

L. L. HARP

SAFETY FIRST

**THE KANSAS CITY SOUTHERN RAILWAY CO.
AND
SUBSIDIARIES**



FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

NORTHERN DIVISION

TIMETABLE

No. 1

Effective 0001 Hours, April 15, 1994

INDEX

Kansas City Southern Railway

	Page
Northern Division	3-72
First Subdivision	3
Second Subdivision	12
Third Subdivision	20
Fort Smith Branch	24
Waldron Branch	26
Fourth Subdivision	28
Fifth Subdivision	31
Sixth Subdivision	36
Seventh Subdivision	39
Lake Charles Branch	45

SYSTEM SPECIAL INSTRUCTIONS

Claim Agents	62	General Instructions	52
Deramus Yard Area		General Order book and standard	
Special Instructions	49	Clock locations	64
Detection Systems	60	Officials	1
Equipment, Restrictions		Overloads	56
Handling	55	Station Numbers	65
Equipment, Work		Stock Claims	62
Maximum Authorized		Supplemental Information	63
Speed	54		
Equipment, Restrictions			
Notification	59		
Equipment, Restrictions			
Other	57		
Foreign Lines, Operation			
Over:			
A&M	23		

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

S. A. Pence

SUPERINTENDENT
Northern Division

Shreveport, LA

R. L. Oliver
G. D. Harmon

ASSISTANT SUPERINTENDENT
System
System

Shreveport, LA
Jackson, MS

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

TRAINMASTERS

L. M. McCarty
J. E. Tatum
R. G. Guy
F. L. Ashworth
E. D. Laughlin

Northern Div.
Northern Div.
Northern Div.
Northern Div.
Northern Div.

Pittsburg, KS
Heavener, OK
Texarkana, TX
Beaumont, TX
Leesville, LA

TERMINAL TRAINMASTERS

M. D. Clark
T. M. Branch
I. S. Judice

Northern Div.
Northern Div.
Northern Div.

Shreveport, LA
Mossville, LA
Beaumont, TX

ASSISTANT TRAINMASTERS

A. J. Sonnier
R. D. White
D. L. Schamber

Northern Div.
Northern Div.
Northern Div.

Shreveport, LA
Mossville, LA
Shreveport, LA

GENERAL ROAD FOREMAN OF ENGINES

System

B. D. Sanders

Shreveport, LA

ROAD FOREMEN OF ENGINES

C. A. Benefield
L. L. Harp
J. M. McDonnald
J. Oliver
L. G. Souter
E. W. Burch

System
System
System
System
System
Administrator/R.F.E.

Pittsburg, KS
Heavener, OK
Shreveport, LA
Shreveport, LA
Beaumont, TX
Shreveport, LA

OFFICIALS

DIRECTOR - DISPATCHER'S OFFICE System

H. C. Park

Shreveport, LA

CHIEF DISPATCHERS

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

System
System
System

Shreveport, LA
Shreveport, LA
Shreveport, LA

TRAIN DISPATCHERS - SHREVEPORT, LA.

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

B. E. Gogan
M. A. Hahn
B. W. Mabry
B. H. Park
J. W. Park

D.R. Russell
C.H. Tate
W.R. Wilkinson

MECHANICAL DEPARTMENT

J. E. Foster
F. Haywood III

Supt. - Car Department
Supt. - Locomotives

Shreveport, LA
Shreveport, LA

CHIEF SIGNAL ENGINEER

S. R. Taylor

System

Shreveport, LA

ENGINEER OF TRACK

R. F. House

System

Shreveport, LA

ENGINEERING DEPARTMENT

J. E. Blaylock

Northern Division Engineer

Shreveport, LA

ROADMASTERS

Northern Division

D. W. Bair
G. L. Helton
P. E. Hamlin
R. D. Turman
B. W. House
G. C. Adcock
K. R. Mattox
J. D. Price

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

Pittsburg, KS
Pittsburg, KS
Heavener, OK
Heavener, OK
Shreveport, LA
Shreveport, LA
Leesville, LA
Beaumont, TX

CP/KCS JOINT AGENCY

S. O. Dupont
J. E. Dunn
L. P. Matney
T. C. Lincoln
C. O. Hedgepeth

Gen. Superintendent
Trainmaster
Roadmaster
Gen. Car Foreman
Mechanical Supervisor

