

# SAFETY FIRST

THE KANSAS CITY SOUTHERN RAILWAY CO.  
AND  
SUBSIDIARIES



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FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

SYSTEM  
TIMETABLE  
**No. 6**

Effective 0001 Hours, Tuesday, January 1, 1993

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**OFFICIALS**

**DIRECTOR - DISPATCHER'S OFFICE**  
System

H. C. Park Shreveport, LA

**CHIEF DISPATCHERS**

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

**TRAIN DISPATCHERS - SHREVEPORT, LA.**

J. A. Anderson K. D. Gerald D.R. Russell  
B. K. Bolton, Jr. B. E. Gogan C.H. Tate  
J. M. Cross B. W. Mabry W.R. Wilkinson  
L. E. Deen B. H. Park

**MECHANICAL DEPARTMENT**

J. E. Foster Supt. - Car Department Shreveport, LA  
F. Haywood III Supt. - Locomotives Shreveport, LA

**CHIEF SIGNAL ENGINEER**

S. R. Taylor System Shreveport, LA

**ENGINEER OF TRACK**

R. F. House System Shreveport, LA

**ENGINEERING DEPARTMENT**

J. E. Blaylock Northern Division Engineer Shreveport, LA  
D. H. Oney Southern Division Engineer Shreveport, LA

**ROADMASTERS**

**Northern Division**

D. W. Bair 1st District Pittsburg, KS  
G. L. Helton 2nd District Pittsburg, KS  
P. E. Hamlin 3rd District Heavener, OK  
R. D. Turman 4th District Heavener, OK  
A. J. Hatcher 5th District Shreveport, LA  
G. C. Adcock 6th District Shreveport, LA  
K. R. Mattox 7th District Leesville, LA  
J. D. Price 8th District Beaumont, TX

**Southern Division**

G. B. Bonnett 11th District Shreveport, LA  
W. J. Matteson 12th District Shreveport, LA  
D. C. Gallien 13th District Shreveport, LA  
L. E. Dobson 14th District Alexandria, LA  
G. Greening, Jr. 15th District Baton Rouge, LA  
M. D. Gilcrease 16th District Shreveport, LA  
L. R. Stout 17th District Greenville, TX

**CP/KCS JOINT AGENCY**

A. R. Luman Gen. Superintendent Kansas City, MO  
J. E. Dunn Trainmaster Kansas City, MO  
L. P. Matney Roadmaster Kansas City, MO  
T. C. Lincoln Gen. Car Foreman Kansas City, MO  
C. O. Hedgepeth Mechanical Supervisor Kansas City, MO

**FIRST SUBDIVISION - KCS RY.**

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑
				Sidings Feet	Aux. Trks. 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		Yard	
		8.9	BLUE VALLEY . . . . . 14.6	8455		
		0023	23.5	GRANDVIEW . . . . . 9.2	13286	Yard
		0033	32.7	JAUDON . . . . . 20.4	6787	
		0053	53.1	DREXEL . . . . . 9.3	12644	31
		0062	62.4	AMSTERDAM . . . . . Y 18.3	6792	29
		0081	80.7	HUME . . . . . 18.2	7541	40
	0099	98.9	EVE . . . . . 15.7	10214	Yard	
		114.6	BN CROSSING . . . . . 3.5			
	0118	118.1	MULBERRY . . . . . 10.1	12331	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 8.1  
CTC-DTC MP 8.6 to MP 126.8

\* 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					

1. MAXIMUM AUTHORIZED SPEED ..... MPH  
40

**2. SPEED RESTRICTIONS**

Joint Agency Trackage to MP 6.0 ..... 10  
 MP 6.5 to MP 8.1 ..... Restricted Speed\*  
 Siding Blue Valley ..... 20  
 Calloway Mining Spur Switch, MP 8.6, Eng only ..... 20  
 Siding Grandview ..... 20  
 Except: Loaded bulk commodity trains ..... 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 entering Drexel siding reduce speed to 10 MPH from MP 53.1 to 53.3, engine only.

Siding Amsterdam ..... 20\*  
 Siding Hume ..... 20\*  
 Siding Eve ..... 20  
 Except: Loaded bulk commodity trains ..... 10  
 Siding Mulberry ..... 20\*  
 Between MP 126.8 and MP 129.0... Restricted Speed

\*Loaded 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.

**4. AUXILLARY TRACKS OKAY FOR SIX AXLE ENGINES:**

Drexel - Team track                      Richards - Team track  
 Amsterdam - Team track                Mulberry - Team track  
 Amoret - Team track                    North Yard - All tracks  
 Hume - Team track

**5. DO NOT CLEAR TRACKS:**

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

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

**6. ELECTRICALLY - LOCKED SWITCHES:**

Grandview, Frontier Bag Lead

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

MP 8.1 Knoche - Blue Valley  
 MP 126.8 to MP 129.0 North Yard

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

MP 12.5 #                                      MP 86.8 #  
 MP 15.1 \*                                      MP 89.4 #  
 MP 26.1                                        MP 95.2 \*  
 MP 46.1 \*                                      MP 110.4 \*  
 MP 58.4                                        MP 124.9 \*  
 MP 77.6

\* Equipped with oversize load feature.

# Dragging equipment detectors only.

**9. KANSAS CITY JOINT AGENCY:**

K.C.S. Lines' Operating Rules govern all Transportation Department employees operating within the limits of the CP Rail System - KCS Joint Agency.

These special instructions govern Joint Agency employees and Kansas City Southern and Soo Line road crews while operating upon trackage of the CP Rail System - KCS Joint Agency. Additional special instructions may be issued by Joint Agency bulletins and circulars. They will be issued and cancelled by the General Superintendent.

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

**(a) ROAD CROSSINGS AT GRADE:**

Unless protected by crossing gates, all movements must stop before moving over road crossings listed below. In addition, during the hours of darkness or when it is raining, snowing, or foggy engine foreman will see that a burning red fusee is placed near to the center of pavement near the tracks before moving over these crossings:

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

Road crossings used by employees of industries must not be blocked any longer than necessary, particularly during the hours of industry shift.

**(b) DELAYS AND REPORTING LOCATION**

Any time you experience a delay in carrying out assigned instructions, this fact must be reported to the Joint Agency Yardmaster.

Westbound movements must report to Knoche Tower when passing Olive St. (Park Avenue) and arriving and leaving Lydia Ave. Crews using BN connection route will report arriving and leaving BN connection switch. Crews inbound Knoche Yard or EKC will call yardmaster for instructions when passing BN connection switch for track to yard cars, and additionally, crews inbound from BN or N&W will report to Knoche Tower when coming off ASB bridge. Crews inbound from KCT, Coburg, or Centropolis must report to yardmaster for instructions before leaving KCS Jct.

**(c) GOING ON DUTY - TIE UP TIME SLIPS**

Engine foremen on KCS yard assignments which work overtime must report final tie-up time to crew dispatcher promptly at end of tour of duty. Where there is no KCS foreman (CP ground crew) the KCS engineer on assignment which works overtime will report final tie-up time to crew dispatcher promptly at the end of tour of duty. No call is necessary unless job works overtime.

**(d) JA-400 REPORTS**

Yardmen performing service as engine foremen must make JA-400 accounting for all time on duty. In case of yardmen performing conductor/pilot or flagman service, JA-400 must be submitted as for any other assignment, and if light engine movements show lead engine number and total number of units. In all cases, show run or job number at top of page.

In preparing JA-400 for transfer service or moves to industrial areas, you must show cut off time when leaving and returning to Joint Agency rails, together with cars handled. Show routes used in transfer service such as via KCT Sheffield & Union Station, via UP Incline, via UP River Route (Broadway). You must always show times arriving and leaving Lydia Ave. and KCS Jct.

Charges for use of foreign line rails can only be verified to the extent that the engine foreman in charge made an accurate JA-400. Also, the charges for expense of operating the Joint Agency are assessed to the KCS and the CP Rail System according to the cars handled for each railroad's account through and in the various zones of the Joint Agency. In order for charges to be properly proportioned to each railroad, it is important that JA-400's be made accurately. Show delivery time of cars handled to foreign lines.

Do not use zone numbers in identifying locations but indicate a definite and recognizable point such as Lydia Avenue, East Kansas City, Knoche Yard, Hawthorne, etc.

**(e) ENGINES**

Enginemen who trade engines or leave engines at outlying points and tie up at the roundhouse must bring work report to the roundhouse with timeslip and note on work report where engines in your charge were left or traded.

When tying up engines at roundhouse, all road units will turn in from the west end unless otherwise instructed. Yard engines will turn in from the east end if in the vicinity. However, if it is more expeditious to turn in from the west end, you must call the roundhouse on radio for authority to turn in at west end and be governed by their instructions. Road crews moving into or from the roundhouse area must look out for movements in the charge of engine attendants moving about the Mechanical Yard.

**(f) OVERSIZE AND EXCESSIVE DIMENSIONAL CARS**

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

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

All oversize loads received from connections and/or loaded on the Joint Agency must be inspected, measured, and okayed by the Car Department and measurements must be reported to the chief dispatcher. His instructions will govern forwarding unless otherwise cleared for movement by the General Superintendent's office.

Oversize loads arriving in CP and KCS trains for connecting lines must be reported to Joint Agency yardmaster and the Superintendent, trainmaster, or yardmaster of the connecting line before being forwarded from East Kansas City.

Oversize loads must be isolated insofar as is possible and crews must not switch with them.

Loads in excess of 13 feet or more wide will not clear each other on adjacent tracks.

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

THE MAXIMUM VERTICAL CLEARANCE ON ROUTES WHICH YOU USE ARE AS FOLLOWS:

Union Pacific Incline Track .....	22 feet 0 inches
Union Pacific River Route:	
North Track .....	20 feet 5 inches
Middle Track .....	20 feet 3 inches
South Track .....	20 feet 4 inches
Burlington Northern Gooseneck, east main .....	21 feet 1 inches
Burlington Northern Gooseneck, west main .....	20 feet 7 inches
Kansas City Terminal Main Track	
Track No. 2 .....	21 feet 0 inches
Track No. 3 .....	21 feet 0 inches

(g) SPEED RESTRICTIONS

Joint Agency Track .....	10 MPH
Mechanical Tracks .....	5 MPH

Note:  
Do not exceed eight (8) MPH past TV cameras until train is clear.

(h) YARD LIMITS

KCS MP 8.1    Knoche - Blue Valley  
CP Rail Systems 705 feet north of Truman Drawbridge

- (i) Southward trains departing Kansas City must contact train dispatcher to verify Track Condition Report and receive verbal permission to enter CTC-DTC territory before departing Air Line Jct.
- (j) Southward yard engines obtain verbal permission from the train dispatcher before departing MP 8.1.
- (k) Conductors of outbound trains will report for duty at Knoche yard office and obtain permission from the yardmaster to depart Knoche yard.
- (l) A trainman 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 are properly lined.
- (m) 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.
- (n) Maintenance of Way employees desiring to perform track work on the main track between MP 5.0 and MP 8.1 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.
- (o) 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.
- (p) One derail has been placed on SLIC Track 700 (South Main Track) south of Knoche yard office 65 feet south of MP 3.8 to be used by Mechanical forces only located

## 10. 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 ten (10) MPH on all tracks, except two (2) MPH 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 or trainman.
- (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.

