

# **SAFETY**

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"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.

*Ang 12*

# **THE KANSAS CITY SOUTHERN RAILWAY COMPANY**

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## **SOUTHERN DIVISION**

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# **TIME TABLE NO. 25**

**EFFECTIVE AT 12:01 A. M.  
SUNDAY**

**JUNE 12, 1938**

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## **FOR EMPLOYEES ONLY**

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**W. N. DERAMUS, Vice-Pres. and Gen. Mgr.,  
Kansas City, Mo.**

**E. H. HOLDEN, Gen'l Sup't Transportation,  
Kansas City, Mo.**

**F. H. HOOPER, Superintendent,  
Shreveport, La.**

**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
E. B. MOSS.....	Dispatcher
R. A. SULLIVAN.....	"
S. C. JUSTUS.....	"
F. C. PORTER.....	"

SHREVEPORT, LOUISIANA

## OFFICIAL WATCH INSPECTORS

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

L. E. SEGRIST, Assistant to General Time Inspector, Kansas City, Mo.

RALPH S. THOMAS.....DeQueen, Ark.	R. B. COLVIN.....Leesville, La.
J. F. MILLS.....Ashdown, Ark.	E. W. RODGERS.....De Quincy, La.
S. N. DABNEY.....Texarkana, Tex.	M. L. KREAMER.....Lake Charles, La.
A. E. GORDON.....Shreveport, La.	C. EDWARD ZEMP.....Beaumont, Tex.

J. JACOBS.....Port Arthur, Tex.

A. H. RYDEN, 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 Railway 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 No. 77 is superior to No. 56 and No. 88.

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. Shops Yard Office is the initial station for fifth and sixth district first class trains.

Conductor of Train 15 will obtain terminal clearance, Form 213, at Shops Yard Office and deliver to outbound crew at Shreveport Union Depot.

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 Passenger Station;	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 Tower.

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

Extra trains are not required to register at C. S. Junction.

9. Conductors of first class trains will leave a register check with operator at Trigg St., New Yard Office Shops and Lake Charles Tower. 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.

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

Trains will approach Houston River draw-bridge A-733-B—Lake Charles District—under full control and will stop unless signal at approaching end of draw span shows green indication. When green indication is shown and train is not otherwise signalled it may proceed over draw span at not to exceed eight (8) miles per hour.

All trains will come to a full stop at Calcasieu River draw-bridge A 740-B (Lake Charles District).

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. Trains doing local work will stop at all stations, sidings and mill spurs upon signal for freight.

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 as Northbound passing track.

### MISCELLANEOUS

16. Freight trains will not carry passengers, except:

- (a) Attendants in charge of live stock, fruit or perishable freight, or those accompanying special baggage cars as authorized by passenger tariffs, when provided with proper transportation.
- (b) Employees of the Kansas City Southern Railway holding annual passes.
- (c) Parties holding free transportation endorsed "Good on freight trains."
- (d) Trains 41, 42, 55, 56, 77 and 88 will not make extra stops to pick up or discharge passengers.

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

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

19. 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.

20. Engine Whistle Signal 14-(1), 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.

21. 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.



23. 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.

24. ....STANDARD CLOCKS

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

25. ....BULLETIN BOOKS

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

26. ....SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
<b>Main Line, except as otherwise restricted:</b>		
Between DeQueen and Shreveport:		
Class H, H-1, D-7 locomotives.....	60	50
Class E-4 locomotives with 63-inch drivers.....	50	50
Except:		
Freight trains handled by these locomotives:		
Around curve Mile 441 (New Line).....		40
First curve north of Wilton.....		40
Curve on Mile 476.....		40
Between Mile Post 498 and 500.....		45
Between Mile Post 500 and 502.....		40
Between Mile Post 502 and 506.....		45
Between Mile Post 533 and 534.....		45
Between Mile Post 540 and 548.....		45
Class E-4 locomotives with 57-inch drivers.....	40	40
Class E-3 locomotives.....	40	40
<b>Tank cars, except water cars, will not be handled in Train No. 77.</b>		
Between Shreveport and DeQuincy:		
B-3, D-7, H and H-1 locomotives.....	60	40
G-1 and G-2 locomotives.....	35	35
Momentary Speed.....	38	38
E-4 and lighter type freight locomotives.....	35	35
E-3 class when handling Trains 77 and 88.....		40
E-4 class equipped with 63-inch drivers:		
Between Shreveport and Nortons.....	40	40
Between Nortons and Benson.....	35	35
Between Benson and Sandel.....	40	40
Between Sandel and Pickering.....	35	35
Between Pickering and DeQuincy.....	40	40
Between DeQuincy and Beaumont:		
B-3, D-7, H and H-1 locomotives.....	60	40
E-4 and lighter type freight locomotives.....	40	40
E-4 class equipped with 63-inch drivers.....	50	50
Between Beaumont and Nederland:		
B-3, D-7, H and H-1 locomotives.....	60	30
E-4 and lighter type freight locomotives.....	30	30
E-4 class equipped with 63-inch drivers.....	40	40
Between Nederland and Port Arthur:		
B-3, D-7, H and H-1 locomotives.....	40	20
E-4 and lighter type freight locomotives.....	30	20
E-4 class equipped with 63-inch drivers.....	30	30
Between DeQueen and Neches River:		
Class G locomotives.....	25	25
Momentary Speed.....	28	28
<b>Lake Charles District, except as otherwise restricted:</b>		
Class B-3, D-5 and D-7 locomotives.....	30	20
Class E-3 and lighter types of freight locomotives.....	20	20
<b>Miscellaneous:</b>		
Grade railroad crossings interlocked.....	35	20
"    "    "    gated.....	25	20
All trains handling steam wrecking cranes, pile drivers, derrick cars and other heavy machinery on its own wheels.....		25
Trains handling scale test car.....		35
Passing train order signal where Form 19 train orders are to be handed on.....	20	20

