

SAFETY FIRST

THE KANSAS CITY SOUTHERN RAILWAY CO.
AND
SUBSIDIARIES



FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

EASTERN DIVISION

TIMETABLE

No. 1

Effective 0001 Hours, April 15, 1994

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Kansas City Southern Railway

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TELEPHONE NUMBERS

CHEMTREC	800-424-9300
Superintendent of Rules	318-227-7295
Superintendent, Northern Div.	318-227-7017
Superintendent, Southern Div.	318-227-7015
Superintendent, Eastern Div.	601-949-4390
Chief Dispatcher, System	318-227-7028
Dispatcher, Console One	318-227-7026
Dispatcher, Console Two	318-227-7029
Dispatcher, Console Three	318-227-7025
Dispatcher, Console Four	318-227-3325
Dispatcher, Console Five	318-227-3326

TIMETABLE NO.1

OFFICIALS

M. W. Hahn D. W. Brookings E. R. Post	Vice President - Transportation Vice President - Engineering Chief Mechanical Officer	Shreveport, LA Kansas City, MO Kansas City, MO
A. R. Luman	SUPERINTENDENTS Eastern Division	Jackson, MS
G. D. Harmon	ASSISTANT SUPERINTENDENT System	Jackson, MS
R. L. Oliver	ASSISTANT SUPERINTENDENT System	Shreveport, LA
K. G. Smith	SUPERINTENDENT OF RULES System	Shreveport, LA
B. W. Whitlock	ASSISTANT SUPERINTENDENT OF RULES System	Shreveport, LA
C. H. Greig	SUPERINTENDENT OF SAFETY System	Shreveport, LA
R. L. Everett R. J. Morris	ASSISTANT SUPERINTENDENTS OF SAFETY System System	Shreveport, LA Shreveport, LA
J. W. Talley	SUPERINTENDENT HAZARDOUS MATERIAL CONTROL System	Beaumont, TX
J. R. Thornell J. H. Green J. A. Leach V. N. Bolin W. M. Speed	TRAINMASTERS Eastern Div. Eastern Div. Eastern Div. Eastern Div. Eastern Div.	Monroe, LA Meridian, MS Louisville, MS Artesia, MS Corinth, MS
H. P. Southerland E. W. Pace C. E. Barham	TERMINAL TRAINMASTERS Eastern Div. Eastern Div. Eastern Div.	Vicksburg, MS Jackson, MS Jackson, MS
B. D. Sanders	GENERAL ROAD FOREMAN OF ENGINES System	Shreveport, LA
C. H. Benefield L. L. Harp J. M. McDonald J. Oliver L. G. Souter J. L. Griffin E. W. Burch	ROAD FOREMEN OF ENGINES System System System System System System Administrator/R.F.E.	Pittsburg, KS Heavener, OK Shreveport, LA Shreveport, LA Beaumont, TX Newton, MS Shreveport, LA

TIMETABLE NO.1

OFFICIALS

DIRECTOR - DISPATCHER'S OFFICE System

H. C. Park

Shreveport, LA

CHIEF DISPATCHERS\ System System System

H. E. Bond
T. S. McGuire
D. L. Webb

Shreveport, LA
Shreveport, LA
Shreveport, LA

TRAIN DISPATCHERS - SHREVEPORT, LA.

J. A. Anderson
B. K. Bolton, Jr.
G. C. Clark
J. M. Cross
L. E. Deen
K. D. Gerald

B. E. Gogan
N. H. Lewis Jr.
B. W. Mabry
J. C. Mayfield
B. H. Park
D. R. Russell

C.H. Tate
W.R. Wilkinson
J.W. Park
C. A. Sharp
J. W. Smith

MECHANICAL DEPARTMENT System

J. E. Foster
F. Haywood III

Supt. - Car Department
Supt. - Locomotives

Shreveport, LA
Shreveport, LA

CHIEF SIGNAL ENGINEER System

S. R. Taylor

Shreveport, LA

ENGINEER OF TRACK Eastern Div.

R. F. House

Shreveport, LA

ENGINEERING DEPARTMENT

D. H. Oney

Division Engineer

Shreveport, LA

ROADMASTERS Eastern Div.

D. H. Cox
J. B. Woods
B. N. Smith
J. D. Matlock

Newton, MS
Artesia, MS
Jackson, MS
Shreveport, LA

TRACK SUPERVISORS Eastern Div.

B. L. Lang
J. A. Long
F. N. Mathews
G. R. Evans
L. K. Sullivan
H. Swearingen
P. F. Boleyn

Vicksburg, MS
Petal, MS
Quitman, LA
Newton, MS
Tuscaloosa, AL
Aberdeen, MS
Tupelo, MS

VICKSBURG SUBDIVISION - KCS RY.

WEST ↑	Station No.	Mile Post	Stations	Capacity		EAST ↓
				Sidings Feet	Aux. Trks. Cars	
	0554	553.3	DERAMUS YARD			
			3.0	ORSWY TWO MAIN TRACKS VIA KCS		YARD
						CONN
						YARD
		556.3	HARRIET	1.9		
		558.2	N. WYE SWITCH	0.8		
		559.0	WILSONSALLEY	1.0		
		168.3	SPRING ST. JCT	0.1		
		168.2	Commerce Street Crossing	0.8		
		166.4	SSW Crossing	0.4		
		166.8	BOSSIER CITY	13.1		YARD
	1021	153.7	HAUGHTON	5.5	3772	
	5083	148.2	DOYLINE	6.8	3694	
	7083	141.4	SIBLEY	10.2	8504	
	1043	131.2	NELSON	4.0	3392	
	1047	127.2	GIBSLAND L&NW Crossing	7.9	3409	YARD
	1055	119.3	ARCADIA	16.5	2945	
	1072	102.8	RUSTON	16.6	3668	
	1088	86.2	CALHOUN	14.7	5010	
	1103	71.5	MONROE	0.4		YARD
		71.1	UP CROSSING	3.2		
	1107	67.9	MAGENTA	9.9	6928	
	1117	58.0	CREWLAKE	39.3	5039	
	1139	35.3	DELHI	18.0	5360	
		17.4	DSSR CROSSING	0.1		
	1157	17.3	TALLULAH	15.5	8787	
	1173	1.8	BOVAY	4.2	4635	
	1177	0.0	FREIGHT YARD			YARD

168.2

ABS MP. 554.1 TO MP. 557.1
DTC MP. 557.1 TO MP. 0.0

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
1011	Fostera	163.4	45	N&S
1063	Simsboro	111.5	40	N&S
1079	Choudrant	95.4	60	N&S
1124	Rayville	50.6		N&S

MPH

1. **MAXIMUM AUTHORIZED SPEED** 49

2. **SPEED RESTRICTIONS:**

- Between Deramus Yard and MP 162.4.....Restricted Speed
- Between MP 169.3 and MP 170.5..... 10
- Between MP 153.0 and MP 155.5..... 30
- Between MP 126.0 and MP 128.5..... Restriced Speed
- L&NW Crossing MP 127.2..... 10 #
- Between MP 118 and MP 121.0 25
- Between MP 100.7 and MP 103.9 25
- Between MP 66.2 and MP 74.3 Restricted Speed
- Between MP 71.0 and West end Bridge VD 72-0 10
- Between MP 50.5 and MP50.8 Eng. only 25
- Between MP 35.0 and MP 36.0 25
- DSSR Crossing MP 17.4 25 #
- Between west end main span Miss. River Bridge and MP 1.1 30
- Between freight yard and west end main span Miss. River Bridge Restricted Speed

Indicates restriction applies until engine or lead car has passed opposing home signal of an interlocking, or crossing if not interlocked.