- (l) After train is released to train crew an air test must be made to determine that the brakes on the rear car will set and release, either by using the end of train device or by a crew member at the rear of the train.

## 11. 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.

## 12. STATE LINE:

Missouri - Kansas, MP 120.1.

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑
				Sidings Feet	Aux. Trks. Cars	
	0128	128.2	NORTH YARD . . . . . OT 0.8		Yard	
		128.9	SEK CROSSING . . . . . 4.9		Conn	
	0134	133.9	EMPIRE . . . . . 6.4		Conn	
	0140	140.3	ASBURY . . . . . 6.9	6963	2	
		147.2	BN CROSSING . . . . . 7.1			
	0155	154.3	JOPLIN . . . . . 0.6	5554	Yard	
		154.9	BN CROSSING . . . . . 0.2			
		155.1	UP CONNECTION . . . . .		Conn	
		155.1	BN CONNECTION . . . . . 4.9		Conn	
	0160	160.0	SAGINAW . . . . .	2601		
	0170	170.1	DALBY 10.1 . . . . . 2.6	6629		
		172.7	BN CROSSING . . . . . 1.4		Conn	
	0174	174.1	NEOSHO . . . . . OW 6.7	3581	Yard	
	0181	180.8	MCELHANY . . . . . 19.9	17982	17	
	0201	200.7	NOEL . . . . . 16.3	8513	8	
	0217	217.0	DECATUR . . . . . 5.5	1876		
	0222	222.5	GENTRY . . . . . 1.2	7831	15	
	0224	223.7	FLINT CREEK . . . . . 5.6		Conn	
	0229	229.3	SILOAM SPRINGS . . . . . 6.7	8063	Yard	
	0236	236.0	WATTS . . . . . W	8449	Yard	

107.8

CTC - DTC MP 129.0 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
0128	Kelso . . . . .	129.5	15	N	0181	Gov. Lead. . . . .	180.7	Yard	N
0128	BN Conn. . . . .	129.7	Lead	S	0189	Am. Home Spur. . . . .	189.3	5	S
0128	Mission Clay. . . . .	129.8	Lead	N	0192	Anderson . . . . .	191.7	33	N&S
0128	IP. . . . .	130.3	Lead	N	0195	Lanagan . . . . .	195.2	10	N
0158	Long Bell Am . . . . .	157.5	75	S	0210	Gravette West Team . . . . .	209.9	8	S
0158	Gulf States Pap. . . . .	158.3	46	S	0210	Gravette East Team . . . . .	209.9	10	N
0172	Ozark Ter. Spur . . . . .	172.2	Lead	S	0216	Peterson Spur. . . . .	216.0	Yard	N
0177	Linde Spur . . . . .	177.0	62	N					
0179	Coach Track . . . . .	178.5	34	N&S					
0778	La-Z-boy Spur. . . . .	177.6	32	S					

MPH

1. MAXIMUM AUTHORIZED SPEED ..... 40

2. SPEED RESTRICTIONS:

North yard East main Track .....	10
Between MP 126.8 and MP 129.0 .....	Restricted Speed
Siding Asbury .....	20*
Siding Joplin .....	20
Except: Loaded bulk commodity trains .....	10
Between MP 154.5 and MP 156.5 .....	25
Between MP 166.0 and MP 168.5 .....	30
Siding Dalby .....	20
Except: Loaded bulk commodity trains .....	10
Between MP 172.5 and MP 177.5 .....	25
Siding McElhany .....	20*
Between MP 191.0 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
Except: Loaded bulk commodity trains .....	10
Siding Gentry .....	20*
Between MP 224.1 and MP 224.5 .....	30
Between MP 225.9 and MP 226.1 .....	30
Siding Siloam Springs .....	20*
Between MP 230.0 and North Siding Switch Watt .....	35
Siding Watts .....	20*

\* Loaded bulk commodity trains may use this siding at prescribed speed.

3. RAILROAD CROSSINGS AT GRADE:

Railroad	Mile Post	Type Protection
SEK	128.9	Electrically Locked Gate *
BN	147.2	Automatic Interlocking
BN	154.9	Electrically Locked Gate *
BN	172.7	Automatic Interlocking

\*Normal position of gate against conflicting route.

4. AUXILLARY TRACKS OKAY FOR SIX AXLE ENGINES:

- North Yard - All tracks
- Empire - All tracks
- Asbury - Team track
- Joplin - JUD main track, No. 3 yard track, BN Conn., Long Bell Spur to I.P. Runaround switch, Gulf States Paper
- Saginaw
- Neosho - All yard tracks, except Old Piggyback Ramp

IP Track  
 UP Conn - To clearance point  
 Ozark Terminal - All tracks  
 Linde Spur  
 La-z-Boy Spur  
 Coach Track  
 Government Lead - All tracks  
 American Family Home  
 Anderson - Simmons Feed Mill track.  
 Lanagan - Team track.  
 Gravette - West Team.  
 Peterson - All tracks.  
 Decatur - Siding.  
 Gentry - McKee Baking.  
 Flint Creek - All tracks.  
 Siloam Springs - All tracks  
 Watts - All tracks except Georges lead beyond first road crossing.

#### 5. DO NOT CLEAR TRACKS:

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

Kelso Feed Mill .....	MP 129.5
Mission Clay .....	MP 129.8
IP Lead .....	MP 130.3
Joplin, UP connection .....	MP 155.1
Joplin, BN connection .....	MP 155.1
Neosho, BN Connection track .....	MP 172.8
Neosho, Ramp track .....	MP 173.6
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
Gentry, south switch House track .....	MP 222.6

#### 6. ELECTRICALLY-LOCKED SWITCHES:

BN Connection - North yard  
 Empire District  
 Joplin  
   Joplin Union Depot, north and south switch  
   Long Bell spur  
   Gulf States Paper  
 Saginaw siding  
 Ozark Terminal spur  
 Neosho  
   North and south switch  
 Linde spur

McElhany  
   Government lead  
 Anderson  
   East Team track  
 Peterson spur  
 Decatur, siding  
 Gentry  
   McKee Baking Company spur  
 Siloam  
   West Siding switches  
 Watts

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

MP 126.8 to MP 129.0    North Yard

#### 8. LOCATION OF HIGH WATER DETECTORS:

MP 158.6	MP 165.1
MP 163.6	MP 170.2
MP 164.7	

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

MP 142.4 #	MP 195.5
MP 144.0 *	MP 197.6
MP 164.3	MP 213.5*
MP 183.8 *	MP 226.7

\* Equipped with oversize load feature.

# Equipped with dragging equipment detectors only.

#### LOCAL SPECIAL INSTRUCTIONS

#### 10. 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.

#### 11. 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) MPH on the Empire Spur, except:
  - (1) Reduce speed to five (5) MPH on the loop and dumper runaround tracks.
  - (2) Two (2) MPH 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) Before departing the Empire plant, the train crew 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. Before departing an air test must be made to determine that the brakes on the rear car will set and release, either by using the end of train device or by a crew member at the rear of train.

**12. 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.

**13. 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) Crew member on helper locomotives arriving Neosho for final tie up, will notify the train dispatcher they are clear of the main track.
- (d) Unattended locomotives must be properly secured per Operating Rules 535 and 536.

**14. PETERSON SPUR:**

- (a) Cars must not be left between the main track switch and the switch point derail which is located 554 feet from main track switch.
- (b) Crew members are prohibited from riding equipment through or into dumper room.
- (c) Locomotive power is prohibited from entering the dumper room.

**15. 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) Reduce speed to ten (10) MPH on the Flint Creek Spur, except:
  - (1) Five (5) MPH from the Loop Track switch to the dumper building.
  - (2) Two (2) MPH 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) 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.
- (e) Train crews must remain inside of the engine cab. 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. After first car is spotted detach engines from train until first car of train has been dumped, reattach engines, and advise 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) After train is released to train crew an air test must be made to determine that the brakes on the rear car will set and release, either by using the end of train device or by a crew member at the rear of the train.
- (n) Trains and engines may enter the main track at Flint Creek on signal indication after verifying Track Condition Report.

**16. SILOAM SPRINGS**

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

**17. STATE LINES:**

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

**20 THIRD SUBDIVISION SPECIAL INSTRUCTIONS**

Station No.	Mile Post	Stations	Capacity	
			Sidings Feet	Aux. Trks. Cars
0236	236.0	WATTS ..... W	8449	Yard
		8.4		
0244	244.4	WESTVILLE .....	3394	15
		13.8		
0258	258.2	STILWELL .....	7794	46
		22.9		
0281	281.1	MARBLE CITY .....	8333	48
		9.3		
	290.4	UP CROSSING .....		Conn
		0.7		
0291	291.1	SALLISAW ..... R	5851	Yard
		8.1		
0299	299.2	GANS .....	8144	8
		12.5		
0312	311.7	SPIRO .....	6909	36
		3.0		
0315	314.7	A.E.S. ....		Conn
		2.6		
0317	317.3	PANAMA .....		Yard
		2.7		
0320	320.0	SHADY POINT .....	7661	
		6.4		
0326	326.4	POTEAU .....		Yard
		6.6		
0333	333.0	HOWE .....	7663	Yard
		5.0		
0338	338.0	HEAVENER ..... OSWY	16314	Yard

102.0

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		Spur .....	281.3	189	N
0272	Bunch .....	271.7	28	N	0292	Holley Carb. ....	292.2	56	N

**THIRD SUBDIVISION SPECIAL INSTRUCTIONS**

MPH

1. MAXIMUM AUTHORIZED SPEED ..... 40

**2. SPEED RESTRICTIONS:**

Siding Watts .....	20 *
Between MP 239.5 and MP 240.0 .....	30
Between MP 250.0 and MP 256.0 .....	35
Siding Stilwell .....	20 *
Between MP 256.9 and MP 258.8 .....	30

TIMETABLE NO.6

**THIRD SUBDIVISION SPECIAL INSTRUCTIONS 21**

Between MP 262.5 and MP 264.0 .....	30
Between MP 277.5 and MP 279.0 .....	30
Siding Marble City .....	20 *
Between MP 285.4 and MP 285.6 .....	30
Siding Sallisaw .....	20 *
Siding Gans .....	20 *
Siding Spiro .....	20 *
Siding Shady Point .....	20 *
Siding Howe .....	10
Heavener, East Main Track .....	10
Heavener, West Main Track MP 336.6 to MP 336.9 .....	10
Between MP 335.3 and MP 338.4 .....	Restricted Speed

\* Loaded bulk commodity trains may use this siding at prescribed speed.