Kansas City, MO
Kansas City, MO
Kansas City, MO
Kansas City, MO
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			YARD
			1.4			
		5.1	COAL TRACK SWITCH			
			0.2			
		5.3	AIR LINE JUNCTION			CONN
			0.1			
		5.4	UP CROSSING			
			0.1			
		5.5	UP CROSSING			
			0.4			
		5.9	KCS JUNCTION			CONN
			0.2			
		6.1	KCT CROSSINGS (2)			CONN
			0.0			
		6.1	ATSF CROSSING			
			0.0			
		6.1	BIG BLUE JUNCTION			CONN
			0.6			
		6.7	ARMCO STEEL CROSSING			
			0.7			
		7.4	FIFTEENTH STREET			YARD
			1.5			
		8.9	BLUE VALLEY	8455		
			14.6			
	0023	23.5	GRANDVIEW	12352		YARD
			9.2			
	0033	32.7	JAUDON	6787		
			20.4			
	0053	53.1	DREXEL	12644		31
			9.3			
	0062	62.4	AMSTERDAM Y.....	6792		29
			18.3			
	0081	80.7	HUME	7541		40
			18.2			
	0099	98.9	EVE	10214		YARD
			15.7			
		114.6	BN CROSSING			
			3.5			
	0118	118.1	MULBERRY	12331		10
			10.1			
		128.2	NORTH YARD OTW			YARD

124.5

CTC- MP 5.0 to MP 6.†
 ABS- MP 6.1 to MP 8.1
 CTC- 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					

FIRST SUBDIVISION SPECIAL INSTRUCTIONS

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*
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	Eve - No, 1 Track
Amoret - Team track	Mulberry - Team track
Hume - Team track	North Yard - All tracks

FIRST SUBDIVISION SPECIAL INSTRUCTIONS

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, 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.

When movements are made over the (2) main road crossings, located on the north side of Knoche yard office, flag protection must be provided when cars are located at crossings on adjacent track.

FIRST SUBDIVISION 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.

FIRST SUBDIVISION SPECIAL INSTRUCTIONS

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.

FIRST SUBDIVISION SPECIAL INSTRUCTIONS

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

FIRST SUBDIVISION SPECIAL INSTRUCTIONS

- (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

FIRST SUBDIVISION SPECIAL INSTRUCTIONS

(q) KCS road crews tying up KCS Joint Agency

Effective immediately, all road crews requiring a pick up by American Inn in a foreign yard or Knoche yard will contact ONLY KCS yardmaster at Knoche. Each crew will have to determine from foreign yardmaster the exact location they will chamber their train and relay this information to the yardmaster at Knoche. Yardmaster will provide this information to American Inn to ensure that crew is picked up in a timely manner.

All road crews departing American Inn will be delivered to Knoche yard to get proper paperwork and yardmaster will make arrangements to have crew brought to engine (Car Foreman/Clerk).

All road crews tying up at Knoche yard will be picked up at roundhouse or Knoche yard by American Inn.

FIRST SUBDIVISION SPECIAL INSTRUCTIONS

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.

FIRST SUBDIVISION SPECIAL INSTRUCTIONS

- (1) 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.

SECOND SUBDIVISION - KCS RY.

SOUTH	Station No.	Mile Post	Stations	Capacity		NORTH
				Sidings Feet	Aux. Trks. Cars	
	0128	128.2	NORTH YARD OT			YARD
			0.8			
		128.9	SEK CROSSING			CONN
			4.9			
	0134	133.9	EMPIRE			CONN
			6.4			
	0140	140.3	ASBURY	6963		2
			6.9			
		147.2	BN CROSSING			
			7.1			
	0155	154.3	JOPLIN	5554		YARD
			0.6			
		154.9	BN CROSSING			
			0.2			
		155.1	MNA CONNECTION			CONN
		155.1	BN CONNECTION			CONN
			4.9			
	0160	160.0	SAGINAW	2601		
			10.1			
	0170	170.1	DALBY	6629		
			2.6			
		172.7	BN CROSSING			CONN
			1.4			
	0174	174.1	NEOSHO 0W	3581		YARD
			6.7			
	0181	180.8	MCELHANY	8298		17
			19.9			
	0201	200.7	NOEL	8513		8
			16.3			
	0217	217.0	DECATUR	1876		
			5.5			
	0222	222.5	GENTRY	7831		15
			1.2			
	0224	223.7	FLINT CREEK			CONN
			5.6			
	0229	229.3	SILOAM SPRINGS	8063		YARD
			6.7			
	0236	236.0	WATTS W	8449		YARD

