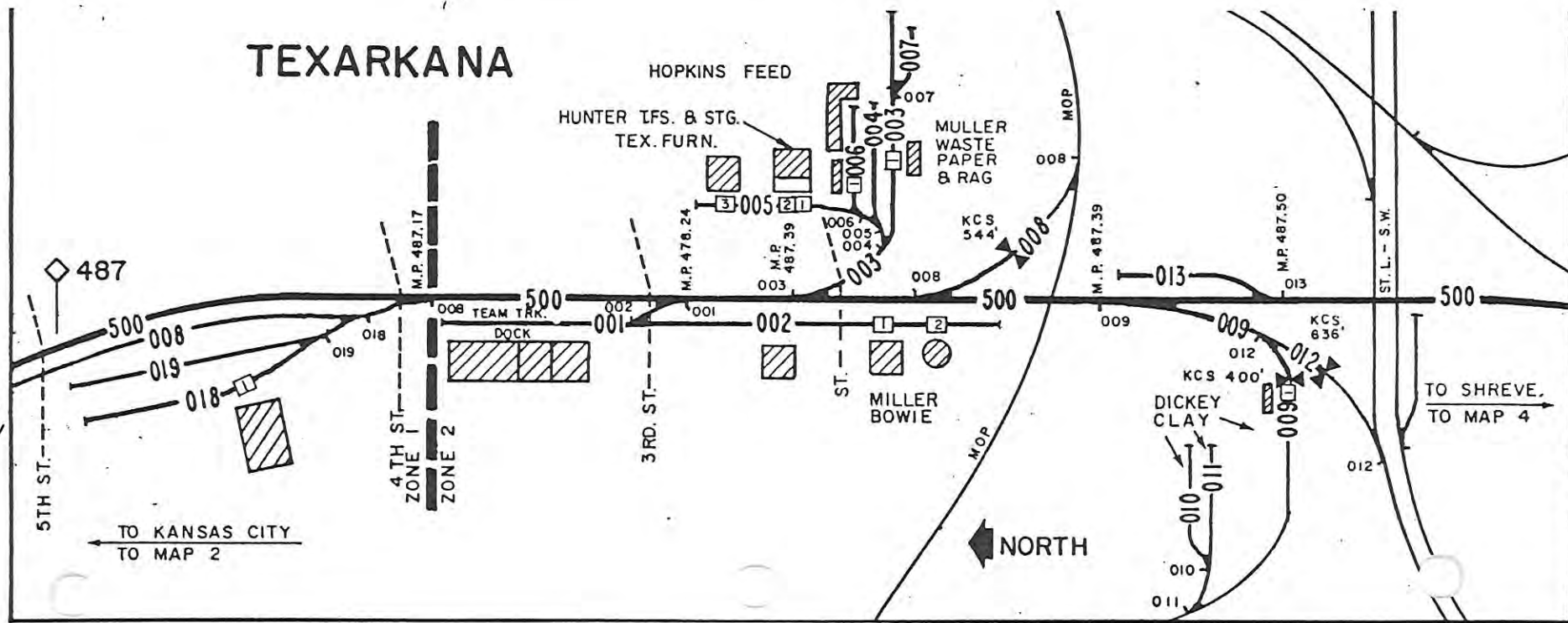


INVENTORY AREA - 10  
 TEXARKANA  
 ZONE 1,2,3 MAP INDEX MARCH '81

INVENTORY AREA - 10  
 TEXARKANA  
 ZONE 1,2,3 MAP INDEX MARCH '81

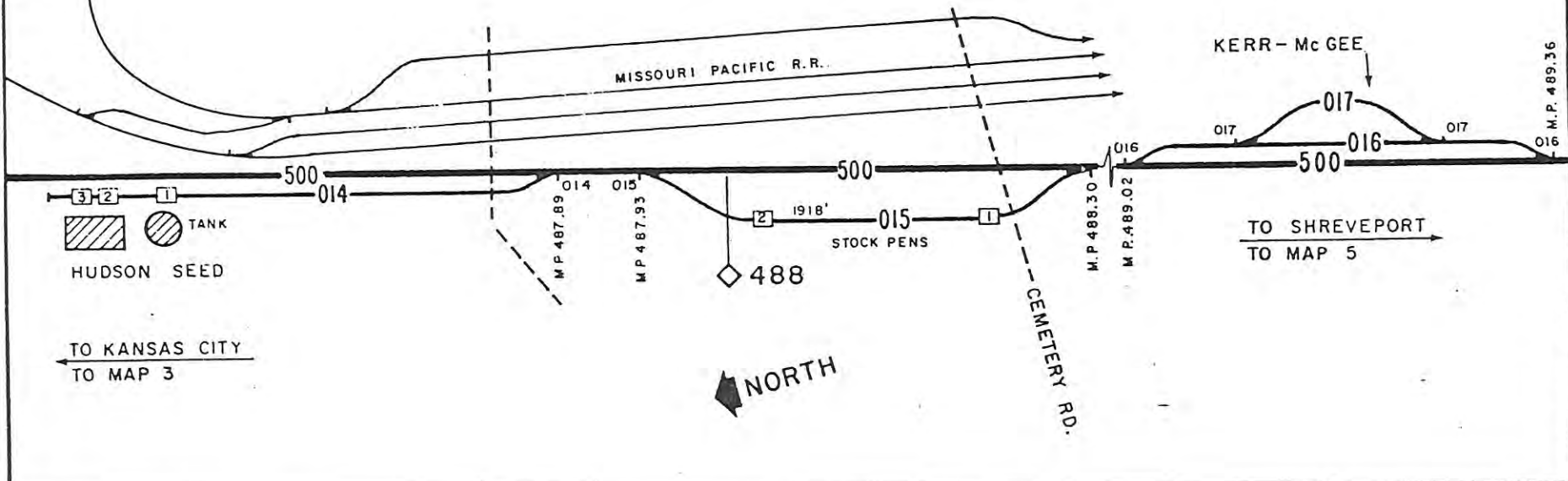


INVENTORY TEXARKANA  
 AREA 10  
 ZONE  
 MAP 2  
 MARCH '81



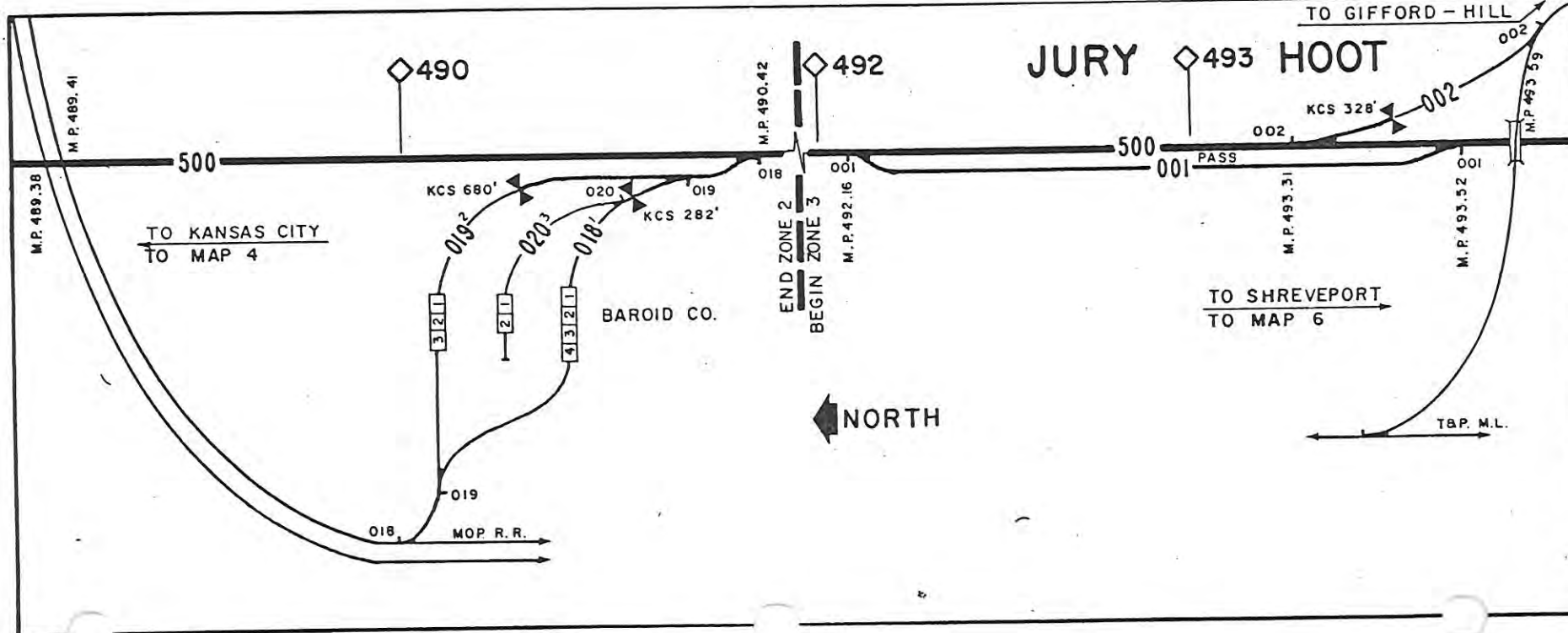
INVENTORY TEXARKANA

# TEXARKANA

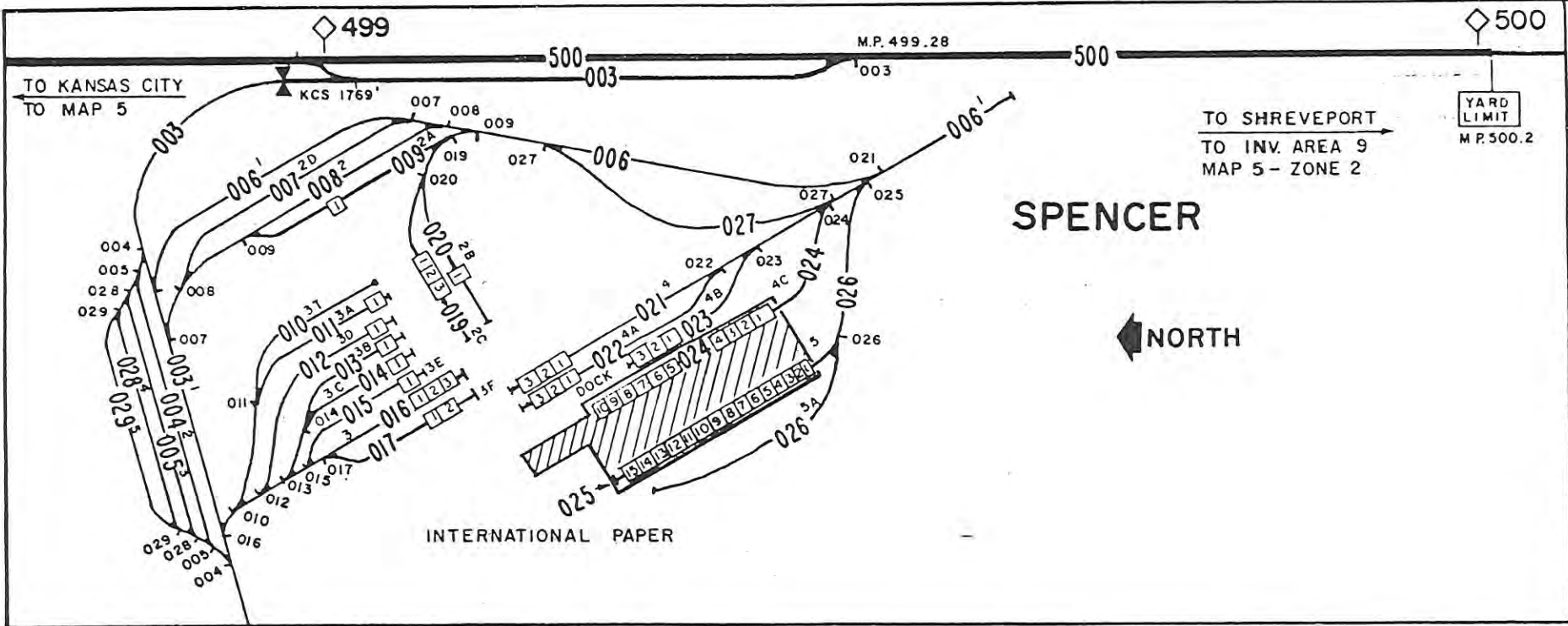


INVENTORY SOUTH TEXARKANA  
 AREA - 10 ZONE 2 MAP 4 MARCH '81

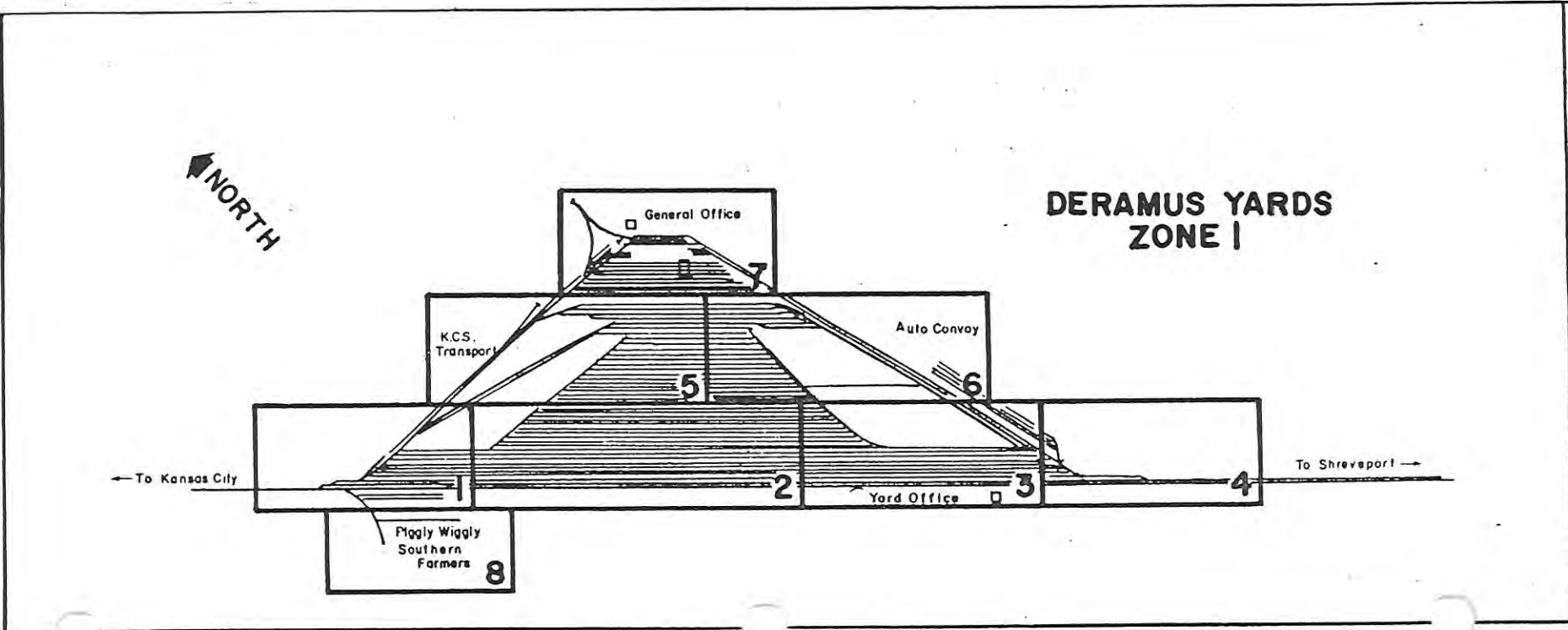
# JURY HOOT



INVENTORY S. TEXARKANA TO JURY - HOOT  
