

SAFETY

"SAFETY is of FIRST importance in the discharge of duty."

"Obedience to the rules is essential to SAFETY."

Strict observance of the rules is necessary for the protection of life and limb, and the employees who are ever mindful of this not only reflect credit upon themselves and the railroad, but theirs is a real service to mankind.

THE KANSAS CITY SOUTHERN RAILWAY COMPANY

SOUTHERN DIVISION AND TEXARKANA AND FORT SMITH RAILWAY COMPANY

TIME TABLE NO. 19

**EFFECTIVE AT 12:01 A. M.
WEDNESDAY,
NOVEMBER 4, 1931**

FOR EMPLOYEES ONLY

**W. N. DERAMUS, Gen. Mgr., K. C. S. Ry.,
Third Vice-President, T. & Ft. S. Ry.,
Kansas City, Mo.**

**E. H. HOLDEN, Gen'l Sup't Transportation,
K. C. S. Ry.,**

**Fourth Vice-President, T. & Ft. S. Ry.,
Kansas City, Mo.**

**C. H. WRIGHT, Superintendent,
Texarkana, Texas.**

**L. W. McBRIDE, Sup't of Terminals,
Port Arthur, Texas.**

DISTRICTS

FIFTH DISTRICT—	
De Queen to Shops.....	124.5 Miles
SIXTH DISTRICT—	
South Y Switch to Union Depot, Shreveport... 1.0 "	
Shops to Leesville.....	110.4 "
SEVENTH DISTRICT—	
Leesville to Port Arthur.....	117.5 "
LAKE CHARLES DISTRICT—	
De Quincy to Lake Charles.....	22.6 "
Total Mileage.....	376.0 Miles

TRAIN MASTER, CHIEF DISPATCHER AND DISPATCHERS

C. GIBBS.....	Train Master
A. G. STUCKEY.....	Chief Dispatcher
R. A. SULLIVAN.....	Dispatcher
E. B. MOSS.....	"
F. A. SHEARER.....	"
S. C. JUSTUS.....	"
F. C. PORTER.....	"

SHREVEPORT, LOUISIANA

OFFICIAL WATCH INSPECTORS

J. H. MACE, General Time Inspector, Kansas City, Mo.

R. H. RAINS, Assistant to General Time Inspector, Kansas City, Mo.

J. L. BILLINGSLEY.....DeQueen, Ark.	R. B. COLVIN.....Leesville, La.
J. F. MILLS.....Ashdown, Ark.	L. A. DELOUCHE.....De Quincy, La.
L. L. ARNOLD.....Texarkana, Tex.	M. L. KREAMER.....Lake Charles, La.
A. E. GORDON.....Shreveport, La.	W. L. FRIEDMAN.....Beaumont, Tex.
J. JACOBS.....Port Arthur, Tex.	

ROSCOE HOOPER, Supt. of Telegraph, in charge of Watch Inspection, Kansas City, Mo.

SPECIAL RULES

MOVEMENT OF TRAINS

1. Districts are designated in the time table for the operation of trains, as per Rule 4 of Books of Rules.
2. Current time tables and special rules of the Kansas City, Shreveport and Gulf Terminal Company will govern the movement of all trains and engines between "Y" switches and Union Depot, Shreveport.
3. Current joint time table of the Kansas City Southern-Texarkana and Fort Smith Railways and Gulf Coast Lines will govern the movement of trains between C. S. Junction and Beaumont.
4. Northward trains are superior to southward trains of the same class, except as otherwise provided; for exceptions see foot-notes.
5. Except at stations where trains are required to obtain clearance cards, a fixed signal must be used at each train order office which will indicate STOP when there are orders to be delivered, or in accordance with Transportation Rule No. 1145; at other times the signal must indicate PROCEED.
6. Union Depot, Shreveport, is the initial station for fifth and sixth district first class trains starting from that point. First class trains will not be required to get clearance card at Shops yard office.
7. Conductors will check register at each register station and will furnish engineers with register checks, form 227, unless relieved of so doing by being furnished with train order register check.
Engineers will not leave register stations unless they know, either from register check form 227 furnished by the conductor, or from train order register check, whether or not all trains due, which are superior or of the same class have arrived and/or departed.