107.8

CTC - 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	0185	Goodman team.	186.6	12	S
0128	Mission Clay. . .	129.8	Lead	N	0189	Am. Home Spur.	189.3	5	S
0128	IP.	130.3	Lead	N	0192	Anderson	191.7	33	N&S
0158	Long Bell Am . .	157.5	75	S	0195	Lanagan	195.2	10	N
0158	Gulf States Pap.	158.3	46	S	0210	Gravette West Team	209.9	8	S
0172	Ozark Ter. Spur .	172.2	Lead	S		Gravette East Team	209.9	10	N
0179	Coach Track . . .	178.5	34	N&S	0210	Peterson Spur. .	216.0	Yard	N
0778	La-Z-boy Spur. .	177.6	5	S	0216				

SECOND SUBDIVISION SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED MPH
40

2. SPEED RESTRICTIONS:

Between MP 126.8 and MP 129.0	Restricted Speed
Siding Asbury	20*
Siding Joplin	20*
Between MP 154.5 and MP 156.5	25
Between MP 166.0 and MP 168.5	30
Siding Dalby	20*
Between MP 172.5 and MP 177.5	25
Siding McElhany	20*
Between MP 185.9 and MP 186.2	30
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
Between MP 216.9 and MP 217.1	30
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, is out of service from the north switch to JUD
Pass to 500 feet south. 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

SECOND SUBDIVISION SPECIAL INSTRUCTIONS

IP Track
UP Conn - To clearance point
Osark Terminal - All tracks
Linde Spur
La-z-Boy Spur
Coach Track
Government Lead - All tracks
Goodman - Teamtrack
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
Goodman Teamtrack

SECOND SUBDIVISION SPECIAL INSTRUCTIONS

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.

SECOND SUBDIVISION SPECIAL INSTRUCTIONS

- (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.

SECOND SUBDIVISION SPECIAL INSTRUCTIONS

- (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.

SECOND SUBDIVISION SPECIAL INSTRUCTIONS

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).

SECOND SUBDIVISION SPECIAL INSTRUCTIONS

(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

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 - 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 Eng. Only 30

THIRD SUBDIVISION SPECIAL INSTRUCTIONS

Between MP 262.5 and MP 264.0	3 0
Between MP 277.5 and MP 279.0	3 0
Siding Marble City	2 0*
Between MP 285.4 and MP 285.6	3 0
UP Crossing, Sallisaw, MP 290.4	2 5
Siding Sallisaw	2 0*
Siding Gans	2 0*
Siding Spiro	2 0*
Siding Shady Point	2 0*
Siding Howe	2 0*
Heavener, East Main Track	1 0
Except Fuel Dock to North switch East Main	2 0
Heavener, West Main Track MP 336.6 to MP 336.9	1 0
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. Hudson Feed Mill Westville - All tracks Baron - All tracks Bunch - All tracks Stilwell - All tracks	Sallisaw - All yard tracks, Except Holley Carburtor Bonnza - AES Power Plant Panama - All tracks Heavener - All tracks
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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

THIRD SUBDIVISION SPECIAL INSTRUCTIONS

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.

THIRD SUBDIVISION SPECIAL INSTRUCTIONS

- (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.

FORT SMITH BRANCH - KCS RY.

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

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. Restricted speed territory may be established by Track Condition Report, daily, at different times and locations. These locations will allow Maintenance of Way machines to operate on the Main Line, without flag protection. Crew operating within these limits must keep a vigilant lookout and communicate with the foreman in charge, where possible, when moving within these limits.

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.

FORT SMITH BRANCH - KCS RY.

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) Jensen Tunnel dimensions:

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

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

WALDRON BRANCH - KCS RY.