LIMITS

Miscellaneous—Continued:

	CLASS OF SERVICE	
	Passenger Trains Miles Per Hour	Freight Trains Miles Per Hour
Heavy descending grades:		
Class B-3, D-7, H and H-1 locomotives.....	45	.....
Locomotives not equipped with engine or pony trucks other than Class G, entire division...	20	20
Bridge A-435 north of Bear Creek Junction:		
Class G-1 and G-2 locomotives.....	10	10
Turn-outs Bear Creek Jct. and Neal Springs...	15	15
First Curve north of bridge A-445:		
Southbound Trains.....	45	45
Red River Bridge B-478.....	15	10
Connection between main line and Union Depot, Texarkana:		
Class H and H-1 locomotives.....	6	6
Caddo Lake Bridge A-540:		
Class G locomotives.....	10	10
All other classes of locomotives.....	15	15
Caddo Lake fill north of Bridge A-540:		
Entire train.....	15	15
Passing end of double track, Cedar Grove Tower Curve approaching Bridge A-572 from the south.....	20	20
Polk Street just north of depot at Mansfield..	15	10
G-1 and G-2 Class locomotives around curves Mile 572:		
Southbound.....	25	25
Northbound.....	20	20
Mile post 635 to 19 poles south mile post 635.	25	25
Mile post 649½ to mile post 650½.....	25	25
5 poles north mile post 656 to 16 poles south mile post 656.....	30	30
Sabine River Bridge, A-739:		
Metal Draw Span.....	25	25
Neches River Bridge, C-766:		
Locomotives.....	6	6
Train.....	12	12
Houston River Bridge, A-733-B (See Rule 10):		
Draw Span.....	8	8
Balance of Bridge.....	15	10
Calcasieu River Bridge, A-740-B:		
E-3 Class Locomotives.....	6	6
Other types of locomotives.....	15	10

Limits:

Ashdown:

First class trains will approach St. L. S. F. connection under full control, expecting to find St. L. S. F. train using K. C. S. main track unprotected.

Texarkana:

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 or engine from exercising due precaution to avoid accident.

Shreveport:

First class trains, both directions, will move under control between Harriett Ave. and Dalzell Street, Shreveport, expecting to find other trains or engines occupying main track.  
Double track extends from Harriett Ave. to Texas & Pacific crossing Cedar Grove. Current of traffic for all movements will be on righthand track except Southbound movement from Harriett Ave. to north wye switch may be made on Northbound track when it is known route is clear and movement can safely be made. 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



26. ....SPEED RESTRICTIONS—Continued

may proceed under flag protection but must allow time for flagman to get through block before movement is started.

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.

27. .. RESTRICTIONS IN OPERATION OF LOCOMOTIVES

Class G-1 and G-2 locomotives will not be permitted to operate over Caddo Lake bridge, A-540, except that these locomotives can be handled dead in train with boiler and tender empty and with one empty car ahead of the engine with speed restricted to 10 miles per hour.

Class E-4 with 63-inch drivers and heavier type locomotive will not be double-headed over Caddo Lake Bridge A-540.

Class E-4, G, H-1 and heavier types of locomotives will not be operated on the Lake Charles District.

Class G and heavier types of locomotives will not be operated over Neches River Bridge C-766.

Locomotives must not be double-headed over Neches River Bridge C-766 except upon authority from the trainmaster.