 AREA - 10 ZONE 2-3 MAP 5 MARCH '81

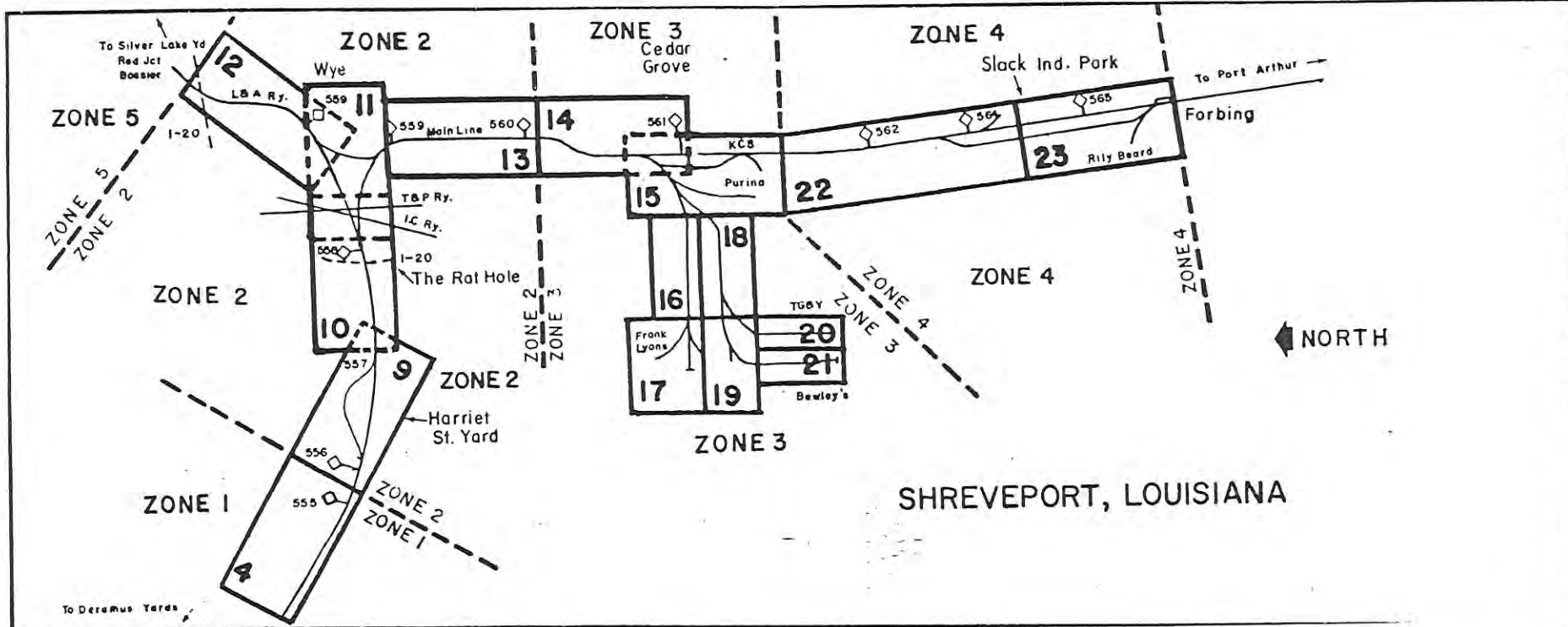


INVENTORY SPENCER  
AREA - 10 ZONE 3 MAP 6 MARCH 81

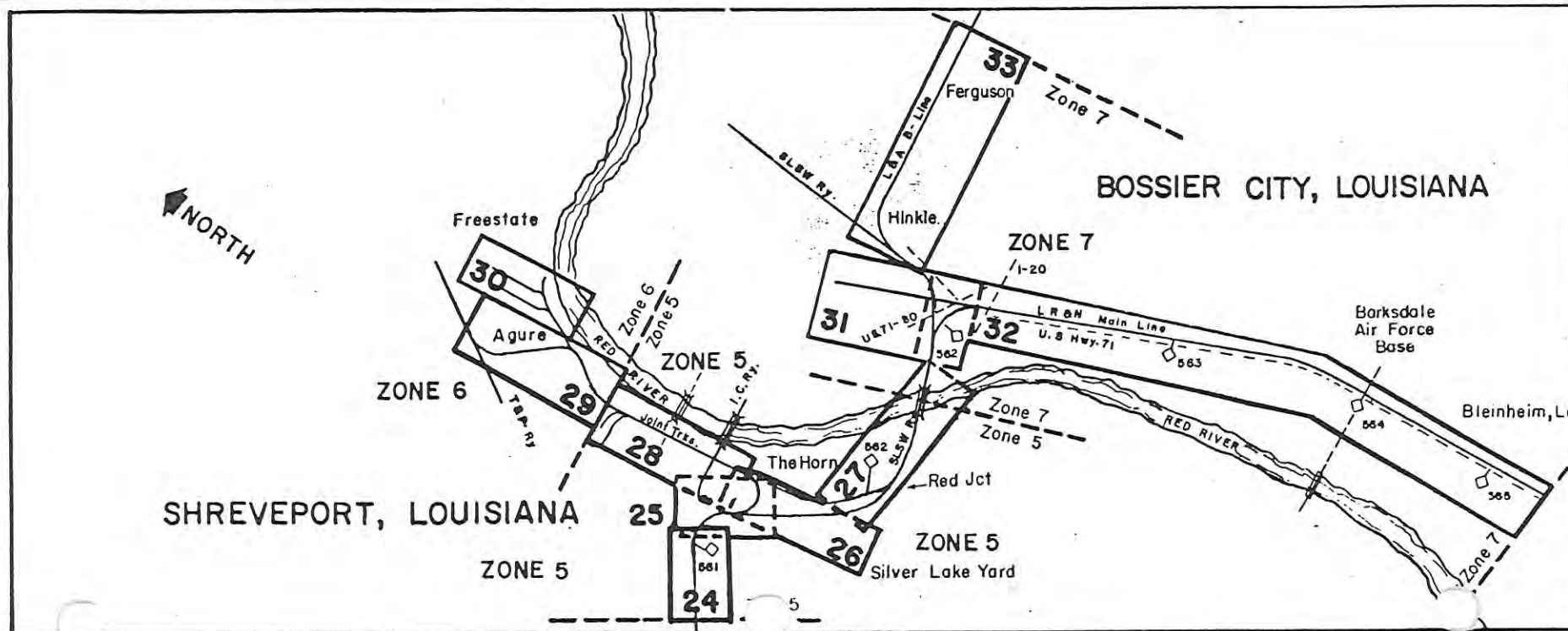


INVENTORY SHREVEPORT, LOUISIANA  
AREA - 11 ZONE 1 MAP 10 8 MAY '81



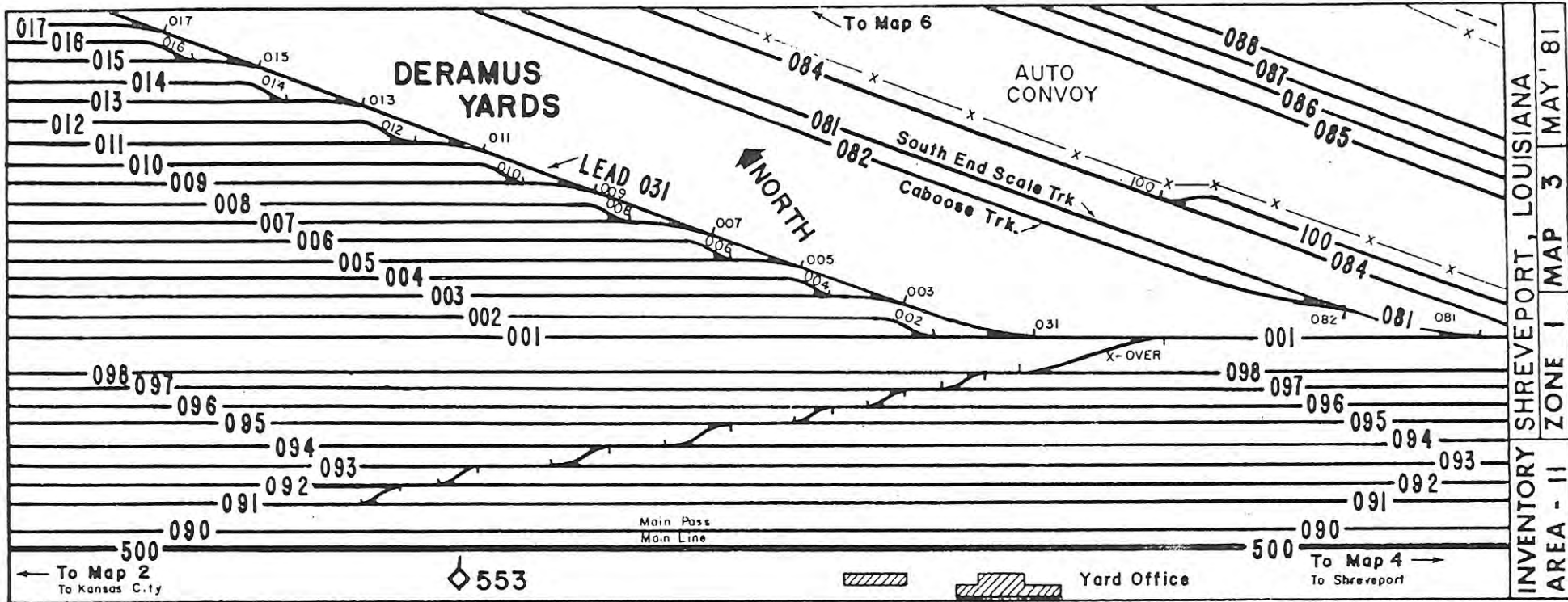


INVENTORY SHREVEPORT, LOUISIANA  
 AREA - II  
 ZONE 2 TO 4  
 MAP 9 TO 23  
 MAY '81

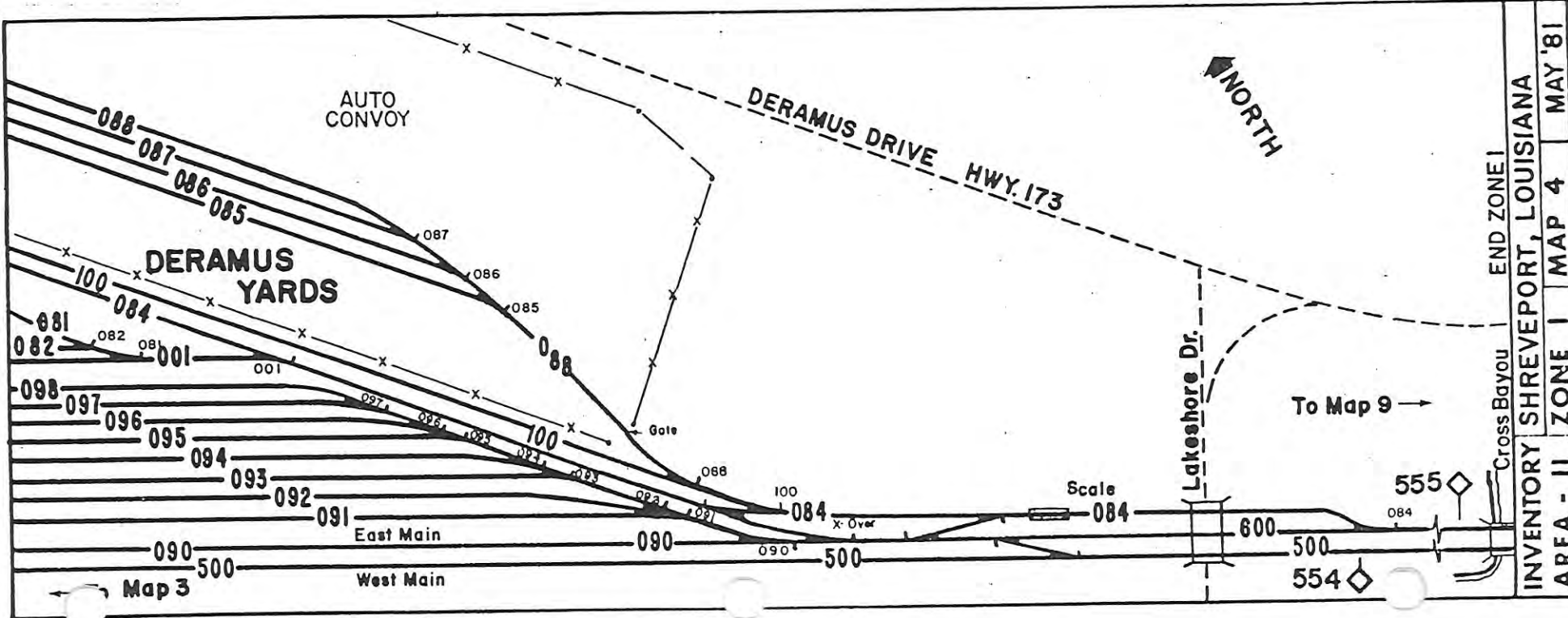


INVENTORY SHREVEPORT, LOUISIANA  
 AREA - II  
 ZONE 5 TO 7  
 MAP 24 TO 33  
 MAY '81

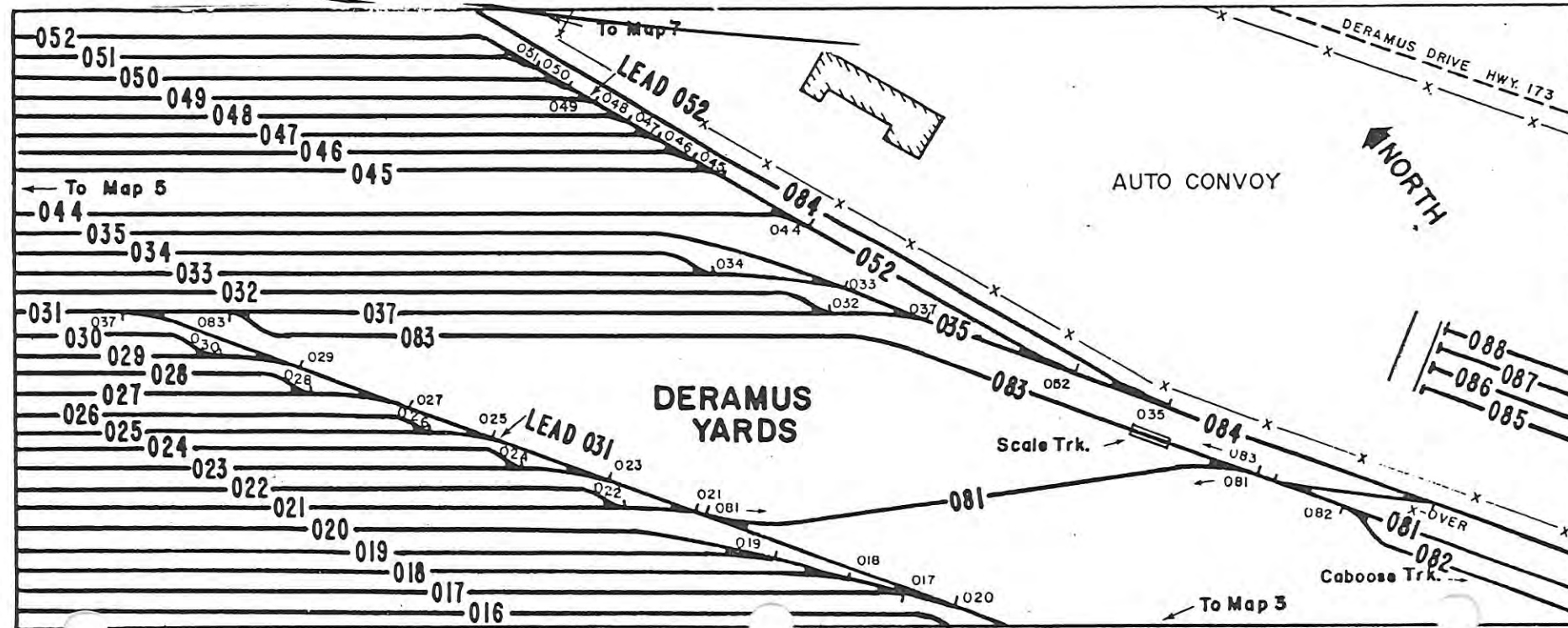
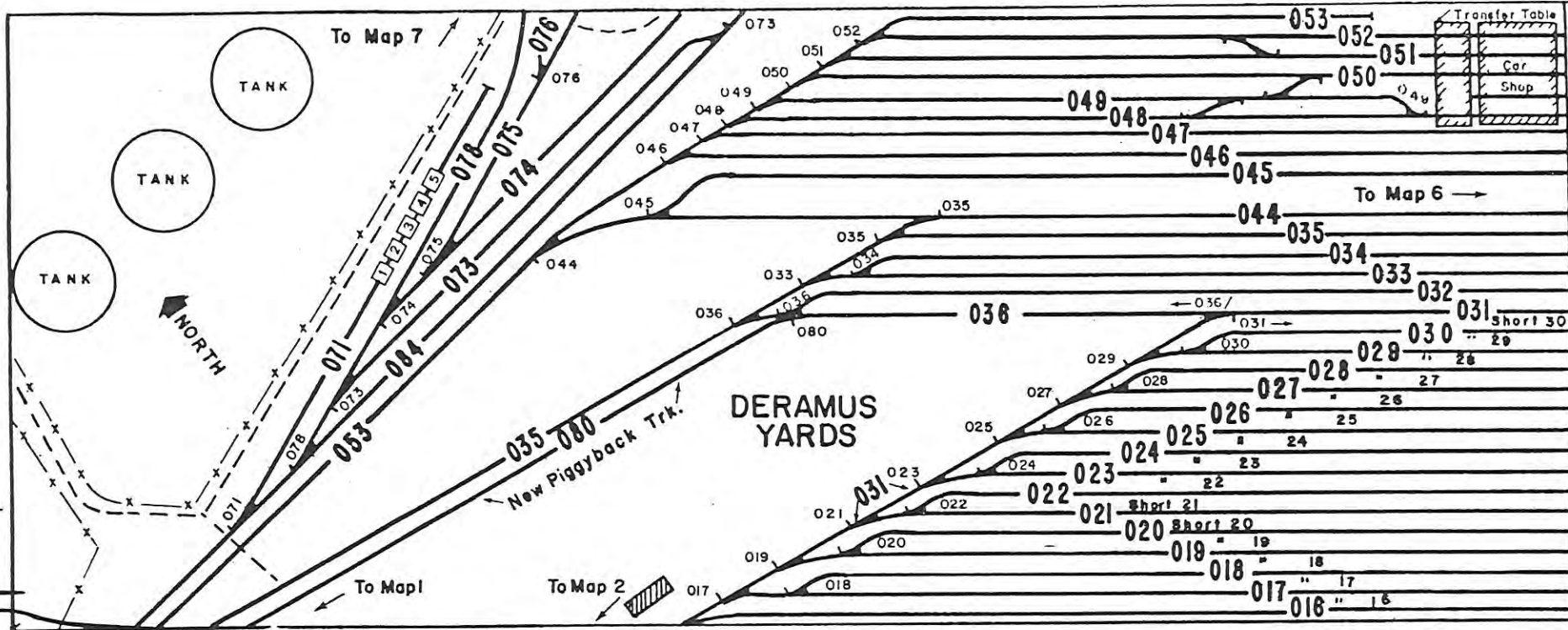




