

THE KANSAS CITY SOUTHERN RAILWAY

SOUTHERN DIVISION

—AND—

TEXARKANA & FORT SMITH RAILWAY.

JOINT
TIME TABLE No. 49

EFFECTIVE AT 12.01 A. M.

SUNDAY, JULY 6, 1913

FOR EMPLOYEES ONLY.

E. H. HOLDEN,

General Superintendent Transportation K. C. S. Ry.
Second Vice President T. & F. S. Ry.

R. R. SUTHERLAND,

Superintendent K. C. S. Ry. & T. & F. S. Ry.

SPECIAL RULES.

1. Each district as designated in the time table is a sub-division for the operation of trains, as per Rule 4 of Book of Rules.
2. The superior direction of trains is north.
3. Extra trains may pass and run ahead of third-class trains without train orders.
4. Engines backing up, with or without cars, will not exceed 10 miles per hour by night or 12 miles per hour during daylight.
5. A train will not leave its initial station on any district without a clearance card authorized by the dispatcher.
Should the telegraph fail, a clearance card properly filled out by the operator, indicating this condition, will be authority for the schedule train to proceed, provided its movement is not otherwise restricted.
Conductors will check register at each registering station and furnish engineers with register checks, Form 227. Engineers will see that they get register checks and know that all trains having right over them have arrived.
Each conductor will procure two copies of clearance card, where clearance is required, and deliver one to engineer whether orders are received or not.
6. Cars occupied by paying passengers will not be hauled next to locomotives.
7. A fusee is a signal which will be used in addition to other signals.
A red fusee indicates danger and will be used when an approaching train is to be stopped.
A yellow fusee indicates caution and will be used when a train is proceeding at slow speed and is likely to be overtaken, particularly on curves and grades.
Fusees will not be thrown on trestles or where fires may be started.
8. Engineers will not cut their engines from and leave their trains without first consulting with the conductor, except as provided by the rules.
9. After backing their trains into a sidetrack to meet or to be passed by another train or trains, engineers will see that the switch is set for the main line.
10. With trains of more than twenty cars, locomotives will be detached before spotting for water or fuel.
11. The following in addition to Audible Signals, Engine Whistle Signals, Rule 14 of the Rules of the Transportation Department:
 - o To be given by enginemen after the station whistle to indicate to the train crew that time card restrictions or train orders to be executed at that station have not been forgotten.

Should engineers of passenger trains fail to give this signal after station whistle approaching station where train should stop; conductor will immediately communicate air whistle signal to stop at next station, and should engineer fail to answer this signal, conductor will bring train to a stop.
Should engineers of freight trains fail to give proper signal after station whistle approaching station where train should stop; conductor will arrange to bring train to a stop before locomotive reaches switch or point where it should stop.
12. In conformity with the rules, engineers will signal flagmen to protect the rear of their trains and will signal them to return and will not start until a proceed signal has been given from the rear of the train. Flagmen will never wait for signals from either engineers or conductors to protect the rear of their trains.
13. Engineers will sound the proper engine whistle signal when approaching public highway crossings at grade and when approaching curves where the view is not clear.
14. Should a train fail to answer whistle signal calling attention of yard engines, extra trains or trains of the same or inferior class or inferior right to signals displayed for a following section, the train displaying the signals must stop if necessary to ascertain that signals are understood.
15. No freight or work train will pass any station or siding without the engineer knowing that a proceed signal has been given from the rear of the train.
16. When engines are double heading the leading engineer will handle air brakes. If for any reason the air on head engine fails to work, one short and one long blast of the whistle, while running, is signal for rear engineer to cut in air and handle brakes.
17. A standing test of the air brakes will be made immediately before starting from any point where locomotives or cars have been attached or detached or where air hose couplings have been separated.
Engineers of passenger trains will make a running test of the air brakes within one thousand feet after starting from terminals and from points where locomotives or cars have been attached or detached or where air hose couplings have been separated.
18. When trains are standing or are left on grades, a sufficient number of hand brakes will be set on the head end of trains on descending grades and on rear end of trains on ascending grades to insure safety. The air brakes will not be depended upon to hold trains or cars at any point when detached from locomotives.
19. The following signs placed in columns provided for them indicate: S, Scales; T, Turn Table; PH, Telegraph; O, Oil; W, Water; Y, Wye; ¶, Stop for Meals.

SOUTHERN DIVISION.

FOURTH DISTRICT.—De Queen to South Y Switch, Shreveport133.6 miles
FIFTH DISTRICT.— { South Y Switch, Shreveport to Union Depot 1.3 "
 { South Y Switch, Shreveport to Leesville109.7 "
SIXTH DISTRICT.—Leesville to Port Arthur.....117.5 "
LAKE CHARLES DISTRICT.—De Quincy to Lake Charles 22.3 " 384.4 miles

20. Maximum speed of freight trains on Fourth District is 20 miles per hour, except Trains 51 and 56, which will not exceed a speed of 25 miles per hour. Maximum speed of freight trains on Fifth, Sixth and Lake Charles districts is 20 miles per hour.
21. Trains will come to a full stop at draw-bridges.
22. Trains will come to a full stop at grade railroad crossings not governed by interlocking plants or gates. Where there is not a clear view for a distance of fifteen hundred feet in each direction, a flagman will be sent in advance to see that way is clear before signaling engineer to proceed.
23. Local freight trains will stop at all stations, sidings and mill spurs upon signal for freight.
24. All except first-class trains will move within yard limits prepared to stop unless main track is seen or known to be clear.

Stations protected by yard limit boards are as follows :

Fourth District :	{ De Queen, Horatio, Ashdown, Texarkana, Shreveport.	Sixth District :	{ Leesville, Pickering, Neame, De Ridder, De Quincy, Beaumont, Port Arthur.
Fifth District :	{ Shreveport, Mansfield, Leesville.	Lake Charles District :	{ De Quincy, Lake Charles.

25. Trainmen and enginemen on Fourth and Fifth districts will provide themselves with current time tables of Kansas City, Shreveport & Gulf Terminal Co. and be governed by same between Shreveport Wye switches and Union Depot.
Trainmen and enginemen on the Sixth District will provide themselves with current joint time table of K. C. S. Ry.—T. & F. S. Ry.—B. S. L. & W. Ry. and be governed by same between C. S. Junction and Beaumont.
26. Freight trains other than local freight trains will not carry passengers except attendants in charge of stock and employes of the Kansas City Southern and Texarkana & Fort Smith Railways and parties holding free transportation endorsed "Good on freight trains." Trains 51 and 56 will not make extra stops to pick up or discharge passengers.
Local freight trains other than Nos. 35-36-41 and 42 will carry passengers under existing instructions as regards freight train releases. The local trains, numbers of which are given above, will not carry revenue passengers.
27. Northbound trains approaching Shreveport Shops will be under control and keep careful lookout for trains backing in on south leg of "Y." Responsibility for accidents due to neglect of these precautions will rest with crews of northbound trains. This does not relieve crew of any train using "Y" from exercising due precaution.
28. Passenger trains will not exceed 15 miles per hour, and freight trains 10 miles per hour over Sabine River, Neches River, Houston River and Calcasieu River bridges.

REGISTERING STATIONS.—De Queen Yard; Trigg St.; Shreveport Shops; Shreveport Union Depot; Leesville; De Quincy; C. S. Junction; Beaumont; Port Arthur; Lockport Junction; Lake Charles.

All south bound passenger trains will register arrival and departure at South Wye Switch, Shreveport.

All north bound passenger trains will register arrival and departure at North Wye Switch, Shreveport.

S. & N. trains only will register at Smyth Junction and Ruliff.

E. L. & L. trains only will register at Wasey.

Trains 11 and 12 will register at Vivian, La. Trains 9, 10, 11 and 12 will leave register ticket at Shreveport Shops, but will not be required to get clearance card at "Shops."