**3. AUXILLARY TRACKS OKAY FOR SIX AXLE ENGINES:**

Watts - All tracks, Except Georges lead beyond first road crossing.	Sallisaw - All yard tracks, Except Holley Carburtor
Hudson Feed Mill	Bonza - AES Power Plant
Westville - All tracks	Panama - All tracks
Baron - All tracks	Heavener - All tracks
Bunch - All tracks	
Stilwell - All tracks	

**4. RAILROAD CROSSINGS AT GRADE:**

Railroad	Mile Post	Type of Protection
UP	MP 290.4	Automatic Interlocking

After following instructions in release box permission from the train dispatcher is required before proceeding past a STOP indication at this interlocking.

**5. DO NOT CLEAR TRACKS:**

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

Baron .....	MP 250.0
Bunch .....	MP 271.7
Sallisaw, House track .....	MP 291.2
Holley Carb .....	MP 292.2

**6. ELECTRICALLY- LOCKED SWITCHES:**

Watts	Panama
Hudson	Poteau,
Westville, siding	Fort Smith Branch
	Wortz Baking

TIMETABLE NO.6

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

MP 335.3 to MP 338.4 Heavener

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

MP 247.2 \*      MP 305.3 # Arkansas River  
 MP 262.1 \*      MP 308.3 # Arkansas River  
 MP 284.4 \*      MP 315.7 \*  
 MP 301.9        MP 331.4 \*

\* Equipped with oversize load feature.

# Dragging equipment detector only.

## LOCAL SPECIAL INSTRUCTIONS

## 9. 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.

## 10. A.E.S. UTILITIES:

- (a) Upon arrival at the A.E.S. plant, the train crew **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) MPH on the A.E.S. spur, except:
- (1) Reduce speed to five (5) MPH on the loop.
  - (2) Two (2) MPH 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) MPH
- 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) Before departing the A.E.S. plant, train crew 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) After train is released to train crew an air test must be made to determine that the brakes on the rear car will set and release, either by using the end-of-train device or by a crew member at the rear of the train.
- (o) Trains and engines may enter the main track at A.E.S. on signal indication after verifying Track Condition Report.

## 11. 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.

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

27.7

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

- (a) KCS trains use A&M trackage from A&M MP 422 to S.F. Junction.
- (b) Trains must obtain permission from and verify Track Condition Report with the train dispatcher before occupying the main track.
- (c) 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.

2. 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	STOP (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.

@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.

3. 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 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) MPH 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) Jenson 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"

4. MAXIMUM GROSS WEIGHT ALLOWABLE BETWEEN POTEAU AND FORT SMITH IS 267,000 lbs. NO OVERLOADS ARE ALLOWED.

5. 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 Feet	Aux. Trks. Cars	
	0338	0.0	HEAVENER . . . . . OSWY	.....	Yard	
			31.8			
	6432	31.8	WALDRON . . . . .	.....	49	
			1.2			
	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

WALDRON BRANCH 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 ..... 10

- (a) Trains must contact train dispatcher to receive and verify Track Condition Report and receive verbal permission to enter main track.
- (b) 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.

3. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS

MP 3.1 to MP 335.3 to MP 338.4 Heavener

4. 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.
- (f) 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.

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

QUALITY  
IS  
ON  
TRACK

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑
				Sidings Feet	Aux. Trks. Cars	
	0338	338.0	HEAVENER . . . . . OSWY 16.7	16314	Yard	
	0355	354.7	PAGE . . . . . 12.6	6702	15	
	0367	367.3	RICH MOUNTAIN . . . . . 12.5	9041	23	
	0380	379.8	MENA . . . . . 6.5	3324	Yard	
	0386	386.3	POTTER . . . . . 15.5	6810	25	
	0402	401.8	VANDERVOORT . . . . . 7.0	6821	36	
	0409	408.8	WICKES . . . . . 12.5	11838	20	
	0421	421.3	GILLHAM . . . . . 11.6	6608	24	
	0433	432.9	DEQUEEN . . . . . W	7453	Conn 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
0383	Olson . . . . .	382.6	42	S	0404	North Hatton . . .	403.7		S
0392	Hatfield . . . . .	392.2	35	N&S	0405	South Hatton . Y	405.0	185	N&S

FOURTH SUBDIVISION SPECIAL INSTRUCTIONS

MPH

1. MAXIMUM AUTHORIZED SPEED ..... 40

2. SPEED RESTRICTIONS:

- Between MP 335.3 and MP 338.4 ..... Restricted Speed
- Heavener, West Main Track MP 336.6 to MP 336.9 ..... 10
- Heavener, East Main Track ..... 10
- 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, Eng only ..... 20
- 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
- Except: Loaded bulk commodity trains ..... 10
- Between MP 415.7 and MP 428.0 ..... 30
- Siding Gillham ..... 20\*
- DeQueen, D&E Crossing, MP 433.8 ..... 30
- DeQueen, West Main ..... Restricted Speed\*

\* Loaded 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:

- Olson, Ramp Facilities Track ..... MP 382.6
- DeQueen, House Track ..... MP 433.3

4. AUXILLARY TRACKS OKAY FOR SIX AXLE ENGINES:

- Heavener - All yard tracks.
- Mena - Team track.
- Olson - All tracks.
- Hatfield.
- Vandervoort - Wood yard.
- Hatton - All tracks.
- South Hatton - All tracks.
- Wickes - Team track.
- DeQueen - All yard tracks, except House track.

5. ELECTRICALLY - LOCKED SWITCHES:

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

Trains must obtain verbal permission from the train dispatcher before using crossover switches at DeQueen.

6. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS

- MP 338.4 to MP 335.3                      Heavener

7. LOCATION OF HIGH WATER DETECTORS

- MP 371.9                      MP 406.3
- MP 383.4
- MP 384.4

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

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

\*Equipped with oversize load feature.

**LOCAL SPECIAL INSTRUCTIONS**

**9. HEAVENER:**

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

**10. 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.

**11. MENA:**

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

**12. NORTH AND SOUTH HATTON:**

Train crews must use air while switching the "rock plants" 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.

**13. DEQUEEN:**

- (a) Trains must obtain verbal permission from the train dispatcher before using crossover at DeQueen.
- (b) Foreign line trains must obtain Track and Time limits from the train dispatcher before entering the main track at DeQueen.
- (c) Track and Time required from South DeQueen southward (not including south switch DeQueen) will be requested from KCS Console #3 between 0659 and 2359 hours.

**14. STATE LINE: Oklahoma - Arkansas, MP 360.3.**

**TIMETABLE NO. 6**

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑
				Sidings Feet	Aux. Trks. Cars	
	0433	432.9	DEQUEEN .....	7453	Yard	
			0.9		Conn	
		433.8	D&E CROSSING .....			
			4.4			
		438.2	WADE .....	6594		
			11.1			
	0450	449.3	WINTHROP .....	10787	12	
			13.7			
	0464	463.0	WILTON .....	7390	23	
			4.6			
		467.6	KRR CROSSING/GNA CONN .....		Conn	
			2.6			
	0469	470.2	ASHDOWN ..... Y	10714	Yard	
			16.7			
	0488	486.9	TRIGG STREET .....ORW	10538	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 .....	6607		
			24.0			
	0518	516.8	SANDRA .....	7811	13	
			15.0			
	0533	531.8	SHORELINE .....	12641	61	
			16.5			
	0549	548.3	BLANCHARD .....	6620	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
0462	Gifford Hill . . . .	461.9	45	N	0531	Superior Tie. . . .	530.2	Yard	N&S
0469	Georgia Pacific Paper . . . .	470.3	Yard	WYE	0537	Oil City . . . . .	536.0	28	S
0491	Baroid Sales Co. . . .	490.4	11	N	0539	Southwestern Gas & Electric. . . .	538.4	7	S
0499	South Texarkana . . . .	499.3	Yard	N&S	0545	Brian . . . . .	544.9	Yard	S
0508	Bloomburg . . . . .	507.2	25	N	0549	No. Wye Switch Blanchard . . . .	548.4	Wye	S
0528	Vivian . . . . .	527.0	6	N					
0528	V.I.P. Spur . . . . .	527.4	7	S					

**TIMETABLE NO. 6**



1. MAXIMUM AUTHORIZED SPEED ..... MPH  
40

2. SPEED RESTRICTIONS:

DeQueen, West Main ..... Restricted Speed\*  
 D&E Crossing, MP 433.8 ..... 30  
 Siding Wade ..... 20\*  
     Except: Over North Switch entering or leaving ..... 10  
 Siding Winthrop ..... 20\*  
 Over KRR Crossing, MP 467.6 ..... 20  
 Between MP 467.7 and 470.2, eng only ..... 20  
 Siding Ashdown ..... 20  
     Except: Loaded bulk commodity trains ..... 10  
 Siding Trigg Street ..... Restricted 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, Eng only ..... 30  
 Siding Shoreline ..... 20  
     Except: Loaded bulk commodity trains ..... 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 ..... Restricted Speed

\* Loaded 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

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

\* After following instructions in release box permission from the train dispatcher is required before proceeding past a STOP indication at this interlocking.

4. AUXILLARY TRACKS OKAY FOR SIX AXLE ENGINES:

DeQueen - All yard tracks, except House track.  
 Gifford Hill - All tracks.  
 Wilton - All tracks.  
 Ashdown - All tracks.  
 Trigg Street - All tracks, except Commercial Storage.  
 South Texarkana - All tracks.  
 Bloomburg - Team track.  
 Vivian - Team track.  
 Superior - All tracks.

5. DO NOT CLEAR TRACKS:

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

DeQueen, House Track ..... MP 433.3  
 Winthrop, Brotherton Woodyard ..... MP 449.4  
 Gifford Hill ..... MP 461.9  
 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 switch ..... MP 536.0

6. 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.

7. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS

MP 549.0 to MP 566.3 Deramus Yard

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

MP 440.5*	MP 496.5
MP 459.5	MP 498.5
MP 474.5*	MP 505.5*
MP 476.5	MP 523.3*
MP 479.2	MP 544.0*
MP 490.9*	

\* Equipped with oversize load feature.

**LOCAL SPECIAL INSTRUCTIONS****9. 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.
- (d) Track and Time required from South DeQueen southward (not including South switch DeQueen) will be requested from KCS Console #3 between 0659 and 2259 hours.

**10. WADE:**

Track and Time required from North Wade northward (not including North switch Wade) will be requested from KCS console #1 between 0700 and 2300 hours.

**11. ASHDOWN:**

- (a) North Ashdown will be the North siding switch located at MP 468.0 and the absolute signal governing movement over this switch will be the northern limit when issued track and time to North Ashdown.
- (b) The absolute signal at the KRR Interlocking MP 467.6 is designated as a control point. Any movement between this signal and North Ashdown must be made by permission of the train dispatcher when not moving on signal indication.
- (c) Absolute signal located at MP 470.1 is designated as South Ashdown for north and southward movements.
- (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.

**12. 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.

**13. BLANCHARD WYE**

Trains may enter the main track on the Texas Subdivision or the 5th Subdivision from the north leg of the wye at Blanchard on signal indication.

**14. DERAMUS YARD**

Be governed by Deramus Yard area special instructions.