INVENTORY SHREVEPORT, LOUISIANA  
AREA - 11 ZONE 1 MAP 3 MAY '81

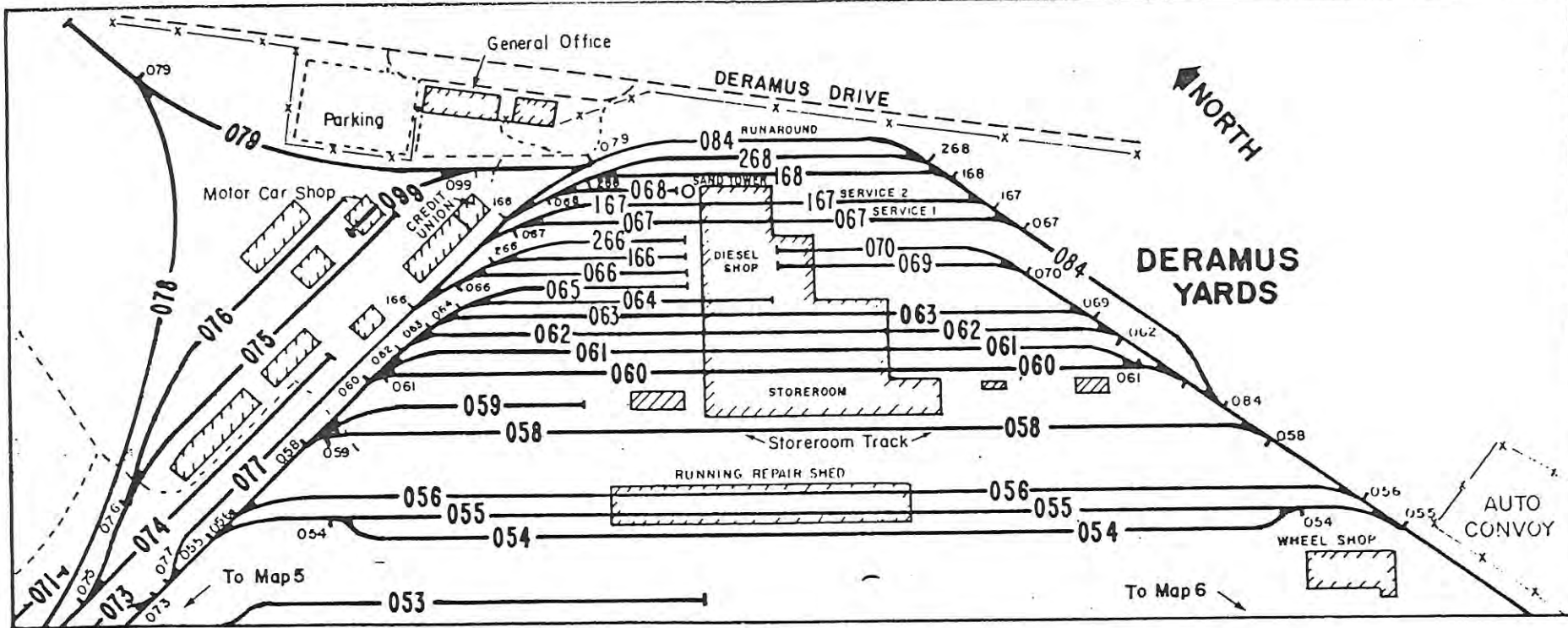


INVENTORY SHREVEPORT, LOUISIANA  
AREA - 11 ZONE 1 MAP 4 MAY '81

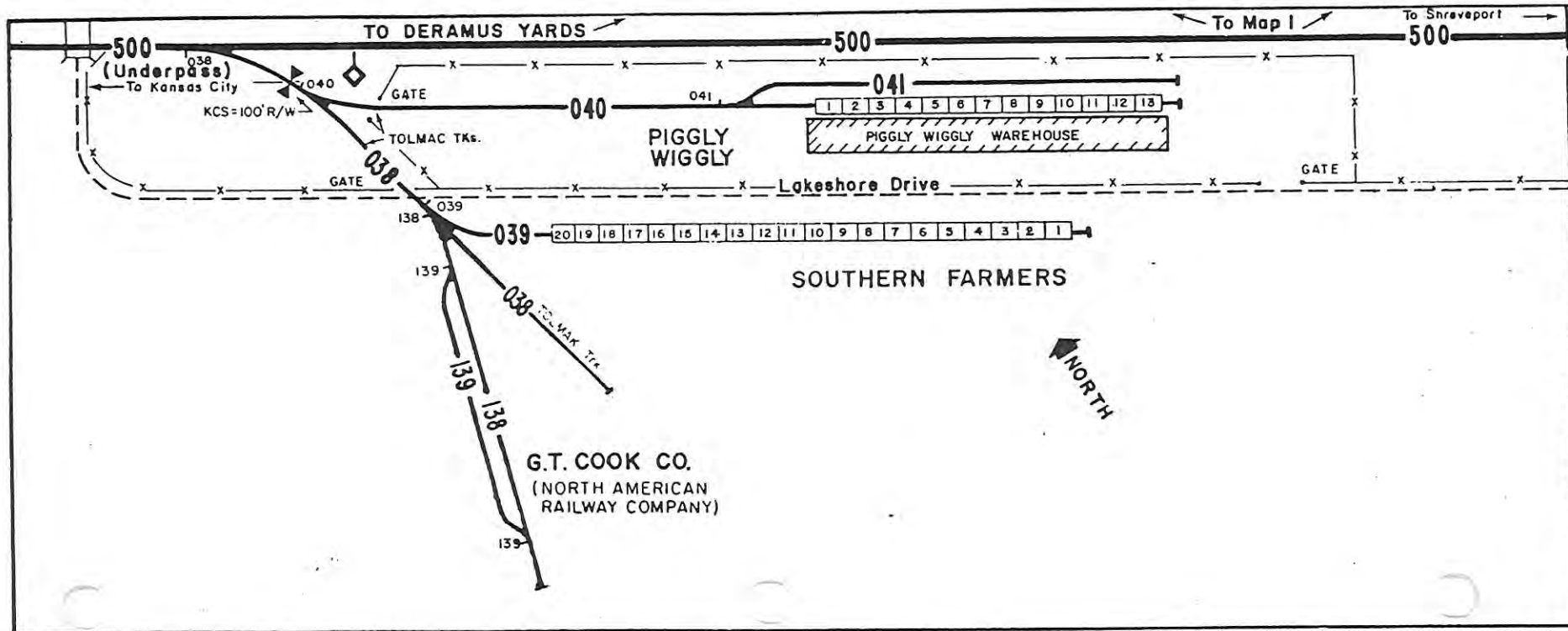


INVENTORY SHREVEPORT, LOUISIANA  
 AREA - ZONE MAP 5 MAY '81

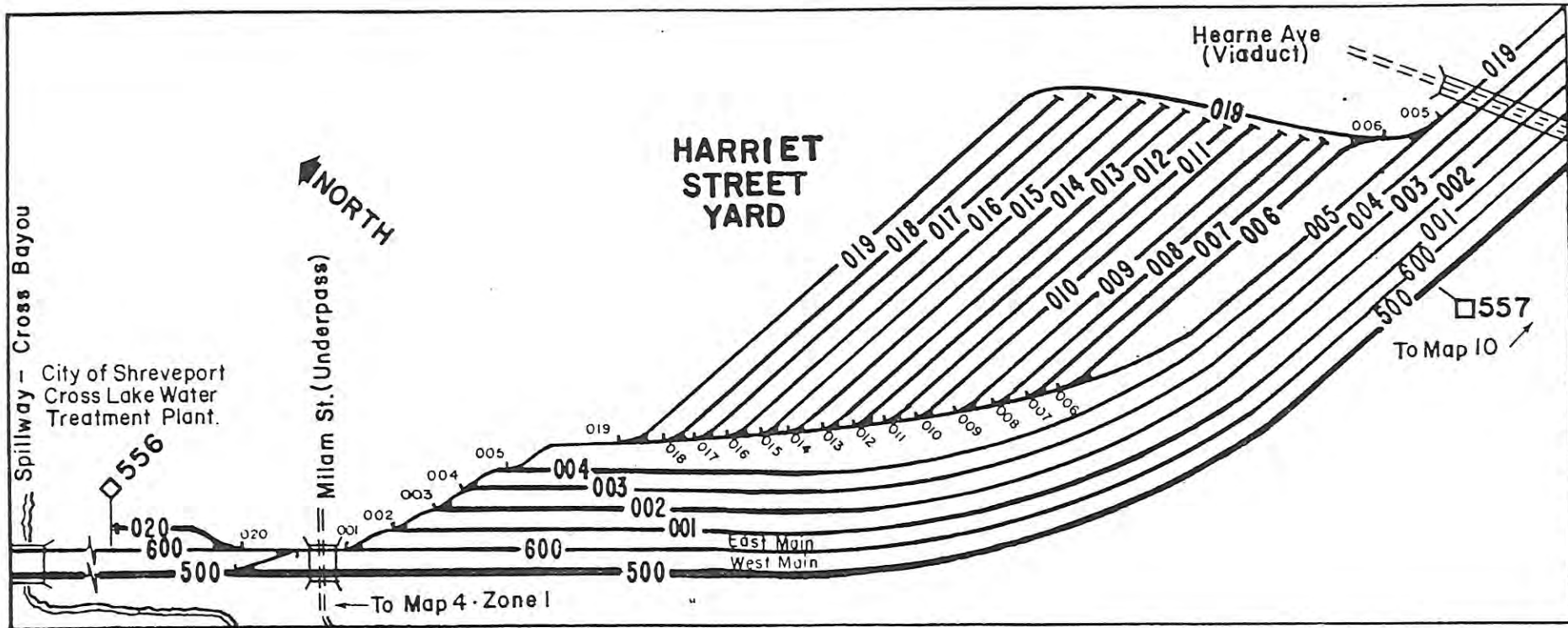
INVENTORY SHREVEPORT, LOUISIANA  
 AREA - ZONE MAP 6 MAY '81