8. REGISTERING STATIONS

DeQueen Yard;	Cedar Grove Tower;
Bear Creek Junction;	Leesville;
Neal Springs;	DeQuincy;
Trigg Street;	C. S. Junction;
New Yard Office Shops;	Beaumont;
Shreveport Union Depot;	Port Arthur;
	Lake Charles.

Green signals for following section will not be put up or taken down between DeQueen Yard and Trigg Street.

Trains moving via Horatio will register at Bear Creek Junction and Neal Springs; trains moving via Wade will not register at these two points unless instructed by train dispatcher to do so.

Northward trains are not required to check register at Neal Springs; southward trains are not required to check register at Bear Creek Junction; First class trains are not required to check either of these registers against other first class trains.

All southbound first class trains will register arrival and departure at South Y Switch, Shreveport.

Second and inferior class and extra trains moving through DeQuincy on Seventh District will not be required to register at that point; first class and Lake Charles District trains and trains starting at DeQuincy on Seventh District will register there.

9. Conductors of first class trains will leave a register check with operator at Trigg St. and New Yard Office Shops. When green signals are displayed for a following section, train will stop and Conductor register.

Conductors of all trains passing Cedar Grove Tower will leave register check with operator, except when signals are displayed for following section, train will stop and conductor register.

Conductor of all Northbound trains arriving C. S. Junction will leave register check with the operator, except when signals are displayed for following section train will stop and conductor will register.

10. Trains will not be required to stop unless flagged at Caddo Lake draw-bridge A-540.

All trains will come to a full stop at the following draw-bridges: A-733-B—Houston River (Lake Charles District), A-740-B—Calcasieu River (Lake Charles District).

Trains will approach Sabine river drawbridge (A-739) under full control and will stop unless signals on the overhead structure of the bridge show green indication. When green indication is shown and trains are not otherwise signalled, they may proceed over the bridge without coming to a full stop.

11. Trains will approach B. W. & T. Co. Crossing, mile 766.2, under complete control and proceed over crossing under protection of flagman who shall precede the movement.

12. Local freight trains will stop at all stations, sidings and mill spurs upon signal for freight.

3

13. When an extra train is run on train order schedule shown in Book of Rules under form G, example 3, and is designated as passenger extra, opposing inferior trains will clear the time of such train five minutes and inferior trains in the same direction will clear such train at the time shown at the last station in the rear, but not less than five minutes; such passenger extra is not relieved from observing the yard limit rule, No. 93.

USE OF TRACKS

14. Crossover switch 1457 feet south of depot Wilton is the north switch of passing track. Northbound trains holding main track will stop clear of this switch when meeting or waiting for southbound trains.

15. Track No. 1, DeQuincy yard, is designated at Northbound passing track.

MISCELLANEOUS

16. No. 16 will handle to any point north of Shreveport revenue passengers making continuous trip from points south of Shreveport.

17. No. 16 will make extra stops on Northern Division as follows:

Poteau, Sallisaw, Stilwell, Westville and Mulberry to discharge revenue passengers.

Panama to discharge revenue passengers from Mena and stopping points south thereof when destined to points on Midland Valley west of Panama.

18. Freight trains (other than local freight trains regularly carrying passengers) will not carry passengers, except:

- (a) Attendants in charge of live stock, fruit or perishable freight, when provided with proper transportation.
- (b) Employees of the Kansas City Southern and Texarkana & Fort Smith Railways, holding annual passes.
- (c) Parties holding free transportation endorsed "Good on freight trains."
- (d) Trains 41, 54, 55 and 56 will not make extra stops to pick up or discharge passengers.
- (e) Local freight trains will carry passengers under existing instructions as regards freight train releases, except that trains 39 and 40 will not carry passengers between DeQuincy and Beaumont.

19. Freight Brakemen shall be on top of their trains when safety requires. This rule substituted for Transportation Rule 828.

20. Engineers will not cut their locomotives from and leave their trains without first consulting with the Conductor, except as provided by the rules.