**15. STATE LINES:**

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

STATION ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑
				Sidings Feet	Aux. Trks. 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		1973	4
		10.7				
	0577	576.3	FRIERSON		8212	3
		4.2				
	0580	580.5	BAYOU PIERRE	Y		Yard
		10.8				
	0592	591.3	MANSFIELD		5645	20
		6.7				
	0599	598.0	TRENTON		3520	
		6.5				
	0605	604.5	BENSON		4575	
		5.6				
	0611	610.1	CONVERSE		9381	12
		11.7				
	0623	621.8	ZWOLLE		3554	8
		4.1				
	0627	625.9	LORING		5682	
		7.4				
	0634	633.3	MANY		1015	17
		5.6				
	0640	638.9	FISHER		3565	14
		19.7				
	0660	658.6	ANACOCO		8374	
		9.8				
	0669	668.4	LEESVILLE	OW	4603	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	Florien	642.3	40	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					

1. MAXIMUM AUTHORIZED SPEED ..... 40

2. SPEED RESTRICTIONS:

Deramus Yard to MP 566.3 ..... Restricted Speed  
 Siding Frierson ..... 20\*  
 Siding Mansfield ..... 20  
 Except: Loaded bulk commodity trains ..... 10  
 Between MP 591.1 and MP 593.1, Eng only ..... 30  
 Siding Converse ..... 20  
 Except: Loaded bulk commodity trains ..... 10  
 Between MP 621.4 and MP 622.3, Eng only ..... 20  
 Siding Loring ..... 20  
 Between MP 633.0 and MP 633.7, Eng only ..... 35  
 Siding Anacoco ..... 20\*  
 Between MP 667.3 and MP 671.0 ..... Restricted Speed

\*Loaded bulk commodity trains may use this siding at prescribed speed.

3. ADDITIONAL SPEED RESTRICTIONS:

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

Except: 20 MPH between Mile Marker A-1 & A-5.  
 5 MPH over road crossing Mile Marker A-0.9.

4. RAILROAD CROSSINGS AT GRADE

Railroad	Mile Post	Type of Protection
UP	563.5	Automatic Interlocking

5. DO NOT CLEAR TRACKS

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

Mansfield - All tracks except siding & Swift Fertilizer ..... MP 592.3  
 Many - All tracks ..... MP 633.3  
 Florien - Boise Cascade Mill ..... MP 641.4  
 Florien - Old Siding ..... MP 642.3  
 Gandy - Tie Mill ..... MP 644.4  
 Hawthorne - Woodyard ..... MP 664.0

6. AUXILLARY TRACKS OKAY FOR SIX AXLE ENGINES:

Frierson - Wood yard.	Florien - All tracks.
Bayou Pierre - All tracks.	Gandy
Mansfield - All tracks.	Leesville - All tracks.
Zwolle - All tracks.	
Many - All tracks.	
Fisher - All tracks.	

7. ELECTRICALLY-LOCKED SWITCHES:

Mansfield, Swift Fertilizer \*  
 Trenton, siding  
 Fisher, Boise Cascade Co. chip mill track

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

8. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 566.3 to MP 549.0	Deramus Yard
MP 667.3 to MP 670.3	Leesville

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

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

\*Equipped with oversize load feature.

10. DERAMUS YARD:

Be governed by Deramus Yard area special instructions.

11. BAYOU PIERRE

Trains may enter the main track from north and south legs of the wye on signal indication.

12. LEESVILLE:

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

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑
				Sidings Feet	Aux. Trks. Cars	
	0669	668.4	LEESVILLE . . . . . OW 4.2	4603	Yard	
		672.6	DAUB . . . . . Y		Lead	
	0680	679.8	NEAME . . . . . 7.2	3596		
	0687	687.0	LUDINGTON . . . . . 2.2		Yard	
	0690	689.2	DERIDDER . . . . . 0.6		Yard	
		689.8	ATSF CROSSING . . . . . 15.3		Conn	
	0705	705.1	SINGER . . . . . 13.9	6897	5	
	0719	719.0	DEQUINCY . . . . . Y 1.3		Yard	
		720.3	CS JUNCTION . . . . . 0.4		Conn	
		720.7	UP LONG LEAD . . . . . 2.9		Conn	
	0724	723.6	HELME . . . . . 4.8	5020		
	0729	728.4	LUCAS . . . . . 6.8	5044		
	0736	735.2	STARKS . . . . . 5.4	8103	10	
	0741	740.6	RULIFF . . . . . 9.6	5008	Lead	
	0751	750.2	MAURICEVILLE . . . . . Y 0.0	10497	Conn	
		750.2	UP CROSSING . . . . . 10.2		Conn	
	0761	760.4	VIDOR . . . . . 4.5	13424	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	CHAISSON . . . . . OSWY 0.7		Yard	
		769.8	SP CROSSING . . . . . 5.5			
	0775	775.3	SUN JUNCTION . . . . . 4.3		Conn	
	0779	779.6	NECHES JUNCTION . . . . . Y 5.3		Yard	
	0787	784.9	SP CROSSING . . . . . 1.2			
	0787	786.1	PORT ARTHUR . . . . . ORWY		Yard	

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

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	Daub . . . . .	672.9	Yard	N&S	0771	Team Track. . .	770.4	25	N
0687	Ampacet . . . . .	687.3	35	S	0771	Texas Gulf Sulp	771.3	Yard	N
0688	Boise So. Paper	687.4	Lead	S	0772	Wallace Co.	771.6	12	N
0690	ATSF/Chev Con	690.0	Conn	N	0773	Davidson Const	771.9	22	N
0690	Westvaco Spur	690.1	Yard	S	0773	Dupont No.Trk	771.9	Conn	S
0719	Dequincy Ind.Pk	721.0	Lead	N	0773	Dupont So.Trk.	773.5	Conn	N
0719	Alton Box Co.	721.2	20	N	0776	Sun Team Track	774.9	28	S
0727	Asbury Graphite.	726.8	Lead	S	0776	Nederland Team	776.1	10	N
0748	Lemonville . . .	748.1	Conn	S	0787	Hayes . . . . .	782.7	15	S
0765	Korf . . . . .	764.9	Yard	N	0787	Texaco Yard. . .	784.5	Yard	N&S
0771	Wilson Tracks.	770.2	25	N					

SEVENTH SUBDIVISION SPECIAL INSTRUCTIONS

MPH

1. MAXIMUM AUTHORIZED SPEED ..... 40

2. SPEED RESTRICTIONS:

- Between MP 670.3 and MP 671.0 ..... Restricted Speed
- Siding Neame ..... 10\*
- Between MP 686.0 and MP 690.3 ..... 20
- Siding Singer ..... 20\*
- Except: Loaded bulk commodity trains ..... 10
- Between MP 718.5 and MP 720.3 ..... 20
- Asbury Graphite track, MP 726.8 ..... 5
- Siding Starks ..... 10\*
- Siding Mauriceville ..... 20\*
- Siding Vidor ..... 20
- Except: Loaded bulk commodity trains ..... 10
- Between MP 764.6 and Pt. Arthur ..... Restricted Speed
- Except:
- Between MP 767.9 and MP 769.8 ..... 10
- 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 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:  
 All movements will be made at Restricted Speed, except reduce speed to :

- 10 MPH between Main Track and Highway 171
- 10 MPH between Highway 3226 to and including Boise Southern Yard Tracks

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 Ind Pk Switch ..... MP 721.0
- Alton Box Co. spur ..... MP 721.2
- Asbury Graphite Industrial track ..... MP 726.6
- Vidor, north and south switch, Team Track ..... MP 760.3

6. AUXILLARY TRACKS OKAY FOR SIX AXLE ENGINES:

- Leesville - All yard tracks.
- Daub - All tracks
- Ft. Polk, Wye, and Ft Polk Lead.
- Ludington - All tracks.
- Boise Southern - Lead and all yard tracks.
- Singer - Team track.
- DeQuincy - All tracks.
- Buhler - All tracks.
- Gulf States Utilities - All tracks
- Mossville Yard - All tracks.
- Mauriceville - SR&N Connection, SR&N Main track and delivery tracks. at Lemonville.
- Beaumont - All tracks.
- Neches Branch - Both Legs of Wye and Main track.
- H&G Loop - Main track and Pab-Tex Loop tracks.
- Port Authur - All yard tracks.

**7. ELECTRICALLY-LOCKED SWITCHES:**

Daub, north and south legs of wye  
Mauriceville, UP connection

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

MP 670.3 to MP 667.3	Leesville
MP 686.0 to MP 690.3	Ludington - DeRidder
MP 764.6	Beaumont - Port Arthur

**9. NECHES RIVER BRIDGE, MP 765.9:**

This drawbridge is designated as a manual interlocking controlled by KCS control operator at Beaumont.

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

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

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

\* 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. If an alarm is received, immediately a 10 second continuous tone will be received followed by voice-activated instructions.

**LOCAL SPECIAL INSTRUCTIONS****11. LEESVILLE:**

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

**12. 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.

**13. 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 and CTC operator at Beaumont 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) which is 897 feet south of MP B 719.0 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.

**14. THE CURRENT SR&N SPECIAL INSTRUCTIONS READ:**

"Lemonville - Trains and engines will not exceed 5 MPH 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.

**15. 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.

**16. 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.

**17. BEAUMONT - PORT ARTHUR:**

Trains and engines receiving a STOP indication at SP interlockings located at MP 769.8 or MP 784.9 after stopping and checking to see that signals on conflicting route indicate Stop, and no conflicting movement is evident may proceed through interlocking at restricted speed.

**18. BEAUMONT:**

- (a) Before departing Chaison, northward trains must receive and verify track condition report and 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.

**19. PORT ARTHUR**

Northward trains departing Port Arthur must receive verbal permission from the yardmaster at Chaison and receive and verify track condition report before departing Port Arthur yard.

**20. STATE LINE: Louisiana - Texas, MP 738.7.**

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑	
				Sidings Feet	Aux. Trks. Cars		
	0719	B719.0	DEQUINCY . . . . . Y 0.6			Yard	
		B719.6	UP CROSSING . . . . . 9.1				
	2729	B728.7	BUHLER . . . . . 4.0	7372		178	
	2733	B732.7	GULF STATES UTILITIES . . . . . 2.7			Conn	
	2740	B735.4	MOSSVILLE . . . . . ORSW 3.7			Yard	
		B739.1	WEST LAKE . . . . . 0.3			Yard	
		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
- Siding Buhler ..... 20
- Except bulk commodity trains ..... 10
- Over Houston River Bridge, MP B732.4 ..... 10
- Between MP B732.7 and End of Line ..... Restricted 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:**

**Restricted 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:

- Normal position of switch at stem of wye is for north leg of wye, DeQuincy.
- 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 and CTC Operator at Beaumont 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) which is 897 feet South of MP B 719.0 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.

## 9. MOSSVILLE:

- Do not exceed 3 MPH over scales when weighing and 5 MPH when not weighing.
- Northward trains departing Mossville or Gulf States Utilities must contact train dispatcher to receive and verify Track Condition Report and receive verbal permission to enter CTC-DTC territory. Trains leaving Gulf States Utilities must approach the first signal in CTC-DTC at Restricted Speed expecting to find it displaying a STOP indication.
- Old Spanish Trail, allow a minimum of (20) seconds for the flashers to work before moving into this crossing.