3. **RAILROAD CROSSINGS AT GRADE:**

Railroad	Mile Post	Type Protection
COMMERCE ST.	MP 168.2	Stop Sign
SSW	MP 166.4	Automatic Interlocking
LN&W	MP 127.2	Gate - Lined for KCS
UP	MP 71.1	Gate #
DSSR	MP 17.4	Automatic Interlocking

Indicates normal position for UP. Manual interlocker, Monroe, LA, located at MP 71.1, Vicksburg Subdivision, has been upgraded from manual hand throw gate to a push button automated gate with light installed inside metal box at interlocker.

Approaches to the interlocker are located approximately 240 feet east and west of the interlocker.

Yellow poles are located within the approaches on both the east and the west side of the interlocker.

Upon arrival at manual interlocker, do not pass yellow pole. Crew member must walk to the gate and open the light box to see if light is on or off. If the light is on, crew member may push the button for the gate to open. When gate opens, route is clear and gate will close automatically after engine or cars have cleared approaches. If the light is off, instructions must then be received from Union Pacific Train Dispatcher with telephone number and telephone inside metal box at interlocker.

If light or push button are not working properly or gate fails to open or close, train or engine must not proceed and must remain clear of gate. Instructions must then be received from Union Pacific Train Dispatcher with telephone and telephone number inside metal box at interlocker.

4. **LOCATION OF HOT BOX DETECTORS:**

- MP 12.9
- MP 30.4
- MP 47.1
- MP 64.2
- MP 79.8
- MP 97.0
- MP 110.5
- MP 124.9
- MP 138.4
- MP 155.3

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

- MP 549.0 TOMP 162.4 Shreveport
- MP 126.0 TO MP 128.5 Gibsland
- MP 66.2 TOMP 73.0 Monroe
- MP 0.0 TO MP 0.5 Freight Yard

LOCAL SPECIAL INSTRUCTIONS

6. **DERAMUS YARD:**

Be governed by Deramus Yard area special instructions.

7. **BOSSIER CITY:**

Two main tracks between Spring Street Jct. and MP 169.3

Spring Switches:

Spring Street Jct. switch may be left as last used.

MP 168.3 - East end two main tracks normal position for westward main track

MP 169.3 - Normal position for SSW main track.

VICKSBURG SUBDIVISION SPECIAL INSTRUCTIONS

8. MONROE:

EXCEPTED TRACK UNDER FRA SAFETY STANDARDS RULE 213.4:

Monroe Yard - Airport Lead
Stevens Lead
Manville Lead South of 5th Street Crossing.

The following switch may be left as last used.

Long Lead Switch.

Bridge VD 72.0 Drawbridge

Bridge is equipped with color light signals. When a train or engine is stopped by signal displaying red aspect at bridge, it may proceed after a member of crew has determined by examination that drawbridge is in proper position and the track is clear. When a yellow aspect is conveyed train or engine may proceed, being prepared to stop short of bridge. When green aspect is conveyed train or engine may proceed. To avoid blocking city street, westward trains or engines will not pass westward approach signal unless green aspect is displayed, or authority is received.

9. TALLULAH:

DSSR crossing is equipped with color light signals. Route is normally lined against train and engine movements on DS. When a train or engine is stopped by signal displaying red aspect at crossing and no conflicting DS train or engine movement is evident, and derrails on DS track are in derailing position, movement over crossing will be made on hand signal given by member of crew at crossing.

10. FREIGHT YARD:

The following switches may be left as last used.

Mary Crossover
First Crossover east of Lee Street
High Switch approximately 50 feet north of Depot Street

11. STATE LINE:

Louisiana-Mississippi MP 0.8

12. MEASURED MILE:

Westward MP. 8 to MP. 9
Eastward MP. 164 to MP. 163

MERIDIAN SUBDIVISION - KCS RY.

WEST ↓	Station No.	Mile Post	Stations	Capacity		EAST ↑
				Sidings Feet	Aux. Trks. Cars	
	1318	0.0	MERIDIAN		YARD	
		0.3	0.3 WEST MERIDIAN			
		0.3	11.5			
	1306	11.8	MEEHAN	4942		
			10.8			
	1295	22.6	HICKORY			
			8.1			
	1287	30.7	NEWTON	2350	YARD	
			9.9			
	1277	40.6	LAKE			
			8.7			
	1268	49.3	FOREST.	5610	YARD	
			10.9			
	1257	60.2	MORTON	2560		
			8.8			
	1249	69.0	PELAHATCHIE	2412		
			11.8			
	1237	80.8	BRANDON	9633		
			15.0			
	1222	95.8	JACKSON		YARD	
			4.4			
		100.2	DIXON	3523		
			21.7			
	1196	121.9	EDWARDS	2154		
			4.0			
	1192	125.9	SMITHS	9556		
			6.3			
	1185	132.2	NEWMANS	3777		
			8.4			
	1177	140.6	FREIGHT YARD		YARD	

140.6

DTC IS IN EFFECT ON THE MERIDIAN SUBDIVISION.

Additional Stations

Station No	Trade and/or Industries	Mile Post	Or Capacity	Direction of Entry
1242	Rankin	75.7		N&S
1232	Greenfield	85.2		N&S

MERIDIAN SUBDIVISION SPECIAL INSTRUCTIONS

MPH

1. MAXIMUM AUTHORIZED SPEED 49

2. SPEED RESTRICTIONS:

Meridian NS Crossing MP 135.7	10
Meridian to MP 3.5	Restricted Speed
Between MP 3.5 and MP 9.0	35
Between MP 13.9 and Bridge	25
Between MP 16.7 and MP 17.2	25
Between MP 22.4 and MP 22.5	25
Between MP 30.0 and MP 32.0	Restricted Speed
Between MP 48.8 and MP 49.6	25
Between MP 58.5 and MP 61.2	25
Between MP 69.3 and MP 69	25
Between MP 93.0 and MP 100.6	Restricted Speed
Between MP 95.7 and MP 96.6	10
Between MP 103 and MP 108	30
Between MP 113.1 street crossing - Bolton	Eng only 30
Between MP 121.4 and MP 122.3	30
Between MP 127.5 and MP 129.3	35
Between MP 133.0 and MP 137.0	35
Between MP 139.5 and MP 139.8 - Vicksburg westbound only	10
Between MP 139.0 and Freight Yard	Restricted Speed

3. RAILROAD CROSSINGS AT GRADE:

Railroad	MilePost	Type of Protection
NS	MP 135.7	Automatic Interlocking
KCS	MP 30.9	Gate #

Indicates normal position for KCS Meridian Subdivision

4. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTORS:

MP 14.4	MP 112.9
MP 25.8	MP 130.0
MP 43.8	
MP 79.4	

5. MEASURED MILE:

Westward	Eastward
MP 14.0 TO MP 15.0	MP 117.0 TO MP 116.0

MERIDIAN SUBDIVISION SPECIAL INSTRUCTIONS

6. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 0.0 TO MP 3.5	MERIDIAN
MP 30.0 TO MP 32.0	NEWTON
MP 93.0 TO MP 100.6	JACKSON
MP 139.0 TO MP 140.5	FREIGHT YARD

LOCAL SPECIAL INSTRUCTIONS

7. MERIDIAN:

Crossing signals and gates at MP 60, the House Track, Armstrong Track, and BC Rogers Track have to be manually activated. There are two (2) highway control boxes located on south side of crossing approximately six (6) feet from south track. These control boxes are located on both sides of 4th Street, (east and west).

There are two buttons inside control boxes, one for start and one for stop. Prior to occupying any of these tracks -- House, BC Rogers, Armstrong and crossover main to House track -- the signals must be put in start. The signal will not be put in stop until you are completely off these tracks and occupying main track.