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	O.K. Feed	2.0		Yard
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. Restricted speed territory may be established by Track Condition Report, daily, at different times and locations. These locations will allow Maintenance of Way machines to operate on the Main Line, without flag protection. Crews operating within these limits must keep a vigilant lookout and communicate with the foreman in charge, where possible, when moving within these limits.

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:

WALDRON BRANCH-KCS RY

- (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**

FOURTH SUBDIVISION - KCS RY.

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 - 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

- 1. MAXIMUM AUTHORIZED SPEED** **40 MPH**
 Except MP 402 to MP 432 **35 MPH**
NOTE: All speed restrictions in Item 2 remain in effect and must be complied with.

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

FOURTH SUBDIVISION SPECIAL INSTRUCTIONS

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	25
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:

Mena, Rodgers Lumber	MP 379.1
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

FOURTH SUBDIVISION SPECIAL INSTRUCTIONS

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.

NASHVILLE BRANCH - KCS RY.

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑
				Sidings Feet	Aux. Trks. Cars	
		0.0	UP CROSSING			
		0.3				
	6532	0.3	NASHVILLE		YARD	
		1.0				
	6530	1.3	JJR SPUR	1375		
		1.0				
	6529	2.3	TYSON FOODS	1650		
		4.0				
	6526	6.3	MINERAL SPRINGS	330		
		7.0				
	6518	13.3	OKAY JCT	550		
		18.0				
	0469	31.3	ASHDOWN	560		

31.3

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
6510	Millwood.	21.5	10	N&S

NASHVILLE BRANCH SPECIAL INSTRUCTIONS

MPH

1. MAXIMUM AUTHORIZED SPEED Restricted Speed

2. SPEED RESTRICTIONS:

- Between MP 0.0 and MP 2.5 10
- Between MP 6.0 and MP 7.0 10
- Between MP 23.5 and MP 24.5 10
- Between MP 29.5 and MP 31.5 10

3. NASHVILLE: (MP 31.0)

- (A) The entire Nashville Branch is designated as Restricted Speed Territory.
- (B) Trains must contact Train Dispatcher to receive and verify track condition report.

4. ASHDOWN: (MP 0.0)

Track and time must be obtained before entering KCS Main track at Ashdown Arkansas.

FIFTH SUBDIVISION - KCS RY.

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑
				Sidings Feet	Aux. Trks. Cars	
	0433	432.9	DEQUEEN	7453		
			0.9			
		433.8	D&E CROSSING			
			4.4			
		438.2	WADE	6494		
			11.1			
	0450	449.3	WINTHROP	10787	12	
			13.7			
	0464	463.0	WILTON	7390	23	
			4.6			
		467.6	KRR CROSSING/NASH. BR.			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 - 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	SouthTexarkana	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					

FIFTH SUBDIVISION SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED MPH
40

2. SPEED RESTRICTIONS:

DeQueen, West Main	Restricted Speed*
D&E Crossing, MP 433.8	35 25
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	20*
Between MP 526.2 and MP 527.6, Eng only	30
Siding Shoreline	20
Except: Loaded bulk commodity trains	10
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	Automatic Interlocking
SSW (2)	487.5	Automatic 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.

FIFTH SUBDIVISION SPECIAL INSTRUCTIONS

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

FIFTH SUBDIVISION SPECIAL INSTRUCTIONS

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.

FIFTH SUBDIVISION SPECIAL INSTRUCTIONS

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

SIXTH SUBDIVISION - KCS RY.

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑
				Sidings Feet	Aux. Trks. Cars	
	0554	553.3	DERAMUS YARD 3.0	ORSWY	.....	YARD
		556.3	HARRIET STREET 1.9	TWO	.....	YARD
		558.2	N. WYE SWITCH 0.6	MAIN TRACKS	.....	CONN CONN
		558.8	S. WYE SWITCH 0.2		.....
		559.0	WILKINSON ST. 4.5		.....
		563.5	UP CROSSING 2.1		.....	CONN
	0567	565.6	FORBING 10.7		1973	4
	0577	576.3	FRIERSON 4.2		8212	3
	0580	580.5	BAYOU PIERRE 10.8	Y	.....	YARD
	0592	591.3	MANSFIELD 6.7		5645	20
	0599	598.0	TRENTON 6.5		3520	.....
	0605	604.5	BENSON 5.6		4575	.....
	0611	610.1	CONVERSE 11.7		9381	12
	0623	621.8	ZWOLLE 4.1		3554	8
	0627	625.9	LORING 7.4		5682	.....
	0634	633.3	MANY 5.6		1015	17
	0640	638.9	FISHER 19.7		3565	14
	0660	658.6	ANACOCO 9.8		8374	.....
	0669	668.4	LEESVILLE	OW	5569	YARD

