

SAFETY FIRST

THE KANSAS CITY SOUTHERN RAILWAY CO.
AND
SUBSIDIARIES



FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

SOUTHERN DIVISION

TIMETABLE

No. 1

Effective 0001 Hours, April 15, 1994

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TELEPHONE NUMBERS

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

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

SUPERINTENDENTS

A. George, Jr.

Southern Division

Shreveport, LA

ASSISTANT SUPERINTENDENT

R. L. Oliver
G. D. Harmon

System
System

Shreveport, LA
Jackson, MS

SUPERINTENDENT OF RULES

K. G. Smith

System

Shreveport, LA

ASSISTANT SUPERINTENDENT OF RULES

B. W. Whitlock

System

Shreveport, LA

SUPERINTENDENT OF SAFETY

C. H. Greig

System

Shreveport, LA

ASSISTANT SUPERINTENDENTS OF SAFETY

R. L. Everett
R. J. Morris

System
System

Shreveport, LA
Shreveport, LA

SUPERINTENDENT HAZARDOUS MATERIAL

J. W. Talley

CONTROL
System

Baumont, TX

TRAINMASTERS

R. E. Lavery
E. G. Carter
C. W. Guillory

Southern Div.
Southern Div.
Southern Div.

Greenville, TX
Latanier, LA
Baton Rouge, LA

TERMINAL TRAINMASTERS

W. A. Phillips

Southern Div.

New Orleans, LA

ASSISTANT TRAINMASTERS

W. B. Warren

Southern Div.

Baton Rouge, LA

GENERAL ROAD FOREMAN OF ENGINES

B. D. Sanders

System

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
Baumont, TX
Shreveport, LA

TIMETABLE NO. I

OFFICIALS

DIRECTOR - DISPATCHER'S OFFICE
System

H. C. Park Shreveport, LA

CHIEF DISPATCHERS

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

TRAIN DISPATCHERS - SHREVEPORT, LA.

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

MECHANICAL DEPARTMENT

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

CHIEF SIGNAL ENGINEER

S. R. Taylor System Shreveport, LA

ENGINEER OF TRACK

R. F. House System Shreveport, LA

ENGINEERING DEPARTMENT

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

ROADMASTERS

Southern Division

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

TEXAS SUBDIVISION - KCS RY.

Station No.	Mile Post	Stations	Capacity		NORTH
			Sidings Feet	Aux. Trks. Cars	
9185	T-185.3	FARMERSVILLE..... 13.7			YARD
9172	T-171.6	HUNT RW..... 0.1			YARD
	T-171.5	UP CONNECTION..... 1.3			CONN
	T-170.2	SSW CROSSING..... 22.4			CONN
9148	T-147.8	BRASHEAR..... 7.5	4544		
9140	T-140.3	SULPHUR SPRINGS..... 4.1			YARD
9136	T-136.2	TUGCO..... 5.5			CONN
9131	T-130.7	COMO..... 13.0	5891		6
9118	T-117.7	WINNSBORO..... 12.3			YARD
9105	T-105.4	LEESBURG..... 4.4	3101		
9101	T-101.0	MONTICELLO..... 2.7			CONN
9098	T-98.3	PITTSBURG..... 7.9			CONN
9090	T-90.4	WELCH..... 1.6			CONN
9089	T-88.8	CASON..... 10.4	7057		
9079	T-78.4	VEALS..... 2.1			YARD CONN YARD
9076	T-76.3	HUGHES SPRINGS OW..... 15.2			
9061	T-61.1	LASSATER..... 10.9	7853		11
	T-50.2	UP CROSSING..... 0.9			CONN
9049	T-49.3	JEFFERSON..... 13.7			28
9035	T-35.6	FOX Y..... 13.6	7344		
9004	T-3.7	HAMMOCK..... 3.7	6757		
	T-0.0	TEXAS JUNCTION Y..... 4.3 via KCS			CONN
0554	553.3	DERAMUS YARD ORSWY.....			YARD

171.3

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

TEXAS SUBDIVISION SPECIAL INSTRUCTIONS

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry	Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
9006	Shipp	T- 5.8	22	S	9083	Daingerfield	T - 82.6	12	S
9009	Whelan	T- 9.7	12	N	9094	Faker	T - 95.5	15	N&S
9035	Longhorn Ord.	T-35.0	Yard	Wye	9098	Pilgrim Ind.	T - 98.3	105	N&S
9037	Karnack	T-36.8	21	N&S	9108	Newsome	T-108.5	10	S
9042	Baldwin	T-41.7	40	N&S	9112	Tidewater	T-112.0	Yard	Wye
9049	North Jefferson	T-50.3	Conn	S	9116	Eser	T-116.4	20	Wye
9049	N. Jeff. Spur	T-50.3	20	N	9126	Pickton	T-125.8	20	S
9052	Burford	T-52.2	57	N&S	9135	Thermo	T-134.7	10	N
9067	Avinger	T-67.4	7	S	9154	Cumby	T-154.5	5	S
9083	Ga. Pacific	T-81.5	32	N&S	9161	Campbell	T-161.2	25	N
					9169	Compress	T-169.9	16	N&S
					9178	Floyd	T-178.5	3	N

TEXAS SUBDIVISION SPECIAL INSTRUCTIONS

MPH

1. MAXIMUM AUTHORIZED SPEED 40

2. SPEED RESTRICTIONS:

- Between Deramus Yard and Texas Jct Restricted Speed
- Through turnout at Texas Junction 20
- Movement on North Leg of Wye, Blanchard 10
- Siding Hammock 20*
- Siding Fox 20*
- Between MP T-48.6 and MP T-50.4 20
- Siding Lassater 10*
- Siding Cason 20
- Except : Loaded bulk commodity trains 10
- Over bridge T-92.6 (Cypress Bayou) 25
- Around curve at bridge, MP T-93.0 25
- Between MP T-98.0 and MP T-99.0 20
- Over SSW Crossing, MP T-98.3, Eng only 20
- Siding Leesburg 10
- Siding Como 20*
- Between MP T-139.0 and MP T-142.0, Eng only 20
- Through turnout at West Texas Junction, MP T-185.3 10

* Loaded bulk commodity trains may use this siding at perscribed speed

3. ADDITIONAL SPEED RESTRICTIONS:

Between MP T-112.0 and Tidewater Refinery 20

(DO NOT EXCEED 10 MPH AROUND CURVES ON THIS TRACK)