28. Through city limits of the following towns speed of trains is restricted as follows by city ordinances:

DeQueen. . . . .15 miles an hour	Vivian. . . . .15 miles an hour
Winthrop. . . . .15 " " "	Shreveport. . . . .20 " " "
Ashdown. . . . .8 " " "	Converse. . . . .25 " " "
Texarkana. . . . .20 " " "	Leesville. . . . .15 " " "
Bloomburg. . . . .30 " " "	DeRidder. . . . .12 " " "
Rodessa, . . . . .	Lake Charles .20 " " "
Main St....10 " " "	Beaumont. . . . .6 " " "
Port Arthur 10 miles an hour	

29. Stations protected by yard limit boards are as follows:

<b>Fifth District:</b>	<b>Sixth District:</b>	<b>DeQuincy,</b>
DeQueen,	Shreveport,	C. S. Junction,
Ashdown,	Leesville.	Beaumont,
Texarkana,	<b>Seventh District:</b>	<b>Lake Charles District:</b>
Shoreline,	Leesville,	DeQuincy,
Shreveport.	DeRidder,	Lake Charles.

**KANSAS CITY SOUTHERN EMPLOYES' HOSPITAL ASSOCIATION STAFF**

Dr. Walter P. Miller..Chief Surgeon .....	Kansas City, Mo.
800 Argyle Building.	
" Cranston G. Asst. Chief Surgeon....	" " "
Vincent..... 800 Argyle Building.	
" M. B. Simpson...Eye, Ear, Nose, Throat.	" " "
" J. W. Sherer.....	" " "
" W. L. McBride...Dermatologist. ....	" " "
" C. C. Dennie.....	" " "
" J. H. Cooper....Neurologist. ....	" " "
" Herman S. Major.Neuropsychiatrist .....	" " "
" E. L. Hinshaw...Dentist. ....	" " "
" Otho Duncan ....	" " "
" W. B. Vincent....	" " "
" J. Hall .....Consulting Physician....	" " "
" W. M. Clemmons..	" " "
" P. T. Bohan.....	" " "
" C. B. Francisco... " " " " " " " "	" " "
" J. J. Davis.....Asst. Physician.....	" " "
" J. E. Dibble..... (Colored) " " " "	" " "
" S. S. Hill.....Dentist (Colored). ....	" " "
" W. C. Anderson...Local Physician. ...East	" " "
" J. F. Hasslg..... Kansas City, Kas.	" " "
" L. D. Mabie.....Asst. Local Physician...	" " "
" J. S. Bennett....Local Physician.....Independence, Mo.	" " "
" R. C. Dickinson.. " " " " " " " "	" " "
" M. D. Buercklin.. " " " " " " " "	" " "
" P. H. Phillps... " " " " " " " "	" " "
" C. R. King..... " " " " " " " "	" " "
" S. A. Collom, Jr..Div. Surgeon.....Texarkana, Tex.	" " "
" Chas. A. Smith...Asst. Div. Surgeon.....	" " "
" Lewis P. Good... " " " " " " " "	" " "
" W. A. Hutchinson. " " " " " " " "	" " "
" Perry Priest .... " " " " " " " "	" " "
" J. R. York.....Dentist. ....	" " "
" J. I. Allen.....Local Physician.....Bloomburg, Tex.	" " "
" Chas. S. Holt.... " " " " " " " "	" " "
" Geo. S. Morrison.Asst. Local Physician...	" " "
" L. J. Page.....Local Physician.....Vivian, La.	" " "
" S. S. Speer.....Asst. Local Physician...	" " "
" P. T. Alexander..Local Physician.....Oil City, La.	" " "
" P. A. Lawrence.. " " " " " " " "	" " "
" Morris S. LeDoux.Division Surgeon .....	Shreveport, La.
" E. D. Rowland...Asst. Div. Surgeon....	" " "
" D. M. Pipes..... " " " " " " " "	" " "
" W. M. Scott.... " " " " " " " "	" " "
" T. P. Lloyd..... " " " " " " " "	" " "
" V. P. Blandino.. " " " " " " " "	" " "
" J. A. Hendrick..House Surgeon .....	" " "
" Claud L. LaRue..Eye, Ear, Nose, Throat.	" " "
" J. L. Scales..... " " " " " " " "	" " "
" I. Henry Smith.. " " " " " " " "	" " "