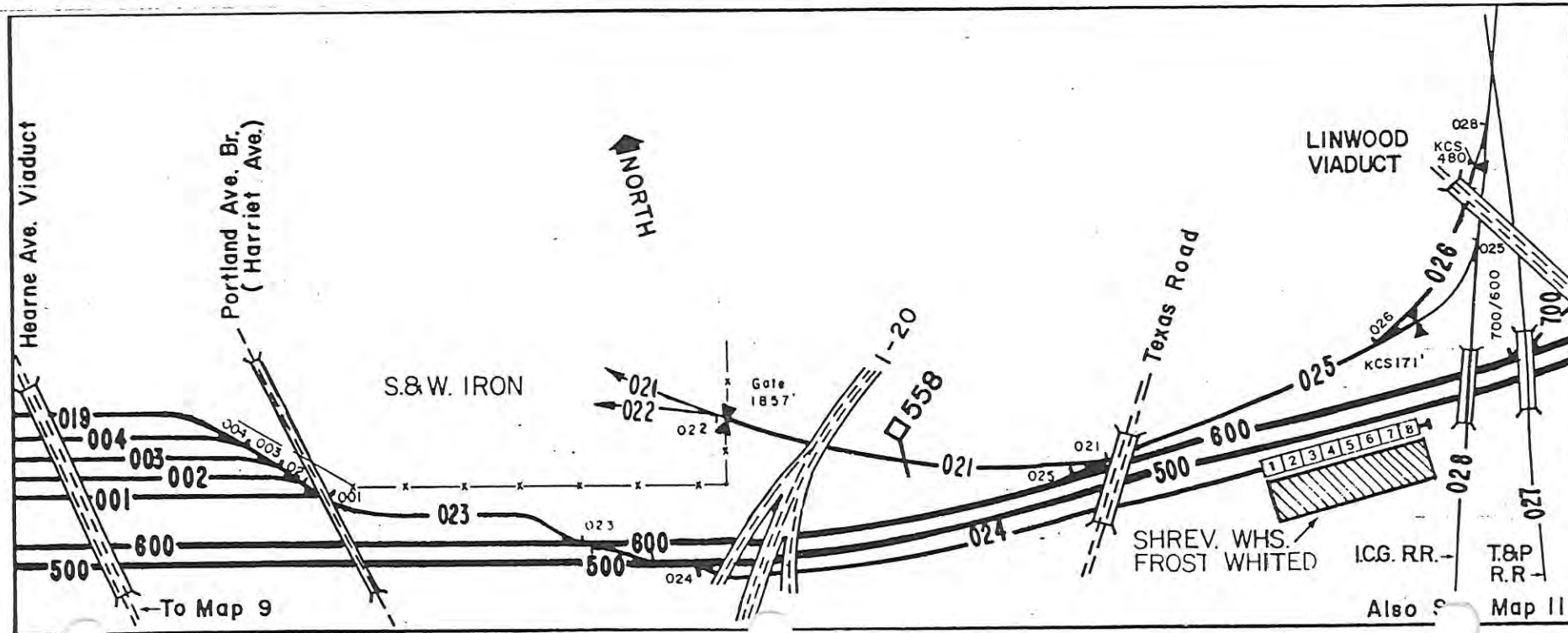
INVENTORY SHREVEPORT, LOUISIANA  
 AREA - II ZONE I MAP 7 MAY '81



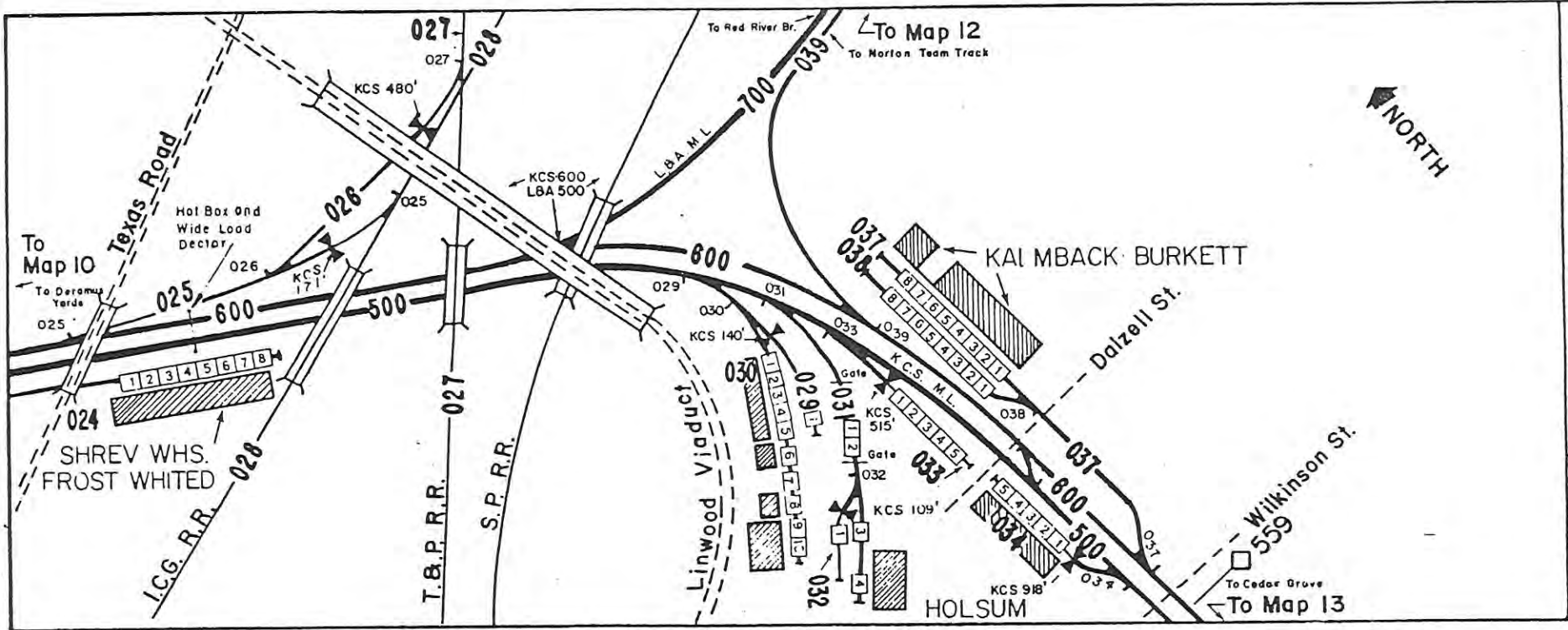
INVENTORY SHREVEPORT, LOUISIANA  
 AREA - II ZONE I MAP 8 MAY '81



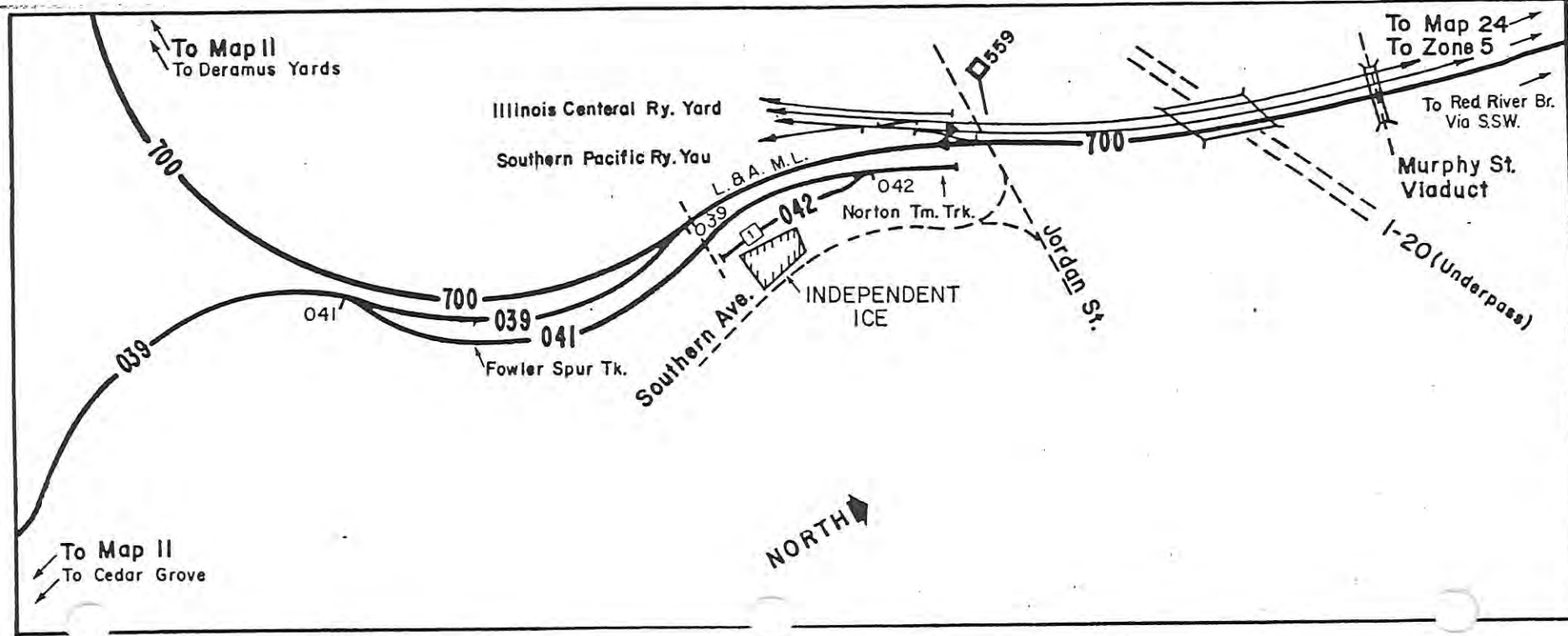
INVENTORY SHREVEPORT, LOUISIANA  
 AREA - II ZONE 2 MAP 9 MAY '81



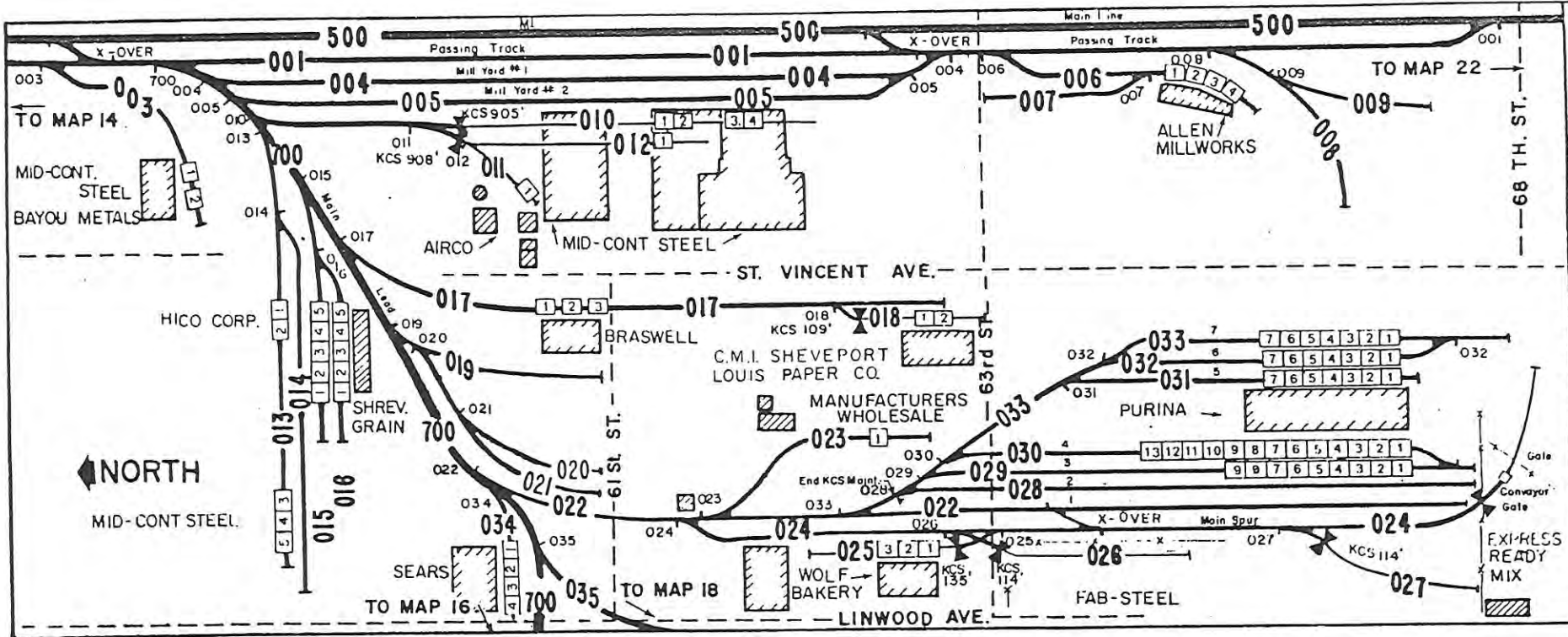
INVENTORY SHREVEPORT, LOUISIANA  
 AREA - II ZONE 2 MAP 10 MAY '81



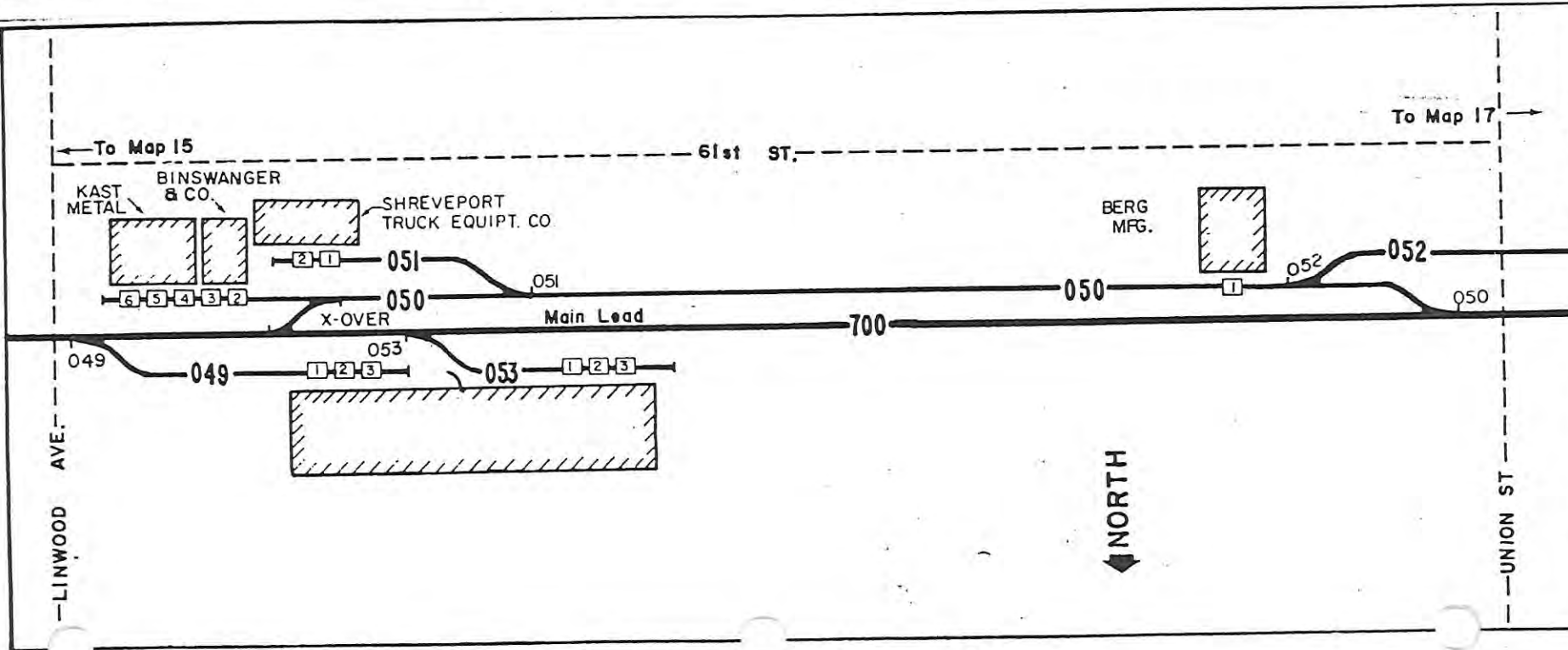
INVENTORY SHREVEPORT, LOUISIANA  
 AREA - 11 ZONE 2 MAP 11 MAY '81



INVENTORY SHREVEPORT, LOUISIANA  
 AREA - 11 ZONE 2 MAP 12 MAY '81

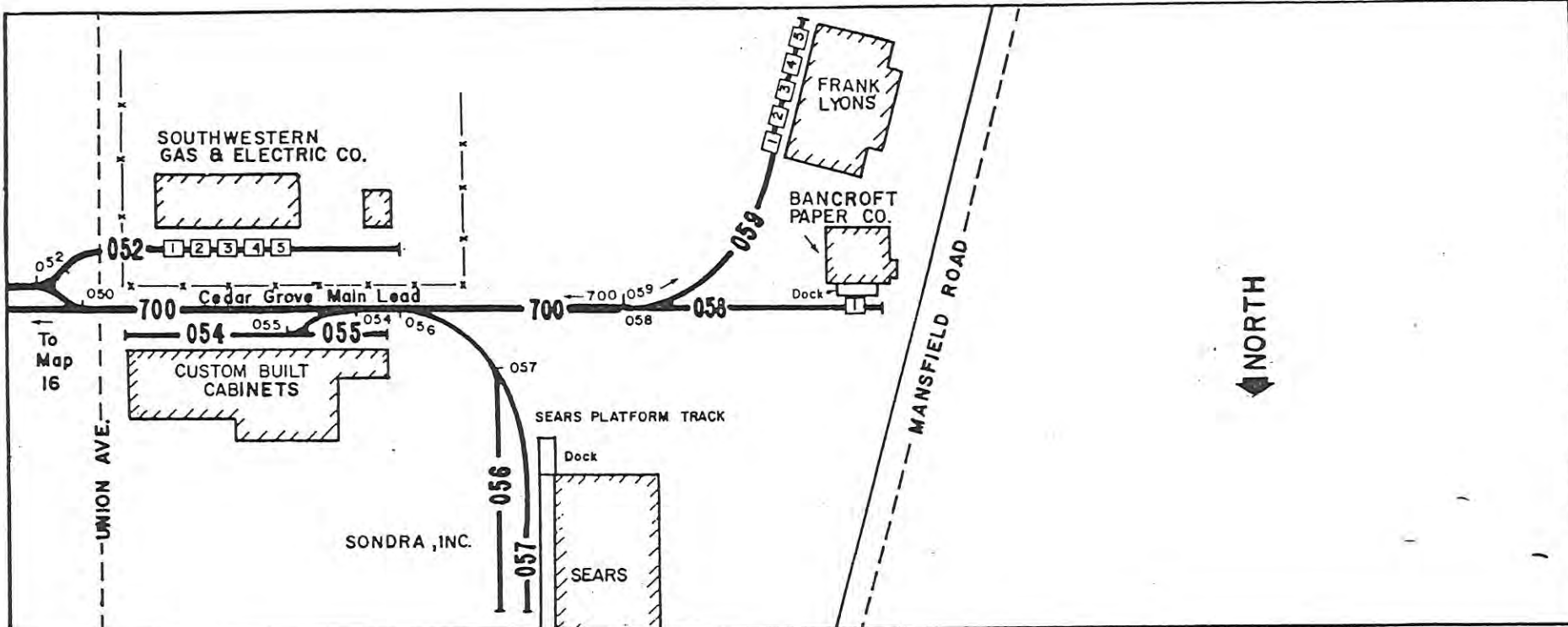


INVENTORY SHREVEPORT, LOUISIANA  
 AREA - 11 ZONE 3 MAP 15 MAY '81

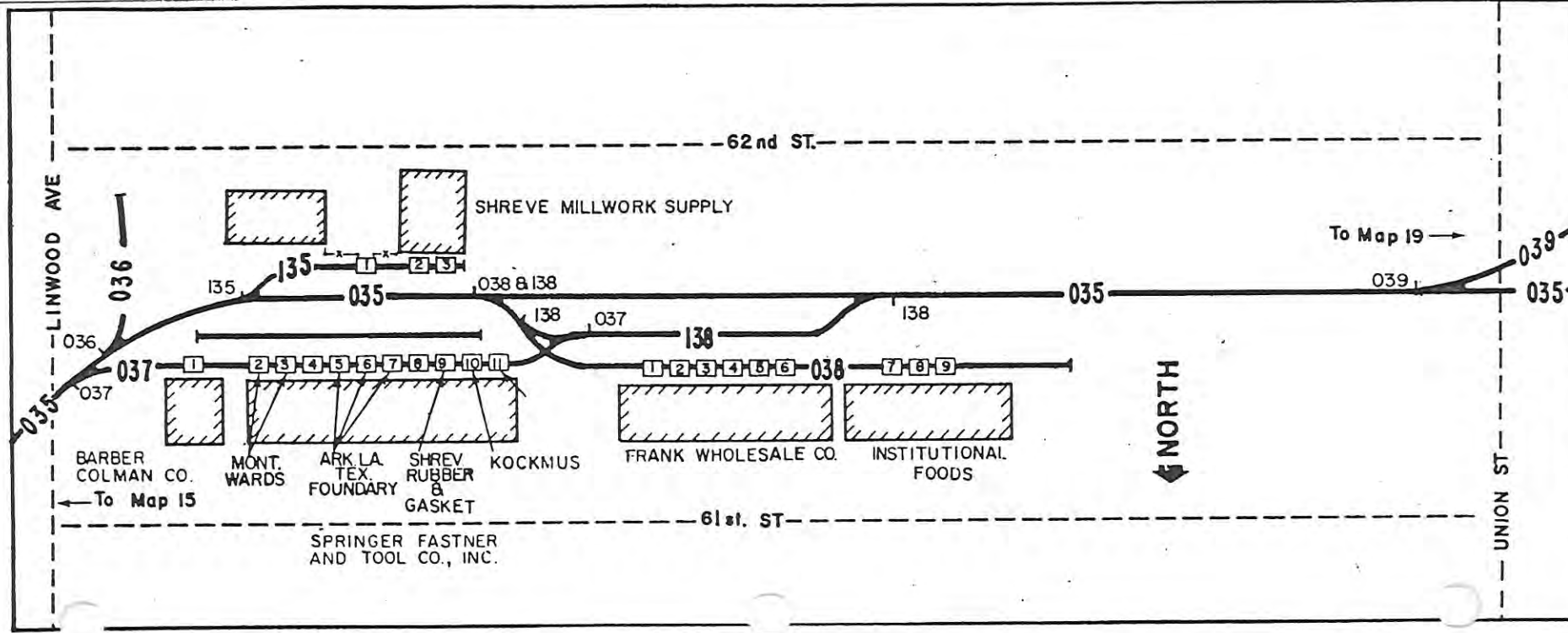


INVENTORY SHREVEPORT, LOUISIANA  