TEXAS SUBDIVISION SPECIAL INSTRUCTIONS

4. TRACKS OKAY FOR SIX AXLE ENGINES:

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

5. RAILROAD CROSSINGS AT GRADE:

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

6. DO NOT CLEAR TRACKS:

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

- Shipp, North switch MP T - 5.8
- Whelan, South switch MP T - 9.5
- Longhorn Ammunition plant, N&S Wye switch MP T -35.0
- Karnack
 - North and South switch, Team track MP T -36.9
- Avinger, North switch MP T -67.5
- Hughes Springs - Veals
 - Pipe Track MP T -76.1
- Daingerfield, North siding switch MP T -82.9
- Faker
 - N&S switch, Boise Southern Co. wood yard MP T -95.6
- Newsome, International Paper Co. wood yard spur MP T-107.7
- Eser MP T-116.5
- Winnsboro
 - Old Mill track MP T-117.5
 - Cotton Oil track MP T-118.3
- Pickton spur MP T-126.1
- Como feed mill spur MP T-131.4
- Thermo MP T-134.7
- Cumby MP T-154.5
- Hunt,
 - N&S switch, Compress track MP T-169.9
- Floyd spur MP T-178.3

7. ELECTRICALLY-LOCKED SWITCHES:

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

8. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP T-170.1 to MP T-173.6 Hunt

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

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

* Equipped with oversize load feature.

10. LOCATION OF HIGH WATER DETECTORS:

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

LOCAL SPECIAL INSTRUCTIONS

11. DERAMUS YARD - TEXAS JUNCTION:

Be governed by Deramus Yard area special instructions.

12. BLANCHARD WYE:

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

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

Between MP T-16 and MP T-35

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

14. SWEPCO - WELSH:

- (a) Before spotting the first car for unloading, it must be known that all the rotary couplers are lined through the entire train. If the rotary couplers are not properly lined, the SWEPCO dumper operator must be notified of the car(s) initials, number, and the location in the train of such car(s) **before** the train is released to the SWEPCO power plant.
- (b) Reduce speed to ten (10) MPH on all tracks, except two (2) MPH while approaching and moving through the dumper building.
- (c) A signal mast with two position signals is located on the engineer's side, four hundred (400) feet in advance of the entrance to the dumper building. Be governed by the following:
 - Red - Stop
 - Yellow - Proceed, not exceeding two (2) MPH
 - Dark - Stop, and a crew member **must** make contact with the SWEPCO dumper operator to obtain instructions.
- (d) Before entering the dumper building, all engines must have all the windows closed, awnings down, and side vents closed.
- (e) Train crews must remain inside of the engine cabs. Riding on the side of engines or cars while entering or moving through the dumper building is prohibited.
- (f) The engineer will spot the lead car using radio contact with the SWEPCO dumper operator.
- (g) When the SWEPCO dumper operator advises that the lead car is spotted and the train has been released to SWEPCO, the engineer will:
 - (1) Place reverser lever in the center (neutral) position.
 - (2) Proceed to nullify the pulse alertness device (if equipped).
 - (3) Release the air brakes.
 - (4) Place the generator field switch in the "OFF" position.
- (h) The train crew must then detrain using caution to watch for close clearance and footing.
- (i) The train crew must not remain in the vicinity of the dumper building during the unloading.
- (j) The train crew, before departing the SWEPCO plant, must observe the cars being unloaded in order to determine that the pulse alertness device is deactivated (if equipped).

- (k) When the unloading is completed:
- (1) The rear car will be positioned on the rotary dumper.
 - (2) The train crew will board the engine(s), after checking the three rear cars for hand brakes, but **will not** move the train until radio or verbal contact is made with the SWEPCO dumper operator and permission is granted to proceed.
 - (3) The engineer will not make a reverse move.
 - (4) The SWEPCO dumper operator will advise the train crew when the rear car has cleared the dumper building.

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

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

(n) A dragging equipment detector is located 125 car lengths east of the dumper building. If an alarm is received, immediately a 10-second continuous tone will be received followed by voice-activated instructions. If alarm is received, train **must** be stopped as quickly as possible without an emergency application of the air brakes and a walking inspection of the train **must** be made. This detector is not equipped with an integrity light. In case of radio failure or trains not equipped with a radio, the train crew **must** make a roll-by inspection of the train **before** departing Welsh power plant.

(o) Trains and engines may enter the main track at Welsh on signal indication.

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

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

15. TEXAS UTILITIES:

TUGCO - The loaded train will be on the inside (south) track. TUGCO will have the hand brakes set on the two (2) south cars. The empty train **must** be delivered on the outside (north) track. The train crew will set hand brakes on the two (2) south cars of the empty train.

MONTICELLO - An interlocked dual-controlled derail is installed at the clearance point of the north switch. This derail operates in conjunction with the dual-controlled north siding switch operated by the train dispatcher. When operating the north dual-controlled switch by hand, it is also necessary to operate the derail by hand.

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

16. HUNT:

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

(b) The DG&NO RAILWAY

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

KCS trains and engines using the DG&NO R.R. Company main track between these two points may leave the main track switches lined in the position for which they were last used.

(c) When occupying DG&NO tracks between Greenville and Hunt, KCS trains and engines will be governed by KCS Lines Operating Rules, KCS Lines System Timetable, and DG&NO General Orders and Instructions.

On the DG&NO, the direction from Greenville (MP 713) to Hunt (MP 714) is southward and the Maximum Authorized Speed is 20 MPH. Yard Limits and ABS rules are in effect between Greenville and Hunt.

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

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

17. HUNT - FARMERSVILLE:

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

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

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

WEST TEXAS SUBDIVISION - KCS RY.

WEST TEXAS SUBDIVISION - KCS RY.