21. With trains of more than twenty (20) cars, locomotive or locomotives at the head of trains will be detached before spotting for water or fuel; however, locomotives may be spotted for water or fuel without detaching from trains when in judgment of the engineer or engineers, this can be done without damage to lading, drawbars, pen stocks, or other equipment or structures.

22. Engine Whistle Signal 14-(L), Book of Rules, is hereby changed to:

Two long, one short, and one long (— — o —)

This special rule and Rule 30, Book of Rules, will be complied with in the following manner:

In approaching road or street crossings, unless whistling is prohibited, the whistle signal will be sounded and timed so that the engine or lead car, if cars are being shoved by the engine in either forward or backward motion, will be over the crossing when the last blast ends. The first blast of the whistle will be started at a point from which it will require ten seconds for the engine or lead car to reach the far side of the crossing, the intention being to consume ten seconds in blowing this whistle signal and have the last blast end after the engine or lead car has reached the point where the entire width of the crossing is occupied.

The engine bell shall be rung at the whistling post 1,320 feet or one-quarter of a mile from the road crossing or street and shall be kept ringing until the engine or lead car shall have crossed such public road or street or until the train or cars have stopped. If stop is made within one-quarter of a mile of crossing, crossing whistle signal will be sounded and bell will be rung when the engine is again started and movement over crossing will be made in compliance with first paragraph of these instructions.

STATE OF TEXAS. In this state the whistle signal must be sounded beginning at the whistling post, to be prolonged or repeated until the crossing is covered. This is more readily accomplished in the case of a slow moving train by sounding the crossing whistle signal two or more times.

23. Following locomotive whistle signal will be used in addition to those shown under Rule 14 of Book of Rules. oo answer to stop signal given by flagman.

24. The following signs placed in columns provided for them on face of card indicate: S, scale; T Turn Table; PH, Telegraphphone; C, Coal; O, Oil; W, Water; Y, Wye; G, Stop for meals.

STANDARD CLOCKS

DeQueen Yard; Leesville; DeQueen Passenger Station; DeQuincy; Trigg St.; C. S. Junction; New Yard Office Shops; Beaumont; Shreveport Union Depot; Port Arthur.

GENERAL ORDER, GENERAL NOTICE AND BULLETIN BOOKS

DeQueen Yard Office and Roundhouse; Leesville and Roundhouse; Trigg St. and Roundhouse; DeQuincy; New Yard Office Shops and Roundhouse; Beaumont; Shreveport Union Depot; Port Arthur and Roundhouse; Lake Charles and Roundhouse.

SPEED RESTRICTIONS

Table with 3 columns: LIMITS, CLASS OF SERVICE (Passenger Trains, Freight Trains), and Miles Per Hour. Rows include Main Line, Shreveport and DeQuincy, DeQuincy and Beaumont, Beaumont and Nederland, Nederland and Port Arthur, DeQueen and Sabine River, Lake Charles District, and Miscellaneous.

LIMITS

Miscellaneous—Continued:

Table with 3 columns: Description, Passenger Trains (Miles Per Hour), and Freight Trains (Miles Per Hour). Rows include Locomotives not equipped with engine or pony trucks, Caddo Lake Bridge A-540, Sabine River Bridge, and various curves and bridges.

Limits: Between Trigg Street Yard Office and Depot Junction—First class trains move cautiously expecting to find the main track occupied by other trains unprotected. This does not relieve crews of any train from exercising due precaution to avoid accident. Shreveport: First class trains, both directions, will move under control between Harriett Avenue and Dalzell Street, Shreveport, expecting to find other trains or engines occupying the main track. Double track extends from Harriett Avenue to Texas & Pacific crossing Cedar Grove. Current of traffic for all movements will be on righthand track. All trains and yard engines will approach north wye switch and crossovers located at Harriett Ave., Texas Ave., and Dalzell St. under control expecting to find other trains or yard engines occupying tracks. Block signal indications will govern the following movements in the vicinity of north wye switch: Signal No. 6 located between Northbound main track and north leg of wye will govern movements to be made from main line into north leg of wye and from roundhouse lead just east of Northbound main track into north leg of wye. When red signal shown indicates north leg of wye occupied. Signal No. 8 located on pier of T. & P. Southern Pacific passenger lead overhead bridge on east side of K. C. S. northbound main line, to govern all northbound movements on northbound track. Movements must not overrun signals where stop indication is displayed. Where stop indication is displayed and does not change to caution within five minutes movements may proceed under flag protection but must allow time for flagman to get through block before movement is started. All trains will reduce speed to 15 miles per hour passing end of double track Cedar Grove tower.