## 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.
- Trousdale road crossing, allow a minimum of 20 seconds for the flashers to work before moving into this crossing.

## 11. WEST LAKE CHARLES:

Highway 108 crossing at Cities Service Coker/Backside switch. Allow a minimum of (20) seconds for the flashers to work before proceeding across this crossing. This can be accomplished by moving engine into the circuit and waiting, or by operation of the pushbuttons located at all three points entering this crossing.

## 12. GULF STATES UTILITIES:

- 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.
- Reduce speed to ten (10) MPH. on all tracks, except two (2) MPH while approaching and moving through the dumper building.
- 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) MPH
  - 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) feet 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, and replacing rear end device 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, or train has been released to clerk at Mossville.
  - (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.
- (m) After train is released to train crew, a 1000 Mile brake test must be made before departing Gulf States Utilities.

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑
				Sidings Feet	Aux. Trks. Cars	
	9185	T-185.3	FARMERSVILLE . . . . .			Yard
			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 . . . . .	4544		
			7.5			
	9140	T-140.3	SULPHUR SPRINGS . . . . .			Yard
			4.1			
	9136	T-136.2	TUGCO . . . . .			Conn
			5.5			
	9131	T-130.7	COMO . . . . .	5891		6
			13.0			
	9118	T-117.7	WINNSBORO . . . . .			Yard
			12.3			
	9105	T-105.4	LEESBURG . . . . .	3101		
			4.4			
	9101	T-101.0	MONTICELLO . . . . .			Conn
			2.7			
	9098	T-98.3	PITTSBURG . . . . .			Conn
			SSW CROSSING . . . . .			
			7.9			
	9090	T-90.4	WELSH . . . . .			Conn
			1.6			
	9089	T-88.8	CASON . . . . .	7057		
			10.4			
	9079	T-78.4	VEALS . . . . .			Yard Conn
			2.1			
	9076	T-76.3	HUGHES SPRINGS . . . OW			Yard
			15.2			
	9061	T-61.1	LASSATER . . . . .	7853		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	7344		
			13.6			
	9004	T-3.7	HAMMOCK . . . . .	6757		
			3.7			
		T-0.0	TEXAS JUNCTION . . . . Y			Conn
			4.3 via KCS			
	0554	553.3	DERAMUS YARD . ORSWY			Yard

171.3

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	12	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
9042	Baldwin . . . . .	T-41.7	40	N&S	9112	Tidewater . . .	T-112.0	Yard	Wye
9049	North Jefferson	T-50.3	Conn	S	9116	Eser . . . . .	T-116.4	20	Wye
9049	N. Jeff. Spur . .	T-50.3	20	N	9126	Pickton . . . . .	T-125.8	20	S
9052	Burford . . . . .	T-52.2	57	N&S	9135	Thermo . . . . .	T-134.7	10	N
9067	Avinger. . . . .	T-67.4	7	S	9154	Cumby . . . . .	T-154.5	5	S
9083	Ga. Pacific . . .	T-81.5	32	N&S	9161	Campbell . . .	T-161.2	25	N
					9169	Compress. . . .	T-169.9	16	N&S
					9178	Floyd . . . . .	T-178.5	3	N

TEXAS SUBDIVISION SPECIAL INSTRUCTIONS

MPH

1. MAXIMUM AUTHORIZED SPEED ..... 40

2. SPEED RESTRICTIONS:

- Between Deramus Yard and Texas Jct ..... Restricted Speed
- Through turnout at Texas Junction ..... 20
- Movement on North Leg of Wye, Blanchard ..... 10
- Siding Como ..... 20\*
- Siding Leesburg ..... 10
- Siding Cason ..... 20
- Except: Loaded bulk commodity trains ..... 10
- Siding Lassater ..... 10\*
- Siding Fox ..... 20\*
- Siding Hammock ..... 20\*
- 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, Eng only ..... 20
- Between MP T-117.0 and MP T-118.5, Eng only ..... 30
- Between MP T-139.0 and MP T-142.0, Eng only ..... 20
- Through turnout at West Texas 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. TRACKS OKAY FOR SIX AXLE ENGINES:

Whelan	Sulpher Springs - Boomer track
Longhorn Ammunition Plant	House track, Fruit Shed,
Avinger	City Barn.
Hughes Springs	Brashear
Faker	Campbell
Tidewater - Wye track, Branch	Hunt Yard
Eser - South leg to stem of wye.	Floyd Spur
Como	
Thermo	

5. 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

6. 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
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
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

## 7. ELECTRICALLY-LOCKED SWITCHES:

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

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

MP T-170.1 to MP T-173.6      Hunt

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

MP T-41.7	MP T-102.2
MP T-64.6	MP T-122.1 *
MP T-85.1 *	MP T-150.8
MP T-91.8	MP T-180.4 *
MP T-94.0	

\* Equipped with oversize load feature.

## 10. 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

## 11. DERAMUS YARD - TEXAS JUNCTION:

Be governed by Deramus Yard area special instructions.

## 12. BLANCHARD WYE:

Trains may enter the main track on the Texas Subdivision or the Fifth Subdivision from the north leg of the wye at Blanchard on signal indication.

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

Between MP T-16 and MP T-35

NOTE: There is three quarters of a mile between these mile posts.

TIMETABLE NO.6

## 14. 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 plant.
- (b) Reduce speed to ten (10) MPH on all tracks, except two (2) MPH 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) MPH
  - 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).

TIMETABLE NO.6

- (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) After train is released to train crew an air test must be made to determine that the brakes on the rear car will set and release, either by using the end-of-train device or by a crew member at the rear of the train.
- (n) A dragging equipment detector is located 125 car lengths east of the dumper building. If an alarm is received, immediately a 10-second continuous tone will be received followed by voice-activated instructions. If alarm is received, 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.
- (o) Trains and engines may enter the main track at Welsh on signal indication.

The train crew may use the tractor service building while awaiting the unloading of their train.

The telephones at the SWEPCO power plant must not be used for any reason unless authorized by a SWEPCO supervisor.

#### 15. TEXAS UTILITIES:

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.

MONTICELLO - 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.

**TIMETABLE NO.6**

The loaded train must be delivered to the south end of the track nearest the KCS 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.

#### 16. 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 DG&NO RAILWAY

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

KCS trains and engines using the DG&NO 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 DG&NO tracks between Greenville and Hunt, KCS trains and engines will be governed by KCS Lines Operating Rules, KCS Lines System Timetable, and DG&NO General Orders and Instructions.

On the DG&NO, 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 are in effect between Greenville and Hunt.

- (d) KCS 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 DG&NO and track No. 3 is designated for delivery of interchange cars to the DG&NO.

#### 17. 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.

**TIMETABLE NO.6**

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑
				Sidings Feet	Aux. Trks. Cars	
			CJ YARD. . . . .		CONN	
		T-215.2	SP JCT. . . . .		CONN	
			1.5			
9214	T-213.7	ZACHA JCT. . . . .				
			3.8			
9210	T-209.9	GARLAND. . . . .				
			0.4			
	T-209.5	UP CROSSING. . . . .				
			4.8			
9205	T-204.7	SACHSE. . . . .	1889			
			4.2			
9200	T-200.5	WYLIE. . . . .	1942	CONN		
			8.5			
9192	T-192.0	COPEVILLE. . . . .				
			6.7			
9185	T-185.3	FARMERSVILLE. . . . .		YARD		
28.5						

DTC IS IN EFFECT ON THE WEST TEXAS SUBDIVISION

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

2. SPEED RESTRICTIONS:

Between MP T-185.2 and MP T-185.3 ..... 20  
 Between MP T-210.4 and Zacha Jct ..... 20

3. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP T-185.2 to MP T-186.3 Farmersville

LOCAL SPECIAL INSTRUCTIONS

4. FARMERSVILLE - ZACHA JCT:

- (a) Northward trains departing Hunt Yard 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) Northward trains may leave CTC-DTC at MP T 185.2 on Lunar indication and approach Farmersville at Restricted Speed expecting to find Chapparral (CRR) trains or engines occupying the main track between MP T 185.2 and MP T 186.3.
- (d) Northward trains will enter DTC territory at the north yard limit sign at Farmersville, Texas, upon authority of the KCS train dispatcher, and operate under DTC Rules to Zacha Jct.

5. DALLAS:

- (a) KCS train crews must be in possession of the current Track Condition Report covering the Texas Subdivision before departing.
- (b) Southward trains may enter DTC territory at Zacha Jct. on verbal authority of the KCS train dispatcher and operate under DTC Rules to Farmersville, Texas.
- (c) Southward trains must approach Farmersville at Restricted Speed expecting to find Chapparral (CRR) trains or engines occupying the main track between MP 186.3 and MP 185.2.
- (d) Southward trains may enter CTC-DTC territory on signal indication at MP 185.2.

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Station No.	Mile Post	Stations	Capacity		NORTH ↑
			Sidings Feet	Aux. Trks. Cars	
0554	553.3	DERAMUS YARD			
		3.0		Yard	
	556.3	HARRIET STREET		Conn	
		1.9		Yard	
	558.2	N. WYE SWITCH			
		2.6			
	560.8	SILVER LAKE	5193		
		0.4			
	561.2	RED JUNCTION			
		0.5			
	561.7	LOUISIANA JUNCTION			
		7.5			
3009	569.2	CURTIS	5958		
		16.8			
3026	586.0	NINOCK	8550		
		17.0			
3043	603.0	I P PASS.	1925	20	
		1.4			
3044	604.4	COUSHATTA	1777	52	
		13.1			
3058	617.5	KRAFT	1370	49	
		4.2			
3062	621.7	CAMPTI	10589	10	
		20.6			
3082	642.3	MONTGOMERY	1660	19	
		15.0			
3097	657.3	COLFAX	5269	86	
		16.8			
3114	674.1	BARRETT	8650		
		4.4			
	678.5	UP CROSSING			
		2.1			
3121	680.6	PINEVILLE	2459		
		0.8			
	681.4	PINEVILLE JUNCTION			
		0.5			
7194	681.9	ALEXANDRIA			
		10.9			
3133	692.8	LATANIER	8129	Yard	

139.7

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	40	N&S	3068	Linn	627.8	16	N
3032	East Point	592.1	29	N&S	3069	St Maurice	634.2	18	S
3044	Hood Ind.	603.0	20	N&S	3075	Mallin	678.5	120	N&S
					3118				

TIMETABLE NO.6

1. MAXIMUM AUTHORIZED SPEED ..... 40
2. SPEED RESTRICTIONS:
  - Between Deramus Yard and MP SD-565.7 ..... Restricted Speed
  - Through North Leg of Wye, Shreveport ..... 10
  - Over SSW Red River bridge, Shreveport ..... 20
  - Between MP SD-565.7 and MP SD-567.0 ..... 20
  - Siding Curtis ..... 10\*
  - Siding Ninock ..... 20\*
  - Between MP SD-603.5 and MP SD-605.5, Eng only ..... 25
  - Between MP SD-621.0 and MP SD-622.0, Eng only ..... 25
  - Siding Campti ..... 10\*
  - Siding Colfax ..... 10\*
  - Siding Barrett ..... 20\*
  - Over bridge, MP SD-680.3, Main street ..... 10
  - Over Red River bridge, MP SD-681.8 ..... 10
  - Over bridge 684.2 ..... 20
  - Between MP SD-690.0 and MP SD-695.5 ..... Restricted Speed

\* Loaded bulk commodity trains may use this siding at prescribed speed.