SOUTH ↓	Station No.	Mile Post	Stations	Capacity		NORTH ↑
				Sidings Feet	Aux. Trks. Cars	
			CJ YARD.			CONN
		T-216.1	SP JCT.			CONN
			1.5			
9214		T-214.6	ZACHA JCT.			
			3.8			
9210		T-210.8	GARLAND.			
			0.4			
		T-210.8	UP CROSSING.			
			4.8			
9205		T-205.6	SACHSE.	1889		
			4.2			
9200		T-201.9	WYLIE.	1942		CONN
			8.5			
9192		T-192.0	COPEVILLE.			
			6.7			
9185		T-185.3	FARMERSVILLE.			YARD
28.5						

DTC IS IN EFFECT ON THE WEST TEXAS SUBDIVISION

1. MAXIMUM AUTHORIZED SPEED 30 MPH

2. SPEED RESTRICTIONS:

Between MP T-185.2 and MP T-185.3 20

3. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP T-185.2 to MP T-186.3 Farmersville
 MP T-210.4 to MP T-213.7 Zacha Jct..
 (ATSF MP 67.7) (ATSF MP 62.6)

LOCAL SPECIAL INSTRUCTIONS

4. FARMERSVILLE - ZACHA JCT:

- (a) Northward trains departing Hunt Yard must contact train dispatcher to receive and verify Track Condition Report.
- (b) Northward trains may enter CTC-DTC at MP T-173.8 on signal indication.

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

5. DALLAS:

- (a) KCS train crews must be in possession of the current Track Condition Report covering the Texas Subdivision before departing.
- (b) All trains and Engines at Zacha Junction or Garland (MP 67.7) must obtain verbal permission from KCS Southern Division train dispatcher before entering the main track and verify track condition reports. DTC Rules and instructions are in effect Zacha Junction to Farmersville, Texas.
- (c) Southward trains must approach Farmersville at Restricted Speed expecting to find Chapparral (CRR) trains or engines occupying the main track between MP 186.3 and MP 185.2.
- (d) Southward trains may enter CTC-DTC territory on signal indication at MP 185.2.

WEST TEXAS SUBDIVISION - KCS RY.

WEST TEXAS SUBDIVISION - KCS RY.

SOUTH	Station No.	Mile Post	Stations	Capacity		NORTH
				Sidings Feet	Aux. Trks. Cars	
	9215	0.0	ZACHA JCT	5426	YARD	
			1.1			
	8615	1.1	WHITE ROCK		YARD	
			6.6			
	8620	7.7	RICHARDSON			
			5.0			
	8625	12.7	COWLEY	6651		
			27.1			
	8635	39.8	MINCHIN	3878		
			2.3			
	8640	42.1	DENTON			
			6.5			
	1045	48.6	DALLAS JCT.		CONN	

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DTC - Zacha Junction to Dalton Junction

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
0000	Gaylord Container	1.7	37	
	Jupiter Road Industrial Lead - DAP	1.8	38	
	Jupiter Road Industrial Lead - Quaker	1.9	39	
	Niagra Envelope	2.8	30	
	Northgate Industrial Lead	3.8	55	
	Arapaho Team Track	7.6	12	
	Dallas Morning News	12.1	37	
	McCormick	26.2	11	
	Lewisville Team Track	28.2	10	
	Martin Brower Track	28.5	24	
	Tetra Pak	42.9	220	

1. MAXIMUM AUTHORIZED SPEED 25

2. SPEED RESTRICTIONS:

Between MP 16.8 and MP 24.2 20
 Between MP 5.8 and MP 10.9 20
 Between MP 0.0 and MP 4.3 20

SHREVEPORT SUBDIVISION - KCS RY.

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

139.7

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

DTC IS IN EFFECT ON THE SHREVEPORT SUBDIVISION

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry	Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
3017	Elm Grove	577.5	40	N&S	3068	Linn	627.4	16	N
3032	East Point	592.1	29	N&S	3070	Madden Spur	629.6	20	S
3044	Hood Ind.	603.0	20	N&S	3075	St Maurice	634.4	18	S
3056	Grapps Bluff Spur	615.8	60	N&S	3118	Mallin.	678.5	120	N&S

SHREVEPORT SUBDIVISION SPECIAL INSTRUCTIONS

MPH

1. MAXIMUM AUTHORIZED SPEED 40

2. SPEED RESTRICTIONS:

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

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

3. RAILROAD CROSSINGS AT GRADE:

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

4. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP SD-565.7 to MP 549.0 Bossier City - Deramus Yard
 MP SD-680.0 to MP SD-685.0 Pineville - Alexandria
 MP SD-690.0 to MP SD 695.5 Latanier

5. TRACKS OKAY FOR SIX AXLE ENGINES:

Elm Grove
 East Point
 IP Pass
 St. Maurice

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

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

- *Equipped with oversize load feature.
- #Dragging equipment detectors only.
- \$Dragging equipment detector and oversize load feature only.

7. LOCATION OF HIGH WATER DETECTORS:

MP 606.1

8. LOCATION SPRING SWITCHES:

Siding Curtis - North end
 Siding Ninock - South end
 International Paper Company Passs - South end
 Campti - North end
 Colfax - North end
 Barrett - South end

The switch point indicators will display RED (STOP) or GREEN (PROCEED). Be governed by Operating Rule 104(a).

Trains or engines must approach each siding equipped with spring switch indicator prepared to stop short of switches unless it is known the signal displays a PROCEED indication.

NOTE: Switch point indicators do not indicate track occupancy.

LOCAL SPECIAL INSTRUCTIONS**9. DERAMUS YARD:**

- (a) Be governed by Deramus Yard area special instructions.
- (b) Unless in possession of DTC authority or Work and Time authority authorizing movement on the Shreveport Subdivision, southward trains and engines must not pass Silver Lake without permission from the train dispatcher.
- (c) The dispatcher will issue DTC authority to Southward trains Shreveport Subdivision reading from Deramus Yard and to Northward trains reading into Deramus Yard. The yardmaster may still direct the train to move out of the yard if necessary, before DTC authority is granted, observing Item 7 (b) page 62 System Timetable No.6. Regardless of location within terminal area where the train receives DTC authority, such authority will read from Deramus Yard. Other Rules, Special Instructions in the Timetable, or General Orders governing operations of the Deramus Yard Terminal remain in effect.
- (d) All trains and engines must contact yardmaster, Deramus Yard, prior to entering yard limits.

10. RED JUNCTION

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

11. UP CROSSING, MP SD-678.5

The approach signals to this crossing display only APPROACH indications.

12. PINEVILLE JUNCTION

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

13. LATANIER:

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

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

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

BATON ROUGE SUBDIVISION - KCSRY.

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

95.3

CTC - DTC MP SD 780.7 to MP SD 784.8

DTC IS IN EFFECT ON THE BATON ROUGE SUBDIVISION.