All trains approach and pass C. S. Junction Mile 720.2 and G. C. L. Junction Mile 766.2 (See Joint Time Table) under control expecting to find foreign line trains entering, occupying or leaving K. C. S. main track.

RESTRICTIONS IN OPERATION OF LOCOMOTIVES

Class G-1 and G-2 locomotives will not be permitted to operate over Little River Bridge A-445. Class E-4, H and H-1 locomotives will not be double-headed over Bridge A-445 but may be double-headed with D-7 class engines with speed restricted to 10 miles per hour, and with E-3 class engines with speed restricted to 6 miles per hour. Class G engines must not be double-headed over this bridge with any class of power. Freight locomotives heavier than E-3 class and passenger locomotives heavier than D-7 class will not be operated on the Lake Charles District. Class E-4, G, H-1 and heavier types of locomotives will not be operated over Sabine and Neches River Bridges.

Locomotives must not be double-headed over Sabine or Neches River bridges except upon authority from the trainmaster. 29. Through city limits of the following towns speed of trains is restricted as follows by city ordinances:

Table with 4 columns: Town, Miles per hour, Town, Miles per hour. Rows include DeQueen, Winthrop, Ashdown, Texarkana, Bloomburg, Vivian, Shreveport, Converse, Leesville, DeRidder, Lake Charles, Beaumont, and Port Arthur.

Table with 3 columns: District, City, City. Rows include Fifth District (DeQueen, Horatio, Neal Springs, Ashdown, Texarkana, Lewis, Shreveport), Sixth District (Shreveport, Mansfield, Zwolle, Leesville, Leesville, DeRidder), and DeQuincy (C. S. Junction, Beaumont, Port Arthur, Lake Charles District, DeQuincy, Lake Charles).

HOSPITAL DEPARTMENT

Table listing hospital staff members, their titles, and locations. Includes Dr. Sam'l Ayres (Chief Surgeon, Kansas City, Mo.), Dr. J. A. Hendricks (House Surgeon, Shreveport, La.), and various other specialists like Dermatologists, Oculists, and Dentists across different locations.

FIFTH DISTRICT—DeQueen to Shops

Table with columns for Class (Third, Second, First), Station, Time Table (Effective November 4, 1931), and Hours of Telegraph Service. Includes notes on switches at Bear Creek Junction and sidings between stations.

Table titled 'BEAR CREEK JUNCTION TO NEAL SPRINGS' showing station names, distances, and departure/arrival times for various train classes.

FIFTH DISTRICT—Shops to DeQueen

Table with columns for Class (First, Second, Third), Station, Time Table (Effective November 4, 1931), and Capacity of Passing Tracks. Includes notes on switches at Bear Creek Junction and sidings between stations.

Table titled 'NEAL SPRINGS TO BEAR CREEK JUNCTION' showing station names, distances, and departure/arrival times for various train classes.

Switches at Bear Creek Junction and Neal Springs will be left SET FOR THE NEW LINE AND LOCKED. Trains 3, 4, 15, 16, 33 and 34 will use the Old Line via Horatio between Bear Creek Junction and Neal Springs.

Location of Mail Cranes table listing Mile No. and station names: Horatio (441), Winthrop (449), Allene (456), Wilton (463), Ogden (476), Bloomburg (508), Ravanna (513), Rodessa (520), Vivian (527), Oil City (536), Mooringsport (540), Blanchard (548).

SPECIAL INSTRUCTIONS: No. 16 is superior to all trains. No. 15 is superior to all trains except No. 16.