 AREA - 11 ZONE 3 MAP 16 MAY '81

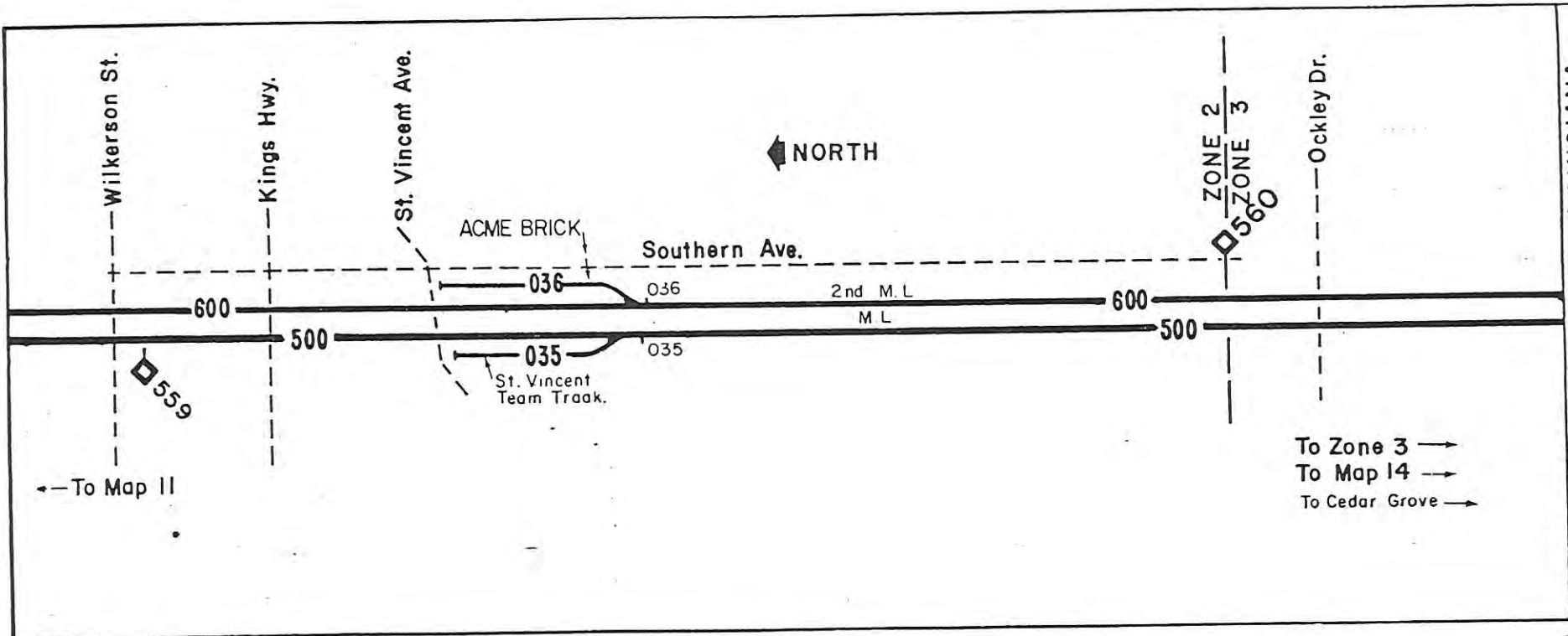




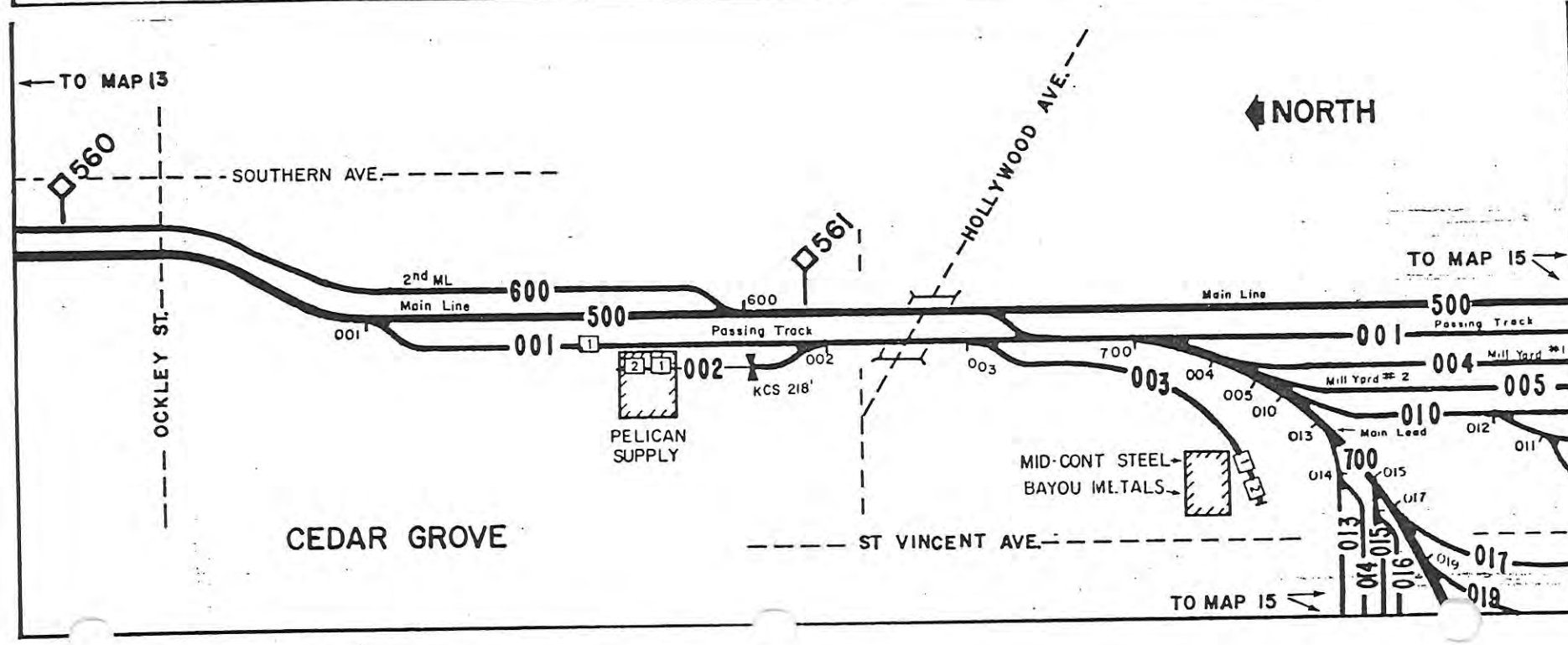
INVENTORY SHREVEPORT, LOUISIANA  
 AREA - II ZONE 3 MAP 17 MAY '81



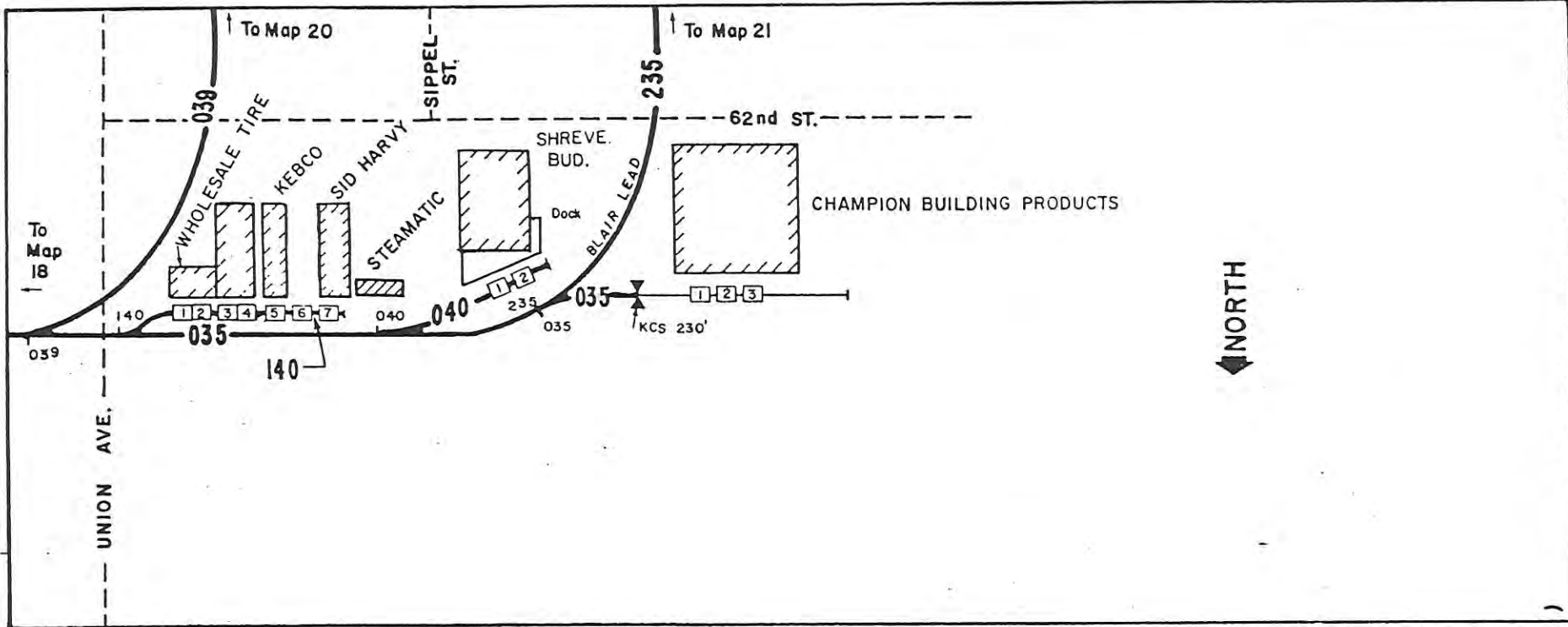
INVENTORY SHREVEPORT, LOUISIANA  
 AREA - II ZONE 3 MAP 18 MAY '81



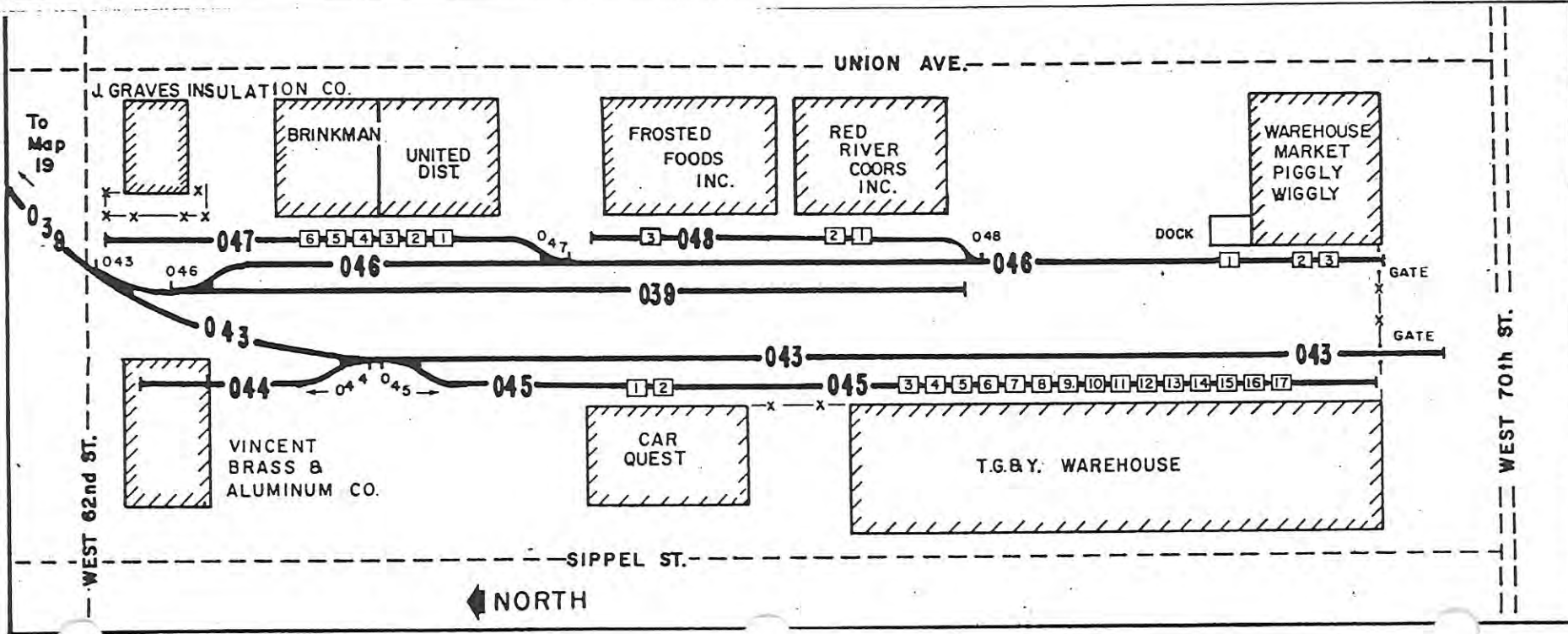
INVENTORY SHREVEPORT, LOUISIANA  
 AREA - II ZONE 2 MAP 13 MAY '81



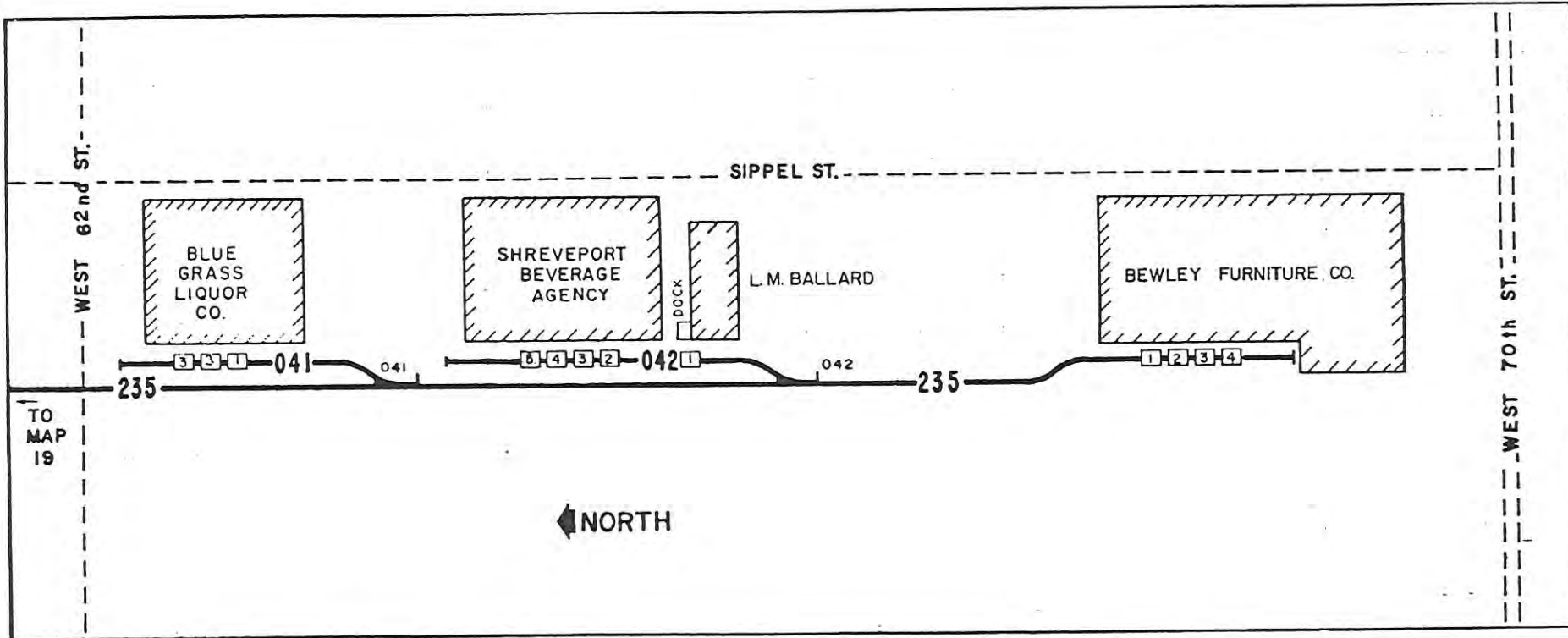
INVENTORY SHREVEPORT, LOUISIANA  
 AREA - II ZONE 3 MAP 14 MAY '81



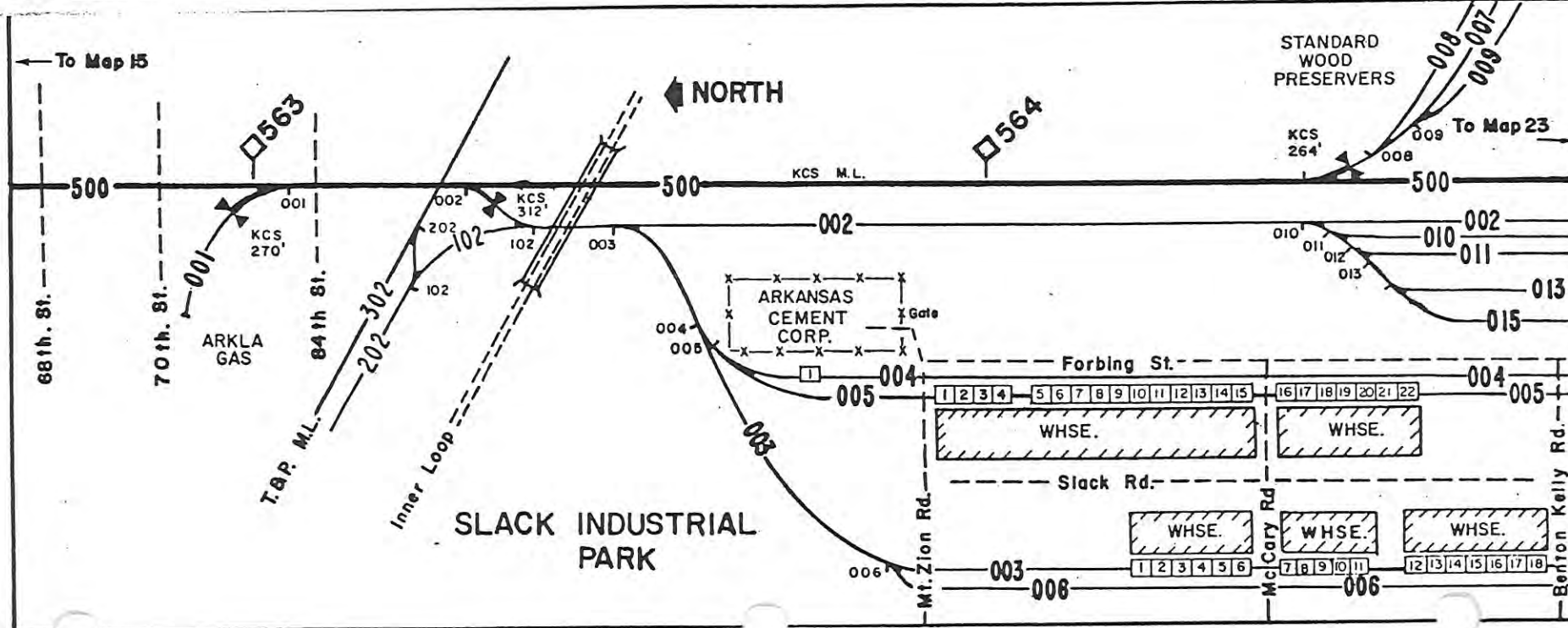
INVENTORY SHREVEPORT, LOUISIANA  
 AREA - 11 ZONE 3 MAP 19 MAY '81



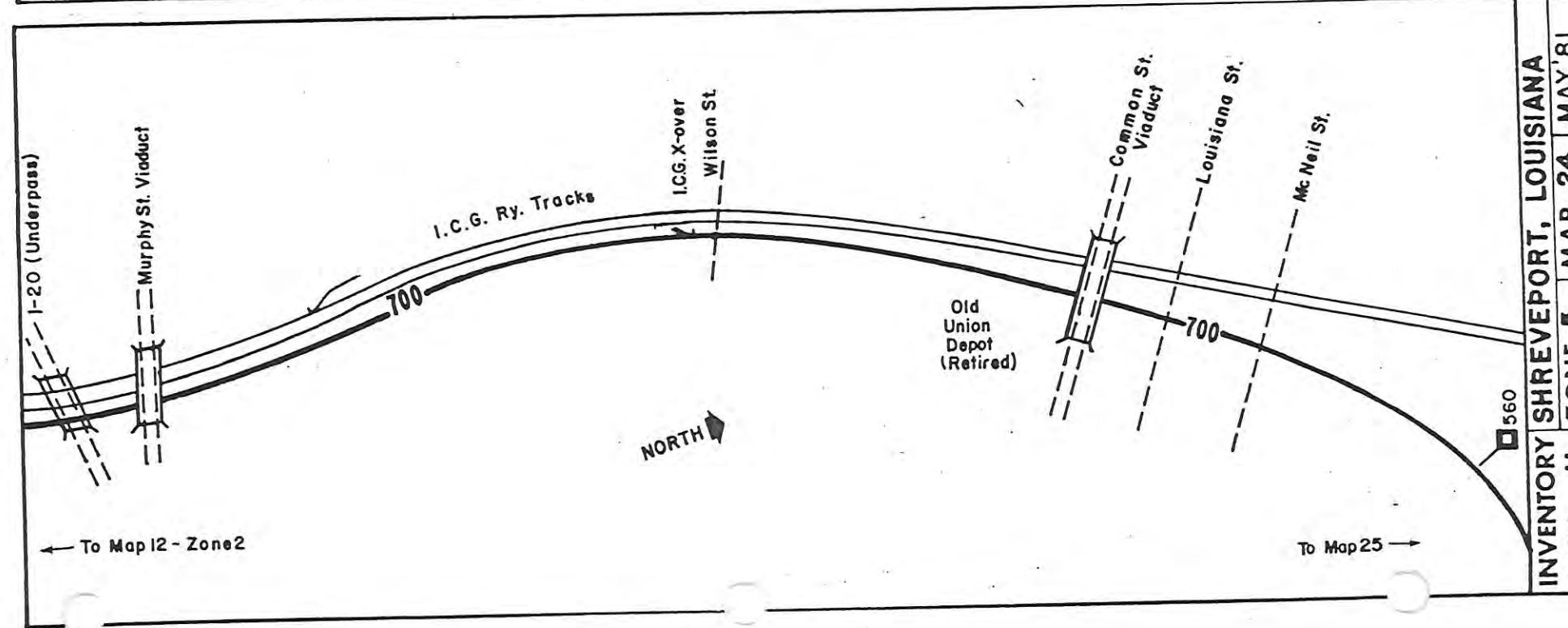
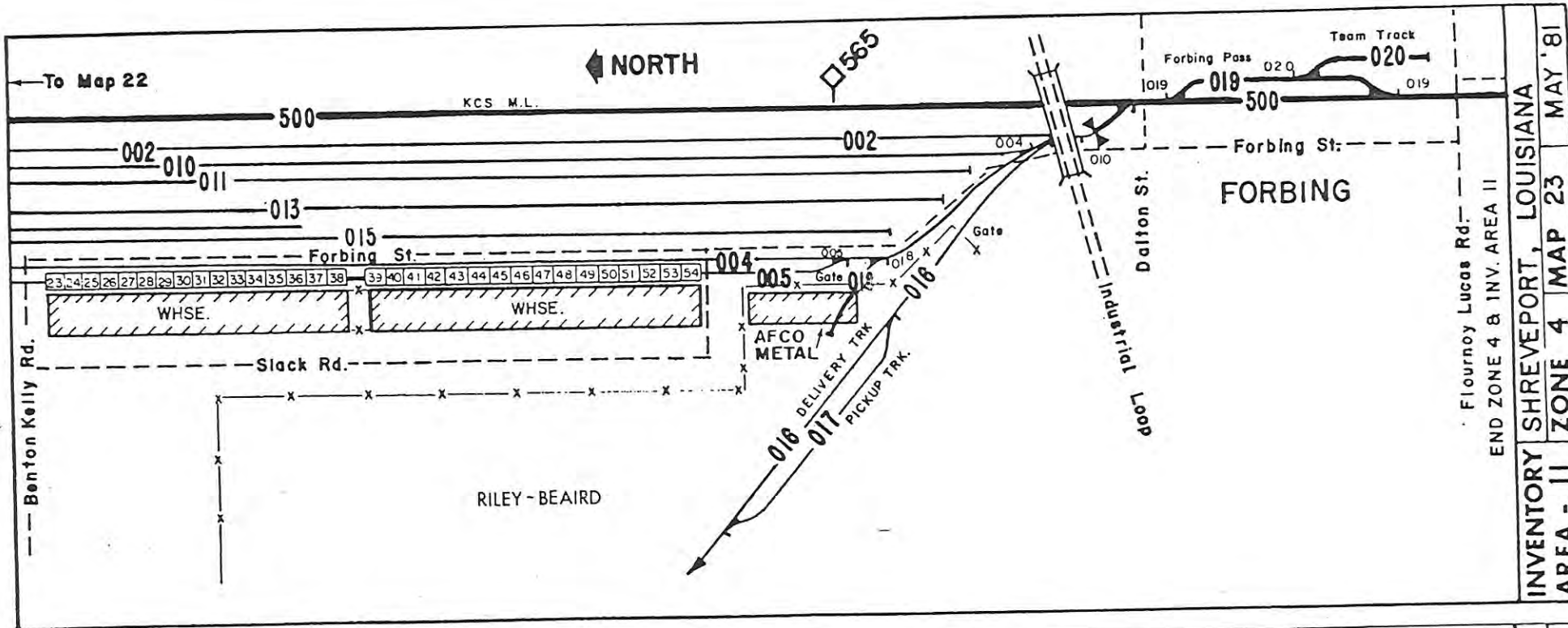
INVENTORY SHREVEPORT, LOUISIANA  
 AREA - 11 ZONE 3 MAP 20 MAY '81