Dr. W. W. Smith....Dermatologist. ....	Shreveport, La.
" J. E. Scott.....Dentist. ....	" " "
" Lyman D. Roach. " " " " " " " "	" " "
" Michael Ballistrolla " " " " " " " "	" " "
" E. W. Duncan... (Colored)....	" " "
" Wm. J. Craig....Local Physician.....Cedar Grove, La.	" " "
" W. B. Hewett.... " " " " " " " "	Mansfield, La.
" W. G. Jones.....Asst. Local Physician. ....	" " "
" H. P. Curtis....Local Physician.....So. Mansfield, La.	" " "
" W. G. Allen..... " " " " " " " "	Converse, La.
" W. L. Parrott.... " " " " " " " "	Zwolle, La.
" J. K. Phares.... " " " " " " " "	Many, La.
" W. S. Conly.... " " " " " " " "	Florien, La.
" C. C. Self..... " " " " " " " "	Gandy, La.
" M. S. Stephens.. " " " " " " " "	Hornbeck, La.
" W. T. Franklin... " " " " " " " "	Anacoco, La.
" F. P. Jones..... " " " " " " " "	Leesville, La.
" Brown Word ....Asst. Local Physician. ....	" " "
" I. O. Winfree...Dentist. ....	" " "
" S. T. Roberts...Local Physician.....DeRidder, La.	" " "
" A. E. Douglas... " " " " " " " "	De Quincy, La.
" J. B. Robinson...Dentist. ....	" " "
" I. M. Lamansky..Local Physician.....West Lake, La.	" " "
" T. H. Watkins...Division Surgeon ....Lake Charles, La.	" " "
" R. P. Howell....Asst. Div. Surgeon....	" " "
" T. C. Moody....Eye, Ear, Nose, Throat. ....	" " "
" S. B. Robinson..Dentist. ....	" " "
" E. D. Mills.....Division Surgeon ....Beaumont, Tex.	" " "
" Fred S. Colby...Asst. Div. Surgeon....	" " "
" W. H. Brandau... " " " " " " " "	" " "
" H. B. Wiliford...Pathologist. ....	" " "
" A. B. Marty....Dentist. ....	" " "
" Henry E. Jones.. (Colored)....	" " "
" L. C. Larkin....Local Physician (Colored) " " "	" " "
" J. C. Hines.....Local Physician.....Nederland, Tex.	" " "
" J. G. Welch.... " " " " " " " "	Port Neches, Tex.
" A. R. Autrey....Div. Surgeon .....Port Arthur, Tex.	" " "
" J. A. Bledsoe....Asst. Div. Surgeon....	" " "
" W. E. Crumpler.. " " " " " " " "	" " "
" Max J. Knight... " " " " " " " "	" " "
" I. T. Young..... " " " " " " " "	" " "
" J. Blackburn MatthewsLocal Physician (Colored) " " "	" " "
" L. C. Heare....Eye, Ear, Nose, Throat. ....	" " "
" J. D. Thompson.. " " " " " " " "	" " "
" E. W. Vaughn... " " " " " " " "	" " "
" O. D. McCall...Dentist. ....	" " "
" Roy Whitmeyer.. " " " " " " " "	" " "
" Furman H. Tyner.X-Ray. ....	" " "

J. N. CHRISTENSEN, Supervisor,  
Room 800, Kansas City Southern Building,  
Kansas City, Mo.



## FIFTH DISTRICT—DeQueen to Shops

Switches at Bear Creek Junction and Neal Springs will be left SET FOR THE NEW LINE AND LOCKED.  Trains 15 and 16 will use the Old Line via Horatio between Bear Creek Junction and Neal Springs.  Trains 41, 42, 77 and 88 will use the New Line via Wade between Bear Creek Junction and Neal Springs.  Sidings and Spurs Between Stations.  Mile No. Car Capac.		SOUTH BOUND			TIME TABLE No. 25 Effective JUNE 12, 1938	Distance from Kansas City.	Office Calls.	Hours of Telegraph Service.		
		SECOND CLASS		FIRST CLASS				STATIONS	Week Days.	Sundays and Holidays.
		77 Merchandise Special	41 Manifest Freight	15 The Flying Crow						
		Depart Daily	Depart Daily	Depart Daily						
		Lv 12.08PM	Lv 4.00AM	Lv 11.09AM	PH. DE QUEEN YD...	432.9				
				11.10 11.15	PH. De Queen Pass. Depot...	433.3	YD	Continuous		
					... D. & E. Crossing ...	433.8				
		12.11	4.05	11.18	... BEAR CREEK JCT. ...	434.7				
				s 11.30	PH. HORATIO ...	440.6	HO	8A-5P		
		12.23	4.25	11.35	PH. NEAL SPRINGS ...	442.0				
				11.40	... MORRIS FERRY ...	444.7				
		12.34	4.40	f 11.48	... WINTHROP ...	449.3	WN	8A-5P		
		12.44	4.53	f 11.59AM	PH. ALLENE ...	456.0				
		12.55	5.07	s 12.10PM	... WILTON ...	462.8	W	9A-6P		
					... St. L. & S. F. Cross ...	467.6				
		1.06	5.20	s 12.21	PH. ASHDOWN ...	467.9	ND	8A-5P		
				12.26	... MILE POST 471 ...	471.0				
		1.17	5.34	f 12.34	PH. OGDEN ...	475.5				
		1.28	5.45	12.45	PH. WHATLEY ...	482.1				
		1.45	6.10	12.56	PH. TRIGG STREET ...	486.9	GY	Continuous		
				12.57	... DEPOT JUNCTION ...	487.2				
				1.00 1.15	... Texarkana Union Depot ...	487.8				
		1.47		1.20	... DEPOT JUNCTION ...	487.2				
					... T. & P. Crossing ...	487.3				
					... St. L. S. W. Crossing ...	487.4				
					I. C. & C. Co. Crossing	489.3				
					... T. & P. Crossing ...	489.3				
		1.57	6.23	1.28	PH. DAY ...	492.8				
		2.10	6.40	1.40	PH. SPENCER ...	500.0				
		2.22	7.02	s 1.52	... BLOOMBURG ...	507.1	BG	8A-5P		
		2.28	7.12	1.58	PH. HAMMONS ...	510.9				
				f 2.01	... RAVANNA ...	512.4				
		2.39	7.27	f 2.08	PH. SANDRA ...	516.8				
				s 2.13	PH. RODESSA ...	519.3	MC	8A-5P		
		2.51	7.40	2.18	PH. MYRTIS ...	522.7				
		2.59	7.50	s 2.24	... VIVIAN ...	526.7	VN	8A-5P		
		3.08	8.01	f 2.33	PH. SHORELINE ...	531.7	WS	9A-6P		
		3.16	8.10	s 2.40	... OIL CITY ...	535.7	CH	9A-6P		
		3.25	8.20	s 2.48	... MOORINGSPOET ...	539.2	KX	8A-5P		
				2.54	... MILE POST 544 ...	544.0				
		3.42	8.40	f 3.00	PH. BLANCHARD ...	548.0				
		3.49	8.48	3.06	... NO. SHREVEPORT ...	552.1				
		Ar 4.00PM	Ar 9.00AM	Ar 3.15PM	PH. SHOPS ...	557.8	SY	Continuous		
		Arrive Daily	Arrive Daily	Arrive Daily	124.5					