The main track and sidings will not be affected by this control box.

All crews arrange to leave signals and gates in stop position when switching is complete.

These boxes are equipped with locks and must be locked at all times.

NORMAL POSITION OF MAIN TRACK SWITCHES:

Before a train or engine fouls the main track at Southern Crossover at Meridian, MS, crew members will line all switches involved to establish signal protection. In addition to other precaution, the crew must wait five (5) minutes at the switches.

8. JACKSON:

Trains or engines originating Jackson must contact the train dispatcher to verify Track Condition Report and receive verbal permission to enter DTC before passing switchtender.

A curfew is in effect within the Jackson city limits Monday through Friday between 0730 hours and 0815 hours and 1645 hours and 1730 hours

MERIDIAN SUBDIVISION SPECIAL INSTRUCTIONS

When using main track switches at Jackson, Miss, Illinois Central switchtender, main line switches may be left as last used but must be locked.

9. FOREST:

Between MP 47.7 and MP 51.2 from 0800 hours to 1600 hours except Sundays, Rule 92 Restricted Speed territory will be in effect.

10. MORTON:

Daily between MP 57.0 and MP 61.0 From 0600 hours to 1000 hours and from 1800 hours and 2200 hours Rule 92 Restricted Speed territory will be in effect.

11. BOLTON:

Between 0700 hours and 0730 hours and between 1500 hours and 1530 hours Monday through Friday, reduce speed to 25 mph, until engine or lead car has occupied street crossing.

12. NEWTON:

Between 3:00 p.m. and 3:45 p.m., Monday through Friday, switching operations in Newton, MS, which would cause cars and/or engines to stop on street crossings, will cease in order to avoid blocking crossings during this period.
Any time school buses or students are going to and coming from school, crossings will not be blocked. This does not apply to through trains that do not stop over crossings.

13. FREIGHT YARD:

The following switches may be left as last used.

- Mary Crossover
- First Crossover East of Lee Street
- High Switch approximately 50 feet north of Depot Street

GULFPORT SUBDIVISION-KCS RY.

Station No.	Mile Post	Stations	Capacity	
			Sidings Feet	Aux. Trks. Cars
1960	0.0	GULFPORT		YARD
	2.0	NORTH YARD		
	3.8	DELISLE JCT.		
1925	34.8	WIGGINS		
	68.8	BELL YARD		YARD
1890	70.2	HATTIESBURG		

70.2

DTC IS IN EFFECT ON THE GULFPORT SUBDIVISION.

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
1931	PERKINSTON	29.2		S
1902	McLAURIN	57.8		S
1900	CAMP SHELBY	59.8		N

MPH

1. MAXIMUM AUTHORIZED SPEED 25

2. SPEED RESTRICTIONS:

- Between MP 67.5 and MP 65.0 10
- Between MP 5.0 and MP 0.0 10
- Gulfport - West pier first switch south of Highway 90 and end of tracks 5

3. RAILROAD CROSSINGS AT GRADE:

NS	70.2	STOP #
CSX	0.0	STOP &

Indicates crossing is equipped with color light signals. Member of crew will operate key release in accordance with posted instructions.

& Indicates crossing is equipped with color light signals. Member of crew will operate switch machine in accordance with posted instructions.

GULFPORT SUBDIVISION - KCS RY.

4. YARD LIMITS:

MP 67.5 to MP 65.0 Palmer
 MP 5.0 to MP 0.0 Gulfport

5. EXCEPTED TRACK, FRA TRACK SAFETY STANDARDS RULE 213.4:

North Yard Tracks 3, 4, 5 and 6.
 Middle Yard Tracks 2 and 3.
 Navy Lead, Seaway Lead, Creosote Lead. Shop 2, Shop 5, and Shop 8.
 East Passing Track - Wiggins.
 Landon Team Track - Gulfport.

6. MEASURED MILE:

Southward Northward
 MP 66.0 TO MP 65.0 MP 5.0 TO MP 6.0

LOCAL SPECIAL INSTRUCTIONS

7. DELISLE, MISS.

Inside plant Dupont Chemical, five (5) MPH.
 Dupont Lead MP 1.0 to MP 13.0 25MPH

8. BELL YARD:

Position of switches as last used.

REDWOOD SUBDIVISION - KCS RWY.

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑
				Sidings Feet	Aux. Trks. Cars	
		209.9	REDWOOD JCT			
			0.1			
	1770	210.0	REDWOOD			
			2.1			
	1772	212.1	BLAKELY			
			5.1			
	1777	217.2	NATL. CEMETERY			
			3.6			
	1177	220.8	FREIGHT YARD		YARD	
			6.4			
	1787	227.2	CEDARS			

17.3

MPH

1. **MAXIMUM AUTHORIZED SPEED** Restricted Speed

2. SPEED RESTRICTIONS:

Between MP 216.0 and MP 220.4 10

3. EXCEPTED TRACK, FRA TRACK SAFETY STANDARDS RULE 213.4

MP 225.0 to MP 229.8 10

4. YARD LIMITS:

Entire Redwood Subdivision

5. FREIGHT YARD:

The following switches may be left as last used.

Mary Crossover
 First Crossover east of Lee Street
 High Switch approximately 50 feet north of Depot Street

ARTESIA SUBDIVISION - KCS RY.

ARTESIA SUBDIVISION - KCS RY.

Station No.	Mile Post	Stations	Capacity	
			Sidings Feet	Aux. Trks. Cars
	330.5	RUSLOR JCT		YARD
		1.6		
	328.9	NS CROSSING		
		0.1		
2000		CORINTH		YARD
		12.2		
2012	316.6	RIENZI	8005	
		8.1		
2020	308.5	BOONEVILLE	2825	
		21.0		
2041	287.5	SALTILLO	7543	YARD
		8.5		
2050	279.0	TUPELO		YARD
		BN CROSSING		
		17.6		
2070	271.5	GLEN	4200	
2067	261.4	OKOLONA	6262	
		20.1		
4104	241.3	MULDON	3090	
		8.3		
	233.0	WEST POINT JCT. VIA		
	230.5	C&G RR & LOUISVILLE DIST. 3.5		
2102	227.0	TIBBEE	4158	
		7.8		
2110	219.2	ARTESIA		YARD
		21.5		
2131	197.7	MACON	3231	
		9.5		
2141	188.2	SHUQUALAK	3577	
		5.7		
2146	182.5	WAHALAK	5925	
		29.2		
2176	153.3	LAUDERDALE	5107	
		13.3		
2189	140.0	MARION	5267	
		4.3		
	135.7	NS CROSSING		
		0.5		
1318	135.2	MERIDIAN		YARD
		26.1		
2220	109.1	QUITMAN	2525	
		25.6		
2245	83.5	STANLEY	5395	
		1.1		
2246	82.4	WAYNESBORO		YARD
		2.7		
	79.7	END OF TRACK		

250.8

DTC IS IN EFFECT BETWEEN CORINTH AND WAYNESBORO

Additional Stations				
Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
2031	Baldwyn	297.4		N & S
2160	Sucarnochee	168.9		N & S

MPH

1. MAXIMUM AUTHORIZED SPEED 25

2. SPEED RESTRICTIONS:

Between Ruslor Jct and MP 327.3 Restricted not to exceed 10
 Between MP 327.3 and MP 325.5 Restricted Speed
 Between MP 286.0 and MP 289.0 Restricted Speed
 Between MP 280.0 and MP 277.0 Restricted Speed
 Between MP 234.0 and MP 232.7 Restricted Speed
 Between MP 221.0 and MP 215.0 Restricted Speed
 Between MP 138.8 and MP 132.0 Restricted Speed
 Meridian, NS crossing MP 135.7 10
 Between MP 84.0 and MP 80.0 Restricted Speed