SIXTH DISTRICT—Shops to Leesville

		SOUTH BOUND				TIME TABLE No. 19 Effective NOVEMBER 4, 1931	Distance from Kansas City.	Office Calls.	Hours of Telegraph Service.	
		THIRD CLASS	SECOND CLASS	FIRST CLASS					Week Days.	Sundays and Holidays.
		37 Local Freight	41 The Dude	3 Mixed	15 The Flying Crow					
		Depart Mon., Wed., Fri.	Depart Daily	Depart Daily	Depart Daily	STATIONS				
		Lv 6.30AM	Lv 2.50PM	Lv 5.30PM	Lv 9.00AM	PH... SHOPS.....	557.8	SY	Continuous	Continuous
						. SOUTH Y SWITCH.	558.0			
				Ar 5.45PM	9.15	UNION DEPOT				
					9.35	SHREVEPORT	559.6	UN	Continuous	Continuous
					9.45	. SOUTH Y SWITCH.	558.6			
					9.55	{ Cedar Grove Tower End of Double Track PH. T. & P. Crossing }	563.3	CR	Continuous	Continuous
					10.00	PH... FORBING.....	565.7			
					10.07	. NORTONS.....	570.1			
					10.18	. FRIERSON.....	576.1	BN	7.30A-4.30P	None
					10.24	. KINGSTON.....	580.0			
					10.33	. HOLLY.....	585.0			
					10.38	. HOLLINGSWORTH.....	587.6			
					10.47	. MANSFIELD.....	591.2	D	8A-12 Mid.	8A-12 Mid.
					10.52	.M. Ry. & T. Co. Cross. . SO. MANSFIELD..	593.3			
					11.02	. T. & P. CROSSING. PH... TRENTON.....	597.8			
					11.15	. BENSON.....	604.0	BE	8A-5P	None
					11.27	. CONVERSE.....	610.0	CO	8A-5P	None
					11.40	. NOBLE.....	616.4	N	8A-5P	None
					11.51	. ZWOLLE.....	621.7	UX	8.30A-6.30P	10.30A-6.30P
					11.59AM	PH... LORING.....	625.5			
					12.14PM	. MANY.....	633.1	K	8A-10P	8A-10P
					12.25	. FISHER.....	638.7	FY	7A-4P	11.30A-1.30P
					12.32	PH... FLORIEN.....	642.2			
					12.40	. SANDEL.....	647.0	QA	8.00A-5.00P	None
					12.50	. HORNBECK.....	651.9	BK	8.40A-5.40P	None
					1.02	. ANACOCO.....	658.4	GX	8A-5P	None
					1.12	. HAWTHORNE.....	664.2			
		Ar 2.50PM	Ar 9.35PM	Ar 1.20PM	1.20PM	PH... LEESVILLE.....	668.2	V	Continuous	Continuous
		Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	110.4				
		8.20	6.45	.15	4.20	Time on District				

Sidings and Spurs Between Stations.

	Mile No.	Car Capac.
De Soto.....	574	6
Standard Oil Co. Spur....	584	13
Catuna.....	602	2
Frost Johnson Lbr. Co.....	606	Conn.
Frost Johnson Lbr. Co....	608	Conn.
Dixie Oil Co..	609	8
Frost Lumber Industries...	612	Conn.
Mansfield Hardwood Lbr. Co....	622	Conn.
Gulf Refg. Co.	633	5
La. Long Leaf Lbr. Co....	640	Conn.
Ph Gandy....	646	15
Barham.....	654	9

Additional Flag Stop for Train 15.

Gandy (PH), Mile 646

Additional Flag Stop (Passengers only) for No. 16.