3. RAILROAD CROSSINGS AT GRADE:

Railroad	Mile Post	Type of Protection
SSW	K-449.9	Electric Lock Gate
UP	SD-678.5	Automatic Interlocking

4. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP SD-565.7 to MP 549.0 Bossier City - Deramus Yard  
MP SD-690.0 to MP SD 695.5 Latanier

5. TRACKS OKAY FOR SIX AXLE ENGINES:

Elm Grove  
East Point  
IP Pass  
St. Maurice

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

MP SD-560.0\$ MP SD-651.5  
MP SD-566.5\* MP SD-677.7 \*  
MP SD-590.6 MP SD-681.3 # Red River Bridge  
MP SD-611.3 MP SD-682.2 # Red River Bridge  
MP SD-626.6

TIMETABLE NO. 6

\*Equipped with oversize load feature.

#Dragging equipment detectors only.

\$Dragging equipment detector and oversize load feature only.

**7. LOCATION OF HIGH WATER DETECTORS:**

MP 606.1

**LOCAL SPECIAL INSTRUCTIONS****8. 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 is granted, observing Item 7 (b) page 62 System Timetable No.6. 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.
- (d) All trains and engines must contact yardmaster, Deramus Yard, prior to entering yard limits.

**9. RED JUNCTION**

The normal position of the main track switch at Red Jct. is against KCS movements.

**10. UP CROSSING, MP SD-678.5**

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

**11. 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.

**12. LATANIER:**

- (a) Northward trains must contact train dispatcher to receive and verify Track Condition Report and DTC authority before departing.

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.

- (b) 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.



Station No.	Mile Post	Stations	Capacity	
			Sidings Feet	Aux. Trks. Cars
3133	692.8	LATANIER . . . . . RW 7.7	8129	Yard
3141	700.5	BIJOU . . . . . 8.1	5454	
3149	708.6	HESSMER . . . . . 19.1	9564	
3167	727.7	HYDE . . . . . 5.5	4153	
3173	733.2	KELLER . . . . . 17.7	12538	44
3176	750.9	MORGANZA . . . . . 3.2	1604	
3195	754.1	LABARRE . . . . . 8.5	8733	
	762.6	CAJUN ELECTRIC SPUR . . . . . 17.3		Conn
3225	779.9	LOBDELL . . . . . 0.8	8260	41
	780.7	LOBDELL JUNCTION . . . . . 0.9		Conn
	781.6	WEST JUNCTION . . . . . 3.2		Conn
	784.8	EAST JUNCTION . . . . . 0.4		Conn
	785.2	BRIDGE JUNCTION . . . . . 2.2		Conn Line
	787.4	IC CROSSING . . . . . 0.7		Conn
3227	788.1	BATON ROUGE . . . . . OSWY		Yard

95.3

CTC - DTC MP SD 780.7 to MP SD 784.8

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
					3223	Old TP . . . . . interchange	780.1	33	N&S

1. AUXILLARY TRACKS OKAY FOR SIX AXLE ENGINES:

- Belledeau
- Moreauville - Team track
- Legonier - Runaround
- New Roads
- Old TP interchange track

2. MAXIMUM AUTHORIZED SPEED ..... 40

3. SPEED RESTRICTIONS:

- Between MP SD-690.0 and MP SD-695.5 ..... Restricted Speed
- Siding Bijou ..... 10\*
- Over road crossing MP SD-708.6, Eng only ..... 25
- Siding Hessmer ..... 20\*
- Siding Hyde ..... 10
- Between MP SD-712.7 and MP SD-713.2 ..... 25
- Over Atchafalaya River bridge, MP SD-729.2 ..... 20
- Siding Morganza ..... 10\*
- Siding Keller ..... 20\*
- Between MP SD-750.5 and MP SD-751.5, Eng only ..... 25
- Between MP SD-759.4 and MP SD-762.0, Eng only ..... 25
- Siding Lobdell ..... 10\*
- Between Lobdell Junction (MP SD-780.7) and East Junction (MP SD-784.8) ..... 20
- Between MP SD-784.8 and MP SD-796.5 ..... Restricted Speed
- Except: Over bridge D-214.7 ..... 10
- Over IC Crossing, MP D-220.1 ..... 20

\* Loaded bulk commodity trains may use this siding at prescribed speed.

4. RESTRICTED SPEED TERRITORY (Rule 92 applies)

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

5. RAILROAD CROSSINGS AT GRADE:

Railroad	MilePost	Type of Protection
IC	787.4	Gate (Rule 98)*
IC	D-220.1	Interlocked#

\*Gate may be left in position last used

# Absolute signals governing movement over this crossing normally display STOP indication for KCS 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 and hold for five seconds.
- (2) If indicator lamp is not lit, signals governing conflicting routes may be clear and no action should be taken until after waiting five minutes. Then, if no movement is evident on conflicting routes, operate push button and hold for five seconds. Signal should clear in two 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 five minutes after operating release, signal will again display **STOP**.

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

MP SD-695.5 to MP SD-690.0      Latanier  
MP SD-784.8 to MP SD-796.5      East Junction - Baton Rouge

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

MP SD-695.6 \*  
MP SD-703.5 #  
MP SD-705.6 #  
MP SD-724.5 \*  
MP SD-727.7 # Atchafalaya River Bridge  
MP SD-729.7 # Atchafalaya River Bridge  
MP SD-737.2 \*  
MP SD-746.2 # Morganza Spillway Bridge  
MP SD-748.8 # Morganza Spillway Bridge  
MP SD-758.8  
MP SD-776.3 \*  
MP SD-782.3 # Mississippi River Bridge  
MP SD-783.2 #  
MP SD-785.0 # Mississippi River Bridge

\*Equipped with oversize load feature.

#Dragging equipment detectors only.

**LOCAL SPECIAL INSTRUCTIONS****8. 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.

**9. 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 the passage of the train or engine.

Then if derails are in closed position, operate push button, located on the home signal to clear the signal.

If derails are in derailing position, place derails in "HAND" position and line by hand for 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 push button located on the home signal. After push button has been operated, the signal governing the reverse movement will display **PROCEED** as per signal aspect 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 push button located on the home signal. The signal governing movement over the bridge will then display **PROCEED** as per signal aspect to permit movement over the bridge.

**10. KCS-UP JOINT TRACK BETWEEN LETTSWORTH AND LOBDELL JCT.:**

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

STATION	MILE POST	LOCATION
Smithfield	UP-19.0	KCS SD-774.4

**11. 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 Superintendent., telephone 359-7641.
- (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 Superintendent cannot be contacted, notify the Emergency Coordinator, 359-7874.
- (4) Notify KCS supervisor at Baton Rouge, telephone 379-4247.

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

- (c) **"D" Line** - Do not leave cars between L.C.P.I. and Paxon Polymer 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 two power pole lengths south of L.C.P.I. crossing. Cars must be left at least two car lengths from Del-tech crossing.
- (d) DTC-CTC between East Junction (Mile Post 784.8) and Lobdell Junction (Mile Post 780.7) is controlled by KCS Console #2. CTC Rules 400 - 404 of the Kansas City Southern Lines Operating Rule Book are in effect.

DTC Authority will be granted between Lobdell Junction and Latanier on the Baton Rouge Subdivision. All trains entering the yard limits of the Baton Rouge Terminal must obtain verbal permission from the yardmaster.

Trains at Baton Rouge may enter CTC on signal indication. Other rules and special instructions in the timetable or general orders governing operations in the Baton Rouge Terminal remain in effect.

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

**70 NEW ORLEANS SUBDIVISION - L&A RY.**

Station No.	Mile Post	Stations	Capacity	
			Sidings Feet	Aux. Trks. Cars
3227	788.1	BATON ROUGE . . . . OSWY		Yard
		6.6		
3236	794.7	ESSEN . . . . .	6877	
		15.8		
3251	810.5	GONZALES . . . . .	5860	41
		7.6		
3259	818.1	BARMEN . . . . .	5335	
		10.3		
3269	828.4	GRAMERCY . . . . . Y	4508	Yard Conn
		6.7		
3276	835.1	RESERVE . . . . . Y		Yard Conn
		4.3		
3280	839.4	MONTEGUT . . . . .	5850	
		7.4		
3287	846.8	NORCO . . . . .	4820	Yard
		7.7		
3295	854.5	FRELLSEN . . . . .	6052	
		1.2		
	855.7	IC JUNCTION . . . . .		Conn
		6.4		
	862.1	NOT JUNCTION . . . . .		Conn
		0.5		
3303	862.6	SHREWSBURY . . . . . OLD		
		1.8 MAIN		
864.4		WEST YARD . . . . . ORSWY		Yard Conn Conn
		0.6		
865.0		KCS JUNCTION . . . . .		Conn
		0.9 VIA		
865.9		CARROLLTON AVE NOUPT		

77.8

ABS-DTC MP SD-796.5 to MP SD-855.7  
 IC CTC MP SD-855.7 to MP SD-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	Capitol City 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 . . . . .	810.5	9	S	3276	Sewell Plastics .	835.8	13	S
	(House Track)				3276	Filter Media, .			
	Gonzales . . . . .	810.7	6	N		Jones Chem &			
	(Team Track)					Boyce Machnry	835.9	45	S
3255	Wallace Co. . . . .	811.6	12	N	3288	Good Hope . . . .	848.2	Conn	S

TIMETABLE NO.6

**NEW ORLEANS SUBDIVISION SPECIAL INSTRUCTIONS 71**

MPH

1. MAXIMUM AUTHORIZED SPEED ..... 40

**2. SPEED RESTRICTIONS:**

Between MP SD-784.8 and MP SD-796.5	Restricted Speed
Between MP SD-809.8 and MP SD-811.0	25
Siding Essen	20*
Siding Gonzales	10*
Siding Barmen	20*
Siding Gramercy	10*
Siding Montegut	10*
Over Bonnet Carre Spillway Bridge, MP SD-845.6	25\$
Siding Norco	10*
Siding Frellsen	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.

\* Loaded bulk commodity trains may use this siding at prescribed speed.

**3. 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.

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

MP SD-796.5 to MP SD 784.8 East Jct. - Baton Rouge - Essen  
 MP SD-846.3 to MP SD-848.6 Norco  
 MP SD-855.0 Frellsen - West Yard - New Orleans

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

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

\* Equipped with oversize load feature.

# Dragging equipment detectors only.

TIMETABLE NO. 6

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

Gonzales - All tracks  
 Sorrento  
 Mc Elroy  
 Sewell Plastics

**LOCAL SPECIAL INSTRUCTIONS**

**7. BATON ROUGE**

Be governed by Baton Rouge Subdivision Special Instructions.