Trains 21 and 22 will register at Ashdown.

Trains 1, 2, 3 and 4 will register at Bear Creek Junction and Neal Springs.

Trains 45 and 46 will register at Shreveport Union Station and Mansfield; 46 will register at North Wye Switch, Shreveport.

STANDARD CLOCKS.—De Queen Yard; Trigg St.; Shreveport Shops; Shreveport Union Depot; Leesville; De Quincy; Port Arthur.

GENERAL ORDER, GENERAL NOTICE AND BULLETIN BOOKS.—De Queen Yard Office; Trigg Street; Shreveport Shops; Shreveport Union Depot; Leesville; De Quincy; Lake Charles; Beaumont; Port Arthur.

TRAIN MASTERS AND DISPATCHERS.

R. A. SULLIVAN.....	Train Master.	} Texarkana, Tex.
DAY MILLS.....	Chief Dispatcher.	
D. B. JAMES.....	"	
E. B. MOSS.....	"	
A. G. STUCKEY.....	"	

J. E. PROPST.....	Train Master.	} Shreveport, La.
C. W. GABLE.....	Chief Dispatcher.	
C. W. LYNN.....	"	
W. M. KELSO.....	"	
C. GIBBS.....	"	

HOSPITAL DEPARTMENT.

Dr. Sam'l Ayres.....	Chief Surgeon.....	Kansas City, Mo.
" Paul V. Woolley.....	Asst. Chief Surgeon, Hospital	" " "
" John Puntun	Neurologist.....	" " "
" W. W. Stevens.....	Anestheist.....	" " "
" F. W. Franklin.....	Dental Surgeon.....	" " "
" J. W. Sherer.....	Oculist.....	" " "
" W. L. McBride.....	Dermatologist.....	" " "
" Francis M. McCallum.....	Urologist.....	" " "
" W. M. Clemmons.....	Consulting Surgeon.....	" " "
" E. M. Hetherington.....	Consulting Physician.....	" " "
" C. S. James.....	" " " " " " " " " "	" " "
" E. G. Mark.....	" " " " " " " " " "	" " "
" P. T. Bohan.....	" " " " " " " " " "	" " "
" W. A. Shelton.....	" " " " " " " " " "	" " "
" Ned O. Lewis.....	" " " " " " " " " "	" " "
" C. A. Archer.....	Div. Surgeon.....	De Queen, Ark.
" O. O. Hammond.....	Asst. Div. Surgeon.....	" " "
" C. M. Gore.....	Dental Surgeon.....	" " "
" G. A. Henry.....	Local Surgeon.....	Horatio, Ark.
" Paul Mathews.....	" " " " " " " " " "	Winthrop, Ark.
" T. D. Cathey.....	" " " " " " " " " "	Wilton, Ark.
" S. C. Marr.....	" " " " " " " " " "	Ashdown, Ark.
" I. N. Hutt.....	" " " " " " " " " "	Ogden, "
" W. K. Read.....	Div. Surgeon.....	Texarkana, Tex.
" R. H. T. Mann.....	Oculist.....	" " "
" Nettie Klein.....	Bacteriologist.....	" " "
" J. I. Allen.....	Local Surgeon.....	Bloomburg, Tex.
" J. W. Glass.....	" " " " " " " " " "	Rodessa, La.

Dr. A. E. Fischer.....	Local Surgeon.....	Myrtis, La.
" L. J. Page.....	" " " " " " " " " "	Vivian, La.
" A. D. Long.....	" " " " " " " " " "	Lewis, La.
" R. McGlathey.....	" " " " " " " " " "	Oil City, La.
" Chas. E. Simms.....	" " " " " " " " " "	Mooringsport, La.
" J. L. Fuller.....	" " " " " " " " " "	Blanchard, La.
" L. Abramson.....	Div. " " " " " " " " " "	Shreveport, La.
" Thomas Lloyd.....	Div. " " " " " " " " " "	" " "
" C. E. Rew.....	Asst. Div. Surgeon.....	" " "
" Arthur Herold.....	" " " " " " " " " "	" " "
" John L. Scales.....	Oculist.....	" " "
" R. A. Stewart.....	Local Surgeon.....	Frierson, La.
" E. A. Carlisle.....	" " " " " " " " " "	Kingston, La.
" W. A. Nabors.....	" " " " " " " " " "	Mansfield, La.
" W. G. Allen.....	" " " " " " " " " "	Converse, La.
" S. E. Prince.....	" " " " " " " " " "	Noble, La.
" R. T. Vines.....	" " " " " " " " " "	Zwolle, La.
" W. E. Dillon.....	" " " " " " " " " "	Many, La.
" T. B. Younger.....	" " " " " " " " " "	Fisher, La.
" C. C. Self.....	" " " " " " " " " "	Hornbeck, La.
" W. T. Franklin.....	" " " " " " " " " "	Anacoco, La.
" F. P. Jones.....	" " " " " " " " " "	Leesville, "
" D. O. Willis.....	Asst. Local Surgeon.....	" " "
" W. S. Hammons.....	Local Surgeon.....	Pickering, La.
" W. S. Sharp.....	" " " " " " " " " "	Neame, La.
" S. T. Roberts.....	" " " " " " " " " "	DeRidder, La.
" J. C. Miller.....	" " " " " " " " " "	Bon Ami, La.
" A. L. Carlton.....	" " " " " " " " " "	Singer, La.
" Geo. Lyons.....	" " " " " " " " " "	De Quincy, La.
" E. R. Gandy.....	" " " " " " " " " "	West Lake, La.
" T. H. Watkins.....	" " " " " " " " " "	Lake Charles, La.
" H. B. Pedigo.....	" " " " " " " " " "	Beaumont, Tex.
" J. H. Haizlip.....	" " " " " " " " " "	Nederland, Tex.
" W. S. Winter.....	" " " " " " " " " "	Port Arthur, Tex.
" W. S. Winter, Jr.....	Asst. " " " " " " " " " "	" " "

WATCH INSPECTORS.

.....	De Queen, Ark.
C. S. Erber.....	Texarkana, Tex.
A. E. Gordon.....	Shreveport, La.
H. E. Werner.....	Leesville, La.

M. Hainer.....	De Quincy, La.
A. L. Hollins.....	Lake Charles, La.
R. M. Mothner.....	268 Pearl St., Beaumont, Tex.
Eric Jacobsen.....	Port Arthur, Tex.

R. L. Logan, Supt. of Telegraph, in charge of Watch Inspection, Kansas City, Mo.

FOURTH DISTRICT—DeQueen to Shreveport.

SOUTH BOUND.

Switches at Bear Creek Junction and Neal Springs will be left set for the New Line and locked.

Trains 1, 2, 3 and 4 will use the Old Line via Horatio between Bear Creek Junction and Neal Springs.

Trains 33, 34, 51 and 56 will use the New Line via Wade between Bear Creek Junction and Neal Springs.

Sidings and Spurs Between Stations.

	Mile No.	Car Capacity
Prairie Oil & Gas Co.	435	21
Fruita Junction.....	438	...
Southern Orchard Planting Co.	438	260
Orchard.....	440	23
Carr & Kinsworthy..	460	3
Walkers Spur	473	10
Geo. C. Christman Spur	478	12
Int. Creosote Works..	490	38
Gullatt.....	491	5
Draper.....	496	13
Watson.....	498	5
Cass.....	504	17
McCoys.....	517	9
Caddo Gas & Oil Co. Spur.....	521	8
Sun Oil Co.....	527	12
Vivian Oil Spur.....	529	15
Knight Oil Co.....	530	6
Malvern.....	531	5
Caddo.....	535	41
Dawes Spur.....	539	8
Dunnville.....	549	21
Gas Center.....	556	14

Lipton, M. P. 453, is flag stop for Nos. 3 and 4.
 Pleasure Island, M. P. 477, is flag stop for Nos. 3, 4, 21 and 22.
 PH Index, M. P. 478, is flag stop for Nos. 1, 2, 3, 4, 21 and 22.
 Draper, M. P. 496, is flag stop for Nos. 1, 3, 4, 9 and 10.
 Watson at M. P. 498, is flag stop for Nos. 1, 2, 9 and 10.
 Cass, M. P. 504, is flag stop for Nos. 3, 4, 9 and 10.
 McCoys, M. P. 517, is flag stop for Nos. 4 and 9.
 Malvern, M. P. 531, is flag stop for Nos. 11 and 12.
 Gas Center, M. P. 556, is flag stop for Nos. 9 and 12.