  

BEAR CREEK JUNCTION TO NEAL SPRINGS									
		77 Mdse. Special	41 Manifest Frt.						
		Depart Daily	Depart Daily			STATIONS			
		Lv 12.11PM	Lv 4.05AM	Via Horatio		. BEAR CREEK JCT. ...	434.7		
		12.16	4.13			... WADE ...	438.2		
		Ar 12.23PM	Ar 4.25AM			PH. NEAL SPRINGS ...	443.1		
		Arrive Daily	Arrive Daily			8.4			
		3.52	5.00	4.06		Time on District			

No. 77 is superior to No. 88.



FIFTH DISTRICT—Shops to DeQueen

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Distance from Port Arthur.	TIME TABLE No. 25 Effective JUNE 12, 1938	NORTH BOUND		
				FIRST CLASS	SECOND CLASS	
				16 The Flying Crow	88 Merchandise Special	42 Manifest Freight
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	
T W O Y Yard	352.8	PH. DE QUEEN YD.	Ar 10.08PM	Ar 9.40AM	Ar 11.00PM	
	352.4	PH. De Queen Pass. Depot	10.05			
Interlocked	351.9	D. & E. Crossing	10.00			
	351.0	BEAR CREEK JCT.	9.57	9.35	10.55	
66	345.1	PH. HORATIO	9.45			
W 90	343.7	PH. NEAL SPRINGS	9.40	9.17	10.35	
8	341.0	MORRIS FERRY	9.34			
16	336.4	WINTHROP	9.27	9.02	10.18	
29	329.7	PH. ALLENE	9.15	8.49	10.02	
95	322.9	WILTON	9.06	8.36	9.47	
Interlocked Connection	318.1	St. L. & S. F. Cross				
W Yard	317.8	PH. ASHDOWN	8.57	8.27	9.35	
	314.7	MILE POST 471	8.49			
17	310.2	PH. OGDEN	8.43	8.11	9.18	
10	303.6	PH. WHATLEY	8.33	7.59	9.03	
S T W O Yard	298.8	PH. TRIGG STREET	8.25	7.50	8.50	
	298.5	DEPOT JUNCTION	8.24		8.34	
	290.1	Texarkana Union Depot	8.20			
	298.5	DEPOT JUNCTION	8.10			
Interlocked	298.4	T. & P. Crossing	8.06			
Interlocked	298.3	St. L. S. W. Crossing				
Interlocked	296.4	I. C. & C. Co. Crossing				
Interlocked	296.4	T. & P. Crossing				
8	292.9	PH. DAY	7.56	7.25	8.21	
66	285.7	PH. SPENCER	7.45	7.13	8.09	
W 70	278.6	BLOOMBURG	7.35	7.02	7.57	
	274.8	PH. HAMMONS	7.29	6.56	7.50	
14	273.3	RAVANNA	7.27			
98	268.9	PH. SANDRA	7.20	6.46	7.39	
131	266.4	PH. RODESSA	7.16			
W 139	263.0	PH. MYRTIS	7.11	6.37	7.29	
59	259.0	VIVIAN	7.05	6.29	7.23	
173	254.0	PH. SHORELINE	6.57	6.21	7.14	
91	250.0	OIL CITY	6.50	6.13	7.07	
W 73	246.5	MOORINGSPOINT	6.42	6.03	6.58	
No Siding	241.7	MILE POST 544	6.35			
15	237.7	PH. BLANCHARD	6.29	5.47	6.43	
50	233.6	NO. SHREVEPORT	6.23	5.40	6.36	
S T W O Y Yard	227.9	PH. SHOPS	Lv 6.15PM	Lv 5.30AM	Lv 6.25PM	
	124.5		Depart Daily	Depart Daily	Depart Daily	