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry	Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
3140	La. Forest Prod.	698.3	21	N	3157	Moreauville	717.4	4	S
3144	Belledeau (Joan of Arc)	704.4	24	N	3170	Legonier	730.1	80	N&S
3153	Mansura (House Track)	712.9	3	N	3174	Lettsworth	735.9	2	S
3153	Paul Wall	713.1	6	S	3175	Batchelor	742.6	88	N&S
					3177	New Roads	760.9	5	N
					3223	Old TP interchange	780.1	33	N&S

1. AUXILLARY TRACKS OKAY FOR SIX AXLE ENGINES:

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

BATON ROUGE SUBDIVISION SPECIAL INSTRUCTIONS

2. MAXIMUM AUTHORIZED SPEED MPH 40

3. SPEED RESTRICTIONS:

- Between MP SD-690.0 and MP SD-695.5 Restricted Speed
- Siding Bijou 10*
- Over road crossing MP SD-708.6, Eng only 25
- Siding Hessmer 20*
- Except: Eng only out north end siding from switch to the crossing .5
- Between MP SD-712.7 and MP SD-713.2 25
- Siding Hyde 10
- Over Atchafalaya River bridge, MP SD-729.2 20
- Siding Keller 20*
- Siding Morganza 10*
- Between MP SD-750.5 and MP SD-751.5, Eng only 25
- Between MP SD-759.4 and MP SD-762.0, Eng only 25*
- Siding Lobdell 10
- Between Lobdell Junction (MP SD-780.7) and East Junction (MP SD-784.8) 20
- Between MP SD-784.8 and MP SD-796.5 Restricted Speed
- Except: Over bridge D-214.7 10
- Over IC Crossing, MP D-220.1 20

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

4. RESTRICTED SPEED TERRITORY (Rule 92 applies)

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

5. RAILROAD CROSSINGS AT GRADE:

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

*Gate may be left in position last used

Absolute signals governing movement over this crossing normally display STOP indication for KCS movements. To obtain a yellow aspect (Rule 285) for movement over this crossing, a member of the crew must operate the time release per instructions posted on the side of the equipment case.

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

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

BATON ROUGE SUBDIVISION SPECIAL INSTRUCTIONS

- (b) If signal continues to display **STOP** indication after complying with above instructions, train must occupy track within crossing limits but clear of any conflicting route for 2 minutes.
- (c) After complying with instruction (b), if there is no train on conflicting route, train may proceed at **RESTRICTED SPEED** on hand signal from a member of the crew.
- (d) If a train or engine is approaching on conflicting route, proceed hand signal must not be given until such movement is stopped. If a train is standing between the home signals on conflicting route, proceed hand signal must not be given until an understanding is reached with the crew of the train on the conflicting route.
- (e) If crossing is not occupied within five minutes after operating release, signal will again display **STOP**.

6. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

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

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

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

*Equipped with oversize load feature.

#Dragging equipment detectors only.

8. LOCATION SPRING SWITCHES:

Bijou - South end
Hessmer - North end
Hyde - North end
Keller - South end
Lobdell - North end

BATON ROUGE SUBDIVISION SPECIAL INSTRUCTIONS

The switch point indicators will display **RED (STOP)** or **GREEN (PROCEED)**. Be governed by Operating Rule 104(a).

Trains or engines must approach each siding equipped with spring switch indicator prepared to stop short of switches unless it is known the signal displays a **PROCEED** indication.

NOTE: Switch point indicators do not indicate track occupancy.

LOCAL SPECIAL INSTRUCTIONS

8. LATANIER:

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

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

9. ATCHAFALAYA RIVER BRIDGE, MP 729.2

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

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

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

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

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

BATON ROUGE SUBDIVISION SPECIAL INSTRUCTIONS

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

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

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

(a) KCS employees will be governed by KCS Line's operating rules except as modified by:

- (1) Special Instructions in KCS system timetable.
- (2) KCS SD - UP Joint General Orders.

(b) UP employees will be governed by UP General Code of Operating Rules, current UP Timetable, and Special Instructions and KCS SD - UP Joint General Orders.

(c) UP employees are subject to instructions of KCS officers while occupying joint track.

(d) The following UP spur track may be used only in an emergency. Conductors must report such occurrences to KCS train dispatcher.

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

11. LOBDELL - BATON ROUGE TERMINAL AREA:

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

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

- (1) The air must be cut in and the lead engine in the direction of movement must control the air brake valve.
- (2) Should a long reverse movement be necessary with the helpers coupled to the rear of the train, the helpers must control the air brake valve.

BATON ROUGE SUBDIVISION SPECIAL INSTRUCTIONS

(b) Exxon plant - Main gate entrance, 12th Street, equipped with two-way flashing yellow traffic signal on west side of main track. When this signal is operated by plant watchman, crossing must be cleared immediately for emergency vehicles.

Crews will flag over all crossings within plant.

When not in use, all gates within plant must be closed and locked.

When derailments, fires, explosions, or other emergencies occur crews working in plant will be governed as follows:

- (1) Notify night Superintendent., telephone 359-7641.
- (2) Stay at scene of emergency, if safe to do so, until contacted by the Emergency Coordinator and comply with his instructions.
- (3) If night Superintendent cannot be contacted, notify the Emergency Coordinator, 359-7874.
- (4) Notify KCS supervisor at Baton Rouge, telephone 379-4247.

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

- (c) "D" Line - Do not leave cars between L.C.P.I. and Paxon Polymer crossings, north end of Maryland Yard. Cars must be left at least one car length back from outer side of these crossings. Cars stored in Maryland Yard tracks 1, 2, and siding must be left two power pole lengths south of L.C.P.I. crossing. Cars must be left at least two car lengths from Del-tech crossing.
- (d) DTC - CTC between East Junction (Mile Post 784.8 and Lobdell Junction (Mile Post 780.7) is controlled by KCS Console No. 2. CTC Rules 400 - 404 of the Kansas City Southern Operating Rules are in effect.

DTC authority will be granted between Lobdell Junction and Latanier on the Baton Rouge Subdivision. Southward trains at Lobdell may enter CTC on signal indications. Other rules and Special Instructions in the Timetable or General Orders governing operations in the Baton Rouge Terminal remain in effect.

All Southward trains entering the yard limits of the Baton Terminal at Mile Post 784.8 must obtain verbal permission from the yardmaster.