	THIRD CLASS.			2d CLASS.	FIRST CLASS.				
	43 Local Freight	35 Local Freight	33 Local Freight	51 Manifest Freight	21 M. D. & G. Passenger	11 Local Passenger	9 Local Passenger	3 Through Mail and Express	1 Through Mail and Express
	Depart Daily Ex. Sunday	Depart Daily Except Sunday	Depart Daily Except Sunday	Depart Daily	Depart Daily	Depart Daily Except Sunday	Depart Daily	Depart Daily	Depart Daily
			Lv 12.20 PM	Lv 3.25 AM				Lv 5.30 PM	Lv 6.20 AM
			Ar 12.30 PM	Ar 3.32 AM				s 5.35	s 6.25
			Lv 1.30 PM M4					5.39 M 56	6.29
	Lv 10.25 AM		Ar 1.05 PM Lv 1.40 PM	Lv 4.00 AM				s 5.55	s 6.45
	Ar 10.35 AM		Via Wade	Via Wade				5.58 M 56	s 6.48
			f 1.54	4.10				6.04	f 6.54
			s 2.15	4.28				s 6.14	s 7.03
			s 2.47	4.55				s 6.28	f 7.16
			s 3.20	5.20				s 6.44	s 7.29
								¶ 6.55	¶ 7.40 M 34
			s 3.45 M 56	5.40	Lv 8.30 AM			7.20	8.05
			f 3.59 M 22	5.53	8.38			7.26	8.11
			s 4.17	6.10	s 8.45			s 7.35	s 8.20
			4.40	6.40 M 34	8.59			7.46	8.31
				7.00	s 9.10			s 7.56	s 8.41
		Lv 6.00 AM	Ar 5.00 PM	7.50	9.13			7.59	8.44
					Ar 9.15 AM		Lv 3.30 PM	8.00	8.45
							3.33	8.10	8.55
								8.12	8.57
		6.25		8.15				3.46	8.25
		6.50		8.42				4.00	8.38
		7.20		9.12				s 4.15	s 8.54
		7.43		9.35				s 4.25	f 9.05 M 2
		8.15		10.03 M4 1 P				s 4.40	f 9.21
		8.35		10.15 M 36				s 4.47	f 9.29
		9.00 M 36 9.45 M 4		10.32		Lv 8.25 AM M12		s 4.55	s 9.38
		10.15		10.50		s 8.45 M 36		s 5.05	s 9.49
		10.38 1P 11.05 M56 51P		11.05 M 56 P 35		s 9.02		s 5.14	s 9.59
		11.30 AM		11.20		s 9.15 M 4		s 5.23	s 10.08
						9.25		5.33	10.18
		12.20 PM		11.53 AM		s 9.35		s 5.42	f 10.28
		12.47 M 10		12.09 PM		f 9.45 M 56		f 5.52	10.37
		Ar 1.30 PM		Ar 12.30 PM M10		Ar 10.00 AM		Ar 6.05 PM	Ar 10.50 PM
	Arrive Daily ex. Sunday	Arrive Daily except Sunday	Arrive Daily except Sunday	Arrive Daily	Arrive Daily	Arrive Daily except Sunday	Arrive Daily	Arrive Daily	Arrive Daily

Time Table No. 49		Distance from Kansas City	Hours of Telegraph Service and Office Calk.
Effective July 6, 1913.			
STATIONS.			
PH	DEQUEEN YARD	430.0	YD 12 noon to 8 AM
PH	DEQUEEN Passgr. Depot	433.4	Q 8 AM to 6 PM
	BEAR CREEK JUNCTION	434.8	
	HORATIO	440.7	HO 6 15 AM to 5 15 PM
PH	NEAL SPRINGS	442.1	
	L. R. V. Crossing	442.3	
	MORRIS FERRY	444.7	
	WINTHROP	449.3	WN 6.30 AM to 5.30 PM
	ALLENE	456.1	
	WILTON	463.0	W 7 AM to 6 PM
	St. L. & S. F. Crossing	467.7	INTERLOCKED
	ASHDOWN	468.0	ND 6.30 AM to 2.30 AM
	HUDSON	471.2	
PH	OGDEN	475.6	
	WHATLEY	482.2	
	TRIGG STREET	487.0	X Continuous
	DEPOT JUNCTION	487.3	
PH	TEXARKANA Passgr. Depot	487.6	UD Continuous
	DEPOT JUNCTION	487.3	
	T. & P. Crossing	487.4	INTERLOCKED
	St. L. S. W. Crossing	487.5	INTERLOCKED
	T. & P. Crossing	489.4	INTERLOCKED
	DAY	492.9	
	SPENCER	499.4	
	BLOOMBURG	507.2	B 7 AM to 6 PM
	RAVANNA	512.5	
	RODESSA	519.6	MC 7 AM to 6 PM
	MYRTIS	522.9	MY 8 AM to 7 PM
	VIVIAN	526.8	VN 8 AM to 7 PM
	LEWIS	531.7	WS 7 AM to 6 PM
	OIL CITY	535.8	CH 8 AM to 11 PM
	MOORINGS PORT	539.3	KX 8 AM to 7 PM
	MILE POST 544	544.0	
	BLANCHARD	548.1	CD 7 AM to 6 PM
	SHEEHAN	552.2	
PH	SHREVEPORT SHOPS	557.8	J Continuous
		123.8	

BEAR CREEK JUNCTION TO NEAL SPRINGS.

Sidings and Spurs Between Stations.

	Mile No.	Car Capacity
K. C. Packing Box Co.	440	5
Packard.....	441	12

	33 Local Freight	51 Manifest Freight							
	Depart Daily ex. Sunday	Depart Daily					Via Horatio	Via Horatio	
	Lv 12.30 PM	Lv 3.32 AM							BEAR CREEK JUNCTION
	12.45	3.44							WADE
	Ar 1.05 PM	Ar 4.00 AM							PH NEAL SPRINGS
	Arrive Daily ex. Sunday	Arrive Daily							8.4
	0.10	7.30	4.40	9.05	0.45	1.35	2.35	5.20	5.10
	Time on district.								

FOURTH DISTRICT—Shreveport to DeQueen.

NORTH BOUND.