115.1

ABS-MP 554.1 to MP 557.1
CTC-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					

SIXTH SUBDIVISION SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED MPH
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
Siding Anacoco	20*
Between MP 667.3 and MP 670.3	Restricted Speed
Except: Southward trains leaving Leesville siding reduce speed to 10 MPH from South switch to MP 669.68 (Red Town Road), Eng. Only	

*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 20 MPH.

Except: 10 MPH Mile Marker 3.3

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

SIXTH SUBDIVISION SPECIAL INSTRUCTIONS

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.

SEVENTH SUBDIVISION - KCS RY.

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑
				Sidings Feet	Aux. Trks. Cars	
	0669	668.4	LEESVILLE OW	5569	YARD	
			4.2			
		672.6	DAUB Y		LEAD	
			7.2			
	0680	679.8	NEAME	6645		
			7.2			
	0687	687.0	LUDINGTON		YARD	
			2.2			
	0690	689.2	DERIDDER		YARD	
			0.6			
		689.8	ATSF CROSSING		CONN	
			15.3			
	0705	705.1	SINGER	6897	5	
			13.9			
	0719	719.0	DEQUINCY Y		YARD	
			1.3			
		720.3	CS JUNCTION		CONN	
			0.4			
		720.7	UP LONG LEAD		CONN	
			2.9			
	0724	723.6	HELME	5020		
			4.8			
	0729	728.4	LUCAS	5044		
			6.8			
	0736	735.2	STARKS	8103	10	
			5.4			
	0741	740.6	RULIFF	5008	LEAD	
			9.6			
	0751	750.2	MAURICEVILLE Y	10497	CONN	
			0.0			
		750.2	UP CROSSING		CONN	
			10.2			
	0761	760.4	VIDOR	13424	24	
			4.5			
		764.9	SP JUNCTION			
			1.1			
	0767	766.0	BEAUMONT			
			0.0			
		766.0	SP CROSSING		CONN	
			0.6			
		766.6	GCL JUNCTION		CONN	
			2.5			
	0769	769.1	CHAISON OSWY		YARD	
			0.7			
		769.8	SP CROSSING			
			5.5			
	0775	775.3	SUN JUNCTION		CONN	
			4.3			
	0779	779.6	NECHES JUNCTION		YARD	
			5.3			
	0787	784.9	SP CROSSING			
			1.2			
	0787	786.1	PORT ARTHUR OSWY		YARD	

SEVENTH SUBDIVISION SPECIAL INSTRUCTIONS

CTC-MP 670.3 to MP 686.0
CTC-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 667.3 and MP 670.3 Restricted Speed
- Except: Southward train leaving Leesville siding reduce speed to 10 MPH from South switch to MP 669.68(Red Town Road), Eng Only
- 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, Eng. only 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.

SEVENTH SUBDIVISION SPECIAL INSTRUCTIONS

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.

SEVENTH SUBDIVISION SPECIAL INSTRUCTIONS

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 * @
MP 766.4 @ (Both main tracks)

* Equipped with oversize load feature.

% Equipped to transmit alarm on KCS and UP channels.

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

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.

SEVENTH SUBDIVISION SPECIAL INSTRUCTIONS

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. All Up trains must receive and verify KCS Track Condition Report before entering main track at either of these locations.

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.

SEVENTH SUBDIVISION SPECIAL INSTRUCTIONS

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.

LAKE CHARLES BRANCH - KCS RY.

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑
				Sidings Feet	Aux. Trks. Cars	
	0719	B719.0	DEQUINCY Y			YARD
			0.6			
		B719.6	UP CROSSING			
			9.1			
	2729	B728.7	BUHLER	7332		178
			4.0			
	2733	B732.7	GULF STATES UTILITIES`			CONN
			2.7			
	2740	B735.4	MOSSVILLE ORSW			YARD
			3.7			
		B739.1	WEST LAKE			YARD
			0.3			
		B739.4	END OF LINE			

20.4

CTC-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
- 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.