Northward trains leaving Baton Rouge must obtain verbal permission from KCS Console No.2 to enter CTC - DTC territory at Mile Post 784.8.

NEW ORLEANS SUBDIVISION - L&A RY.

Station No.	Mile Post	Stations	Capacity	
			Sidings Feet	Aux. Trks. Cars
3227	788.1	BATON ROUGE OSWY		YARD
		6.6		
3236	794.7	ESSEN	6877	
		15.8		
3251	810.5	GONZALES	5860	41
		7.6		
3259	818.1	BARMEN	5335	
		10.3		
3269	828.4	GRAMERCY Y		YARD
		6.7		CONN
3276	835.1	RESERVE Y		YARD
		4.3		CONN
3280	839.4	MONTEGUT	5850	
		7.4		
3287	846.8	NORCO	4820	YARD
		7.7		
3295	854.5	FRELLSEN	6052	
		1.2		
	855.7	IC JUNCTION . . .		CONN
		6.4	VIA IC	
	862.1	NOT JUNCTION . .		
		0.5		
3303	862.6	SHREWSBURY OLD MAIN		
		1.8		
	864.4	WEST YARD ORSWY		YARD
		0.6		CONN
	865.0	KCS JUNCTION		CONN
		0.9 VIA		
	865.9	CARROLLTON AVE NOUPT		
		77.8		

ABS-DTC MP SD-796.5 to MP SD-855.7
 IC CTC MP SD-855.7 to MP SD-862.1

Additional Stations

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

NEW ORLEANS SUBDIVISION SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED 40 MPH

2. SPEED RESTRICTIONS:

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

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

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

3. RAILROAD CROSSINGS AT GRADE:

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

\$ Controlled by IC operator, Southport Tower.

4. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

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

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

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

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

6. TRACKS OKAY FOR SIX AXLE ENGINES:

Gonzales - All tracks
 Sorrento
 Mc Elroy
 Sewell Plastics

7. LOCATION SPRING SWITCHES:

Essen - South end

When encountering an ABS signal on end of siding equipped with a spring switch displaying RED indication (RESTRICTIVE PROCEED), by governed by Rule 104(a)

LOCAL SPECIAL INSTRUCTIONS**8. BATON ROUGE**

Be governed by Baton Rouge Subdivision Special Instructions.

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

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

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

9. NORCO

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

10. WEST YARD:

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

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

- (b) The sand tower pipe crossing over the south roundhouse lead at West Yard has a maximum clearance of 17 feet 8 inches, ATR.
- (c) Industries at Kenner are served via KCS Industry Switch which breaks off the I.C. McComb District East main track.
- (d) KCS train and engine movements between Frellsen and West Yard will be made via the I.C. and the N.O.T. Railroads between I.C. Junction and N.O.T. Junction. Be governed by I.C. Operating Rules, current I.C. Southern Division Timetable, KCS Track Condition Report and verbal instructions from IC yardmaster.
- (e) The Maximum Authorized Speed through the turnout in the East Bridge interlocking is 10 MPH.
- (f) International Lube Company spur breaks off the Southport Branch main track opposite Southport Tower. The switch is controlled from Southport Tower. While switching this spur, a member of the crew will be positioned to observe the position of the derail at all times. Whistle signal for this spur is one long and one short.
- (g) KCS engine movements between West Yard and the N.O.P.B.'s Cotton Warehouse Yard will be made via the N.O.P.B. connection which breaks off the KCS Southport Branch behind the old Gambling House. KCS engine movements will be governed by K.C.S. Lines' Operating Rules, current system Timetable, KCS Southern Division General Orders and N.O.P.B. bulletins.
- (h) Between KCS Junction and Carrollton Avenue and while on NOUPT tracks, trains and engines will be governed by AMTRAK operating rules and instructions.
- (i) KCS TRAIN AND ENGINE MOVEMENTS BETWEEN IC CONNECTION AND 17TH STREET (ORPHEUM STREET) OVER THE N.O.T. RAILWAY.

NEW ORLEANS SUBDIVISION SPECIAL INSTRUCTIONS

Below is an excerpt from the current N.O.T. Western Lines' Crescent Division Timetable:

0.0 IC Connection
	0.5
0.5	... Shrewsbury Jct
	0.1
0.6 Shrewsbury
	1.6
2.2 Metairie
	0.5
2.7 17th ST. Canal

Yard Limit (Rule 93) extends between IC Connection (East Bridge Interlocking) and 17th Street Canal (Orpheum Street). Be governed by Yard Speed.

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

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

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

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

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

HOPE SUBDIVISION - KCS RY.

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

114.6

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

DTC IS IN EFFECT ON THE HOPE SUBDIVISION.

Additional Stations

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

HOPE SUBDIVISION SPECIAL INSTRUCTIONS

MPH

1. MAXIMUM AUTHORIZED SPEED 30

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

2. SPEED RESTRICTIONS:

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

3. SPEED RESTRICTIONS, SIX AXLE ENGINES

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

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

4. RAILROAD CROSSINGS AT GRADE:

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

5. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

MP 47.0 to MP 52.4 Springhill - Cullen
 MP 77.0 to MP B-82.3 Minden
 MP B-103.6 to MP SD-565.7 Hinkle - Bossier City - Deramus Yard

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

MP 69.5
 MP 560.0[§]

§ Dragging equipment detector and oversize load feature only.

LOCAL SPECIAL INSTRUCTIONS

7. DERAMUS YARD:

Be governed by Deramus Yard area special instructions.

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

HOPE SUBDIVISION SPECIAL INSTRUCTIONS

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

9. RED JUNCTION:

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

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

Between 0800 and 2000 hours, all trains and engines move at Restricted Speed between Mile Post B-99 and Mile Post B-103.6.

11. MINDEN:

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

12. STATE LINE:

Louisiana - Arkansas, MP 46.7.

QUALITY IN MOTION

MINDEN SUBDIVISION - KCS RY.

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

126.4

DTC IS IN EFFECT ON THE MINDEN SUBDIVISION.