INVENTORY SHREVEPORT, LOUISIANA  
 AREA II ZONE 3 MAP 21 MAY '81



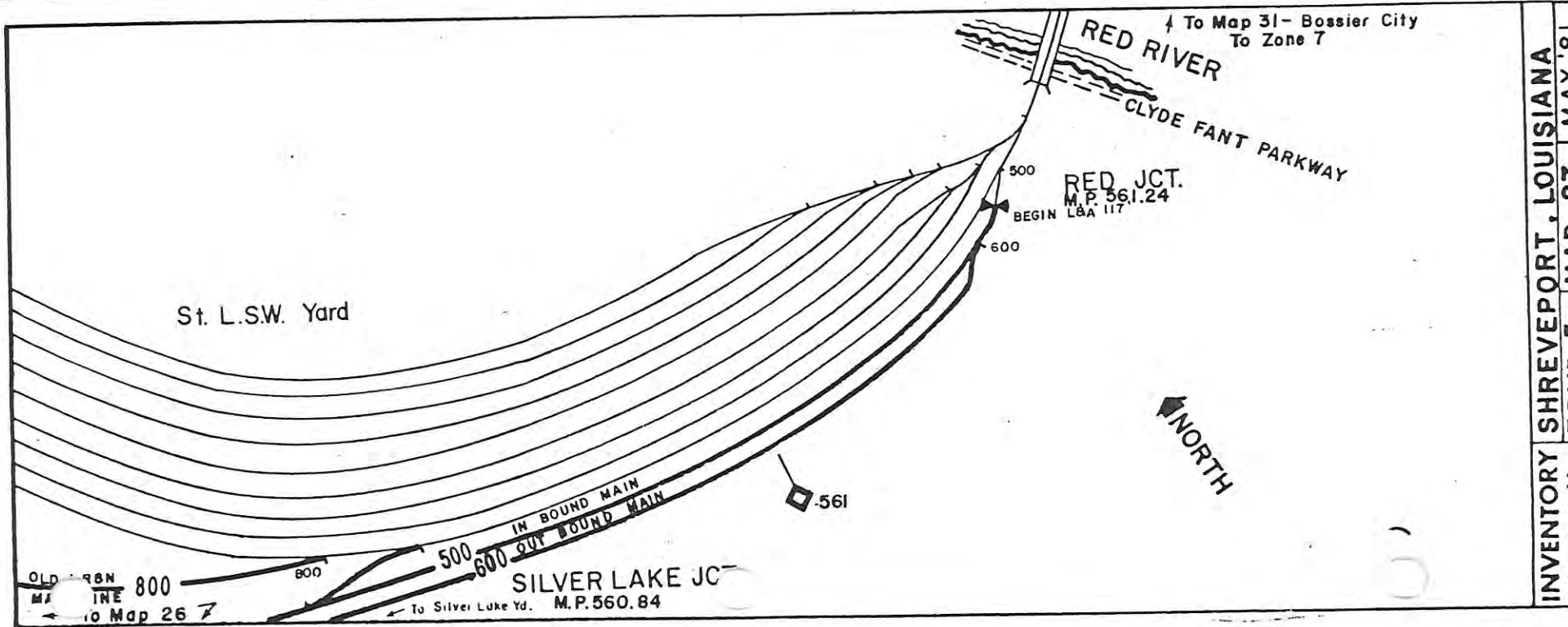
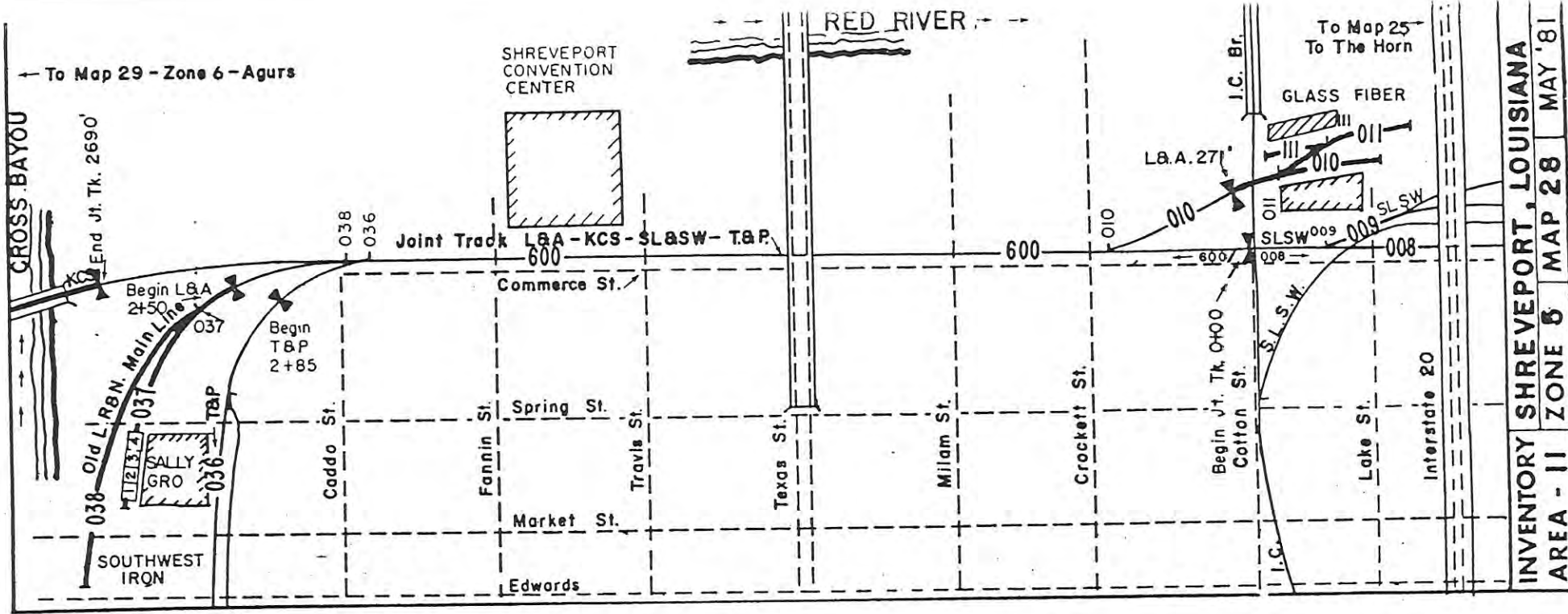
INVENTORY SHREVEPORT, LOUISIANA  
 AREA II ZONE 4 MAP 22 MAY '81



INVENTORY SHREVEPORT, LOUISIANA  
 AREA - 11 ZONE 4 MAP 23 MAY '81

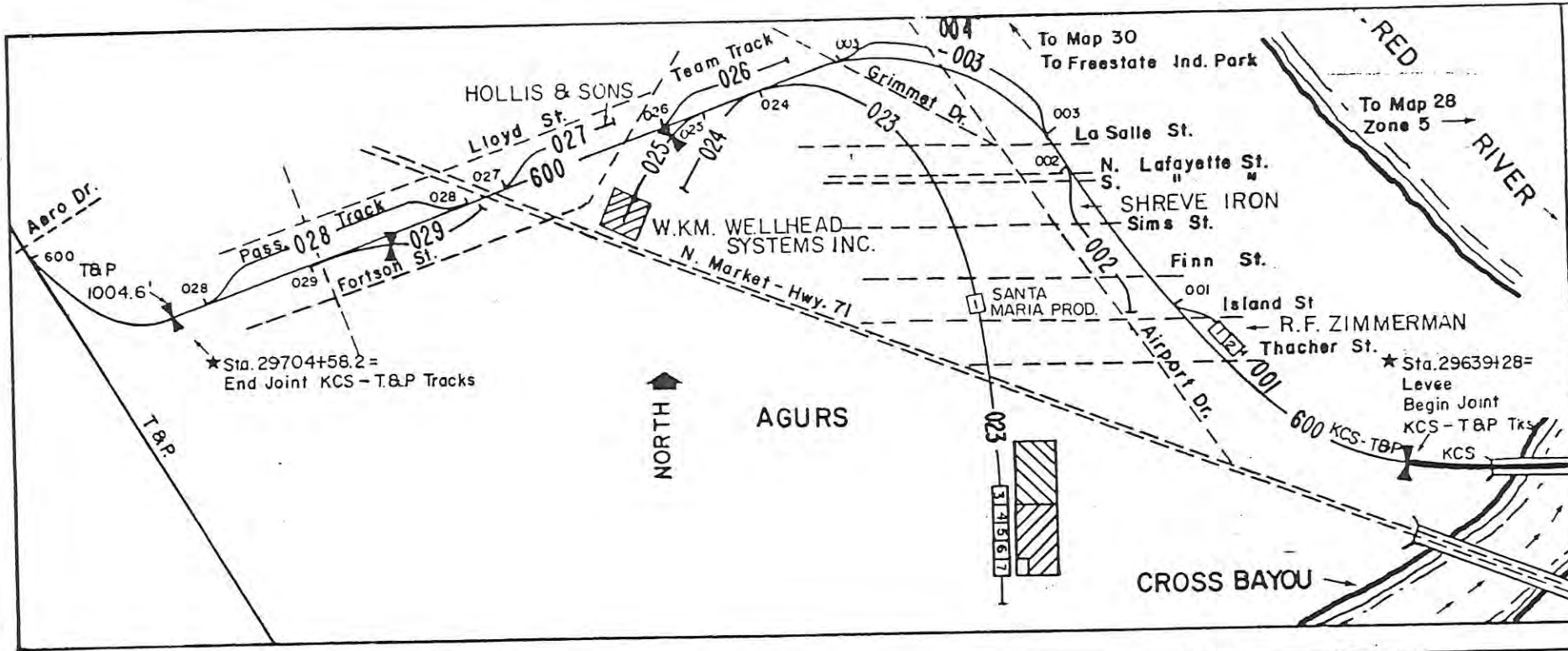
INVENTORY SHREVEPORT, LOUISIANA  
 AREA - 11 ZONE 5 MAP 24 MAY '81