LAKE CHARLES BRANCH SPECIAL INSTRUCTIONS

4. RAILROAD CROSSINGS AT GRADE:

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

@Instructions for operation posted at crossing.

5. ELECTRICALLY - LOCKED SWITCHES:

Buhler

East Siding, north switch

East Siding, south switch *

Storage track, north and south switch *

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

6. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS

MP B732.7 End of Line

7. LOCATION OF HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS

MP B726.0

LOCAL SPECIAL INSTRUCTIONS

8. DEQUINCY:

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

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

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

LAKE CHARLES BRANCH SPECIAL INSTRUCTIONS

9. MOSSVILLE:

- (a) Do not exceed 3 MPH over scales when weighing and 5 MPH when not weighing.
- (b) 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.
- (c) Old Spanish Trail, allow a minimum of (20) seconds for the flashers to work before moving into this crossing.

10. WEST LAKE:

- (a) 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.
- (b) 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:

- (a) Before spotting the first car for unloading, it must be known that all the rotary couplers are lined through the entire train. If the rotary couplers are not properly lined, the G.S.U. dumper operator must be notified of the car(s) initials, number, and the location in the train of such car(s) before the train is released to the G.S.U. power plant.
- (b) Reduce speed to ten (10) 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, 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.

LAKE CHARLES BRANCH SPECIAL 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.

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 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.
 - (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.

DERAMUS YARD AREA SPECIAL INSTRUCTIONS

6. **Trains moving in and out of Deramus Yard:** Loaded bulk commodity trains moving through Deramus Yard must reduce speed to 5 MPH on lead between Long 5 and Long 8, and all trains must move through the rat hole and over spring switch at 558.4 at 10 MPH.
7. **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 yardmaster 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.

DERAMUS YARD AREA SPECIAL INSTRUCTIONS

Commerce Street railroad crossing will have stop signs controlling movement in all four directions. All movements must stop before moving across Commerce Street interlocking.

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 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.

SPECIAL INSTRUCTIONS

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>CREWDISPATCHER</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.

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:

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.

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

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

SPECIAL INSTRUCTIONS

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 tons, 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 2 four-wheel trucks with a gross weight in excess of 137 tons, speed restrictions shall be 5 MPH under that shown in the timetable except as shown below:

NORTHERN DIVISION:

Over bridge, MP. 477.9 20 MPH

2. Jumbo hoppers, wood rack, and tank cars, 2 four-axle trucks, weighing in excess of 137 tons, are restricted to 5 MPH under that shown in the timetable except as shown below:

NORTHERN DIVISION:

Over Bridge MP 477.9 20 MPH

3. CR, DUPX, GATX, UTLX, and other tank cars with 2 six-wheel trucks, 36" wheels, 6.5 x 12" journals, overall length 89'3", wheelbase 69'3" loaded to a gross weight of 197.25 tons, speed restrictions shall be 5 MPH under that shown in the timetable except as shown below:

4. Eight-axle tank cars having a gross weight of 263 tons, will be restricted to 5 MPH under that shown by subdivision in timetable NO 1, **MAXIMUM AUTHORIZED SPEED**, except as shown below.

NORTHERN DIVISION

Over Bridge MP 73.2 25 MPH

Over Bridge MP 477.9 10 MPH

Over Bridge MP 497.5 25 MPH

Eight axle tank cars having a gross weight of 263 tons may be coupled together in any number but must not be coupled to any other four axle car with a gross weight in excess of 131.5 tons.

5. "When gross weight of any car exceeds those provided for in Item 1-4 above, cars must not be moved except upon instructions from Vice President-Transportation."

SPECIAL INSTRUCTIONS

6 . 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.

SPECIAL INSTRUCTIONS

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.

Note: Loaded tree-length wood cars are not included in the above restrictions and may be positioned anywhere in the train consist.

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.

SPECIAL INSTRUCTIONS

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 excepted.

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

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.

When a train is entering and moving through the detector and the "SYSTEM OKAY, PROCEED" or "SYSTEM TEST FAILURE" portion of the audio on the VSU is overridden by a radio transmission, and the train receives "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 box, oversize 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 roll-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.