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turn Tables, Track Scales and Weigh.	Capacity of Passing Tracks.	Distance from Port Arthur.	Time Table No. 49									
			Effective July 6, 1913.									
			FIRST CLASS.					2d CLASS.	THIRD CLASS.			
			2 Through Mail and Express	4 Through Mail and Express	10 Local Passenger	12 Local Passenger	22 M. D. & G. Passenger	56 Manifest Freight	34 Local Freight	36 Local Freight	44 Local Freight	
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
			STATIONS.									
T W O Yard		352.8	PH	DEQUEEN YARD	Ar 12.20 AM	Ar 1.55 PM			Ar 6.15 PM	Ar 11.30 AM		
		352.4	PH	DEQUEEN Passgr. Depot	s 12.10	s 1.45						
		351.0		BEAR CREEK JUNCTION	12.06 AM	1.41			Lv 6.02 PM M3	Lv 11.20 AM		
95	39	345.1		HORATIO	s 11.50 PM	s 1.23 M33				Ar 10.15 AM	Ar 1.15 PM	
6	90	343.7	PH	NEAL SPRINGS	s 11.47	s 1.20			Ar 5.30 PM M3	Ar 10.05 AM	Lv 1.05 PM	
Connection		343.5		L. R. V. Crossing					Via Wade	Via Wade		
6	24	341.1		MORRIS FERRY	11.41	f 1.14			5.20	f 9.55		
W 16	83	336.5		WINTHROP	s 11.31	s 1.04			5.00	s 9.30		
30	90	329.7		ALLENE	f 11.17	s 12.50			4.32	s 8.55		
W 106	125	322.8		WILTON	s 11.03	s 12.36			4.05	s 8.15		
Connection		318.1		ST. L. & S. F. Crossing								
W Yard	104	317.8		ASHDOWN	s 10.52	12.25 12.01 PM		Ar 4.05 PM	3.45 M33	s 7.40 M1		
	61	314.6		HUDSON	10.46	11.55 AM			3.32	f 7.28		
20	79	310.2	PH	OGDEN	s 10.37	s 11.46		s 3.49	3.14	s 7.08		
4	79	303.6		WHATLEY	10.25	11.34		3.36	2.46	6.40 M51		
S T W O Yard		298.8		TRIGG STREET	s 10.15	s 11.24		s 3.25	2.25 1.45	Lv 6.00 AM	Ar 1.15 PM	
		298.5		DEPOT JUNCTION	10.12	11.22		3.22				
		298.8	PH	TEXARKANA Passgr. Depot	10.10 10.00	11.20 11.10	Ar 3.10 PM M22	Lv 3.20 PM M10				
		298.5		DEPOT JUNCTION	9.57	11.08	3.08					
Interlocked		298.4		T. & P. Crossing								
Interlocked		298.3		ST. L. S. W. Crossing								
Interlocked		296.4		T. & P. Crossing								
	80	292.9		DAY	9.44	10.56	2.55		1.25		12.45	
	80	286.4		SPENCER	9.31	10.44	2.41		1.04		12.13 PM	
W 58	77	278.6		BLOOMBURG	s 9.16	s 10.29	s 2.25		12.40		11.37 AM	
12	50	273.3		RAVANNA	f 9.05 M3	f 10.18	s 2.14		12.23 PM		11.10	
12	76	266.2		ROUSSA	f 8.48	s 10.03 M1 M51	s 1.59		11.59 AM		10.32	
W 21	68	262.9		MYRTIS	s 8.40	s 9.55 P36	s 1.52		11.48		10.15 4P M1 9.55 M51	
53	80	259.0		VIVIAN	s 8.31	s 9.45 M35	s 1.43	Ar 8.20 AM M11	11.35		9.25 M35	
180	77	254.1		LEWIS	s 8.20	s 9.33	s 1.33	s 8.09	11.18		8.45 M11	
Y 158	68	250.0		OIL CITY	s 8.11	s 9.24	s 1.25	s 8.00	11.05 M51 M33		8.20	
W 79	71	246.5		MOORINGSPOINT	s 8.02	s 9.15 M11	s 1.17	s 7.52 P36	10.48 M1		7.52 12P	
No Siding		241.8		MILE POST 544	7.51	9.06	1.06	7.42				
12	61	237.7		BLANCHARD	s 7.42	s 8.57	s 12.57	s 7.34	10.05		6.55	
	47	233.6		SHEEHAN	7.33	8.48	f 12.47 M35	f 7.25	9.45 M11		6.25	
ST W O Yard	.....	228.0	PH	SHREVEPORT SHOPS	Lv 7.20 PM	Lv 8.35 AM	Lv 12.35 PM M51	Lv 7.13 AM	Lv 9.15 AM		Lv 6.00 AM
		123.8			Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily Ex. Sunday	Depart Daily Ex. Sunday	

Switches at Bear Creek Junction and Neal Springs will be left set for the New Line and locked.

Trains 1, 2, 3 and 4 will use the Old Line via Horatio between Bear Creek Junction and Neal Springs.

Trains 33, 34, 51 and 56 will use the New Line via Wade between Bear Creek Junction and Neal Springs.

Location of Mail Cranes

	Mile No.
Morris Ferry	445
Lipton	453
Allene.....	456
Cass	503
Ravanna	512

NEAL SPRINGS TO BEAR CREEK JUNCTION.

							56 Manifest Freight	34 Local Freight			
							Arrive Daily	Arrive Daily Ex. Sunday			
		352.1		BEAR CREEK JUNCTION	Via Horatio	Via Horatio	Ar 6.02 PM M3	Ar 11.20 AM			
	80	348.6		WADE			5.48	11.00			
42	90	343.7	PH	NEAL SPRINGS			Lv 5.30 PM M3	Lv 10.35 AM			
							Depart Daily	Depart Daily Ex. Sunday			
				Time on district.	5.00	5.20	2.35	1.07	0.45	9.00	5.30

FIFTH DISTRICT—Shreveport to Leesville.

SOUTH BOUND.

THIRD CLASS		SECOND CLASS	FIRST CLASS				
							45 Dodger	37 Local Freight	51 Manifest Freight	11 Local Passenger	9 Local Passenger	3 Through Mail and Express	1 Through Mail and Express
Depart Daily Ex. Sunday	Depart Daily Ex. Sunday	Depart Daily	Depart Daily Ex. Sunday	Depart Daily	Depart Daily	Depart Daily	Depart Daily
	Lv 5.50AM	Lv 3.40PM ^{M38}	Lv 10.05AM	Lv 6.05PM	Lv 10.55PM	Lv 11.35AM	
		3.50 ^{M46}					
Lv 6.55AM			Ar 10.20AM	Ar 6.20PM	11.10 11.30	11.50AM 12.10PM	
7.03 ^{M56}			10.10	6.10	11.00 11.40	11.40AM 12.20PM	
7.27 ^{M4}	6.35 ^{M56}	4.20			f 11.56PM	f 12.37	
7.40	7.16 ^{M4}	4.38			12.06AM	12.47	
7.58 ^{P37}	7.58 ^{45P}	5.00			f 12.20	s 1.01	
8.08	8.25	5.15			f 12.29	f 1.10	
	8.20	5.33 ^{M2}			12.39	f 1.19 ^{M38}	
					12.47	1.27	
Ar 8.40AM	9.25	6.00			s 12.55	s 1.35 ^{M46}	
					s 1.00	s 1.41	
					f 1.11	f 1.53	
					f 1.25	s 2.07	
					f 1.39	s 2.21	
					f 1.54	s 2.36	
					s 2.06	s 2.48	
	12.45	8.25			f 2.15 ^{M56}	s 2.57	
	1.40	8.55			s 2.33	s 3.15	
	2.15	9.20			f 2.46	s 3.28 ^{M2}	
	2.40	9.35			f 2.54	s 3.37	
	3.07 ^{M2}	9.54			3.05	f 3.49	
	3.35	10.15			s 3.17	s 4.01	
	3.45	10.20			f 3.21	s 4.04	
	4.17 ^{1P}	10.42			f 3.34 ^{M4}	f 4.17 ^{P37}	
	4.52	11.07			3.48	f 4.30	
		Ar 5.20PM	Ar 11.25PM ^{M56}		Ar 4.00AM	Ar 4.40PM	
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	
2.05	11.30	7.45	0.15	0.15	5.05	5.05	

Time Table No. 49 Effective July 6, 1913.