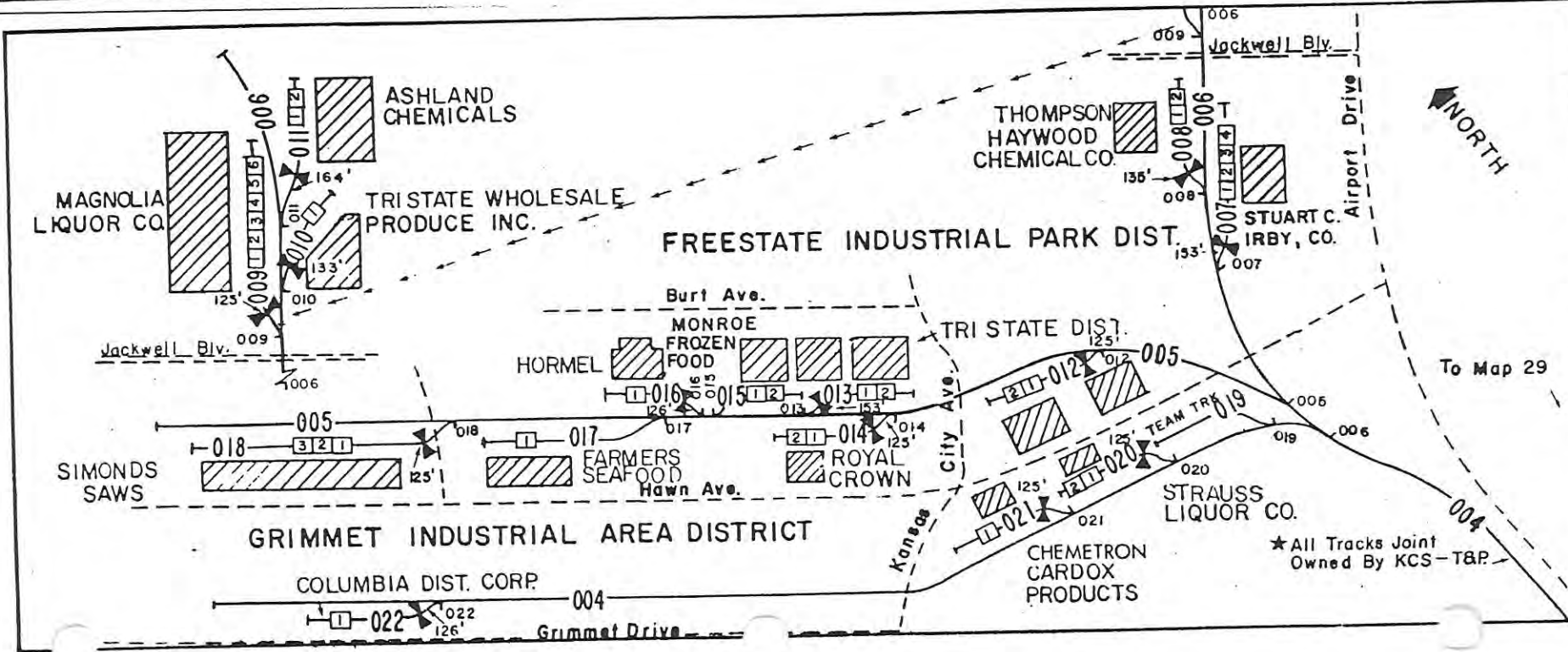


INVENTORY SHREVEPORT, LOUISIANA AREA - 11 ZONE 6 MAP 28 MAY '81

INVENTORY SHREVEPORT, LOUISIANA AREA - 11 ZONE 6 MAP 28 MAY '81

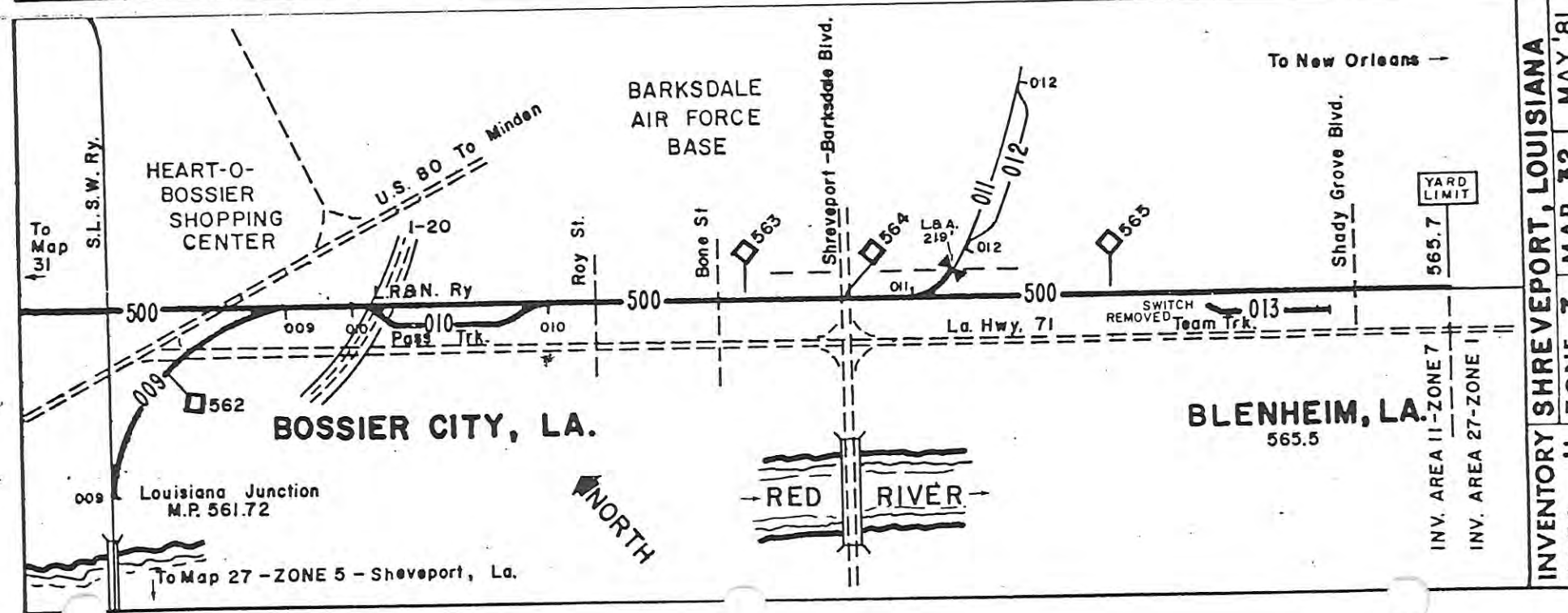
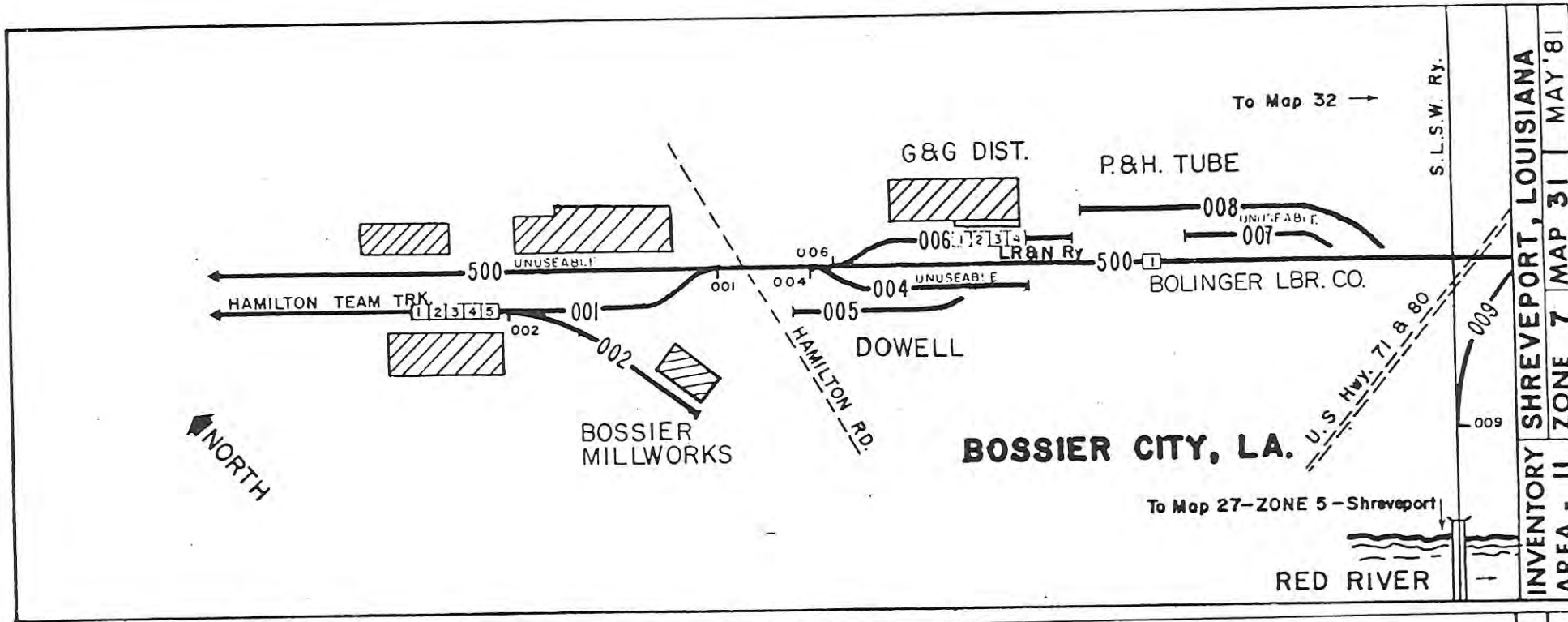


INVENTORY SHREVEPORT, LOUISIANA  
 AREA - 11 ZONE 6 MAP 29 MAY '81



INVENTORY SHREVEPORT, LOUISIANA  
 AREA - 11 ZONE 6 MAP 29 MAY '81





INVENTORY SHREVEPORT, LOUISIANA  
 AREA - II  
 ZONE 7  
 MAP 31  
 MAY '81

NWD		↑ Shreveport Terminal ↓		SWD	
Station No.	Sliding Feet	STATIONS	Meth of Oper.	Mile Post	
		BEGIN CTC TEXAS JUNCTION TY		549.0	
		1.1 BOSTWICK ROAD Y	Y	550.1	
		1.3 HIGH SWITCH Y	L	551.4	
0554		2.0 SHREVEPORT YARD BY		553.4	
		0.8 LAKE CROSSOVER (2MT) Y		554.2	
		2.0 MILAM CROSSOVER (2MT) Y		556.2	
		0.8 HARRIET YARD (2MT) BY		557.0	
		0.3 PORTLAND CROSSOVER (2MT) Y		557.3	
		0.5 TEXAS CROSSOVER (2MT) Y		557.8	
		0.2 JUNCTION MAIN XOVER (2MT) Y		558.0	
		0.2 NORTH WYE SWITCH (2MT) TY		558.2	
		30.6 SOUTH WYE (2MT) TY		588.8	
		-29.9 WILKINSON CROSSOVER (2MT) Y	Y	558.9	
		2.1 HOLLYWOOD SWITCH (2MT) Y	L	561.0	
		0.3 CEDAR GROVE YARD Y		561.3	
		2.2 UP CROSSING Y		563.5	
		0.5 SLACK INDUSTRIAL PARK Y		564.0	
0567		1.6 FORBING Y		565.6	
		0.7 BEGIN CTC BEAUMONT SUB Y		566.3	
WWD		↑ ↓		EWD	
		NORTH WYE SWITCH TY	Y	558.2 KCS	
		0.6 EAST WYE SWITCH TY	L	558.8 LA	
EWD		↑ ↓		WWD	
		SOUTH WYE SWITCH TY	Y	558.8 KCS	
		0.0 EAST WYE SWITCH TY	L	558.8 LA	
WWD		↑ ↓		EWD	
		EAST WYE SWITCH TY		558.8 LA	
		0.8 JORDAN (3MT) Y		559.6 LA	
		0.0 WILSONS ALLEY (3MT) Y		559.6 LA	
		0.2 MARKET SWITCH (2MT) Y		VD-168.4	
		0.1 SPRING STREET JCT (UP) Y		VD-168.3	
		0.1 UP CROSSING Y		VD-168.1	
		0.2 KCS RED RIVER BRIDGE Y	Y	VD-167.7	
		0.4 LRN CONNECTION Y	L	VD-167.2	
0562		0.3 BOSSIER YARD Y		VD-166.8	
		0.4 UP CROSSING Y		VD-166.4	
		0.4 BENTON ROAD Y		VD-166.2	
		0.2 AIRLINE DRIVE Y		VD-165.1	
		1.1 BEGIN DTC VICKSBURG SUB Y		VD-165.1	

continued

### Shreveport Terminal continued

NWD		↑		↓		SWD	
		WILSONS ALLEY Y	Y			559.6	
	5100	0.4 SILVER LAKE Y	L			560.0	
		1.2 RED JCT Y				561.2	
		0.1 UP RED RIVER BRIDGE Y				561.3	
		0.4 LOUISIANA JCT Y				561.7	
		0.2 LRN CONNECTION Y				561.9	
		0.3 BOSSIER SIX Y	YL			562.2	
		0.3 BEGIN DTC ALEXANDRIA SUB Y				562.5	
SWD		↑		↓		NWD	
		LOUISIANA JCT VIA UP Y				561.7 LA	
		0.2 OLD MINDEN ROAD VIA UP Y				B-106.0	
		0.1 KCS CROSSING VIA UP Y				B-105.9	
		0.5 KCS CROSSING VIA UP Y				B-105.4	
		0.2 HIGHWAY 80 VIA UP Y				B-105.2	
		0.1 L&A JUNCTION VIA UP Y				B-105.1	
		0.2 BENTON ROAD Y				B-104.9	
		0.1 HINKLE Y				B-104.8	
		4.8 BEGIN DTC HOPE SUBDIVISION Y				B-100.0	

ABS ..... MP 554.1 - MP 557.1

#### SPECIAL INSTRUCTIONS

**ENTERING SHREVEPORT YARD FROM OTHER SUBDIVISIONS** - All trains and track cars must contact the KCS Tower Yardmaster prior to entering yard limits.

**YARD ENGINES DEPARTING HARRIET STREET, BOSSIER CITY, FOREIGN LINE INTERCHANGE, AND INDUSTRIAL AREAS** - Yard engines departing yards or industrial areas will contact the KCS Tower Yardmaster for instructions prior to departing or entering the main track.

#### TRACK BULLETINS:

- **YARD TRAINS** - Verify Track Bulletin with KCS Tower Yardmaster when going on duty.
- **ROAD TRAINS** - Verify Track Bulletin with the train dispatcher.

**DEPARTURE INSTRUCTIONS SHREVEPORT YARD** - Trains departing Shreveport yard must obtain permission from the KCS Tower Yardmaster before departing.

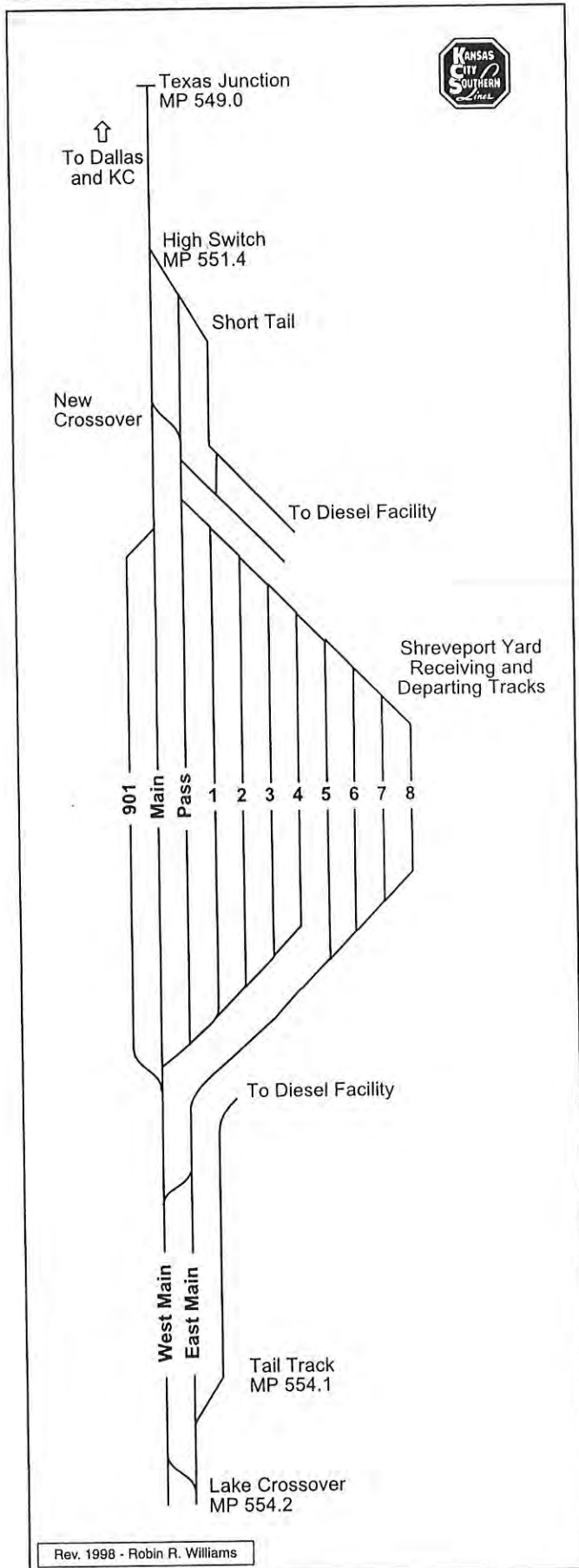
Prior to departing Shreveport Yard, all train crews must contact either the KCS Tower Yardmaster or car foreman to ascertain that an employee will be in place to provide a roll-by inspection of the train.

Train will not depart Shreveport Yard until employee providing the roll-by inspection notifies the crew that he is in position to provide the inspection.

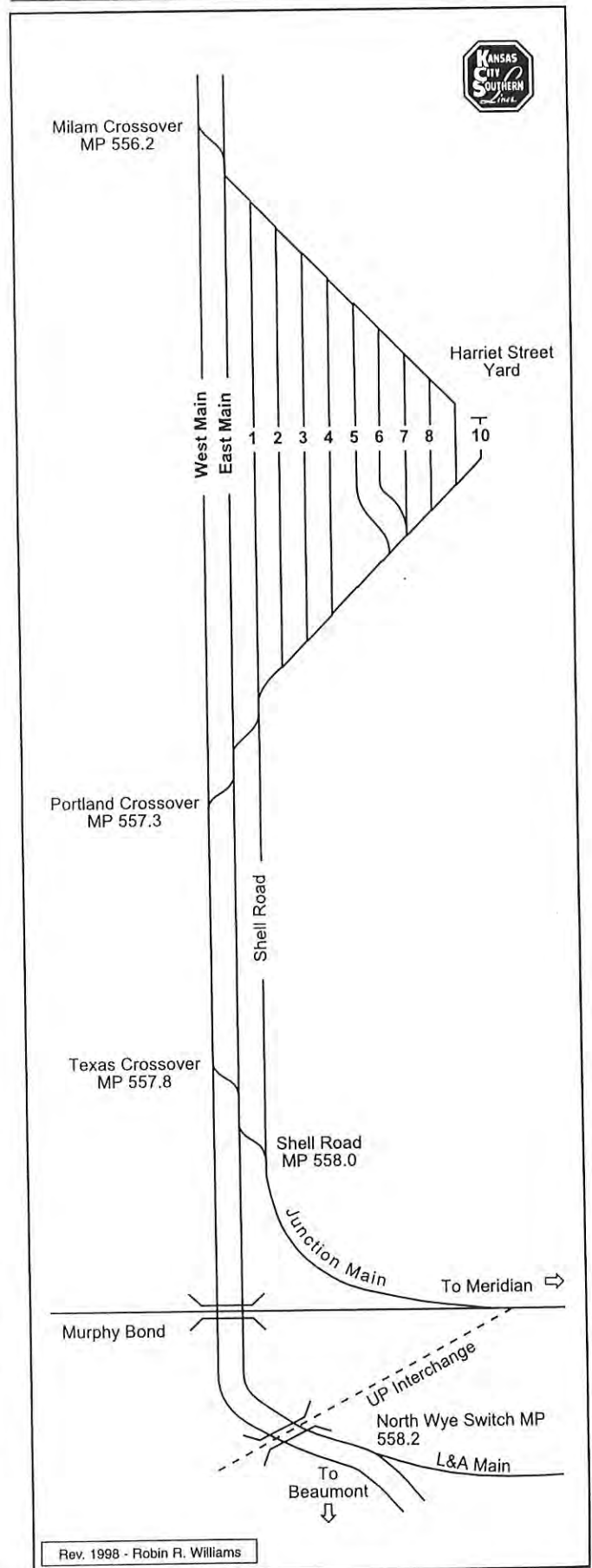
#### DEPARTING SHREVEPORT YARD AREA TO:

- **ALEXANDRIA SUBDIVISION** - Must contact train dispatcher for DTC authority prior to departing Red Junction at MP 561.2.
- **BEAUMONT SUBDIVISION** - Must obtain verbal permission to enter CTC from the train dispatcher before departing the end of double track at Hollywood Avenue MP 560.9.
- **GREENVILLE SUBDIVISION** - Must obtain verbal permission to enter CTC at Texas Junction prior to departing Shreveport Yard.
- **HOPE SUBDIVISION** - Must contact train dispatcher for DTC authority prior to departing Red Junction at MP 561.2.