Additional Stations

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

MINDEN SUBDIVISION SPECIAL INSTRUCTIONS

MPH

1. MAXIMUM AUTHORIZED SPEED 30

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

2. SPEED RESTRICTIONS:

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

3. SPEED RESTRICTIONS, SIX AXLE ENGINES:

- Six axle engines are restricted to the main track with a Maximum Authorized Speed of:
 - Between Minden and Pineville Junction 25
 - Through west leg of wye, Minden 5

4. RAILROAD CROSSINGS AT GRADE:

Railroad	Mile Post	Type of Protection
UP	188.9	Automatic Interlocking

5. YARD LIMITS - INDICATED BY YARD LIMIT SIGNS:

- MP 77.0 to 82.3 Minden
- MP 146.7 to MP 149.4 Winnfield
- MP 192.0 to MP SD 685.0 Pineville Jct. - Alexandria
- MP SD-690.0 to MP SD 695.5 Latanier

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

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

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

MINDEN SUBDIVISION SPECIAL INSTRUCTIONS

7. MINDEN-ALEXANDRIA:

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

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

8. MINDEN

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

9. PINEVILLE JUNCTION

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

10. PINEVILLE JUNCTION - ALEXANDRIA

Be governed by Shreveport Subdivision special instructions.

**PUT QUALITY
ON THE
HEAD END**

HODGE SUBDIVISION - KCS RY.

Station No.	Mile Post	Stations	Capacity	
			Sidings Feet	Aux.Trks. Cars
1740	0.0	HODGE		Yard
		1.0		
1739	1.0	ADVANCE		
		7.5		
	8.5	DOREY PILING	1164	
		1.3		
1730	9.8	DANVILLE		2
		8.4		
1721	18.2	LIBERTY HILL		2
		2.7		
1718	20.9	WALSH		10
		3.8		
1715	24.7	BIENVILLE		
		6.4		
1708	31.1	BRICE		8
		8.9		
1747	40.0	GIBSLAND		Yard
		0.1		
	40.1	KCS Crossing		
		40.1		

MPH

1. MAXIMUM AUTHORIZED SPEED Restricted Speed

2. RAILROAD CROSSINGS AT GRADE:

MSRC 40.1 Stop Sign
Lined against movement on Hodge Subdivision

3. YARD LIMITS:

Entire Hodge Subdivision

4. EXCEPTED TRACK, FRA TRACK SAFETY STANDARDS RULE 213.4

Rock Island Yard Tracks 1, 2, 3, 4, and 5
Marshalling Yard Tracks 23, 24, 25 and South Pass
Shop/RoundhouseLead
Advance, LA - MP 1.0 to MP 3.0
MP 19.0 to Highway 80 road crossing Gibsland, LA

WINNFIELD SUBDIVISION - KCS RY.

NORTH ↓	Station No.	Mile Post	Stations	Capacity		SOUTH ↑
				Sidings Feet	Aux.Trks. Cars	
	7148	199.0	WINNFIELD			
			10.1			
	1754	188.9	DODSON	2500		
			3.6			
	1750	185.3	HUNT	1200	15	
			9.1			
	1742	176.2	JONESBORO		4	
			1.5			
	1740	174.7	HODGE		Yard	

24.3

Additional Stations

Station No.	Tracks and/or Industries	Mile Post	Car Capacity	Direction of Entry
1756	Chembond Spur	191.2	10	N & S

MPH

1. **MAXIMUM AUTHORIZED SPEED** Restricted Speed

2. **EXCEPTED TRACK, FRA TRACK SAFETY STANDARDS RULE 213.4**

MP 174.7 to MP 188.5 10

4. YARD LIMITS:

Winnfield MP 197.0
Hodge MP 175.0

Normal position of main track switches as last used.

DERAMUS YARD AREA SPECIAL INSTRUCTIONS

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.

1. SIGNAL RULES IN EFFECT:

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

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

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

(b) Northward trains moving on the long tail track and through the north high switch at Deramus Yard may accelerate to Restricted Speed after the rear car has passed over the north overpass near the entrance to Deramus Yard.

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

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

3. **Two main tracks, KCS 6th Subdivision**, between south lead switch, Deramus Yard, and Wilkinson Street MP 559.0. Current of traffic is on right hand track in direction of movement. Between Harriet Street and Wilkinson Street movements against the current of traffic must be authorized by the yardmaster or preceded by a flagman.

4. **Single main track** between North Wye switch, KCS MP 558.2, and Red Junction, MP SD 561.2, designated as KCS main track. Track parallel to main track on the west side, from MP SD 560.1 to Red Junction designated as Silver Lake siding. Crews of trains and engines will first ascertain from the yardmaster, Deramus Yard, if siding is clear before proceeding to Silver Lake against opposing trains.

5. **Block signals** govern movements in either direction on North Leg of Wye and northward movements on east main track over North Wye switch. Signals are lighted continuously.

Signal Indications:

RED - Stop or Proceed at Restricted Speed.

YELLOW - Proceed at Restricted Speed.

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

DERAMUS YARD AREA SPECIAL INSTRUCTIONS

6. Spring switches located as follows:

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

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

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

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

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

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

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

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

Spring switches are located as follows:

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

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

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

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

OPERATION OF SSW OVER KCS MAIN TRACKS:

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

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

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

(a) The direction from Red Junction to L&A Junction is northward.

SSW MILE POST	STATIONS
K-450.7	Red Junction
K-450.2	Louisiana Junction
K-449.9	KCS crossing
K-449.4	MSRC crossing
K-449.1	L&A Junction

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

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

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

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

When an unattended red flag is displayed near the track, train after stopping must be preceded for a distance of one mile from point where signal is displayed by a flagman, who must carefully examine track and structures for defects.

A signal so displayed will not apply to the track on which train or engine is running if displayed beyond the first rail of an adjoining track.

When an unattended red flag is found between the rails of any track other than the main track, train must stop and not proceed until flag or light has been removed by an employee of the class that placed it there.

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

9. PUBLIC CROSSINGS AT GRADE:

(a) Traffic lights over Jordan, Louisiana, and McNeil Streets operate in conjunction with the crossing signals. When traffic lights display green as viewed from an approaching train or engine, it indicates that the traffic lights display red for approaching vehicular traffic. If green indication is not displayed or signal is not lighted, all movements must be stopped clear of crossing and crossing flagged by member of crew from ground position.

(b) ST. VINCENT - LINWOOD: Manually-operated traffic light in service. Member of crew must operate key boxes to "Stop" position before crossing is occupied and "Start" when movement over crossing is completed. If system fails to display red traffic light, movement over crossing must be protected by a flagman.