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

North Street MP SD-788.48 Florida Boulevard MP SD-788.71  
 Main Street MP SD-788.55 Convention Street MP SD-788.77  
 Laurel Street MP SD-788.61 North Boulevard MP SD-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. Other Rules, Special Instructions in the Timetable, or General Orders governing operations in Baton Rouge Terminal remain in effect.

**8. NORCO**

The first road crossing north of the south siding switch at 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.

**9. WEST YARD:**

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

The train dispatcher will issue DTC authority to northward and southward trains between Frellsen and Baton Rouge. This will not modify or supersede rules or instructions governing operation via IC but permits trains to depart West Yard or Frellsen after verbal authority is obtained to enter IC CTC territory. Other Rules, Special Instructions in the Timetable, or General Orders governing operations West Yard Terminal remain in effect.

- (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) Industries at Kenner are served via KCS Industry Switch which breaks off the I.C. McComb District East main track.
- (d) KCS 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, KCS Track Condition Report and verbal instructions from IC yardmaster.
- (e) The Maximum Authorized Speed through the turnout in the East Bridge interlocking is 10 MPH.
- (f) 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.
- (g) KCS 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 KCS Southport Branch behind the old Gambling House. KCS engine movements will be governed by K.C.S. Lines' Operating Rules, current system Timetable, KCS Southern Division General Orders and N.O.P.B. bulletins.
- (h) Between KCS Junction and Carrollton Avenue and while on NOUPT tracks, trains and engines will be governed by AMTRAK operating rules and instructions.
- (i) KCS 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

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

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

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

114.6

ABS - MP 554.1 to MP SD-557.1  
ABS - MP SD-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

MPH

1. MAXIMUM AUTHORIZED SPEED ..... 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 ..... Restricted Speed
Between MP 71.0 and 72.0 ..... 20
Over Shreveport Junction Switch ..... 10
Between MP 77.0 and MP B-80.2 ..... Restricted Speed
Over SSW Red River Bridge ..... 20
Through North Leg Wye, Shreveport ..... 10
Between MP B-103.6 and Deramus Yard ..... Restricted 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:

Table with 3 columns: Railroad, Mile Post, Type of Protection. Rows include MSRC (B-105.4, Automatic Interlocking) and KCS (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-82.3 Minden
MP B-103.6 to MP SD-565.7 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 KCS dispatcher and verifying Track Condition Report.

9. RED JUNCTION:

The normal position of the main track switch at Red Junction is against KCS movements.

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

Between 0800 and 2000 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	
			Sidings Feet	Aux. Trks. Cars
7078	78.8	MINDEN . . . . . WY		Yard
	0.4			
	79.2	SOUTH WYE SWITCH . . . . .		Yard
	4.0			
7083	83.2	SIBLEY . . . . .	3306	15
		MSRC . . . . .		Conn
	6.1			
7089	89.3	HEFLIN . . . . .	1965	13
	8.8			
7098	98.1	JAMESTOWN . . . . .	1760	15
	16.2			
7114	114.3	ASHLAND . . . . .	1882	22
	7.9			
7122	122.2	CHESTNUT . . . . .	1787	14
	16.7			
7139	138.9	CALVIN . . . . .	2987	
	8.9			
7148	147.8	WINNFIELD . . . . .	2966	Yard
	18.7			
7166	166.5	WILLIANA . . . . .	2399	
	7.4			
7174	173.9	DRY PRONG . . . . .	3020	
	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 . . . . .		Conn
	10.9			
3133	692.8	LATANIER . . . . . RW	7978	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	Bodcau 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

1. MAXIMUM AUTHORIZED SPEED ..... 30

Note: Main track out of service MP 83.1 to MP 144.8

2. SPEED RESTRICTIONS:

Between MP 77.0 and MP 82.3 ..... Restricted Speed  
 Carla Branch ..... 20  
 Except:  
 Between Spillway bridge and the Rock Quarry switch ..... 5  
 Between MP 146.7 and MP 149.4 ..... Restricted Speed  
 Over UP crossing, MP 188.9 ..... 20  
 Between MP 192.0 and Pineville Jct. .... Restricted Speed  
 Between MP SD-690.0 and MP SD-695.5 ..... Restricted 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
UP	188.9	Automatic Interlocking

5. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 77.0 to 82.3 ..... Minden  
 MP 146.7 to MP 149.4 ..... Winnfield  
 MP SD-690.0 to MP SD 695.5 ..... Latanier

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

MP 149.6 ..... MP SD-681.3 # Red River Bridge  
 MP 171.3 ..... MP SD-682.2 # Red River Bridge  
 MP 190.3 \*

\*Equipped with oversize load feature.  
 #Dragging equipment detectors only.



**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 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. 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.

**10. 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**

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

(b) All trains and engines must contact yardmaster, Deramus Yard, prior to entering yard limits.

**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 Restricted 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, MP SD 561.2, designated as KCS main track. Track parallel to main track on the west side, from MP SD 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 Proceed at Restricted Speed.**

**YELLOW - Proceed at Restricted Speed.**

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

**6. Spring switches located as follows:**

South end of Tail Track, KCS MP 554.1. Normal position is for East Main Track. Southward movements from the Tail Track may trail through the points.

North Wye switch, KCS MP 558.2. Normal position is for North leg of Wye. Inbound movements on East Main Track may trail through the points.\*

Louisiana Junction, MP SD 561.7. Normal position is for SSW main track. Inbound KCS Shreveport Subdivision trains and engines may trail through the points.\*

L&A Junction, MP SD B-105.1. Normal position is for SSW main track. Inbound KCS Hope Subdivision trains and engines may trail through the points.\*

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

**7. OPERATION VIA MSRC BETWEEN WILSON STREET CROSSOVER AND KCS/SSW CROSSING:**

All KCS movements using the MSRC tracks between Wilson Street crossover and MSRC Junction will be governed by the Kansas City Southern Lines Operating Rules and current KCS Timetable, except as modified below:

All movements made on MSRC tracks will be made as prescribed by Rule 93 (Yard Limits).

Crossover switch at MP SD 559.52 and MSRC main track are okay for all classes of power.

KCS movements will not enter the MSRC main track at Wilson Street Crossover or MSRC Junction unless authorized by the Yardmaster at Deramus Yard. Yardmaster at Deramus Yard must obtain permission from MSRC/SSW before authorizing KCS movements on MSRC track.

Movements authorized to enter MSRC main track must notify the Yardmaster at Deramus Yard when they enter MSRC main track and again when they clear MSRC main track.

Spring switches are located as follows:

Spring Street Junction switch will normally be lined for the SSW Railroad. Northbound trains may trail through points. Southbound movements over switch are protected by switch point indicator located on high signal mast. Rule 104(a) applies.

Market Street viaduct switch will normally be lined for the MSRC west main. Southbound trains may trail through points. Northbound movements over switch are protected by dwarf switch point indicator.

KCS Crossing is protected by an electric-lock gate. The normal position is against KCS movements. Be governed by Rules 98 and 104(d).

All locked switches must be lined back for their normal position and locked when movement is completed.

**8. OPERATION VIA SSW BETWEEN RED JUNCTION AND L&A JUNCTION.**

KCS 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	KCS 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 KCS crossing displays stop indication, movement may proceed if crossing gate is lined for movement.

#### 9. 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.

#### A. GENERAL INSTRUCTIONS:

1. Employees must not operate a train over any railroad for which they have not been certified.
2. Train dispatcher console identifications and territories are shown below:

##### While three dispatchers on duty:

Console 1 . . . Kansas City - DeQueen  
 Console 3 . . . DeQueen - Deramus Yard  
                   Deramus Yard - Farmersville  
 Console 2 . . . Deramus Yard - DeQuincy - Mossville  
                   Deramus Yard - West Yard (New Orleans)  
                   Hope Minden Subdivisions

##### While two dispatchers on duty:

Console 1 . . . Kansas City - Deramus Yard  
 Console 2 . . . Deramus Yard - Farmersville  
                   Deramus Yard - West Yard (New Orleans)  
                   Deramus Yard - DeQuincy - Mossville  
                   Hope and Minden Subdivisions

3. Length of sidings are measured from clearance point to clearance point. Capacity of Auxiliary tracks in car lengths are based on 55 foot cars.
4. 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.
5. 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.
6. 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.
7. 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.

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

#### 8. CREW DISPATCHERS.

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. All Subdivisions	(318) 227-7198

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

#### 9. CREWS TALKS VOICE SYSTEM PHONE NUMBERS

<u>LOCATION</u>	<u>PHONE NUMBER</u>
Kansas City, MO	556-0422
Pittsburg, KS	231-6637
Poteau, OK	647-9088
Heavener, OK	653-4821
Shreveport, LA	227-7216
	227-7217
	227-7218
	227-7219
Greenville, TX	454-7661
Locations without local number	1-800-992-0207

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

#### 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:

Northern Division:

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 Waldron Branch, Ft. Smith Branch, or Lake Charles Branch, unless authorized by Superintendent.

Southern Division:

All Subdivisions ..... 25 MPH

Except:

Over bridges 680.3, 684.2, 704.5, 767.7, 783.2, 785.1, 801.8, 824.4, 845.6, 71.7, 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:

Northern Division:

Over bridge MP 477.9 ..... 20 MPH

Over bridge MP 539.2 ..... 20 MPH

Southern Division:

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

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

**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 134 ton, 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.

1. Cars with gross weight in excess of 134 ton. to 137 ton, speed restrictions shall be 5 MPH under that shown in the timetable except as shown below:

Except Northern Division:

Over bridge, MP. 477.9 ..... 20 MPH

Except Southern Division:

Over bridges 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 134 ton must not be handled over the Carla Branch or Minden Subdivision.

2. Cars with gross weight of 137 to 157.5 ton:

Jumbo hopper and wood rack cars ..... 30 MPH  
Jumbo tank cars ..... 35 MPH

Except Northern Division:

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

Cars with a gross weight of 137 ton to 157.5 ton may not be coupled together or coupled to a car exceeding 131.5 ton while moving over bridge B-733,

Except Southern Division:

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

**TIMETABLE NO. 6**

TEXAS SUBDIVISION ..... 25 MPH

Except:

Over bridges, 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 197.25 ton. may be handled as follows:

Northern Division: # ..... 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\*

\* 197 ton cars may not be coupled together or coupled to a car exceeding 131.5 ton. while moving over bridge 732.4.

**These cars must not be handled over the Waldron Branch**

Southern Division: # ..... 35 MPH

Except:

SHREVEPORT SUBDIVISION

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

#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 263 ton may be handled with the following restrictions:

Northern Division:

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 263 ton may be coupled together in any number but must not be coupled to any other car with gross weight in excess of 131.5 ton or coupled next to engine.

**TIMETABLE NO. 6**

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 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
40 TON	74 TON
50 TON	93 TON
77 TON	114 TON
100 TON	136 TON*
125 TON	162 TON*

\*NOTE; 135.5 ton gross weight of 100 ton 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 157.5 ton.

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. Caboose 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 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. A safety stop must be made before coupling into any passenger equipment.
12. 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.
13. 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.
14. 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 office of the Vice President Transportation's. 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 Schnabel 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:

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 where clearance of structures, or equipment on adjacent tracks may be close, such restricting information must be issued to the train crew members.