3. RAILROAD CROSSING AT GRADE:

Railroad	Mile Post	Type Protection
NS	MP 328.9	Automatic Interlocking
BN	MP 279.0	Automatic Interlocking
NS	MP 135.7	Automatic Interlocking

4. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 330.3 to	MP 325.2	Ruslor - Corinth
MP 286.0 to	MP 289.0	Saltillo
MP 280.0 to	MP 277.0	Tupelo
MP 221.0 to	MP 215.0	Artesia
MP 138.8 to	MP 132.0	Meridian
MP 84.0 to	MP 80.0	Waynesboro
MP 234.0 to	MP 232.7	West Point

5. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTORS:

MP 144.6
 MP 158.5

6. MEASURED MILE:

Southward
 MP 325.0 TO MP 324.0
 MP 259.0 TO MP 258.0
 MP 213.0 TO MP 212.0
 MP 123.0 TO MP 124.0

Northward
 MP 267.0 TO MP 268.0
 MP 222.0 TO MP 223.0
 MP 140.0 TO MP 141.0
 MP 86.0 TO MP 87.0

ARTESIA SUBDIVISION - KCS RY.

LOCAL SPECIAL INSTRUCTIONS

6. RUSLOR JCT:

Normal position for the switch at Ruslor Jct. will be for the NS.

Before entering Norfolk-Southern main track at Ruslor Junction, crews must obtain a dispatchers bulletin and permission from the dispatcher to enter Norfolk-Southern main track.

7. CORINTH:

Normal position for the switches off Norfolk Southern Corinth siding will be left lined and locked for movement on Corinth siding.

8. EXCEPTED TRACK UNDER FRA STANDARDS RULE 213.4

Corinth, MS - Passing track between MP 329.0 and MP 330.5
Between MP - MM 327.4 and MP - MM 329.0 all tracks

9. TUPELO:

At Green Street, the BN pass track located at MP 588.0 and Spring Street located at MP 588.1, KCS-BN interchange track, crossings must be protected by a member of the crew prior to any train, engine or switching movement.

Main Line switch at Tupelo Yard may be left lined and locked as last used between 0700 hours and 1900 hours.

10. SALTILLO:

Passing track switches at Saltillo on Artesia District may be left lined and locked as last used.

11. WEST POINT:

Effective with commencement of operation over Cagy main track between the new turnout located at MP H-87 on the Louisville Subdivision and Cagy Junction at MP 230.5 on the Artesia Subdivision, all KCS and Cagy trains will obtain permission from the Customer Service Representative at Artesia, MS before fouling Cagy main track. Customer Service Representative will control both KCS and Cagy trains on this portion of track.

LOUISVILLE SUBDIVISION - KCS RY.

Station No.	Mile Post	Stations	Capacity	
			Sidings Feet	Aux. Trks. Cars
2500	105.5	ABERDEEN		YARD
		16.7		
2096	88.	WESTPOINT		YARD
		1.3		
	87.5	C&G CROSSING		
		28.8		
2547	58.7	STURGIS	1578	
		8.7		
2556	50.0	ACKERMAN	1590	YARD
		18.0		
2574	220.7	LOUISVILLE		YARD
		19.3		
2593	201.4	BURNSIDE		
		5.9		
2599	195.5	PHILADELPHIA	2614	
		8.2		
2607	187.3	McDONALD	7167	
		4.7		
2612	182.6	HILL TRACK	5535	
		1.8		
2613	180.8	UNION Union VIA Walnut Grove		
2613	0.0	UNION 12.7		
2445	12.7	SEBASTOPOL		
		2.8		
	15.5	END OF TRACK		
2613	180.8	UNION		
		18.6		
1287	161.9	NEWTON		
		0.4		
	161.5	MSRC CROSSING		
		21.8		
2659	135.4	BAY SPRINGS		YARD
		2.4		
	133.0	END OF TRACK		

133.0
DTC IS IN EFFECT ON THE ENTIRE LOUISVILLE SUBDIVISION

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
2652	LOUIN	142.2		
2640	ROBERTS	153.9		
2623	DECATUR	171.0		N & S
2582	NOXAPATER	211.8		N
2531	STARKSVILLE	74.8		N & S

MPH

1. MAXIMUM AUTHORIZED SPEED..... 25

2. SPEED RESTRICTIONS:

- Between MP 105.5 and MP 99.0..... Restricted Speed
- Aberdeen - north leg of wye MP 105.8..... 10
- Between MP 90.5 and MP 87.0..... Restricted Speed
- Between MP 51.0 and MP 47.5..... Restricted Speed
- Ackerman between MP H-49.9 and GG-238.4..... 10
- Between MP 239.5 and MP 237.5..... Restricted Speed
- Louisville between MP 223.5 and MP 219.0, between MP G.A. 0.0 and MP G.A. 15.5..... Restricted Speed
- Between MP 198.0 and MP 194.0..... Restricted Speed
- Union - wye switch MP 180.9 and MP 0.4(Via Walnut Grove)..... 10
- Between MP 163.0 and MP 159.3..... Restricted Speed
- between MP 161.9 and MP 135.4..... 10
- Between MP 136.0 and MP 133.0..... Restricted Speed

3. RAILROAD CROSSING AT GRADE:

Railroad	Mile Post	Type Protection
C&G	MP 87.5	Gate#
KCS	MP 161.5	Gate%
NS	MP 111.2	Automatic Interlocking

Indicates gate may be left as last used
% Indicates gate is normally lined for the KCS Meridian Subdivision

4. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

- MP 105.5 to MP 99.0 Aberdeen
- MP 90.5 to MP 87.0 West Point
- MP 51.0 to MP 47.5 Ackerman
- MP 239.5 to MP 237.5 Ackerman
- MP 223.5 to MP 219.0 Louisville
- MP G.A. 0.0 to MP G.A. 15.5 Union
- MP 198.0 to MP 194.0 Philadelphia
- MP 163.0 to MP 159.5 Newton
- MP 136.0 to MP 133.0 Bay Springs

5. MEASURED MILE:

Southward	Northward
MP 219.0 TO MP 218.0	MP 222.0 TO MP 223.0
MP 159.0 TO MP 158.0	MP 163.0 TO MP 164.0
MP 165.0 TO MP 166.0	MP 102.0 TO MP 103.0
	MP 137.0 TO MP 138.0
	MP 51.0 TO MP 52.0

LOCAL SPECIAL INSTRUCTIONS

6. WEST POINT:

Effective with commencement of operation over Cagy main track between the new turnout located at MP H-87 on the Louisville Subdivision and Cagy Junction at MP 230.5 on the Artesia Subdivision, all KCS and Cagy trains will obtain permission from the Customer Service Representative at Artesia, MS before fouling Cagy main track. Customer Service Representative will control both KCS and Cagy trains on this portion of track.

Switches on the turnout from Louisville Subdivision main track to Cagy main track at West Point, MS may be left lined and locked as last used.

7. NEWTON:

Do not block crossing between 1500 hours and 1545 hours Monday through Friday in switching operations when it can be avoided.

8. EXCEPTED TRACK UNDER FRA SAFETY STANDARDS RULE 213.4

Ackerman, MS - between MP GG 238.4 and MP GG 239.5
Between Bay Springs, MS - MP GG 133.0 and Newton, MS MP GG 159.5
Between Union, MS - MP GA 0.0 and Sebastopol, MS - MP GA 15.5
Union, MS - All tracks other than main track and No. 1.
Between MP H 47.0 and MP H 49.7 - (TMA lead)

TUSCALOOSA SUBDIVISION - KCS RY.