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>CREW DISPATCHER</u>
Latanier, La.	(318) 473-8210
Baton Rouge, La.	(504) 379-4243
Greenville, Tx.	(214) 454-3221
Minden, La.	(318) 377-9270
New Orleans, La.	(504) 832-5234
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>
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:

Southern Division:

All Subdivisions 25 MPH

Except:

Over bridges 680.3, 684.2, 704.5, 767.7, 783.2, 785.1, 801.8, 824.4, 845.6, 71.7, T-92.6, T-93.0 10 MPH

MINDEN SUBDIVISION 20 MPH

HOPE SUBDIVISION 20 MPH

Wrecking operations with Wreckers KCS 05, 06 and 07 can be performed on bridges only when trucks on boom end are off bridge, regardless of use of outriggers.

2. KCS Pile Driver - Clamshell 093 and 095 must be trained on the head end with boom in trailing position, except boom may be placed in leading position for movement of short distances. When boom is handled in leading position, speed must be restricted to 5 MPH less than speeds shown.

Pile Driver-Clamshell 093 and 095 30 MPH

Southern Division:

Over bridges MP 680.3, 684.2, 704.5, 767.7, 783.2, 785.1, 788.4, 790.0, 801.8, 824.4, 845.6, 71.7, T-92.6, T-93.0 10 MPH

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

C. MAXIMUM GROSS WEIGHT LIMITATIONS AND MAXIMUM AUTHORIZED SPEED FOR TRAINS HANDLING RESTRICTED EQUIPMENT

Six-axle engines will not be coupled directly to any car with gross weight in excess of 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.

SPECIAL INSTRUCTIONS

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:

SOUTHERN DIVISION:

Over Bridge MP 680.7.....	10 MPH
Over Bridge MP 684.2.....	25 MPH
Over Bridge MP 704.5.....	25 MPH
Over Bridge MP 767.7.....	20 MPH
Over Bridge MP 783.2.....	10 MPH
Over Bridge MP 801.8.....	25 MPH
Over Bridge MP 824.4.....	25 MPH

Cars with a gross weight in excess of 134 ton must not be handled over the Carla Branch or Minden Subdivision.

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:

SOUTHERN DIVISION:

Over Bridge MP 680.3.....	10 MPH
Over Bridge MP 684.2.....	10 MPH
Over Bridge MP 704.5.....	25 MPH
Over Bridge MP 728.4.....	25 MPH
Over Bridge MP 767.7.....	20 MPH
Over Bridge MP 801.8.....	25 MPH
Over Bridge MP 824.4.....	25 MPH
Over Bridge MP 845.6.....	10 MPH

TEXAS SUBDIVISION..... 25 MPH

Except: Over Bridges T-92.6 and T-93.0..... 10MPH

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" loadedto a gross weight of 197.25 tons, speed restrictions shall be 5 MPH under that shown in the timetable except as shown below:

SOUTHERN DIVISION:

Over Bridge MP 680.3.....	10 MPH
Over Bridge MP 684.2.....	20 MPH
Over Bridge MP 704.5.....	20 MPH
Over Bridge MP 767.7.....	10 MPH

Entire TEXAS SUBDIVISION..... 25 MPH

SPECIAL INSTRUCTIONS

4. DUPX 28050 and other eight-axle tank cars having a gross weight of 263 tons, speed restrictions shall be 5 MPH under that shown in the timetable except as shown below:

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."

6. DUPX 28050 series, eight-axle tank cars having a gross weight of 263 ton may be coupled together in any number but must not be coupled to any other car with gross weight in excess of 131.5 ton or coupled next to engine.

7. Overloads:

- a. Cars of the following capacities with gross weight as indicated below may be accepted for movement from connections for system destinations or billed from one point to another point on line:

Capacity of Car	Loaded Gross Weight
40 TON	74 TON
50 TON	93 TON
77 TON	114 TON
100 TON	136 TON*
125 TON	162 TON*

*NOTE; 135.5 ton gross weight of 100 ton capacity cars does not apply to cars having wheels less than 36 inches in diameter.

Except: KCS series 5450-5499 covered hoppers may be loaded to a total gross weight of 157.5 ton.

- b. Under the rule of the Western Weighing and Inspection Bureau Agreement there is a tolerance of 500 pounds allowed to cover the unequal results obtained upon two or more track scales. If a car is overloaded that amount or less, we should not consider it an overload but let car go forward.
- c. Overloaded cars will not be accepted from connecting lines except for on-line destinations at gross weights exceeding those shown above. Overloaded cars originating locally and discovered before moving from initial station will be sent back to the shipper, who should be requested to remove the overage or transfer the load except for on-line destinations at gross weights not exceeding those shown above.

SPECIAL INSTRUCTIONS

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.

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

The conductor will advise the dispatcher the car number, location, and reason for leaving and the dispatcher will in turn notify the Car Department, who will inspect the load and advise if and when the car can move.

Do not kick or drop carloads of pulpwood except when such cars will not couple into other cars.

Make couplings with no more force than is necessary when picking up pulpwood and when placing on train. In addition, if holding onto other cars, make a safety stop before coupling is made when picking up pulpwood and when placing on train.

10. Before plug-door cars are moved from an industry or interchange track, doors must be properly closed.
11. Passenger equipment may only be handled as authorized by the Superintendent. A safety stop must be made before coupling into any passenger equipment.
12. When possible and practicable, train should be handled with dynamic braking. Air brakes are not to be applied while moving over wooden-trestle type bridges, except in case of emergency.
13. The train dispatcher must be notified at the time a unit coal train gondola car, with a rotary coupler in each end of car (double stripe), is set out of train for any reason.
14. Car equipped with rotary couplers, moving in unit trains subject to be unloaded by rotary dumpers, i.e, coal-coke, must not be moved with rotary couplers together. Cars with rotary couplers moving in ballast, rock, or chip service are except

Schnabel and other special cars equipped with span bolsters will not be accepted in interchange except on specific instructions from the office of the Vice President - Transportation's office. If permission is granted for movement on our line, both loads and empties will be handled in special train only and kept on the main track.

Listed below are Schnabel type cars currently in service:

BBCX 1000, CEBX 100, 101, 800, GEX 40010, 40013, 40017, 40018, 80000, 80002, 80003, HEPX 200, MEPX 300, WECX 101, 102, 200-203,301

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.