A 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 box that was not found by the crew in their ground inspection, in which case that journal must be inspected again.

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, the inspection will be considered as failed.
 4. The voice synthesizer transmission from a detector system **MUST NOT** be used to determine the milepost location of another train.
 5. The train dispatcher must be notified any time the detector system fails to operate properly.
 6. A hot box detected by trackside detector devices, or visual inspection, will be set out of the train at the first available siding or auxillary track,

SPECIAL INSTRUCTIONS

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. Crew members will use the axle count reported by the first detector location after leaving the originating terminal, or after the 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 Transmitter (ETT), a roll-by inspection of the entire train must be made to determine that the train is intact and safe to proceed.
8. Dragging equipment detectors have been installed at each end of various bridges. When dragging equipment is detected, a continuous dial tone alarm is received. The train must be stopped as quickly as possible, without an emergency brake application. A walking inspection must be made to the last car that has passed the detector. If no defect is found, make a roll-by inspection of the remainder of the train.
9. When an oversize load is detected, a continuous dial tone alarm is received. The train must be stopped as quickly as possible, without an emergency brake application. A walking inspection must be made to the last car that has passed the detector. If no defect is found, make a roll-by inspection of the remainder of the train. If an oversize load is found, notify the train dispatcher.
10. If a hot box alarm is received, three seconds after the last car clears the system the crew will hear a high pitched beeping sound, followed by:
**"This is KCS detector at milepost____. Defects found as follows:
Hot box (east) (west) side____, axles from head end."**
 - (a) Reduce speed of the train to ten (10) MPH, without using the automatic brake, and pull the entire train through the detector system.
 - (b) Stop the train after pulling through the detector system and make a walking inspection. Inspect five cars on each side of the car indicated for all defects. If unable to locate a defect, when the same axle, on the same car, on the same side, is indicated at the second detector, set the car out.
 - (c) Connecting crews, if any, must be notified by the inbound crew of failure to locate a defect, if indication was received on the last detector system and the car is not set out.
 - (d) When a hot box indication is received and the crew is unable to locate the defect, car initial and number must be given to the train dispatcher.

SPECIAL INSTRUCTIONS

P. TERRITORIES OF CLAIM AGENTS:

Mr. J. E. Sexson - Kansas City, MO
Kansas City, MO to MP 360.35, including
CP/KCS Joint Agency, Ft. Smith Branch, and AW Branch

Mr. G. L. Guin - Shreveport, LA
MP 360.35 to MP 651.24
Shreveport, LA to Mississippi River (Eastern Division)

Mr. D. J. Grace - Baton Rouge, LA
MP 651.24 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.

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.

SPECIAL INSTRUCTIONS

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

SPECIAL INSTRUCTIONS

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	

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	Campti, 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	Cheniére, La	1089
Bentoak, Ms	2806	Chestnut, La	7122
Bienville, La	1715	Chickasaw, Ms	2063
Bijou, La	3141	Chmbnd 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	Escr, 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	2057
Ecol (Marathon), La	3275	Glynn, La	3178
Ecru, Ms	2379	Goff, La	1119
Edwards, Ms	1196	Gonzales, La	3251

SPECIAL INSTRUCTIONS

ALPHABETICAL LISTING AND STATION NUMBERS:

Station	Station No.	Station	Station No.
Goodhope, La	3288	Jamestown, La	7098
Goodman, Mo	0185	Jaudon, Mo	0033
Goodwill, La	5087	Jeff, Ms	2625
Gordo, Al	2851	Jefferson, Tx.....	9049
Grambling, La	1067	Jonesboro, La.....	1742
Gramercy, 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
Greenfield, 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	Kings, Ms	1775
Guntown, Ms	2036	Kitchener, Ms	2442
		Kleinpeter, La	3241
Hammock, La	9004	Korf, Tx	0765
Hatfield, Ar	0392	Kraft, La	3058
Hattiesburg, Ms.....	1890		
Haughton, La	1021	Lake, Ms	1277
Hawthorne, La	0664	Lake Charles, La	2742
Heavener, Ok	0338	Lanagan, Mo	0195
Heflin, La	7089	Landon, Ms	1954
Helme, La	0724	Lassater, Tx.....	9061
Hessmer, La	3149	Latanier, La	3133
Hickory, Ms	1295	Lauderdale, Ms	2176
High Point, Ms.....	2564	Lawrence, Ms	1283
Hill Track, Ms.....	2612	Leeds, Mo	0010
Hodge, La	1740	Leesburg, Tx	9105
Holly Ridge, La	1132	Leesville, La	0669
Holt, Al	2883	Legonier, La.....	3170
Holt Jct., Al	2877	Lemonville, Tx	0748
Hope, Ar	7001	Letourneau, Ms	1788
Houlka, Ms.....	2401	Lettsworth, La	3174
Houston, Ms	2410	Liberty Hill, La.....	1721
Hovey, Ms	1945	L.I.D.A. Spur, La	0667
Howe, Ok	0333	Linde Spur, Mo.....	0177
Howison, Ms.....	1939	Linn, La	3068
Howton, Al.....	2895	Lobdell, La.....	3225
Hudson, Ok.....	0241	Lockhart, Ms	2180
Hughes Springs, Tx	9076	Loc, La	1733
Hume, Mo	0081	Long Bell Amer., Mo	0158
Hunt, La	1750	Longview, Ms.....	2534
Hyde, La	3167	Loring, La	0627
Ingomar, Ms	2373	Louin, Ms	2652
Irene, La	3213	Louisville, Ms	2574
Jackson, Ms	1222	Lucas, La	0729

SPECIAL INSTRUCTIONS

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 Cemetry, Ms	1777	Porterville, Ms	2164

SPECIAL INSTRUCTIONS

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
Quarles, La	1737	Smiths, Ms	1192
Quarry Spur, Ok	0282	Smiths Bluff, Tx	0776
Quick, Ok	0292	Sorrento, La	3256
Quitman, Ms	2220	South Hatton, Ar	0405
Rankin, Ms	1242	South Texarkana, Tx	0499
Raworth, Ms	1262	Spindletop, Tx	0771
Rayville, La	1124	Spiro, Ok	0312
Redwood, Ms	1770	Springhill, La	7048
Redwood Jct., Ms	1768	Stallo, Ms	2588
Reform, Al	2843	Stamps, Ar	7023
Reinhardt, Tx	9216	Stanley, Ms	2245
Reserve, La	3276	Starks, La	0736
Richards, Mo	0094	Starkville, Ms	2531
Rich Mountain, Ar	0367	Steven, La	1100
Rienzi, Ms	2012	Stevens, Ms	2656
Ripley, Ms	2348	Stilwell, Ok	0258
Roberts, Ms	2640	St. Maurice, La	3075
Roy, La	7107	Stonewall, Ms	2215
Ruliff, Tx	0741	Stotesbury, Mo	0089
Ruston, La	1072	Stout, Ms	1786
Sache, Tx	9205	Stratton, Ms	2618
Saginaw, Mo	0160	Strongs, Ms	2515
Sallisaw, Ok	0291	Sturgis, Ms	2547
Saltillo, Ms	2041	Sucornochee, Ms	2160
Sandra, La	0518	Sulphur Springs, Tx	9140
Sarber, Tx	9058	Sun Spur, La	1136
Sarepta, La	7056	Sun Spur, Tx	0775
Saucier, Ms	1942	Superior, La	0531
Scooba, Ms	2152	Sweatt, Ms	2205
Sebastopol, Ms	2445	S/W Gas & Electric	0539
Shady Point, Ok	0320	Tallulah, La	1157
Shannon, Ms	2060	Tamola, Ms	2172
Sharp, Ms	6906	Taylor, Ar	7041
Shipp, La	9006	Texarkana, Tx	0488
		Thermo, Tx	9135
		Tibbee, Ms	2102

SPECIAL INSTRUCTIONS

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	Yellow Creek, Ms	6916
Tuscaloosa, Al	2874		
Union, Ms	2613	Zacha, Tx	9214
Vandervoort, Ar	0402	Zorball, Ms	2350
Veals, Tx	9079	Zummo, Tx	0770
Verona, Ms	2054	Zwolle, La	0623
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		

SPECIAL INSTRUCTIONS

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