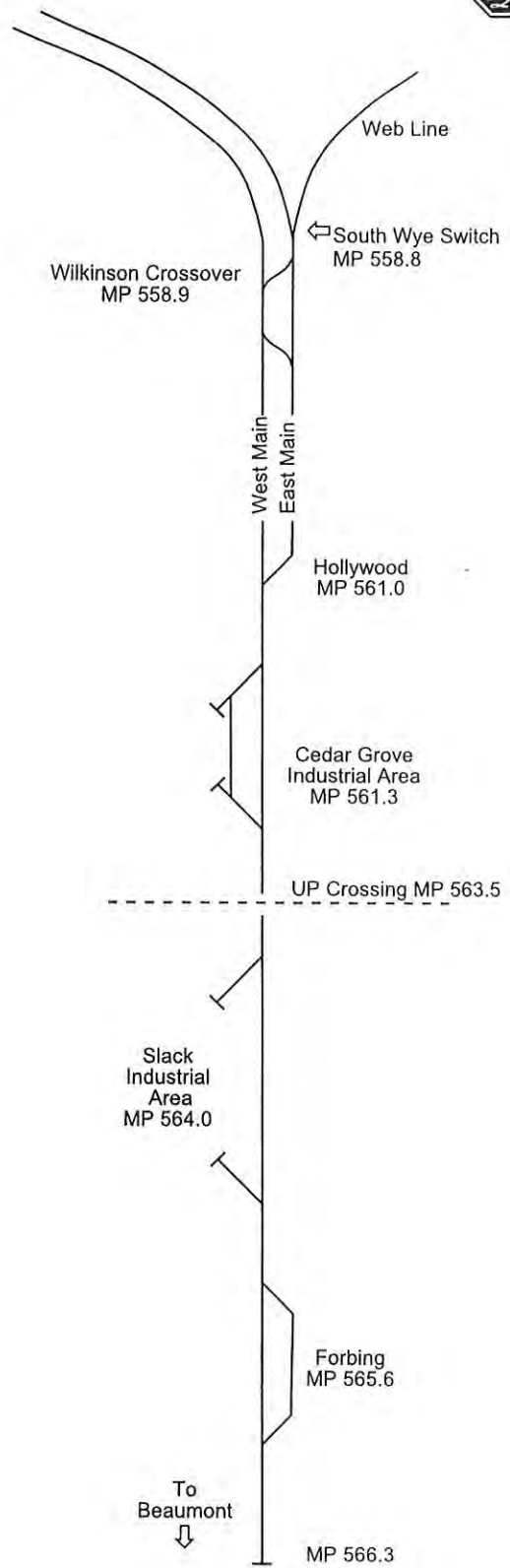
# Shreveport Terminal Map 1



# Shreveport Terminal Map 2

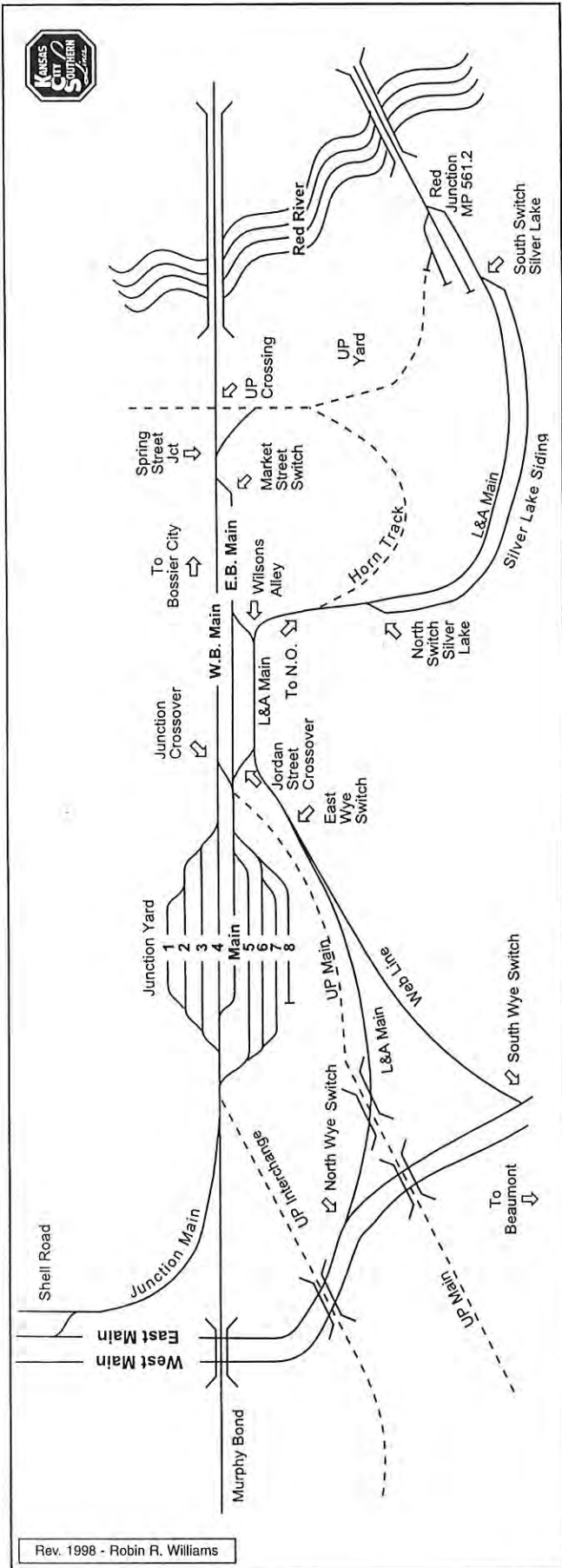


# Shreveport Terminal Map 3

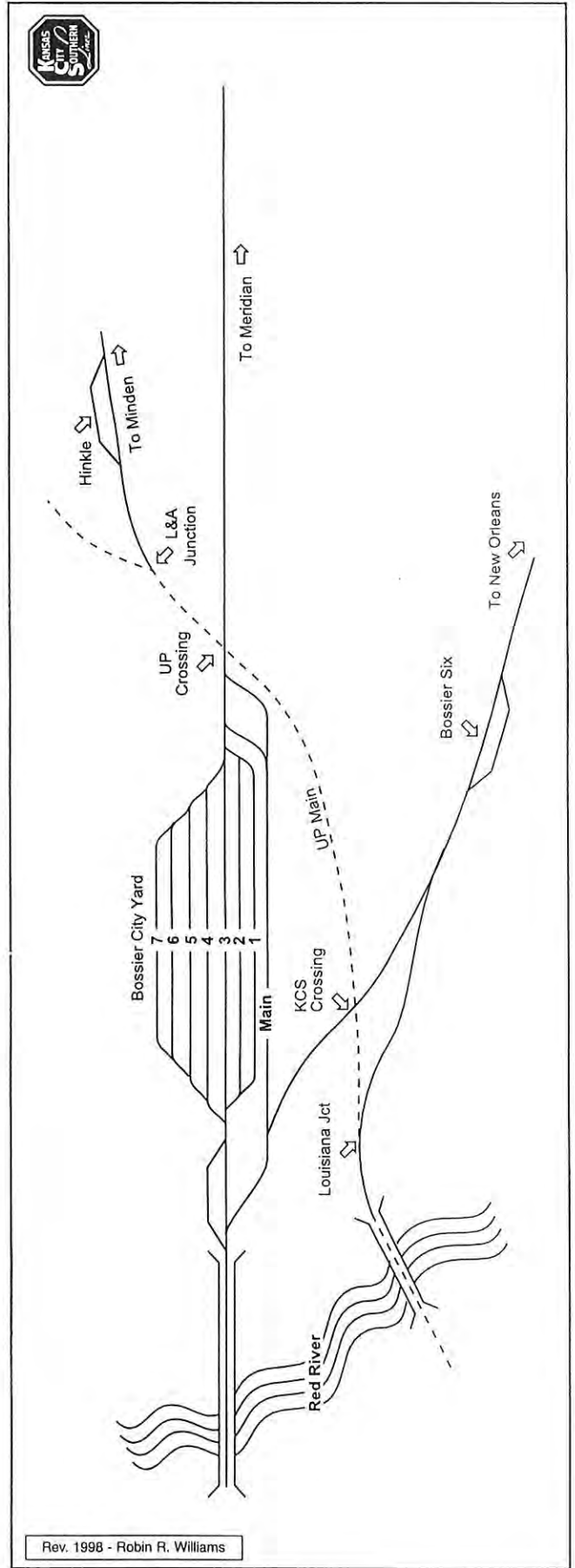


Rev. 1998 - Robin R. Williams

# Shreveport Terminal Map 4



# Shreveport Terminal Map 5



## Shreveport Terminal Special Instructions

- **SHREVEPORT SUBDIVISION** - Must obtain verbal permission to enter CTC at Texas Junction prior to departing Shreveport Yard.
- **VICKSBURG SUBDIVISION** - Must obtain DTC authority prior to departing Bossier City Yard. Crews must also report their departure time from Bossier City yard to the KCS Tower Yardmaster.

### TRACK EXPLANATION

Beaumont Main .....	MP 560.9	to	MP 566.3
Vicksburg Main .....	MP VD-168.2	to	MP 165.1
Hope Main .....	MP B-105.1	to	MP B-100.0
Texas Junction Main .....	MP 549.0	to	MP 551.4
L&A Main .....	MP LA-559.6	to	MP 562.5

**DOUBLE TRACK SOUTH LEAD SWITCH MP 553.3 TO HOLLYWOOD AVENUE MP 560.9:** Two main tracks current of traffic is on the right hand track in the direction of movement. Between Harriet Street, MP 556.3, and Hollywood Avenue, MP 560.9, movements against the current of traffic must be authorized by the KCS Tower Yardmaster.

### LAKE CROSSOVER - MP 554.2:

- **Northward** - allows crossover from the East Main to the West Main.
- **Southward** - allows crossover from the West Main to the East Main.

### MILAM CROSSOVER - MP 556.2:

- **Northward** - allows crossover from the East Main to the West Main.
- **Southward** - allows crossover from the West Main to the East Main and access to Harriet Street Yard.

### PORTLAND CROSSOVER - MP 557.3:

- **Northward** - allows crossover from the West Main to the East Main and access to Harriet Street Yard.
- **Southward** - allows crossover from the East Main to the West Main.

### TEXAS CROSSOVER - MP 557.8:

- **Northward** - allows crossover from the East Main to the West Main.
- **Southward** - allows crossover from the West Main to the East Main, while allowing access to the West Bound Main to Junction Yard and North Wye Switch.

### JUNCTION CROSSOVER - MP 558.0:

- **Westward** - allows crossover from the Westbound Main to the Junction Main.
- **Eastward** - allows crossover from the Junction Main to the Westbound Main.

**WILKINSON CROSSOVERS - MP 558.9:** These dual crossovers are located between the East Main and the West and allow movement between both tracks in either direction.

**NORTH WYE SWITCH MP 558.2 ON EAST MAIN LINE - TRAINS ARE PROHIBITED MAKING SOUTHWARD MOVEMENTS ON THE EAST MAIN. DO NOT EXCEED 10 MPH ON OTHER MOVEMENTS.**

Block signals govern movements in both directions on the North Leg of the Wye, and northward movements on the east main track over the North Wye switch. When a RED aspect is displayed and does not change to YELLOW, trains and engines may proceed at Restricted Speed after receiving permission from the KCS Tower Yardmaster.

L&A MAIN extends from the North Wye Switch at MP 558.2 to the East Wye Switch at MP 558.8 and is the extreme right hand track on eastward movements until Wilson's Alley MP 559.6, it then breaks off to Silver Lake, Red Junction (Via UP), Louisiana Junction (Via UP) and then enters DTC Limits on the Alexandria Subdivision at MP 562.5.

## Shreveport Terminal Special Instructions

**EAST WYE SWITCH - MP LA 558.8:** When traveling West Bound on the L&A Main movement on the North Leg of the wye will lead to the L&A Main to the North Wye Switch, which gives access to Northbound Movement on the East Main. Movement on the South Leg of the Wye (Web Line) leads to the South Wye Switch, which gives access to Southbound movement on the East Main.

**WEB LINE:** The Web line is the main track located between the East Wye Switch MP LA 558.8 and South Wye Switch MP 558.8. In addition to being the south leg of the wye, the Web line allows trains coming from or going to the Beaumont Subdivision to bypass Shreveport Yard.

### JORDAN STREET CROSSOVER MP LA 559.0:

- **Westward** - allows crossover from the L&A Main to the Eastbound Main for movements to the KCS Junction Main and UP mainlines.
- **Eastward** - allows crossover from the Eastbound Main to the L&A Main.

### WILSON'S ALLEY - MP LA 559.6:

- **Westward** - allows crossover from the Eastbound Main to the L&A Main. This route is leads to the East Wye Switch.
- **Eastward** - allow crossover from the L&A Main to the Eastbound Main.

**OPERATION AT EASTBOUND/WESTBOUND SWITCH TO WILSON'S ALLEY:** When arriving at Spring street Junction, the main tracks are as follows: For westward trains, the main to the far right is the Westbound main. The middle track is the Eastbound main. At the Wilson's Alley crossover, the track to the left is the L&A main. All hand throw switches used may be left lined and locked as last used, except spring switches must be returned to normal position, unless otherwise specified.

**UP CROSSING VD 168.1:** Stop signs are located on KCS route and UP route. After Stopping and no conflicting movement is within crossing you may proceed.

**SILVER LAKE:** The track parallel to the main track on the west side, from MP SD 560.1 to Red Junction, is designated as Silver Lake siding. Crews of trains and engines will first ascertain from the KCS Tower Yardmaster, if the siding is clear before proceeding to Silver Lake against opposing trains.

**OPERATION VIA UP FOR TRAIN MOVEMENT TO THE ALEXANDRIA SUBDIVISION BETWEEN RED JUNCTION AND LOUISIANA JUNCTION:** KCS Movement using UP tracks between Red Junction and Louisiana Junction are governed by the KCS General Code of Operating Rules and Timetable. Trains must receive verbal permission from the KCS Tower Yardmaster prior to entering UP trackage between Red Junction and Louisiana Junction.

**OPERATION VIA UP FOR TRAIN MOVEMENT TO THE HOPE SUBDIVISION BETWEEN RED JUNCTION AND L&A JUNCTION:** KCS movement using UP tracks between Red Junction and L&A Junction are governed by the KCS General Code of Operating Rules and Timetable. Trains must receive verbal permission from the KCS Tower Yardmaster prior to entering UP trackage between Red Junction and L&A Junction.

The following applies when movements are made on the UP between Red Junction and L&A Junction:

- The direction from Red Junction to L&A Junction is northward.
- | SSW MILEPOST | STATIONS           |
|--------------|--------------------|
| K-450.7      | Red Junction       |
| K-450.2      | Louisiana Junction |
| K-449.9      | KCS crossing       |
| K-449.4      | KCS crossing       |
| K-449.1      | L&A Junction       |
- ABS is in effect between Red Junction and L&A Junction.
  - Yard Limits are in effect between Red Junction and L&A Junction.
  - Maximum speed through turnouts is 10 mph.

## Shreveport Terminal Special Instructions

**OPERATION OF FOREIGN LINES OVER KCS MAIN TRACKS:** Before entering the KCS main track at Spring Street Junction or Jordan Street, all foreign line trains must have permission from the KCS Tower Yardmaster.

**TRAINS MOVING IN AND OUT OF SHREVEPORT YARD:** Loaded bulk commodity trains moving through Shreveport yard must reduce speed to 5 MPH on the lead between Long #5 and Long #8.

### SPRING SWITCHES:

- **South end of the Tail Track, KCS MP 554.1.** The normal position is for the East Main Track.
- **North Wye switch, KCS MP 558.2.** The normal position is for the North leg of the Wye.
- **Louisiana Junction, MP SK 561.7.** The normal position is for the UP main track.
- **L&A Junction, MP SD B-105.1.** The normal position is for the UP main track.

### CROSSINGS AT GRADE:

**ST. VINCENT - LINWOOD:** A manually-operated traffic light is in service. A member of the crew must operate key boxes to the "Stop" position before the crossing is occupied, and "Start" when movement over the crossing is completed. If the system fails to display a red aspect, movement over the crossing must be protected by a flagman.

**LOCOMOTIVE DAILY INSPECTION AND SUPPLIES:** Each engineer assigned to a yard job at Shreveport or Bossier Yard, during the day shift, will perform a locomotive inspection on the unit they will use during their tour of duty. Engineers will not make daily inspections of units within the Diesel Shop unless otherwise instructed.

Completed locomotive inspection reports (Form No. 1277) must be placed in the box provided at the job tie-up point (North Switch Shanty—South Switch Shanty, Register Room or Bossier Yard office).

Crew members will determine the need for a supply of the following: drinking water, ice, paper towels, fuses, torpedoes, and will supply the unit they will use during their tour of duty.

**UNIVERSAL OIL PRODUCTS:** Train crews working universal oil products (UOP) at Brian, LA, milepost 544.9, each member of the crew must wear approved hard hat while working inside the UOP facility.

**SHREVEPORT DIESEL SHOP:** Derails are in service on the following tracks north and south of the Diesel Shop:

- On north run-around approximately 1900 feet north of register room.
- On south run-around at Rip #56 switch.

These derails are equipped with blue lights. All locomotives and/or train movements will not pass the above derail locations unless authorization has been received from the diesel shop foreman to move beyond the derail.

Outbound locomotives from the diesel shop cannot be moved until permission has been received from the diesel shop foreman.

Inbound locomotives for the diesel shop must call for permission from the diesel shop foreman.

Crew members will be held responsible to place locomotive consist on track designated by the diesel shop foreman and must line behind to insure track is aligned to run-around.

The engine bell must be rung and all movements over the black-top crossing located immediately south of the register room building and over the crossing located immediately north of the new addition to the Diesel Shop, Shreveport Yard, must be protected by an employee stationed at the crossing.

## Shreveport Terminal Special Instructions

**SHREVEPORT YARD ENTRANCES:** Entrances now have gate number signs installed. This has been done to assist in directing various individuals to a particular area. This will be especially helpful for vendors, delivery persons, business people, and above all in the event of an emergency.

The entrances are numbered as follows:

- Gate number 1 is the General Office Building;
- Gate number 2 is the Diesel Shop, Credit Union, Signal area;
- Gate number 3 is the Car Shop, Wheel Shop, Store Room, Paint Shop area;
- Gate number 4 is the Trans-Serve area;
- Gate number 5 is the Yard Office and Transportation area;
- Gate number 6 is the Box Car Carman's area;
- Gate number 7 is the K.C.S. Transport, Maintenance of Way, Signal, and Transportation area.

**EMERGENCY INSTRUCTIONS:** Should the need arise to call emergency vehicles to the Shreveport Yard complex, the following outline should be used to help expedite their arrival:

1. **Call 911 immediately and remain calm.**
2. Identify yourself (name) and that you are at KCS (Kansas City Southern Railway), Shreveport Yard, 4601 Shreveport-Blanchard Highway, Louisiana Highway 173, Shreveport, Louisiana.
3. Give reason for call - Injured person(s); burned, heart attack, injury, Fire(s) - oil, gas, chemical, etc. Explosion(s) - chemical leak(s) - or other.
4. Give gate number with the most direct access to the emergency. If direct access is blocked give next easiest access gate number.
5. Give location of emergency. Example: General Office - second floor, or Diesel Shop - south end, or near north shanty north end of yard, etc.
6. Dispatch person(s) to the given gate to direct the emergency vehicle to the crisis. If more than one response vehicle is expected, dispatched person(s) should stay at gate until all emergency vehicles arrive. If available, more than one person may be needed to perform the task of directing vehicles through yard to crisis.
7. Report incident to all necessary railway supervisors and civilian authorities as stated in rule book.

**REPORTING DELAYS:** All road and yard crews going on duty at Shreveport Yard must promptly report to the KCS Tower Yardmaster at call time. The KCS Tower Yardmaster may be contacted via telephone ext 6547 or via the intercom (talkbacks) located in the register room and North/South Locker rooms.

In addition road crews departing the diesel shop facilities must notify the KCS Tower Yardmaster of any delays encountered commencing from call time.

**JOB BULLETIN BOOK:** has been established for Shreveport Yard jobs. This book will contain notices pertaining to abolishment's, annulment's, holiday plan and any other yard job related matters. These bulletins will be posted as issued. For your reference bulletin books will be located in the North and South Shanties, Register Room and at Harriet Street.

Please note new assignment will still be accessed by using the Voice Responsive Unit (VRU).

**YARD LIMITS:** ..... Entire Terminal Area

## Shreveport Terminal Special Instructions

### SPEED REGULATIONS

Maximum Speed Between:

Entire Terminal

MPH

RS+

+ - Indicates engine only

### SPEED RESTRICTIONS - VARIOUS

- (a) MP 553.5 - MP 553.7: Do not exceed 10 MPH
- (b) North Wye Switch MP 558.2: 10 MPH, no southward movement allowed on east main over this switch
- (c) MP LA-558.2 - MP LA-558.8: 10 MPH
- (d) Eastbound Main: 10 MPH
- (e) Westbound Main: 10 MPH
- (f) Junction Main: 10 MPH
- (g) MP 169.3 - MP 170.5: 10 MPH
- (h) Web Line: 10 MPH

### SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

Hollywood Turnout, MP 561.0: 20 MPH