Gandy (PH), Mile 646

SIXTH DISTRICT—Leesville to Shops

		NORTH BOUND				TIME TABLE No. 19 Effective NOVEMBER 4, 1931	Capacity of Other Trucks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Trucks.	Distance from Port Arthur.	Hours of Telegraph Service.	
		FIRST CLASS		SECOND CLASS	THIRD CLASS					Week Days.	Sundays and Holidays.
		4 Mixed	16 The Flying Crow	56 The Dude	38 Local Freight						
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	STATIONS					
	W O T S Y Yard.....	Ar 7.50AM	Ar 8.45PM	Ar 9.00AM	Ar 2.00PM	PH... SHOPS.....	227.9				
						. NORTH Y SWITCH.	227.5				
	Yard.....	Lv 7.40AM	8.35			UNION DEPOT	228.9				
			8.20			SHREVEPORT					
						. NORTH Y SWITCH.	227.5				
	Interlocked		8.08			{ Cedar Grove Tower End of Double Track PH. T. & P. Crossing }	222.4				
	20			7.55		PH... FORBING.....	220.0	86	220.0		
	4			7.50	8.23	. NORTONS.....	215.6	60	215.6		
	40			7.42	8.07	. FRIERSON.....	209.6	84	209.6		
	12			7.32	7.45	. KINGSTON.....	205.7	84	205.7		
	20			7.25	7.28	. HOLLY.....	200.7	84	200.7		
	2			7.16	7.13	. HOLLINGSWORTH.....	198.1	84	198.1		
	95			7.11	11.55AM	. MANSFIELD.....	194.5	84	194.5		
	Connection			7.05	6.50	.M. Ry. & T. Co. Crossing . SO. MANSFIELD..	193.6				
				6.59		. T. & P. CROSSING. PH... TRENTON.....	192.4				
	Interlocked Connection W 18			6.50	6.23	. BENSON.....	187.9	84	187.9		
	12			6.40	6.04	. CONVERSE.....	181.7	44	181.7		
	20			6.30	5.45	. NOBLE.....	175.7	84	175.7		
	35			6.19	5.24	. ZWOLLE.....	169.3	43	169.3		
	77			6.10	5.09	. MANY.....	164.0	83	164.0		
	W 28			6.01	4.55	PH... LORING.....	160.2	131	160.2		
	74			5.47	4.28	. FISHER.....	152.6	89	152.6		
	16			5.35	4.08	. FLORIEN.....	147.0	43	147.0		
	33			5.28	3.55	. SANDEL.....	143.5	84	143.5		
	SY 29			5.20	3.38	. HORNBECK.....	138.7	61	138.7		
	WO 36			5.11	3.21	. ANACOCO.....	133.8	84	133.8		
	18			5.00	2.57	. HAWTHORNE.....	127.3	84	127.3		
	20			4.49	2.40	PH... LEESVILLE.....	121.5	84	121.5		
	Connection S W O T Y Yard	Lv 4.40PM	Lv 2.20AM	Lv 6.30AM			110.4	110	117.5		
		Depart Daily	Depart Daily	Depart Daily	Depart Tues., Thurs., Sat.	110.4					
		.10	4.05	6.40	7.30	Time on District					

Location of Mail Cranes. Mile No.

Cedar Grove.....	562
Forbing.....	566
Frierion.....	577
So. Mansfield.....	594
Benson.....	605
Converse.....	611
Noble.....	617
Zwolle.....	622
Fisher.....	639
Florien.....	643
Gandy.....	646
Sandel.....	648
Hornbeck.....	653
Anacoco.....	659

Water Tanks Between Stations. 2.5 miles north of Frierson.

SEVENTH DISTRICT—Leesville to Port Arthur

Table for SEVENTH DISTRICT—Leesville to Port Arthur. Includes columns for SOUTH BOUND, TIME TABLE No. 19, STATIONS, and Hours of Telegraph Service. Lists stations from Leesville to Port Arthur with departure times and distances.

Table listing Sidings and Spurs Between Stations. Columns: Mile No., Car Capac., Station Name. Includes entries like Coopers, De Ridder Sand and Gravel Co., Pinewood, etc.

See Joint Time Table. (Repeated three times for columns 2, 3, and 4)

SEVENTH DISTRICT—Port Arthur to Leesville

Table for SEVENTH DISTRICT—Port Arthur to Leesville. Includes columns for NORTH BOUND, TIME TABLE No. 19, STATIONS, and Capacity of Other Tracks. Lists stations from Port Arthur to Leesville with arrival times and distances.

Location of Mail Cranes. Mile No. Newllano 670 Pickering. 677 Neame. 680 Rose Pine. 684 Singer. 705 Starks. 785 Ruliff. 741 Mauriceville. 750 Vidor. 761 Nederland. 776

Water Tanks Between Stations. 3.0 miles north of Singer. 1.0 mile south of Chaison Jct.