Station No.	Mile Post	Stations	Capacity	
			Sidings Feet	Aux.Trks. Cars
2110	0.0	ARTESIA		YARD
	9.6	GT JCT.		
2814	14.0	COLUMBUS		YARD
	14.3	C&G JCT.		
	15.0	BN CROSSING (JCT)		
2843	42.9	REFORM	4340	
2874	74.1	TUSCALOOSA VIA FOX		YARD
	75.2	NS CROSSING		
2886	8.1	FOX		
2883	5.9	HOLT		
2877	2.9	HOLT JCT		
2874	74.1	TUSCALOOSA VIA BROOKWOOD		YARD
	75.2	NS CROSSING		
2883	5.9	HOLT		
2895	432.6	HOWTON	2360	
2898	429.1	BROOKWOOD	1310	
		BIRMINGHAM VIA CSX		
	79.5	END OF TRACK		

79.5

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
2806	BENTOAK	6.3	76	N & S
2823	McCRARY	22.7		N & S
2828	ETHELSTVILLE	28.4		N & S
2851	GORDO	50.7		N & S
2861	BUHL	61.9		N & S

TUSCALOOSA SUBDIVISION - KCS RY.

MPH

1. MAXIMUM AUTHORIZED SPEED 25

2. SPEED RESTRICTIONS:

Between MP 0.0 and MP 2.0 Restricted Speed
 Between MP 9.3 and MP 17.0 Restricted Speed
 Except between MP 13.4 and MP 15.0 10
 Between MP 73.03 and Bridge 10
 Between MP 74.1 and MP 68.0 Restricted Speed
 Between MP 74.1 and MP 8.1 VIA FOX
 Restricted Speed not to exceed 10
 Between MP 74.1 and MP 429.1 VIA BROOKWOOD
 Restricted Speed not to exceed 10

3. RAILROAD CROSSING AT GRADE:

Railroad	Mile Post	Type Protection
BN	MP 15.0	Automatic Interlocking
NS	MP 75.2	Automatic Interlocking

4. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 0.0 to MP 2.0 Artesia
 MP 9.3 to MP 17.0 Columbus
 MP 72.0 to MP 8.1 Tuscaloosa (via Fox)
 MP 444.7 to MP 429.1 Brookwood (via Fox and Holt)

6. MEASURED MILE:

Southward
 MP 3.0 TO MP 4.0
 MP 429 TO MP 430
 Northward
 MP 71.0 TO MP 70.0
 MP 2.0 TO MP 3.0 (at Tuscaloosa)

LOCAL SPECIAL INSTRUCTIONS

5. COLUMBUS:

The spring switch located at MP - MR 14.4 (Cagy Jct) may be left lined as last used.
 Trains entering yard limits at Columbus, MS on the Tuscaloosa Subdivision must obtain permission from the Customer Service Representative on duty at Artesia before entering yard limits.

6. STATE LINE:

Mississippi-Alabama MP 22.8

NEW ALBANY SUBDIVISION - KCS RY.

Station No.	Mile Post	Stations	Capacity	
			Sidings Feet	Aux. Trks Cars
2000		CORINTH		
		SOUTHERN RAILWAY		
		23.7		
2324	368.6	MIDDELTON	2001	YARD
		8.1		
2332	360.5	WALNUT		
		13.8		
2346	346.7	CAMBELL	1982	
		2.3		
2348	344.4	RIPLEY		
		6.2		
2354	338.2	BLUE MOUNTAIN		
		5.0		
		333.2	2144	
		7.6		
2367	325.6	NEW ALBANY	3082	
		BN CROSSING		
		18.8		
		306.8		
		PONOTOC		
		2.3		
2388	304.5	GRAY		
		12.7		
2401	291.8	HOULKA		
		8.2		
		283.6	3080	
		1.7		
2410	281.9	HOUSTON		YARD
		0.4		
		281.5		
		END OF TRACK		

NEW ALBANY SUBDIVISION - KCS RY.

4. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 368.5 to MP 367.5 Middleton
 MP 281.6 to MP 284.0 Houston

5. EXCEPTED TRACK UNDER FRA SAFETY STANDARDS RULE 213.4:

All tracks other than the main track between
 MP 213.4 Houston, MS and MP 368.5 Middleton, TN

6. MEASURED MILE:

Southward	Northward
MP 367.0 TO MP366.0	MP 327.0 TO MP 328.0
MP 323.0 TO MP322.0	MP 325.0 TO MP 286.0
	MP 285.0 TO MP 286.0

LOCAL SPECIAL INSTRUCTIONS

7. NEW ALBANY:

At Bankhead Street, MP 325.4 the crossing must be protected by a member of the crew prior to any train, engine or switching movement.

8. STATE LINE

Mississippi-Tennessee MP 384.3

MPH

1. MAXIMUM AUTHORIZED SPEED 25

2. SPEED RESTRICTIONS:

Between MP 368.5 and MP 367.5 Restricted Speed
 Between MP 324.5 and MP 326.0 10
 Between MP 281.6 and MP 284.0 Restricted Speed

3. RAILROAD CROSSING AT GRADE:

Railroad	Mile Post	Type Protection
BN	MP 325.6	Automatic Interlocking

CORINTH SUBDIVISION - KCS RY.

EAST ↑	Station No.	Mile Post	Stations	Capacity		WEST ↓
				Sidings Feet	Aux. Trks. Cars	
	6900	16.1	COUNCE 6.1			
	6916	9.9	YELLOW CREEK 0.1			
	6906	9.8	SHARPS 9.8	2200		
	2000	0.0	CORINTH			

MPH

1. MAXIMUM AUTHORIZED SPEED 25

2. SPEED RESTRICTIONS:

Between MP 0.0 and MP 1.5 Restricted Speed
 Between MP 13.6 and MP 16.1 Restricted Speed

3. YARD LIMITS:

Corinth-MP 0.0 to MP 1.5
 Counce-MP 13.6 to MP 16.1

4. MEASURED MILE:

Southward Northward
 MP 3.0 TO MP 4.0 MP 14.0 TO MP 13.0

5. STATE LINE

Mississippi-Tennessee MP 10.9

DERAMUS YARD AREA SPECIAL INSTRUCTIONS

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 Conditon 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.
- (d) East bound trains on the Vicksburg Subdivision must report departure time Bossier City Yard to the yardmaster Deramus Yard.

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. VICKSBURG SUBDIVISION OPERATION VIA KCS MAIN TRACK FROM AIRLINE HIGHWAY INTO DERAMUS YARD.

All West bound KCS movements on the Vicksburg Subdivision must receive permission and instructions from the Deramus yard, yarmaster before passing Airline Highway.

When arriving at Spring street Jct. the main tracks are as follows for trains moving in a westward direction, the Main to the far right is Jct. Yard main, the middle tracks are the SSW main, and at Wilson Street crossover the track to the left is the KCS main. All hand throw switches used may be left lined and locked in last position used, except spring switches must be lined back to normal position, unless otherwise specified.

Spring switches are located as follows:

Spring Street Junction switch will be left as last used. Westbound trains may trail through points. Eastbound movements over switch are protected by switch point indicator located on high signal mast. Rule 104(a) applies.

Market Street viaduct switch will be left as last used. Eastbound trains may trail through points. Westbound movements over switch are protected by dwarf switch point indicator.

Jordan Street Jct. spring switch will normally be lined for the SSW main track Eastbound movements may trail through points. Westbound movements must line switch for their movement.