STATIONS.	Distance from Kansas City.	Hours of Telegraph Service and Office Calls.
PH SHREVEPORT SHOPS	557.8	J Continuous
V. S. & P. Crossing	558.3	
T. & P. Crossing	558.3	
North Y Switch and H. E. & W. T. Crossing	558.4	
UNION DEPOT SHREVEPORT	559.7	UN Continuous
SOUTH Y SWITCH	558.6	
T. & P. Crossing	563.5	
FORBING	565.8	
NORTONS	570.4	
FRIERSON	576.3	RN 7.15 AM to 6.15 PM
KINGSTON	580.2	
K. L. Co. Crossing	580.2	
HOLLY	584.2	
HOLLINGSWORTH	587.7	
MANSFIELD	591.3	D 8 AM to 6 PM 8.30 PM to 6.30 AM
M. Ry. & T. Co. Crossing	592.2	
{ SO. MANSFIELD }	593.4	
{ T. & P. Crossing }	593.5	
TRENTON	598.1	
BENSON	604.1	BE 7 AM to 6 PM
CONVERSE	610.0	
F. J. L. Co. Crossing	616.2	
NOBLE	616.5	N 7 AM to 6 PM
ZWOLLE	621.7	UX 8 AM to 6 PM 8 PM to 6 AM
Z. & E. R. R. Crossing	621.9	
LORING	625.6	
MANY	633.3	K 8 AM to 6 PM 8 PM to 6 AM
FISHER	638.8	FY 7.30 AM to 6.30 PM
FLORIEN	642.3	AN 7 AM to 6 PM
CHRISTIE	647.0	
HORNBECK	652.0	BK 7 AM to 11 PM 1 AM to 5 AM
BARHAM	653.4	RO 7 AM to 6 PM
La. C. CROSSING	653.6	
ANACOCO	658.5	GX 6.25 AM to 5.25 PM
HAWTHORNE	664.3	
PH LEESVILLE	668.3	SV Continuous
110.5		
Time on district.		

Sidings and Spurs Between Stations.

	Mile No.	Car Capacity.
Caddo Refinery	562	17
Caddo Window Glass Co.	562	20
Shreveport Bottle & Glass Co.	563	13
Hartl	570	3
De Soto	574	6
Shamburger	579	17
Mansfield Clay Products Co.	591	12
Roberts-Brown Lbr. Co.	602	13
Zwolle & Eastern Conn.	628	...
Ayers	644	20
Gandy	646	10
Everett	655	8
Hymers	663	13

Cedar Grove, M. P. 563, is flag stop for Nos. 1 and 2.

Hymers, M. P. 663, is flag stop for trains 1 and 2.

FIFTH DISTRICT—Leesville to Shreveport.

Capacity of Other Tracks, Location of Water-Tanks, Fuel Stations, Turn Tables, Track Scales and Wyes.		Capacity of Passing Tracks.	Distance from Port Arthur.	NORTH BOUND.						
				FIRST CLASS.				SECOND CLASS.	THIRD CLASS.	
				2 Through Mail and Express	4 Through Mail and Express	10 Local Passenger	12 Local Passenger	56 Manifest Freight	38 Local Freight	46 Dodger
Time Table No. 49 Effective July 6, 1913.				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
STATIONS.				Ar 7.15 PM	Ar 8.30 AM	Ar 12.35 PM	Ar 7.13 AM	Ar 7.10 AM	Ar 3.40 PM M51	
W. O. T. S. Yard		228.0	PH SHREVEPORT SHOPS							
Connection		227.5	V. S. & P. Crossing							
Connection		227.5	T. & P. Crossing							
Connection		227.4	North Y Switch and H. E. & W. T. Crossing	6.30	7.45					3.50 M51
Yard		228.5	UNION DEPOT SHREVEPORT	7.05 6.40	8.20 7.55	Lv 12.25 PM	Lv 7.00 AM			Ar 4.05 PM
		227.2	SOUTH Y SWITCH	6.29	7.44			7.00 M45		3.49
		222.3	T. & P. Crossing							
21	50	220.0	FORBING	f 6.14	s 7.27 M 45			6.35 M 37	2.50	3.23
4	67	215.4	NORTONS	6.04	7.16 M37			6.15	2.28	3.07
41	58	209.5	FRIERSON	s 5.51	f 7.02			5.50	2.00	2.45
10		205.6	KINGSTON	f 5.42	6.52			5.32	1.40	2.31
Connection		205.6	K. L. Co. Crossing							
26	50	201.6	HOLLY	f 5.33 M51	f 6.42			5.15	1.19 M 1	2.16
8		193.1	HOLLINGSWORTH	5.25	6.32					
47	45	194.5	MANSFIELD	s 5.17	s 6.23			4.45	12.40	Lv 1.50 PM M1
Connection		193.6	M. Ry. & T. Co. Crossing							
55		192.4	{ SO. MANSFIELD }							
Connection		192.3	{ T. & P. Crossing }	s 5.12	s 6.18				12.28	
18	49	187.7	TRENTON	f 5.02	f 6.06			4.15	12.03 PM	
11	50	181.7	BENSON	s 4.48	f 5.51			3.48	11.30 AM	
21	45	175.8	CONVERSE	s 4.35	f 5.36			3.23	11.00 M37	
		169.6	F. J. L. Co. Crossing							
34	49	169.3	NOBLE	s 4.20	f 5.20			2.55	10.25	
T 58	40	164.1	ZWOLLE	s 4.08	s 5.07			2.32	9.55	
Connection		163.9	Z. & E. R. E. Crossing							
82	59	160.2	LORING	s 3.59	f 4.57			2.15 M 3	9.35	
67	54	152.5	MANY	s 3.41	s 4.38			1.44	8.57	
40	49	147.0	FISHER	s 3.28 M1	f 4.24			1.21	8.30	
	45	143.5	FLORIEN	s 3.19	f 4.14			1.07	8.14	
10	68	138.8	CHRISTIE	f 3.07 M37	4.02			12.50	7.53	
W. 47	67	133.8	HORNBECK	s 2.55	s 3.50			12.30	7.30	
29		132.4	BARHAM	s 2.52	f 3.47			12.25	7.20	
Connection		132.2	La. C. Crossing							
21	51	127.3	ANACOCO	f 2.40	f 3.34 M3			12.05 AM	6.55	
10	50	121.5	HAWTHORNE	f 2.25	3.17			11.45 PM	6.25	
S. W. O. T. Yard		117.5	PH LEESVILLE	Lv 2.15 PM	Lv 3.05 AM			Lv 11.25 PM M51	Lv 6.00 AM	
		110.5		Depart Daily	Depart Daily	Depart Daily	Depart Daily Ex. Sunday	Depart Daily	Depart Daily Ex. Sunday	Depart Daily Ex. Sunday
		Time on district.		5.00	5.25	0.10	0.13	7.45	9.40	2.15

Location of Mail Cranes.

	Mile No.
Cedar Grove	563
Forbing	565
Kingston	581
Holly	585
Trenton	599
Clyde	620
Loring	626
Barham	654
Hymers	663
Hawthorne	665

Water Tanks Between Stations.

2.5 miles north of Frierson.
0.5 miles north of Trenton.
2.6 miles south of Converse.
0.5 miles south of Many.

668
591
77

SIXTH DISTRICT—Leesville to Port Arthur.

SOUTH BOUND.

Sidings and Spurs Between Stations

	Mile No.	Car Capacity
Clays.....	673	11
Jordan&Co.	675	5
PH Pinewood...	682	40
Cole.....	703	7
Miles.....	724	18
Kearney...	738	16
U. O. & R. Co...	770	28
McFadden	773	16
Sun	776	20
Rice Farm	778	15
Griffing.....	782	12
*Chaison Branch..	....	....
Beaumont Column Co. Spur	C768	174
Secu.ity Oil Co. ..	C769	20
Beaumont Saw Mill Co.	C770	10

Water Tanks Between Stations
3.0 miles north of Singer.