Switches at Bear Creek Junction and Neal Springs will be left SET FOR THE NEW LINE AND LOCKED.

Trains 15 and 16 will use the Old Line via Horatio between Bear Creek Junction and Neal Springs.

Trains 41, 42, 77 and 88 will use the New Line via Wade between Bear Creek Junction and Neal Springs.

Location of Mall Cranes Mile No.

Horatio	441
Winthrop	449
Allene	456
Wilton	463
Ogden	476
Bloomburg	508
Ravanna	513
Sandra	516
Vivian	527
Oil City	536
Mooringsport	540
Blanchard	548

No. 77 is superior to No. 88.

NEAL SPRINGS TO BEAR CREEK JUNCTION

			88 Mdse. Special	42 Manifest Frt.
STATIONS			Arrive Daily	Arrive Daily
	352.1	BEAR CREEK JCT.	Via Horatio Ar 9.35AM	Ar 10.55PM
91	348.6	WADE	9.26	10.47
W 90	343.7	PH. NEAL SPRINGS	Lv 9.17AM	Lv 10.35PM
8.4			Depart Daily	Depart Daily
Time on District			3.53	4.35



### SIXTH DISTRICT—Shops to Leesville

		SOUTH BOUND			TIME TABLE No. 25 Effective JUNE 12, 1938	STATIONS	Distance from Kansas City.	Office Calls.	Hours of Telegraph Service.	
		SECOND CLASS		FIRST CLASS					Week Days.	Sundays and Holidays.
		77	55	15						
		Merchandise Special Depart Daily	Manifest Freight Depart Daily	The Flying Crow Depart Daily						
		Lv 8.00PM	Lv 5.00AM	Lv 3.20PM	PH...SHOPS.....	557.8	SY	Continuous	Continuous	
				3.25	0.8 SOUTH Y SWITCH.	558.6				
				3.35	1.0 UNION DEPOT...					
				3.50	1.0 SHREVEPORT...	559.6				
				4.00	1.0 SOUTH Y SWITCH.	558.6				
		8.15	5.18	4.10	4.7 { Cedar Grove Tower End of Double Track PH. T. & P. Crossing }	563.3	CR	4A-12 Noon 1.30P-9.30P	4A-12 Noon 1.30P-9.30P	
Sidings and Spurs Between Stations.		8.21	5.24	f 4.15	2.4 PH...FORBING....	565.7				
		8.30	5.35	4.22	4.4 NORTONS.....	570.1				
	Mile	8.42	6.01	f 4.33	6.0 FRIERSON.....	576.1	BN	8.30A-5.30P	None	
	Car No. Capac.			f 4.40	3.9 KINGSTON.....	580.0				
Catuna.....	602 4			f 4.50	5.0 HOLLY.....	585.0				
Frost Lumber Industries, Inc. ....	612 Conn.	9.02	6.40	f 4.50	6.2 MANSFIELD.....	591.2	D	8.30A-5.30P	8.30A-5.30P	
Mansfield Hardwood Lbr. Co. ...	622 Conn.	9.20	7.03	s 5.00	0.9 M. Ry. & T. Co. Cross.	592.1				
Gulf Refg. Co.	633 5	9.25	7.10	5.04	1.2 SO. MANSFIELD..	593.3				
La. Long Leaf Lbr. Co. ...	640 Conn.				0.0 T. & P. CROSSING.	593.3				
Ph Gandy. ...	646 15	9.35	7.26	5.10	4.5 PH...TRENTON....	597.8				
		9.47	7.46	f 5.19	6.2 BENSON.....	604.0	BE	8A-5P	None	
		9.59	8.07	f 5.29	6.0 CONVERSE.....	610.0	CO	8.30A-5.30P	None	
Additional Flag Stop for Trains 15 and 16. Gandy (PH), Mile 646		10.12	8.30	f 5.38	6.4 NOBLE.....	616.4	N	9A-6P	None	
		10.22	8.47	f 5.47	5.3 ZWOLLE.....	621.7	UX	8A-5P	11A-1P	
		10.30	9.00	5.56	3.8 PH...LORING.....	625.5				
		10.45	9.27	s 6.09	7.6 MANY.....	633.1	K	8A-5P	3P-5P	
		11.05	9.46	f 6.19	5.6 FISHER.....	638.7	FY	7A-4P	3P-5P	
		11.13	9.58	f 6.25	3.5 PH...FLORIEN....	642.2				
		11.25	10.15	6.32	4.8 SANDEL.....	647.0				
		11.40	10.48	f 6.40	4.9 HORNBECK.....	651.9	BK	8A-5P	None	
		11.57PM	11.15	f 6.50	6.5 ANACOCO.....	658.4	GX	8A-5P	None	
		12.10AM	11.40	6.58	5.8 HAWTHORNE....	664.2				
		Ar 12.20AM	Ar 11.55AM	Ar 7.05PM	4.0 PH...LEESVILLE..	668.2	V	Continuous	Continuous	
		Arrive Daily	Arrive Daily	Arrive Daily	110.4					
		4.20	6.55	8.45	Time on District					