See Joint Time Table. (Repeated three times for columns 7, 8, and 9)

LAKE CHARLES DISTRICT—De Quincy to Lake Charles

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Ways.	SOUTH BOUND				Capacity of Passing Tracks.	Distance from Kansas City.	TIME TABLE No. 19 Effective NOVEMBER 4, 1931	Distance from Lake Charles.	Office Calls.	NORTH BOUND			
		THIRD CLASS	FIRST CLASS	STATIONS						FIRST CLASS	THIRD CLASS		
		241	215							216	256		
		Manifest Freight	Passenger							Passenger	Manifest Freight		
		Depart Daily	Depart Daily							Arrive Daily	Arrive Daily		
W O Y Yard Connection Interlocked	Lv 3.00AM	Lv 3.20PM	PH. DE QUINCY	Ar 2.55PM	Ar 9.30PM								
14	f 3.30	B 719.1 Gulf Coast Line Cross.	f 2.45										
48	3.37 f 3.42	B 722.9 PERKINS	f 2.33	8.53									
12 Connection Interlocked	4.07 f 3.58	B 728.3 BUHLER	f 2.17	8.23									
W S O T Yard	Ar 4.30AM	Ar 4.10PM	PH. LAKE CHARLES.	Lv 2.05PM	Lv 8.00PM								
	1.30	.50	22.6	.50	1.30								

LOCKPORT BRANCH.

So. Pacific Crossing.....E736.1
Lockport.....E738
Perkins & Miller.....E741

HOURS OF TELEGRAPH SERVICE

STATIONS	Week Days	Sundays and Holidays
	DE QUINCY.....	9P-6A
LAKE CHARLES....	8.30A-5.30P	8.30A-12 Noon

TONNAGE RATING, SOUTHERN DIVISION

DISTRICT	Direc-tion	FROM STATION	TO STATION	Adjust-ment Per Car in Tons	CLASS D-5		CLASS E-3		CLASS E-4		CLASS G		CLASS G-1	
					A	B	A	B	A	B	A	B	A	B
FIFTH	South	DeQueen.....	Texarkana.....	10	2000	1810	3400	3080	5000	4500	6000	5500	9100	8600
		Texarkana.....	Shreveport.....	10	1900	1710	3200	2880	5000	4500	6000	5500	9100	8600
	North	Shreveport.....	Texarkana.....	10	1900	1710	3200	2880	5000	4500	6000	5500	9100	8600
		Texarkana.....	DeQueen.....	10	2000	1810	3400	3080	5000	4500	6000	5500	9100	8600
SIXTH	South	Shreveport.....	Leesville.....	5	1000	900	1800	1635	2300	2100	3100	2800	4750	4500
		Leesville.....	Mansfield.....	5	1100	1000	2100	1930	2550	2400	3400	3100	5150	4850
	North	Mansfield.....	Shreveport.....	5	1200	1100	2300	2130	2800	2650	3700	3400	5600	5300
		Leesville.....	DeQuincy.....	10	1900	1710	3600	3450	4270	4000	6140	5650	9300	8800
SEVENTH	South	DeQuincy.....	Leesville.....	10	1900	1710	3750	3575	4450	4200	6400	5650	9700	9200
		DeQuincy.....	Beaumont.....	12	3000	2730	6000	5500						
	North	Beaumont.....	DeQuincy.....	12	3000	2730	6000	5500						
		Beaumont.....	Port Arthur.....	12	3000	2730	7000	6500						
	South	Port Arthur.....	Beaumont.....	12	3000	2730	7000	6500						
		DeQuincy.....	Lake Charles.....	12	3000	2730	5500	5030						
LAKE CHARLES	North	Lake Charles.....	DeQuincy.....	12	3000	2730	5500	5030						

- Note.—(a) "A" rating is to be used when conditions are favorable, weather clear and mild with but little wind.
(b) "B" rating is to be used when weather below thirty degrees above zero, high wind or otherwise unfavorable weather.
(c) Manifest trains use "B" rating during favorable weather and reduce five per cent during unfavorable weather.
(d) Dead locomotives hauled in trains should be figured to weigh twice their actual weight for tonnage rating purposes.
(e) When a helping locomotive is used on a train as double header, or as a pusher, use the combined rating for the locomotives used.
(f) Newly built and newly repaired locomotives will be rated on their first trip in road service at not less than seventy-five (75%) per cent 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.
(g) For G-1 class locomotives equipped with booster, increase A and B ratings 300 tons.