Location of Mail Cranes

	Mile No.
Stables.....	670
Cooper.....	675
Newlin	704
Seale	711
Wasey.....	718
Starks	736
Hartburg ...	744
Lemonville..	749
Vidor	761
Spindle Top	771

Pinewood, Mile 682, and Miles, Mile 724, are flag stops for Trains 1 and 2.

Rice Farm and Griffing are flag stops for No. 1.

Trains 13, 14, 15, 16, 17 and 18 will make stop at following points to receive or discharge passengers:

Spindle Top,
McFadden,
Sun,
Rice Farm,
Griffing

THIRD CLASS.			SECOND CLASS.			FIRST CLASS.			Time Table No. 49 Effective July 6, 1913.	Distance from Kansas City.	Hours of Telegraph Service and Office Calls.		
67 S. & N. Log.	65 E. L. & L. Log.	63 E. L. & L. Log.	41 Local Freight	39 Local Freight	51 Manifest Freight	17 Suburban Passenger	15 Suburban Passenger	13 Suburban Passenger				3 Through Mail and Express	1 Through Mail and Express
Depart Daily Ex. Sunday	Depart Daily Ex. Sunday	Depart Daily Ex. Sunday	Depart Daily Ex. Sunday	Depart Daily Ex. Sunday	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	PH LEESVILLE	688.3	SV Continuous
				Lv 6.00 AM	Lv 11.35 PM M56				Lv 4.00 AM	Lv. 4.40 PM	STABLES	669.8	
				6.15					f 4.04	s 4.44	PICKERING	676.2	OK 7:00 AM to 6:00 PM
				7.20	12.15 AM				f 4.21	s 5.01	PH NEAME	679.4	HG 7:00 AM to 6:00 PM
				7.55	12.32				s 4.30	s 5.10	M & L CROSSING	680.2	
				8.35	12.51				f 4.42	s 5.21	ROSE PINE	683.5	
				9.10	1.08				f 4.52	s 5.31	LUDINGTON	686.9	NY 8 AM to 7 PM
				9.30 M40	1.17				s 4.57	s 5.36	DE RIDDER	688.9	HF 8 AM to 6 PM
				9.50	1.33				s 5.05	s 5.45	J. & E. Crossing	689.5	INTERLOCKED
				10.10	1.51 M4				s 5.14	s 5.55	BON AMI	691.9	BA 8 AM to 7 PM
				11.05					s 5.35	s 6.17	M. & L. CROSSING	694.5	
				11.15	2.30				f 5.39	s 6.21	CARSON	695.1	C 7:30 AM to 6:30 PM
				11.40 AM					f 5.46	f 6.28	NEWLIN	703.0	
Lv 8.30 AM				12.10 PM	2.55				f 5.55	f 6.38	SINGER	704.4	SI 8 AM to 7 PM
8.32				12.17 M2	2.57				5.56	6.39	JUANITA	706.9	JN 8 AM to 7 PM
8.52	Lv 12.40 PM	Lv 5.50 AM		1.00					f 6.10	f 6.55	S. & N. Crossing	707.0	JN 8 AM to 7 PM
9.00 M64	Ar 12.50 PM	Ar 6.00 AM M40	Lv 7.00 AM M68	Ar 1.10 PM	Ar 3.30 AM				6.15 M40	7.00	SMYTH JUNCTION	710.4	CG 8 AM to 7 PM
Ar 9.05 AM			Ar 7.10 AM						6.25	7.20	SEALE	711.1	
									Ar 6.28 AM	Ar 7.23 PM	WASEY	717.1	RH 8 AM to 7 PM
											PH DEQUINCY	718.8	CY Continuous
											C. S. JUNCTION	719.9	
											HOLDEN	723.4	
											LUCAS	728.4	
											L. & M. Crossing	734.7	
											STARK	734.9	KG 7 AM to 6 PM
											RULIFF	740.3	RU 5 AM to 1 AM
											HARTBURG	742.8	
											LEMONVILLE	747.9	
											MAURICEVILLE	749.9	M 7 AM to 6 PM
											O. & N. W. Crossing.		
											DOTY	755.5	
											PH VIDOR	760.1	VY 7 AM to 6 PM
											Sou. Pac. Crossing	764.5	INTERLOCKED
											Sou. Pac. Crossing	765.8	
				Lv 1.00 PM			Lv 6.20 PM	Lv 3.30 PM	Lv 11.30 AM	Lv 8.20 AM M14 M42	PH BEAUMONT	766.2	BU Continuous
				1.12			6.25	3.35	11.35	8.25	G. B. & K. C. Crossing	766.4	
				1.50 M16			6.27	3.37	11.37	8.27	PH CHAISON JUNCT.	767.8	
				2.07			s 6.40	s 3.50	s 11.51	s 8.40	GARRISON	769.2	
				Ar 2.35 PM			f 6.47	f 3.57	f 11.57 AM	8.47	NEDERLAND	775.8	
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Ar 7.00 PM	Arrive Daily Ex. Sunday	Arrive Daily	Ar 7.00 PM	Ar 4.10 PM	Ar 12.10 PM	Ar 9.00 AM M2	Ar 9.55 PM M4	NECHES JUNCTION	779.3	
0.35	0.10	0.10	Ar 7.10 AM	7.35	3.55	7.00 PM	4.10 PM	12.10 PM	9.00 AM M2	9.55 PM M4	Sou. Pac. Crossing	784.6	
				7.10							PH PORT ARTHUR	785.8	PA Continuous
											117.5		
											Time on district		

SIXTH DISTRICT—Port Arthur to Leesville.

NORTH BOUND.

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turn Tables, Ways and Track Scales.		Capacity of Passing Tracks.		Distance From Port Arthur		Time Table No. 49										
						Effective July 6, 1913.										
						FIRST CLASS.					SECOND CLASS.	THIRD CLASS.				
						2	4	14	16	18	56	40	42	64	66	68
						Through Mail and Express.	Through Mail and Express	Suburban Passenger	Suburban Passenger	Suburban Passenger	Manifest Freight	Local Freight.	Local Freight.	E. L. & L. Log	E. L. & L. Log	S. & N. Log
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily Except Sunday	Arrive Daily Except Sunday	Arrive Daily Except Sunday	Arrive Daily Except Sunday
W.O.T.S. Yd.	117	117.5	PH	LEESVILLE	Ar 2.15 PM	Ar 3.05 AM				Ar 11.15 PM M51	Ar 1.40 PM					
16		116.0		STABLES	s 2.11	f 3.01					1.25					
224	92	109.6		PICKERING	s 1.54	f 2.43				10.41	12.33 PM					
WSY 200	74	106.4	PH	NEAME	s 1.44	s 2.33				10.26	11.50 AM					
Connection		105.6		M. & L. CROSSING												
18	67	102.3		ROSE PINE	s 1.33	f 2.23				10.08	10.52					
	34	98.9		LUDINGTON	s 1.23	f 2.13				9.53	9.55					
98	50	96.9		DE RIDDER	s 1.18	s 2.08				9.45	9.30 M39					
Connection		96.3		J. & E. Crossing												
W 82	53	93.9		BON AMI	s 1.09	s 2.00				9.32	9.10					
Connection		91.3		M. & L. CROSSING												
S 108	54	90.7		CARSON	s 1.00	s 1.51 M51				9.17	8.50					
44		82.8		NEWLIN	12.39	1.28					7.57					
15	66	81.4		SINGER	s 12.35	s 1.23				8.37	7.47					
11	24	78.9		JUANITA	f 12.28	f 1.15					7.30					
		78.8		S. & N. Crossing												
		75.4		SMYTH JUNCTION	f 12.18	f 1.05				8.11	7.05					Ar 7.35 AM
22	67	74.7		SEALE	12.17 M39	1.04				8.09	7.02					7.30
		68.7		WASEY	s 12.01 PM	f 12.45				7.42	6.30			Ar 9.20 AM	Ar 4.40 PM	
W.O.Y. Yard		67.0	PH	DE QUINCY	Ar 11.55 AM	12.40				Lv 7.35 PM	Lv 6.20 M63	Ar 2.00 PM	Lv 9.10 AM M67	Lv 4.30 PM		7.00 M41
Connection		65.9		C. S. JUNCTION	Lv 11.32 AM	Lv 12.27 AM						Lv 1.50 PM				Lv 6.55 AM
	93	62.4		HOLDEN												
	67	57.4		LUCAS												
Connection		51.1		L. & M. Crossing												
20	68	50.9		STARK												
S W 48	131	45.5		RULIFF												
16		43.0		HARTBURG												
30	76	37.9		LEMONVILLE												
W Y Connection		35.9		MAURICEVILLE												
		35.9		O. & N. W. Crossing.												
8	67	30.3		DOTY												
8	93	25.7	PH	VIDOR												
		21.3		Sou. Pac. Crossing												
		20.0		Sou. Pac. Crossing												
W.O.Y.S.Yd.		19.6	PH	BEAUMONT	Ar 9.40 AM	Ar 10.35 PM	Ar 8.20 AM M3	Ar 2.10 PM	Ar 5.40 PM			Ar 7.50 AM M3				
Connection		19.4		G.B.&K.C. Crossing												
Y 77	92	18.0	PH	CHAISON JUNCTION	9.35	10.30	8.15	2.05	5.35			7.35				
	41	16.6		GARRISON	9.33	10.28	8.13	2.03	5.33							
63	77	10.0		NEDERLAND	s 9.20	s 10.16	s 8.00	s 1.50 M41	s 5.21			7.02				
		6.5		NECHES JUNCTION	9.13	10.08	f 7.53	f 1.43	f 5.13			6.4				
Connection		1.2		Sou. Pac. Crossing												
O.Y.S.W. Yd			PH	PORT ARTHUR	Lv 9.00 AM M3	Lv 9.55 PM M1	Lv 7.40 AM	Lv 1.30 PM	Lv 5.00 PM			Lv 6.10 AM				
				117.5	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily Except Sunday	Depart Daily Except Sunday	Depart Daily Except Sunday	Depart Daily Except Sunday	Depart Daily Except Sunday	
				Time on district	5.15	5.10	0.40	0.40	0.40	3.40	7.20	7.50	Generally	0.10	0.40	