Commerce Street railroad crossing will have stop signs controlling north and southbound movement across KCS main line for the SSW and UP Railroads (Agurs Lead). All movements must stop and receive permission from the Deramus Yard yardmaster before fouling KCS main track.

OPERATION OF SSW OVER KCS MAIN TRACKS:

All SSW trains, before entering KCS main track at Spring Street Jct or Jordan Street, must have permission from the Deramus Yard yardmaster.

8. 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.

SPECIAL INSTRUCTIONS

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 two dispatcher are on duty:

Console 4 . . .	Shreveport to Vicksburg Aberdeen to Bay Springs Artesia to Counce Middleton to Houston	Vicksburg Subdivision Louisville Subdivision 1/2 Artesia Subdivision New Albany Subdivision
Console 5 . . .	Vicksburg to Meridian Gulfport to Hattiesburg Waynesboro to Artesia Artesia to Brookwood	Meridian Subdivision Gulfport Subdivision 1/2 Artesia Subdivision Tuscaloosa Subdivision

While one dispatcher is on duty:

Console 4 . . . Entire Eastern Division

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.

SPECIAL INSTRUCTIONS

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, except that where timetable district speeds are lower, then the lower speed will govern:

Eastern Division:
All subdivisions 25 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 and Eastern Division Fixed cab pile driver 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, and Fixed cab pile driver 25 MPH

3. Scale Test Car KCS 01, Maxson scale test cars ICG 100119, 100120, and 100121 must be handled on the head end and may be moved at Maximum Authorized Speed.

Other scale test cars (must be handled on rear of train) 30 MPH

4. Jordan Spreaders (wings must be properly secured and should be handled in trains performing local work) 25 MPH

5. Ore cars with wheel base of 20 feet or less:
(measured between truck centers) 30 MPH

6. Diesel truck transfer cars 45 MPH

7. Cars containing panel rail 30 MPH

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 137 ton, unless otherwise authorized.

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 137 tons, Speed restrictions shall be 5 MPH under that shown in the timetable.
- 2. Cars with gross weight of 137 to 157.5 ton:
 - Jumbo hopper and wood rack cars 30 MPH
 - Jumbo tank cars 35 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 gross weight of 197.25 ton may be handled as follows.
 - Eastern Division 30 MPH
- 4. DUPX28050 series and other similar eight-axle tank cars having a gross weight of 263 ton may be handled with the following restrictions.
 - Eastern Division: 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.

6. "When gross weight of any car exceeds those provided for in Item 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. Car equipped with rotary couplers, moving in unit trains subject to be unloaded by rotary dumpers, i.e, coal-coke, must not be moved with rotary couplers together. Cars with rotary couplers moving in ballast, rock, or chip service are except

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

Listed below are 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

SPECIAL INSTRUCTIONS

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.

SPECIAL INSTRUCTIONS

HOT BOX DETECTOR SYSTEMS

1. These detectors will transmit information independent from the dispatcher's office with a (VSU) voice synthesizer unit. The messages are as follows.

(a) A train with no defects:

1. "Eastern Division MP XXX.X no defects". Followed by a fourteen (14) second pause and then a repeat.

(b) A train with defects found:

1. "High pitched beeping sound and Eastern Division MP XXX.X detector alarm". Message will then be repeated.
2. Then a second high pitched beep will be given on the VSU and "Eastern Division MP XXX.X, defect hot box axle number and either North\South Rail." After answering the defect, there is a pause of two (2) seconds then additional defects are announced as above. Announcements commence with axle one (1) continue until the end of the train is reached. After the defects are announced, there is a five (5) second pause and the entire message is repeated twice. Trains stopped by these detectors will immediately notify the dispatcher that they are being stopped and, after a walking inspection is made, inform the dispatcher of the results of the inspection, giving car initial and number.

(a) Inspect five cars on each side of the indicated car for all defects.

(b) If unable to locate defect, Train may be moved to next detector.

(c) If same defect is found at second detector car must be set out.

(d) 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.

If a detector system fails then a five (5) MPH roll-by inspection is required at that location.

2. Hot journal detected by trackside detector devices or visual inspection will be set out of the train at the first available siding or auxillary track provided the car is safe to move to that point. Otherwise, the car will not be moved and further instructions will be obtained from the train dispatcher or the proper supervisor.
3. 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.
4. 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.

P. TERRITORIES OF CLAIM AGENTS:

Mr. G. L. Guin - Shreveport, LA
MP 360.3 to MP 651.2
Shreveport, LA to Mississippi State Line

Mr. J. R. Killebrew - Jackson, MS
Louisiana State Line to Meridian, MS
Redwood, Ms to Cedars, MS
Newton, Ms to Bay Springs, MS
Hattisburg, Ms to Gulfport, MS
Meridian, Ms to Waynesboro, MS

Mr. L. ("Mo") Odom - Jackson, MS
Newton, MS to Aberdeen, MS
Meridian, MS to Counce, TN
Houston, MS to Middleton, TN
Artesia, MS to Birmingham, AL

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.

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.

7. Requirements of Rule 213.4 are as follows:

- (A) Restricts operating speed to maximum of ten (10) miles per hour.
- (B) Prohibits revenue passenger trains.
- (C) Prohibits freight trains containing more than five (5) cars of hazardous material.

8. Freight trains will not be continuously operated at speeds between 13 and 19 MPH. Such speeds will be permissible only in acceleration or deceleration of movement.

9. Empty air-dump cars will be handled in main line thru-train operations on rear-end of train only.

10. In the state of Mississippi, cars must not be allowed to run over a street or highway crossing without an engine attached. When cars are shoved over public grade crossing not protected by gates, the crossing must be protected by a member of the crew. Switching cars over such crossings shall be on signals of a member of the crew at the crossing.

Location of General Order Books and Standard Clocks:

Eastern Division

Location:	General Order Books	Standard Clocks
Monroe, Yard office	X	X
Freight Yard, T & E Locker Room	X	X
West Jackson, Yard office	X	X
Meridian, Yard office	X	X
Morton, Yard office	X	
Gulf Port, Yard office	X	X
Artesia, Depot	X	X
Tupelo, Depot	X	X
Corinth, Depot, Yard office	X	X
Counce, Ready Room	X	X
Louisville, Depot	X	X
Newton, Depot	X	X
Deramus Yard, Engineer's Register Room	X	X
Deramus Yard, North Switchman's Bldg.	X	
Deramus Yard, South Switchman's Bldg.	X	
Tuscaloosa, Depot	X	X

SPECIAL INSTRUCTIONS

ALPHABETICAL LISTING AND STATION NUMBERS:

Station	Station No.	Station	Station No.
Aberdeen, Ms	2500	Boice, Ms	2235
Ackerman, Ms	2556	Boise Southern, La	0688
Ada, La	1042	Bolton, Ms	1205
Adner, La	5097	Bond, Ms	1922
Advance, La	1739	Booneville, Ms	2020
A.E.S., Ok	0315	Bossier City, La	0562
Alexandria, La	7194	Bovay, La	1173
Algoma, Ms	2392	Bovina, Ms	1188
Amoret, Mo	0069	Bradley, Ms	2539
Amsterdam, Mo	0062	Brandon, Ms	1237
Anacoco, La	0660	Brashear, Tx	9148
Anderson, Mo	0192	Brain, La	0545
Anthony, Ar	7003	Brice, La	1708
Arcadia, La	1055	Brockton, Ms	1315
Artesia, Ms	2110	Brooklyn, Ms	1907
Asbury, Mo	0140	Brooksville, Ms	2124
Ashdown, Ar	0469	Brookwood, Al	2898
Ashland, La	7114	Brownfield, Ms	2329
Atreco, Tx	0788	Buhl, Al	2861
Avinger, Tx	9067	Buhler, La	2729
		Bunch, Ok	0272
Baldwin, Tx	9042	Burford, Tx	9052
Baldwyn, Ms	2031	Burnside, Ms	2593
Barmen, La	3259		
Baroid Sales Co., Tx	0491	Calhoun, La	1088
Baron, Ok	0249	Calvin, La	7139
Barrett, La	3114	Cameron, Ok	6336
Batchelor, La	3175	Camp, La	1734
Bates, Ar	6414	Camp Shelby, Ms	1900
Baton Rouge, La	3227	Campbell, Ms	2346
Bayou Pierre, La	0580	Campbell, Tx	9161
Bay Springs, Ms	2659	Campiti, La	3062
Bear Creek, La	1711	Carla, La	7145
Beaumont, Tx	0767	Carruthers, La	5101
Bee Bayou, La	1128	Cason, Tx	9089
Beechwood, Ms	1181	Castor, La	7105
Belledeau, La	3144	Cedars, Ms	1787
Benson, La	0605	Chaison, Tx	0769
Bentley, La	7179	Cheniery, La	1089
Bentoak, Ms	2806	Chestnut, La	7122
Bienville, La	1715	Chickasaw, Ms	2063
Bijou, La	3141	Chembond Spur, La	1756
Billips, Ms	2801	Choudrant, La	1079
Binford, Ms	2510	Chunky, Ms	1300
Birmingham, Al	2934	Clarence, La	3069
Blakely, Ms	1772	Clarksburg, Ms	1253
Blanchard, La	0549	Cleveland, Mo	0039
Bloomburg, Tx	0508	Clinton, Ms	1212
Blue Mountain, Ms	2354	Coach Track, Mo	0179
Bodcau, La	1015	Coker, La	0596

SPECIAL INSTRUCTIONS

ALPHABETICAL LISTING AND STATION NUMBERS:

Station	Station No.	Station	Station No.
Colfax, La	3097	Egypt, Ms	2075
Colony, Al	2864	Electric Mill, Ms	2156
Columbus, Ms	2814	Elm Grove, La	3017
Como, Tx	9131	Elrod, Al	2856
Converse, La	0611	Empire, Ks	0134
Copeville, Tx	9192	English, La	1735
Corinth, Ms	2000	Enondale, Ms	2168
Cotton Plnt, Ms	2359	Enterprise, Ms	2210
Cotton Valley, La	7061	Eser, Tx	9116
Counce, Tn	6900	Essen, La	3236
Coushatta, La	3044	Estes, Ms	2578
Cox Crossing, La	1726	Ethelsville, Al	2828
Crawford, Ms	2117	Eve, Mo	0099
Crew Lake, La	1117		
Cullen, La	7050	Faker, Tx	9094
Cumby, Tx	9154	Falkner, Ms	2342
Curtis, La	3009	Farmersville, Tx	9185
Daingerfield, Tx	9083	Ferguson, La	5102
Dalby, Mo	0170	Fisher, La	0640
Dallas, Tx	9223	Five Points, Ms	6913
Dalton Jct., Tx	9360	Flint Creek, Ar	0224
Danville, La	1730	Florien, La	0643
Dayson, La	7062	Floyd, Tx	9178
Decatur, Ar	0217	Forbing, La	0567
Decatur, Ms	2623	Forest, Ms	1268
Deemer, Ms	2605	Fort Polk, La	0674
Delhi, La	1139	Fort Smith, Ar	6356
Delisle, Ms	1977	Fosters, La	1011
Delta Point, La	1174	Fox, Al	2886
DeQueen, Ar	0433	Fox, Tx	9035
DeQuincy, La	0719	Frellsen, La	3295
DeRidder, La	0690	Frierson, La	0577
Desoto, Ms	2225	Gandy, La	0645
Deweese, Ms	2600	Gans, Ok	0299
Dodson, La	1754	Garland, Tx	9210
Doolittle, Ms	2634	Garmon, Al	2831
Dorcheat, La	7072	Garnett, La	7182
Dowling, Tx	0773	Gentry, Ar	0222
Doyline, La	5083	Georgia Pacific, Tx	9083
Drexel, Mo	0053	Gibsland, La	1047
Dry Prong, La	7174	Gibson, Ms	2080
Dubberly, La	1035	Gillham, Ar	0421
Dunns, La	1134	Girard, La	1121
		Glazer Spur, Mo	0178
East Point, La	3032	Glen, Ms	2070
Ecol (Marathon), La	3275	Giynn, La	3178
Ecru, Ms	2379	Goff, La	1119
Edwards, Ms	1196	Gonzales, La	3251

ALPHABETICAL LISTING AND STATION NUMBERS:

Station	Station No.	Station	Station No.
Foodhope, La	3288	Jamestown, La	7098
Foodman, Mo	0185	Jaudon, Mo	0033
Foodwill, La	5087	Jeff, Ms	2625
Fordo, Al	2851	Jefferson, Tx	9049
Frambling, La	1067	Jonesboro, La	1742
Framercy, La	3269	Joplin, Mo	0155
Grandview, Mo	0023	Joyce, La	7150
Grannis, Ar	0414	Jury, Tx	0494
Gravette, Ar	0210		
Gray, Ms	2388	Kahlmus, Al	2862
Greenville, Ms	1232	Kansas City, Mo	0004
Greenville, Tx	9172	Karnack, Tx	9037
Gulde, Ms	1246	Keller, La	3173
Gulfport, Ms	1960	Kenner, La	3298
Gulf States Utilities, La	2733	Kenner, La	3298
Guntown, Ms	2036	Kings, Ms	1775
		Kitchener, Ms	2442
Hammock, La	9004	Kleinpeter, La	3241
Hatfield, Ar	0392	Korf, Tx	0765
Hattiesburg, Ms	1890	Kraft, La	3058
Haughton, La	1021		
Hawthorne, La	0664	Lake, Ms	1277
Heavener, Ok	0338	Lake Charles, La	2742
Heflin, La	7089	Lanagan, Mo	0195
Helme, La	0724	Landon, Ms	1954
Hessmer, La	3149	Lassater, Tx	9061
Hickory, Ms	1295	Latanier, La	3133
High Point, Ms	2564	Lauderdale, Ms	2176
Hill Track, Ms	2612	Lawrence, Ms	1283
Hodge, La	1740	Leeds, Mo	0010
Holly Ridge, La	1132	Leesburg, Tx	9105
Holt, Al	2883	Leesville, La	0669
Holt Jct., Al	2877	Legonier, La	3170
Hope, Ar	7001	Lemonville, Tx	0748
Houlka, Ms	2401	Letourneau, Ms	1788
Houston, Ms	2410	Lettsworth, La	3174
Hovey, Ms	1945	Liberty Hill, La	1721
Howe, Ok	0333	L.I.D.A. Spur, La	0667
Howison, Ms	1939	Linde Spur, Mo	0177
Howton, Al	2895	Linn, La	3068
Hudson, Ok	0241	Lobdell, La	3225
Hughes Springs, Tx	9076	Lockhart, Ms	2180
Hume, Mo	0081	Loe, La	1733
Hunt, La	1750	Long Bell Amer., Mo	0158
Hyde, La	3167	Longview, Ms	2534
Ingomar, Ms	2373	Loring, La	0627
Irene, La	3213	Louin, Ms	2652
Jackson, Ms	1222	Louisville, Ms	2574
		Lucas, La	0729

ALPHABETICAL LISTING AND STATION NUMBERS:

Station	Station No.	Station	Station No.
Ludington, La	0687	Neame, La	0680
Lunita, La	0731	Nederland, Tx	0777
Lyman, Ms	1951	Nelson, La	1043
Machen Spur, La	1705	Neosho, Mo	0174
Macon, Ms	2131	Neshoba, Ms	2610
Magenta, La	1107	Neville, Ms	2440
Mallin, La	3118	New Albany, Ms	2367
Mansfield, La	0592	New Friendship, La	1728
Mansura, La	3153	Newmans, Ms	1185
Many, La	0634	New Orleans, La	3308
Marble City, Ok	0281	New Roads, La	3177
Marion, Ms	2189	Newsome, Tx	9108
Mathis Spur, Ms	1919	Newton, Ms	1287
Mauriceville, Tx	0751	Ninock, La	3026
Maxie, Ms	1916	Noble, La	0618
Mayhew, Ms	2106	Noel, Mo	0201
McCrary, Al	2823	Norco, La	3287
McDonald, Ms	2607	Northport, Al	2872
McElhany, Mo	0181	Noxapater, Ms	2582
McElroy, La	3260	North Gulfport, Ms	1957
McHenry, Ms	1936	Oil City, La	0537
McLaurin, Ms	1902	Okolona, Ms	2067
McNtry Hill, Ms	2810	Olson, Ar	0383
McShan, Al	2833	Osborn, Ms	2524
Meehan, Ms	1306	Ozark Term. Spur, Mo	0172
Melrose, Al	2838		
Mena, Ar	0380	Pabco, La	1065
Meridian, Ms	1318	Packton, La	7157
Middleton, Tn	2324	Page, Ok	0355
Millhaven, La	1112	Palmer, Ms	1894
Mills Spur, Al	2868	Panama, Ok	0317
Minden, La	7078	Pearson, Ms	1227
Monroe, La	1103	Pelahatchie, Ms	1249
Montegut, La	3280	Perkinston, Ms	1931
Montgomery, La	3082	Peterson, Ar	0216
Monticello, Tx	9101	Philadelphia, Ms	2599
Montrose, Ms	2646	Phillips, La	1045
Moreauville, La	3157	Pickton, Tx	9126
Morganza, La	3176	Pine, Ms	2406
		Pineville, La	3121
Morris, La	1013	Pittsburg, Ks	0128
Morton, Ms	1257	Pittsburg, Tx	9098
Mossville, La	2736	Placid Oil Co., La	7131
Mound, La	1168	Pontotoc, Ms	2386
Mulberry, Ks	0118	Poor Spur, Tn	2326
Muldon, Ms	2088	Port Arthur, Tx	0787
Nat Cemety, Ms	1777	Porterville, Ms	2164

ALPHABETICAL LISTING AND STATION NUMBERS:

Station	Station No.	Station	Station No.
Port Hudson, La	3210	Shiras, Al	2889
Port Neches, Tx	0779	Shoreline, La	0533
Poteau, Ok	0326	Shreveport, La	0554
Potter, Ar	0386	Shubuta, Ms	2230
Prairie, Ms	2085	Shuqualak, Ms	2141
Prairieville, La	3246	Sibley, La	7083
Pratt, La	1706	Siloam Springs, Ar	0229
Preston, Tn	6901	Simsboro, La	1063
Princeton, La	5093	Singer, La	0705
		Smiths, Ms	1192
Quarles, La	1737	Smiths Bluff, Tx	0776
Quarry Spur, Ok	0282	Sorrento, La	3256
Quick, Ok	0292	South Hatton, Ar	0405
Quitman, Ms	2220	South Texarkana, Tx	0499
		Spindletop, Tx	0771
Rankin, Ms	1242	Spiro, Ok	0312
Raworth, Ms	1262	Springhill, La	7048
Rayville, La	1124	Stallo, Ms	2588
Redwood, Ms	1770	Stamps, Ar	7023
Redwood Jct., Ms	1768	Stanley, Ms	2245
Reform, Al	2843	Starks, La	0736
Reinhardt, Tx	9216	Starkville, Ms	2531
Reserve, La	3276	Steven, La	1100
Richards, Mo	0094	Stevens, Ms	2656
Rich Mountain, Ar	0367	Stilwell, Ok	0258
Rienzi, Ms	2012	St. Maurice, La	3075
Ripley, Ms	2348	Stonewall, Ms	2215
Roberts, Ms	2640	Stotesbury, Mo	0089
Roy, La	7107	Stout, Ms	1786
Ruliff, Tx	0741	Stratton, Ms	2618
Ruston, La	1072	Strong's, Ms	2515
		Sturgis, Ms	2547
Sache, Tx	9205	Sucornochee, Ms	2160
Saginaw, Mo	0160	Sulphur Springs, Tx	9140
Sallisaw, Ok	0291	Sun Spur, La	1136
Saltillo, Ms	2041	Sun Spur, Tx	0775
Sandra, La	0518	Superior, La	0531
Sarber, Tx	9058	Sweatt, Ms	2205
Sarepta, La	7056	S/W Gas & Electric	0539
Saucier, Ms	1942		
Scooba, Ms	2152	Tallulah, La	1157
Sebastopol, Ms	2445	Tamola, Ms	2172
Shady Point, Ok	0320	Taylor, Ar	7041
Shannon, Ms	2060	Texarkana, Tx	0488
Sharp, Ms	6906	Thermo, Tx	9135
Shipp, La	9006	Tibbee, Ms	2102

ALPHABETICAL LISTING AND STATION NUMBERS:

Station	Station No.	Station	Station No.
Tidewater, Tx	9112	Wilton, Ar	0464
Tioga, La	7188	Winford Spur, La	7083
Tiplersville, Ms	2337	Winnfield, La	7148
Topton, Ms	2184	Winnsboro, Tx	9118
Treat, La	7063	Winthrop, Ar	0450
Tremont, La	1083	Woodwards, Ms	2240
Trenton, La	0599	Wortham, Ms	1948
Tugco, Tx	9136	Wylie, Tx	9200
Tupelo, Ms	2050		
Tuscaloosa, Al	2874	Yellow Creek, Ms	6916
Union, Ms	2613	Zacha, Tx	9214
		Zorball, Ms	2350
Vandervoort, Ar	0402	Zummo, Tx	0770
Veals, Tx	9079	Zwolle, La	0623
Verona, Ms	2054		
Vicksburg, Ms	1177		
Vidor, Tx	0761		
Vivian, La	0528		
V.P. Spur, La	0644		
Waco Spur, Mo	0140		
Wade, Ar	0438		
Wahalak, Ms	2146		
Waldron, Ar	6432		
Walnut, Ms	2332		
Walsh, La	1718		
Watts, La	1093		
Watts, Ok	0236		
Waverly, La	1144		
Waynesboro, Ms	2246		
Welsh, Tx	9090		
West Junction, La	3223		
Westlake, La	2740		
West Lake Charles, La	2751		
West Monroe, La	1102		
West Point Junction, Ms	2096		
Westville, Ok	0244		
Wheelers, Ms	2025		
Whelan, La	9009		
Whitfield, Ms	1229		
Wickes, Ar	0409		
Wiggins, Ms	1925		
Wilkes Spur, Tx	9064		
Willianna, La	7166		

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:

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

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

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

SPEED TABLE

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

RAILROAD GRADE CROSSING ACCIDENT CHECK LIST

Engineer and Conductor information:

- Name
- Address
- Date of birth
- Telephone number
- Time of Collision
- Train Speed (estimate at collision)

Miscellaneous Information:

- RR car number on crossing
- Witnesses

TRAIN INFORMATION:

- Lead engine number
- Train ID number
- Number of cars in train
- Railroad Co. name and address.
- Additional crew members

ENGINE INFORMATION:

- (Working)
- Headlight Whistle Bell