P. TERRITORIES OF CLAIM AGENTS:

Mr. D. R. Johnston - Shreveport, LA
 Shreveport, LA to Dallas, TX
 Shreveport, LA to Alexandria, LA
 Shreveport, LA to Minden, LA
 Hope, AR to Alexandria, LA
 Gibsland, LA to Winnfield, LA

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

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.

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:

Location:	General Order Books	Standard Clocks
Dallas	X	X
Hunt	X	X
Hughes Springs	X	X
Deramus Yard, Yard Office	X	X
Deramus Yard, Engineer's Register Room	X	X
Deramus Yard, North Switchman's Bldg.	X	
Latanier	X	
Baton Rouge, Yard Office	X	X
Baton Rouge, Roundhouse	X	X
Norco	X	
West Yard, Yard Office	X	
West Yard, Roundhouse	X	X
Cullen	X	
Minden	X	

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	Cheniere, 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	Eser, Tx	9116
Counce, Tn	6900	Essen, La	3236
Coushatta, La	3044	Estes, Ms	2578
Cox Crossing, La	1726	Ethelsville, Al	2828
Crawford, Ms	2117	Eve, Mo	0099
Crew Lake, La	1117		
Cullen, La	7050	Faker, Tx	9094
Cumby, Tx	9154	Falkner, Ms	2342
Curtis, La	3009	Farmersville, Tx	9185
Daingerfield, Tx	9083	Ferguson, La	5102
Dalby, Mo	0170	Fisher, La	0640
Dallas, Tx	9223	Five Points, Ms	6913
Dalton Jct., Tx	9360	Flint Creek, Ar	0224
Danville, La	1730	Florien, La	0643
Dayson, La	7062	Floyd, Tx	9178
Decatur, Ar	0217	Forbing, La	0567
Decatur, Ms	2623	Forest, Ms	1268
Deemer, Ms	2605	Fort Polk, La	0674
Delhi, La	1139	Fort Smith, Ar	6356
Delisle, Ms	1977	Fosters, La	1011
Delta Point, La	1174	Fox, Al	2886
DeQueen, Ar	0433	Fox, Tx	9035
DeQuincy, La	0719	Frellsen, La	3295
DeRidder, La	0690	Frierson, La	0577
Desoto, Ms	2225	Gandy, La	0645
Deweese, Ms	2600	Gans, Ok	0299
Dodson, La	1754	Garland, Tx	9210
Doolittle, Ms	2634	Garmon, Al	2831
Dorcheat, La	7072	Garnett, La	7182
Dowling, Tx	0773	Gentry, Ar	0222
Doyline, La	5083	Georgia Pacific, Tx	9083
Drexel, Mo	0053	Gibsland, La	1047
Dry Prong, La	7174	Gibson, Ms	2080
Dubberly, La	1035	Gillham, Ar	0421
Dunns, La	1134	Girard, La	1121
		Glazer Spur, Mo	0178
East Point, La	3032	Glen, Ms	2070
Ecol (Marathon), La	3275	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
Houika, 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	Loe, 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 Cemetery, 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
		Smiths, Ms	1192
Quarles, La	1737	Smiths Bluff, Tx	0776
Quarry Spur, Ok	0282	Sorrento, La	3256
Quick, Ok	0292	South Hatton, Ar	0405
Quitman, Ms	2220	South Texarkana, Tx	0499
		Spindletop, Tx	0771
Rankin, Ms	1242	Spiro, Ok	0312
Raworth, Ms	1262	Springhill, La	7048
Rayville, La	1124	Stallo, Ms	2588
Redwood, Ms	1770	Stamps, Ar	7023
Redwood Jct., Ms	1768	Stanley, Ms	2245
Reform, Al	2843	Starks, La	0736
Reinhardt, Tx	9216	Starkville, Ms	2531
Reserve, La	3276	Staven, La	1100
Richards, Mo	0094	Stevens, Ms	2656
Rich Mountain, Ar	0367	Stilwell, Ok	0258
Rienzi, Ms	2012	St. Maurice, La	3075
Ripley, Ms	2348	Stonewall, Ms	2215
Roberts, Ms	2640	Stotesbury, Mo	0089
Roy, La	7107	Stout, Ms	1786
Ruliff, Tx	0741	Stratton, Ms	2618
Ruston, La	1072	Strongs, Ms	2515
		Sturgis, Ms	2547
Sache, Tx	9205	Sucornochee, Ms	2160
Saginaw, Mo	0160	Sulphur Springs, Tx	9140
Sallisaw, Ok	0291	Sun Spur, La	1136
Saltillo, Ms	2041	Sun Spur, Tx	0775
Sandra, La	0518	Superior, La	0531
Sarber, Tx	9058	Sweatt, Ms	2205
Sarepta, La	7056	S/W Gas & Electric	0539
Saucier, Ms	1942		
Scooba, Ms	2152	Tallulah, La	1157
Sebastopol, Ms	2445	Tamola, Ms	2172
Shady Point, Ok	0320	Taylor, Ar	7041
Shannon, Ms	2060	Texarkana, Tx	0488
Sharp, Ms	6906	Thermo, Tx	9135
Shipp, La	9006	Tibbee, Ms	2102

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		
Tuscaloosa, Al	2874	Yellow Creek, Ms	6916
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	Time Per Mile		Miles Per	Time Per Mile		Miles Per
Mins.	Sec.	Hour	Mins.	Sec.	Hour	Mins.	Sec.	Hour
0	45	80	1	08	52	1	46	34
0	46	78	1	10	51	1	48	33
0	47	76	1	12	50	1	50	32
0	48	75	1	14	48	1	52	32
0	49	73	1	16	47	1	54	31
0	50	72	1	18	46	1	56	31
0	51	70	1	20	45	1	58	30
0	52	69	1	22	43	2	00	30
0	53	67	1	24	42	2	10	27
0	54	66	1	26	41	2	15	26
0	55	65	1	28	40	2	24	25
0	56	64	1	30	40	2	30	24
0	57	63	1	32	39	2	45	21
0	58	62	1	34	38	3	00	20
0	59	61	1	36	37	3	30	17
1	00	60	1	38	36	4	00	15
1	02	58	1	40	36	5	00	12
1	04	56	1	42	35	6	00	10
1	06	54	1	44	34			