LAKE CHARLES DISTRICT—De Quincy to Lake Charles.

	SOUTH BOUND.						NORTH BOUND.						
	THIRD CLASS.		SECOND CLASS	FIRST CLASS.			STATIONS.	FIRST CLASS.		SECOND CLASS	THIRD CLASS.		
	265 E. L. & L. Log	263 E. L. & L. Log	51 Manifest Freight	203 Passenger	201 Passenger			202 Passenger	204 Passenger	56 Manifest Freight	264 E. L. & L. Log		266 E. L. & L. Log
<p>Special Rights of Trains.</p> <p>No. 201 is superior to 204 to Lake Charles. No. 203 is superior to 202 to Lake Charles. No. 263 is superior to 264 to Lockport Jct. No. 265 is superior to 266 to Lockport Jct.</p> <p>Sidings and Spurs Between Stations.</p> <p>LOCKPORT BRANCH. Lockport..... E 738 Perkins & Miller E 741</p> <p>Water Tanks Between Stations.</p> <p>3.5 miles north of Lockport Jct. Edgewood M. P. B 727 is flag stop for Nos. 201, 202, 203 and 204.</p>	Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turn Tables, Track Scales and Wyes.	Depart Daily Ex. Sunday	Depart Daily Ex. Sunday	Depart Daily	Depart Daily	Depart Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Hours of Telegraph Service and Office Calls.	
W. O. Y. Yard	Lv 1.00PM	Lv 6.00AM	Lv 3.50AM	Lv 6.30AM	Lv 7.20PM M&S	PH DE QUINCY	Ar 11.30AM	Ar 12.25AM	Ar 7.20PM M201	Ar 9.10AM	Ar 4.30PM	CY Continuous	
Connection				f 6.41	f 7.31	C. S. N. O. & P. Crossing							
15	1.33	6.35	4.40	f 6.55	f 7.45	PERKINS	f 11.19	f 12.13AM					
64	Ar 2.00PM	Ar 7.00AM	5.20	f 7.15	f 8.05	TURNER	f 11.05	f 11.57PM	6.35	8.35	3.57		
12			5.35	s 7.23	s 8.13	LOCKPORT JCT.	f 10.45	f 11.35	6.05	Lv 8.10AM	Lv 3.30PM		
Connection						PH WEST LAKE	s 10.37	s 11.27	5.55				
W. S. O. T. Yard	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Ar 5.50AM	Ar 7.30AM	Ar 8.20PM	Sou. Pac. Crossing	Lv 10.30AM	Lv 11.20PM	Lv 5.45PM			INTERLOCKED	
	1.00	2.00	1.00	1.00	1.00	Sou. Pac. Crossing	Depart Daily	Depart Daily	Depart Daily	Depart Daily Ex. Sunday	Depart Daily Ex. Sunday	SA 8AM to 7PM	
						PH LAKE CHARLES	1.00	1.05	1.35	1.05	1.00		
						22.3							
						Time on district.							

TONNAGE RATING ON SOUTHERN DIVISION.

DISTRICTS	Direction	FROM STATION	TO STATION	Adjustment Per Car in Tons	Class A	Class B-1	Class B-3	Class B-4	Class C-1	Class D	Class D-3	Class D-5	Class D-6	Class D-7	Class E-1	Class E-2	Class E-3	Class G-Comp.	Class H.
FOURTH	South	De Queen.....	Shreveport.....	10	950	1080	1165	1130	1525	1170	1520	980	1305	1695	2610	2770	3000	6000	2420
	North	Shreveport.....	De Queen.....	10	950	1080	1165	1130	1525	1170	1520	980	1305	1695	2610	2770	3000	6000	2420
FIFTH	South	Shreveport.....	Leesville.....	5	490	555	595	575	790	600	735	480	670	855	1500	1600	1700	3215	1210
	North	Leesville.....	Shreveport.....	5	510	575	615	595	840	650	835	460	710	895	1600	1700	1800	3415	1265
SIXTH	South	Leesville.....	De Quincey.....	10	950	1080	1165	1130	1525	1170	1520	1305	1695	2610	2770	3000	6000	2420	
		De Quincey.....	Port Arthur.....	15	1690	1950	2100	2055	2710	2125	2710	2365	3140	4500	5285	5715	10480	4500	
	North	Port Arthur.....	De Quincey.....	15	1690	1950	2100	2055	2710	2125	2710	2365	3140	4500	5285	5715	10480	4500	
		De Quincey.....	Leesville.....	10	950	1080	1165	1130	1525	1170	1520	1305	1695	2610	2770	3000	6000	2420	
LAKE CHARLES BRANCH	South	De Quincey.....	Lake Charles.....	15	1690	1950	2100	2055	2710	2125	2710	2365	3140	4500	5285	5715	10480	4500	
	North	Lake Charles.....	De Quincey.....	15	1690	1950	2100	2055	2710	2125	2710	2365	3140	4500	5285	5715	10480	4500	

- Note.—(a) The foregoing adjusted tonnage ratings are for single locomotives on slow freight trains between the points named.
 (b) In making up trains, add the adjustment figure to the total weight of each car (whether loaded or empty) and take enough adjustments to make up the designated rating.
 (c) Dead locomotives hauled in trains should be figured to weigh twice their actual weight for tonnage rating purposes.
 (d) When a helping locomotive is used on a train as double header, or as a pusher, use the combined ratings for the locomotives used.
 (e) These tonnage ratings are based on locomotives in good condition in favorable weather with temperature 35 degrees Fahrenheit and above. With lower temperature, heavy snow or wind, or locomotives in indifferent condition, reductions may be made by the Division Superintendent after conference with the Superintendent of Machinery to temporarily meet the requirements. Such reductions should be based on a certain percentage deduction from the established tonnage rating, and not by any change of the established adjustment per car in tons figures as given on this tonnage rating sheet.
 (f) Newly built and newly repaired locomotives will be rated on their first trip in road service at not less than seventy-five percent of the established tonnage rating and this rating will be increased to the established rating after the first trip or as soon thereafter as may be practicable, the Superintendent of Machinery to be the judge.