No. 77 is superior to No. 56 and No. 88



## SIXTH DISTRICT—Leesville to Shops

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Distance from Port Arthur.	TIME TABLE No. 25 Effective JUNE 12, 1938	NORTH BOUND		
				FIRST CLASS	SECOND CLASS	
				16 The Flying Crow	88 Merchandise Special	56 Manifest Freight
				STATIONS	Arrive Daily	Arrive Daily
W O T S Y Yard	.....	227.9	PH... SHOPS.....	Ar 6.15PM	Ar 4.40AM	Ar 8.00AM
		227.5	0.4 NORTH Y SWITCH.	6.12		
Yard	.....	228.9	1.4 UNION DEPOT SHREVEPORT	6.05 5.50		
		227.5	1.4 NORTH Y SWITCH.	5.40		
Interlocked	.....	222.4	5.1 { Cedar Grove Tower End of Double Track PH. T. & P. Crossing }	5.30	4.25	7.43
20	70	220.0	2.4 PH... FORBING.....	f 5.25	4.20	7.35
4	55	215.6	4.4 NORTONS.....	5.17	4.10	7.23
40	77	209.6	6.0 FRIERSON.....	f 5.06	3.57	7.06
12	.....	205.7	3.9 KINGSTON.....	f 4.59	3.49	
15	77	200.7	5.0 HOLLY.....	f 4.50	3.38	6.40
95	77	194.5	6.2 MANSFIELD.....	s 4.40	3.25	6.13
Gated Connection	.....	193.6	0.9 M. Ry. & T. Co. Crossing			
Interlocked Connection	.....	192.4	1.2 SO. MANSFIELD..	4.36	3.20	
		192.4	0.0 T. & P. CROSSING			
W 18	77	187.9	4.5 PH. TRENTON.....	4.28	3.09	5.52
12	40	181.7	6.2 BENSON.....	f 4.19	2.56	5.33
20	77	175.7	6.0 CONVERSE.....	f 4.10	2.43	5.15
35	39	169.3	6.4 NOBLE.....	f 4.00	2.29	4.57
96	77	164.0	5.3 ZWOLLE.....	f 3.51	2.17	4.42
W 28	122	160.2	3.8 PH. LORING.....	3.45	2.08	4.32
83	82	152.6	7.6 MANY.....	s 3.31	1.53	4.10
16	39	147.0	5.6 FISHER.....	f 3.23	1.40	3.50
33	77	143.5	3.5 PH. FLORIEN.....	f 3.17	1.29	3.40
29	55	138.7	4.8 SANDEL.....	3.09	1.17	3.25
WO 36	77	133.8	4.9 HORNBECK.....	f 3.02	1.05	3.09
18	77	127.3	6.5 ANACOCO.....	f 2.51	12.47	2.50
16	77	121.5	5.8 HAWTHORNE...	2.42	12.30	2.32
S W O T Y Yard	103	117.5	4.0 PH. LEESVILLE...	Lv 2.35PM	Lv 12.20AM	Lv 2.20AM
		110.4		Depart Daily	Depart Daily	Depart Daily
		Time on District		3.40	4.20	5.40

Location of Mall Cranes.	Mile No.
Forbing. . . . .	566
Frierson. . . . .	577
So. Mansfield. . . . .	594
Benson. . . . .	605
Converse. . . . .	611
Noble. . . . .	617
Zwolle. . . . .	622
Fisher. . . . .	639
Florien. . . . .	643
Gandy. . . . .	646
Hornbeck. . . . .	653
Anacoco. . . . .	659

Water Tanks Between Stations.  
2.5 miles north of Frierson.