CLASSIFICATION OF LOCOMOTIVES

CLASS	Locomotive Numbers	Tractive Power, in Pounds	Weight on Drivers, in Pounds	Weight of Loco. and Tender, Empty, in Lbs.	Weight of Loco. and Tender, Loaded, in Lbs.
B-3.....	140, 143	16,800	67,500	107,000	177,000
D-5.....	354, 368, 371	28,931	121,000	150,568	243,380
D-5.....	356, 357, 359 to 361, 373, 376, 378, 379	28,931	112,500	142,068	226,400
D-7.....	600 to 606	26,389	135,000	192,400	311,900
E-3.....	475, 524	47,124	194,560	246,460	339,560
E-3.....	477, 498, 519, 521, 529, 532	47,124	195,660	253,560	350,660
E-3.....	478, 484, 490, 492, 493, 494, 499, 526, 528	47,124	194,560	251,460	348,560
E-3.....	480, 481, 485, 495, 513, 522, 531	47,124	195,660	270,380	396,480
E-3.....	483, 516	47,124	182,650	231,580	324,680
E-3.....	486, 489, 520, 523, 525	47,124	195,660	248,560	341,660
E-3.....	491, 510	47,124	194,560	281,980	406,080
E-3.....	497	47,124	194,560	263,880	387,480
E-3.....	514, 527	47,124	194,560	262,280	394,380
E-4.....	550 to 564	55,948	224,000	298,700	425,000
G.....	705, 709	S. 96,555 C. 80,463	352,000	387,100	526,000
G.....	700, 701, 704, 706, 710	S. 96,555 C. 80,463	356,250	402,950	541,950
G.....	702	S. 96,555 C. 80,463	352,000	398,700	537,700
G.....	703	S. 96,555 C. 80,463	356,250	402,950	556,150
G.....	708	S. 96,555 C. 80,463	352,000	403,800	558,000
G.....	707, 711	S. 96,555 C. 80,463	356,250	391,350	530,250
G-1.....	750	S. 147,220 C. 122,683	466,000	603,000	845,000
G-1.....	751 to 756	S. 147,220 C. 122,683	466,000	546,900	713,900
G-2.....	757 to 765	AL. 17,045 S. 147,220 C. 122,683	476,400	546,300	713,300
G-2.....	766	S. 147,220 C. 122,683	478,400	577,500	782,700
H.....	800, 801, 802, 803, 804	41,126	159,500	315,000	445,400
H.....	805, 806, 807	37,470	159,500	315,000	445,400
H-1.....	809	37,470	166,500	313,800	453,600
H-1.....	808, 810	41,126	166,500	313,800	453,600

WEIGHT OF EMPTY PASSENGER CARS

Table with columns: CLASS, Numbers, Length in Feet, Tons. Rows include Baggage and Express, Mail and Express, Mail, Baggage and Express, Coach and Baggage, Coaches, and a RECAPITULATION OF PASSENGER EQUIPMENT section.

LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS

Table with columns: Car Number, Journal Size, Load Limit at Rail, Weight of Car, Capacity, Less Weight of Car. Rows list car numbers 1 through 21 with their respective specifications.

**The Kansas City Southern Railway Company
Texarkana and Ft. Smith Railway Company**

CONDENSED SCHEDULES OF FAST FREIGHT AND PASSENGER TRAINS

Complex table showing train schedules. Sections include SOUTH BOUND, NORTH BOUND, and TIME TABLE No. 19. Columns include FREIGHT, MIXED, PSGR., Distance From Kansas City, STATIONS, and arrival/departure times. Key stations listed include Kansas City, Grandview, Pittsburg, Joplin, Neosho, Ft. Smith, and Port Arthur.