CLASSIFICATION OF LOCOMOTIVES.

CLASS	Locomotive Numbers	Tractive Power, in Pounds	Weight on Drivers, in Pounds	Weight of Locomotive and Tender Empty, in Pounds	Weight of Locomotive and Tender Loaded, in Pounds
A	56	14201	58000	72329	118000
B-1	101-110	16377	56000	96825	163000
B-3	140-143	17626	67500	106658	177000
B-4	170-173	17242	75000	108658	183000
C-1	300-305	22763	100000	113658	195000
D	250-257	17835	80000	107658	184000
D-3	320-333	22763	95000	121658	203000
D-4	334-337	21151	96000	134658	216000
D-5	350-380	28931	112500	142058	226400
D-6	400-411	19872	94700	123458	205800
D-7	600-606	26389	116000	161322	260000
E-1	460-474	39458	157000	176322	282000
E-2	450-453	41785	175000	181986	300000
E-3	475-499, 510-532	44080	182650	214667	324680
E-4	550-564	53900	225000	276200	434000
G	700-711	Compound 82000	357000	387500	521000
H	800-807	Simple 38000	158000	291300	419800

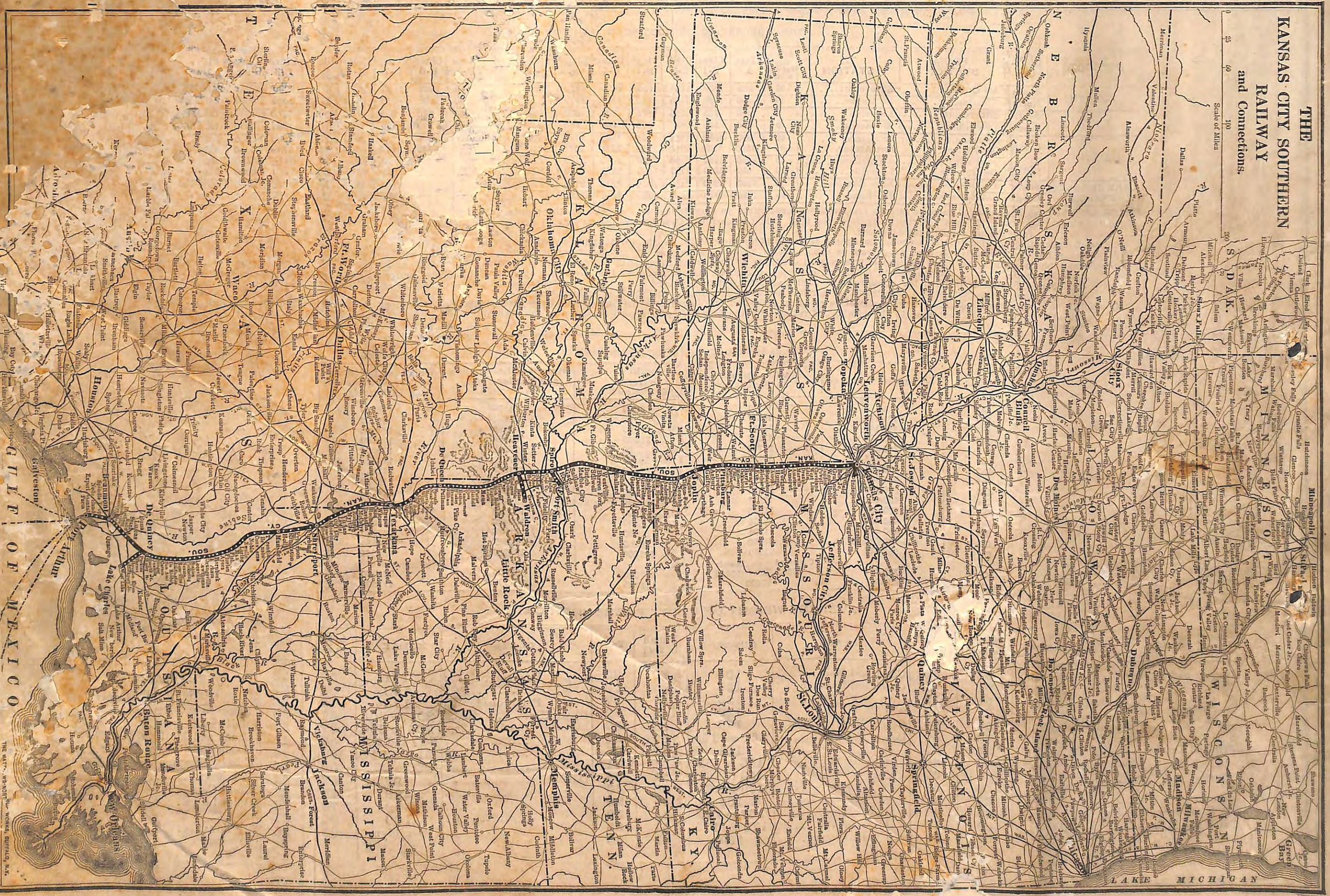
M-63-20/28 14K

AVERAGE WEIGHT OF EMPTY PASSENGER CARS

CLASS	NUMBERS	Length in Feet	Tons	CLASS	NUMBERS	Length in Feet	Tons	CLASS	NUMBERS	Length in Feet	Tons	
Baggage and Express.....	1 and 2	61	42	Coach and Mail.....	104	50	32	Coach, Partitioned.....	171	52	33	Recapitulation of Passenger Equipment. Baggage and Express.....18 Mail and Express.....10 Coach and Mail..... 3 Coach and Baggage..... 3 Coach, Baggage and Mail..... 1 Coaches.....23 Chair Cars.....25 Official Cars..... 5 TOTAL.....87
“ “.....	5 to 7	51	31	Coach and Baggage....	126	45	18	“.....	172	51	27	
“ “.....	8 to 10	51	30	“ “.....	128	51	27	“ Partitioned.....	173	52	32	
“ “.....	12 to 15	61	43	“ “.....	129	45	22	Chair Car.....	201 to 203	57	35	
“ “.....	16	54	30	Coach, Baggage & Mail	140	58	32	“ Partitioned....	204 to 206	57	37	
“ “.....	17 to 21	60	50	Coach, Partitioned....	151 and 155	52	24	“.....	207 and 208	58	41	
Mail and Express.....	31 and 33	54	31	“ “.....	154	51	25	“.....	211 to 219	60	44	
“ “.....	32	54	30	“ “.....	156 to 158	51	31	“.....	220 to 227	60	54	
“ “.....	34	55	37	“ “.....	159 to 161	51	34	Official.....	97	52	41	
“ “.....	35	60	37	“ “.....	176 to 180	60	43	“.....	98	44	29	
“ “.....	37	60	43	“.....	163	45	20	“.....	99	70	72	
“ “.....	38	60	42	“.....	167 to 168	55	30	“.....	100	66	61	
Coach and Mail.....	39 to 41	60	50	“.....	170 and 175	51	33	“.....	Geraldine	66	65	
“ “.....	103	55	28	“ Partitioned.....	169	51	33					

THE KANSAS CITY SOUTHERN RAILWAY and Connections.

Scale of Miles
0 25 50 100 200



GULF OF MEXICO

LAKE MICHIGAN

THE MAP, WHICH WORKS BUREAU, N.Y.