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 five cars behind engine.

#### F. TOFC/COFC SHIPMENTS IN POSSESSION OF THE KCS 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.

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

1. A train entering the detector system must receive "SYSTEM OKAY, PROCEED" on the VSU. Failure to receive at least one of these signals indicates the detector system has failed.

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 and the train receive "NO DEFECTS FOUND - PROCEED" after exiting the detector, the inspection will be considered as complete.

A train entering the detector system that receives no VSU, or receives system test failure, but receives an alarm for hot journal, high wide load, or dragging equipment, while passing through or leaving the detector must stop and make a walking inspection as specified.

2. A train entering a detector system that fails, may pass that detector without making a pull-by ground inspection, but must get a proper inspection at the next detector system. If a failure is received at that system a roll-by ground inspection must be made at that location.

Any train may pass a failed system as long as the preceding detector has given that train a proper inspection. Unless the preceding detector detected a hot journal that was not found by the crew in their ground inspection, they must inspect that journal at the next detector if a detector system failure is found at that location.

A detector system must be considered as having failed under ANY of the following scenarios:

- (a) A train approaches the detector system and receives "SYSTEM TEST FAILURE" or "NO DEFECTS FOUND - PROCEED" on the VSU.
  - (b) A train exits the detector system and receives no VSU audio.
  - (c) A train exits the detector system and receives "SYSTEM TEST FAILURE" on the VSU.
3. If train speed passing the detector system reduces to less than 5 MPH, a roll-by inspection of the entire train must be made.
  4. The voice synthesizer transmission from a detector system **MUST NOT** be used to determine the mile post location of another train.
  5. The train dispatcher must be notified any time the detector system fails to operate properly.
  6. Hot journal detected by trackside detector devices or visual inspection will be set out of the train at the first available siding or auxiliary track,

provided the car is safe to move to that point. Otherwise, the car will not be moved and further instructions will be obtained from the train dispatcher or the proper supervisor.

7. 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.
  8. 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 and the train has no caboose or a working End-Of-Train (EOT) Transmitter, a roll-by inspection of the entire train must be made to determine that the train is intact and safe to proceed.
9. Dragging equipment detectors have been installed at each end of various bridges. When a 10-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.
  10. 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.
  11. If a hot journal alert is received, three seconds after the 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."*

- (a) Inspect five cars on each side of indicated car for all defects.
- (b) If unable to locate defect, when the same axle on the same car, same side is indicated at the second detector, set car out.
- (c) 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.
- (d) When a hot journal indication is received and crew is unable to locate defect, car initial and number must be given to the train dispatcher.



**P. TERRITORIES OF CLAIM AGENTS:**

Mr. J. E. Sexson - Kansas City, Mo.  
 Kansas City, Mo. to Heavener, Ok., including SOO/KCS  
 Joint Agency & Ft. Smith Branch.

Mr. G. L. Guin General Claim Agent - 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

**Q STOCK CLAIMS**

Stock claims are handled by the Claim Agent covering the above territories.

KCS Form 300-A (Enginemen's Report of Stock Struck) must be completed when necessary and mailed to the Trainmaster at the end of tour of duty.

**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.

**KCS SOUTHERN DIVISION**

Shreveport, Baton Rouge, New Orleans Subdivisions:

0700 until 0730 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 three 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, overloaded, and high or wide cars.

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

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

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

**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, except as otherwise specified ..... 10 MPH

4. Speed on all engine service and car repair tracks ..... 5 MPH

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

6. The speed within yard limits on all tracks other than the main track, except as otherwise specified will be Restricted Speed not to exceed 10 MPH.



Location of General Order Books and Standard Clocks:

**Northern Division**

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	

**Southern Division**

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
Norco	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
A.E.S., Ok. . . . .	0315	Coach Track, Mo. . . . .	0179
Alexandria, La. . . . .	7194	Coker, La. . . . .	0596
Amoret, Mo. . . . .	0069	Colfax, La. . . . .	3097
Amsterdam, Mo. . . . .	0062	Como, Tx. . . . .	9131
Anacoco, La. . . . .	0660	Converse, La. . . . .	0611
Anderson, Mo. . . . .	0192	Copeville, Tx. . . . .	9192
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	Dalton Jct, Tx. . . . .	9360
Baron, Ok. . . . .	0249	Dalton, La. . . . .	7062
Barrett, La. . . . .	3114	Decatur, Ar. . . . .	0217
Batchelor, La. . . . .	3175	DeQueen, Ar. . . . .	0433
Bates, Ar. . . . .	6414	DeQuincy, La. . . . .	0719
Baton Rouge, La. . . . .	3227	DeRidder, La. . . . .	0690
Bayou Pierre, La. . . . .	0580	Dorcheat, La. . . . .	7072
Beaumont, Tx. . . . .	0767	Dowling, Tx. . . . .	0773
Belledeau, La. . . . .	3144	Doyline, La. . . . .	5083
Benson, La. . . . .	0605	Drexel, Mo. . . . .	0053
Bentley, La. . . . .	7179	Dry Prong, La. . . . .	7174
Bijou, La. . . . .	3141		
Blanchard, La. . . . .	0549	East Point, La. . . . .	3032
Bloomburg, Tx. . . . .	0508	Ecol(Marathon), La. . . . .	3275
Boise Southern, La. . . . .	0688	Elm Grove, La. . . . .	3017
Brashear, Tx. . . . .	9148	Empire, Ks. . . . .	0134
Brian, La. . . . .	0545	Eser, Tx. . . . .	9116
Buhler, La. . . . .	2729	Essen, La. . . . .	3236
Bunch, Ok. . . . .	0272	Eve, Mo. . . . .	0099
Burford, Tx. . . . .	9052		
		Faker, Tx. . . . .	9094
Calvin, La. . . . .	7139	Farmersville, Tx. . . . .	9185
Cameron, Ok. . . . .	6336	Ferguson, La. . . . .	5102
Campbell, Tx. . . . .	9161	Fisher, La. . . . .	0640
Campti, La. . . . .	3062	Flint Creek, Ar. . . . .	0224
Carla, La. . . . .	7145	Florien, La. . . . .	0643
Carruthers, La. . . . .	5101	Floyd, Tx. . . . .	9178
Cason, Tx. . . . .	9089	Forbing, La. . . . .	0567
Castor, La. . . . .	7105	Fort Polk, La. . . . .	0674
Chaison, Tx. . . . .	0769	Fort Smith, Ar. . . . .	6356
Chestnut, La. . . . .	7122	Fox, Tx. . . . .	9035
Clarence, La. . . . .	3069	Frellsen, La. . . . .	3295
		Frierson, La. . . . .	0577

TIMETABLE NO. 6

Station	Station No.	Station	Station No.
Gandy, La. . . . .	0645	Lake Charles, La. . . . .	2742
Gans, Ok. . . . .	0299	Lanagan, Mo. . . . .	0195
Garland, Tx. . . . .	9210	Lassater, Tx. . . . .	9061
Garnett, La. . . . .	7182	Latanier, La. . . . .	3133
Gentry, Ar. . . . .	0222	Leeds, Mo. . . . .	0010
Georgia Pacific, Tx. . . . .	9083	Leesburg, Tx. . . . .	9105
Gillham, Ar. . . . .	0421	Leesville, La. . . . .	0669
Glazer Spur, Mo. . . . .	0178	Legonier, La. . . . .	3170
Glynn, La. . . . .	3178	Lemonville, Tx. . . . .	0748
Gonzales, La. . . . .	3251	Lettsworth, La. . . . .	3174
Goodhope, La. . . . .	3288	L.I.D.A. Spur, La. . . . .	0667
Goodman, Mo. . . . .	0185	Linde Spur, Mo. . . . .	0177
Goodwill, La. . . . .	5087	Linn, La. . . . .	3068
Gramercy, La. . . . .	3269	Lobdell, La. . . . .	3225
Grandview, Mo. . . . .	0023	Long Bell Amer., Mo. . . . .	0158
Grannis, Ar. . . . .	0414	Loring, La. . . . .	0627
Gravette, Ar. . . . .	0210	Lucas, La. . . . .	0729
Greenville, Tx. . . . .	9172	Ludington, La. . . . .	0687
Gulf States Util, La. . . . .	2733	Lunita, La. . . . .	0731
Hammock, La. . . . .	9004	Mallin, La. . . . .	3118
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		

TIMETABLE NO. 6

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
Packton, La.	7157	Starks, La.	0736
Page, Ok.	0355	Stilwell, Ok.	0258
Panama, Ok.	0317	Stotesbury, Mo.	0089
Peterson, Ar.	0216	St. Maurice, La.	3075
Pickton, Tx.	9126	Sulphur Springs, Tx.	9140
Pineville, La.	3121	Sun Spur, Tx.	0775
Pittsburg, Ks.	0128	Superior, La.	0531
Pittsburg, Tx.	9098	S/W Gas & Electric.	0539
Placid Oil Co., La.	7131	Taylor, Ar.	7041
Port Arthur, Tx.	0787	Texarkana, Tx.	0488
Port Hudson, 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
Reinhardt, Tx.	9216	Vidor, Tx.	0761
Reserve, La.	3276	Vivian, La.	0528
Richards, Mo.	0094	V.P. Spur, La.	0644
Rich Mountain, Ar.	0367	Waco Spur, Mo.	0140
Roy, La.	7107	Wade, Ar.	0438
Ruliff, Tx.	0741	Waldron, Ar.	6432
Sache, Tx.	9205	Watts, Ok.	0236
Saginaw, Mo.	0160	Welsh, Tx.	9090
Sallisaw, Ok.	0291	West Junction, La.	3223
Sandra, La.	0518	Westlake, La.	2740
Sarber, Tx.	9058	West Lake Charles, La.	2751
Sarepta, La.	7056	Westville, Ok.	0244
Shady Point, Ok.	0320	Whelan, La.	9009
Shipp, La.	9006	Wickes, Ar.	0409
Shoreline, La.	0533	Wilkes Spur, Tx.	9064
Shreveport, La.	0554	Willianna, La.	7166
Sibley, La.	7083	Wilton, Ar.	0464
Siloam Springs, Ar.	0229	Winford Spur, La.	7082
Singer, La.	0705	Winnfield, La.	7148
Smiths Bluff, Tx.	0776	Winnsboro, Tx.	9118
Sorrento, La.	3256	Winthrop, Ar.	0450
South Hatton, Ar.	0405	Wylie, Tx.	9200
South Texarkana, Tx.	0499	Zacha, Tx.	9214
Spindletop, Tx.	0771	Zummo, Tx.	0770
		Zwolle, La.	0623

TIMETABLE NO. 6

**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 customer's 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:

Speed	Damage
4 miles per hour	□
5 miles per hour	▣
6 miles per hour	▣▣
7 miles per hour	▣▣▣
8 miles per hour	▣▣▣▣
9 miles per hour	▣▣▣▣▣
10 miles per hour	▣▣▣▣▣▣

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

TIMETABLE NO. 6