**No. 77 is superior to No. 56 and No. 88**



**SEVENTH DISTRICT—Leesville to Port Arthur**

**SOUTH BOUND**

**Sidings and Spurs Between Stations.**

	Mile No.	Car Capac.
Coopers. . . . .	675	6
Lunita. . . . .	731	14
Cupples. . . . .	738	Conn.
Garrison. . . . .	770	35
Zummo Pkg. Co. . . . .	770	13
Dowling. . . . .	772	16
Sun. . . . .	775	66
Magpetco. . . . .	777	Conn.
Rice Farm. . . . .	778	15
PH Griffing. . . . .	782	16
Henning & Gilbert. . . . .	782	..
Chaison Branch . . . . .	..	..
Beaumont Column Co. Spur. . . . .	C769	167
Magnolia Pet. Co. . . . .	C769	20
Beaumont Saw Mill Co. . . . .	C769	Yard

	SECOND CLASS			FIRST CLASS	TIME TABLE No. 25 Effective JUNE 12, 1938	STATIONS	Distance from Kansas City.	Office Calls.	Hours of Telegraph Service.	
	55 Manifest Freight	77 Merchandise Special	15 The Flying Crow	Depart Daily					Week Days.	Sundays and Holidays.
	Depart Daily	Depart Daily	Depart Daily							
Lv	3.00PM	Lv 12.35AM	Lv 7.10PM	PH. LEESVILLE . . . . .	668.2	V	Continuous	Continuous		
			7.13	NEWLLANO . . . . .	669.7					
	3.26	12.52	f 7.23	PICKERING . . . . .	676.1					
	3.37	12.57	7.28	NEAME . . . . .	679.3					
	3.50	1.06	f 7.35	PH. ROSE PINE . . . . .	683.4					
	4.30	1.18	s 7.46	PH. DER IDDER . . . . .	688.8	HF	7.15P-4.15A	7.15P-4.15A		
				J. & E. Crossing . . . . .	689.4					
	4.47	1.28	7.57	CARSON . . . . .	695.0					
			8.04	MILE POST 700 . . . . .	700.0					
	5.12	1.47	f 8.13	SINGER . . . . .	704.3	SI	9A-6P	None		
	5.30	2.00	8.25	PH. SEALE . . . . .	710.9					
	6.20	2.15	s 8.45	PH. DE QUINCY . . . . .	718.7	CY	7P-4A	7P-4A		
Ar	6.25PM	Ar 2.30AM	Ar 8.50PM	C. S. JUNCTION . . . . .	720.2					
	See Time Table.	See Time Table.	See Time Table.	HELME . . . . .	723.5					
				LUCAS . . . . .	727.9					
				STARKS . . . . .	734.8	KR	7A-3P 9P-5A	9P-5A		
				PH. RULIFF . . . . .	740.1	RU	8A-6P	None		
				MILE POST 745 . . . . .	745.0					
				{ MAURICEVILLE } { O. & N. W. CROSS. } . . . . .	749.8	M	Continuous	Continuous		
				DOTY . . . . .	755.2					
				PH. VIDOR . . . . .	760.0					
				Sou. Pac. Crossing . . . . .	764.4					
				Sou. Pac. Crossing . . . . .	765.6					
Lv	8.45PM	Lv 4.10AM	Lv 10.05PM	PH. BEAUMONT . . . . .	766.1	BU	Continuous	Continuous		
				B. W. & T. Crossing . . . . .	766.2					
	9.15	5.10	10.12	PH. CHAISON JCT. . . . .	767.5					
				Sou. Pac. Crossing . . . . .	769.3					
	9.50	5.48	f 10.28	PH. NEDERLAND . . . . .	775.6	RX	8A-5P	8A-5P		
	10.05	6.05	10.35	PH. NECHES JOT. . . . .	779.1					
				Sou. Pac. Crossing . . . . .	784.5					
Ar	10.30PM	Ar 6.30AM	Ar 10.50PM	PH. PORT ARTHUR . . . . .	785.7	PA	9A-6P	9A-6P		
	Arrive Daily	Arrive Daily	Arrive Daily	117.5						
	7.30	5.55	3.40	Time on District						

**No. 77 is superior to No. 56 and No. 88**



SEVENTH DISTRICT—Port Arthur to Leesville

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Distance from Port Arthur.	NORTH BOUND				
			TIME TABLE No. 25		FIRST CLASS	SECOND CLASS	
			Effective JUNE 12, 1938		16	88	56
			STATIONS		The Flying Crow	Merchandise Special	Manifest Freight
		Arrive Daily	Arrive Daily	Arrive Daily			
Connection W O T S Y Yard	103	117.5	PH. LEESVILLE . . . Ar	2.30 PM	Ar 11.55 PM	Ar 1.30 AM	
2	116.0	1.5	NEWLLANO . . .	2.28			
30	77	109.6	6.4 PICKERING . . . f	2.17	11.38	1.07	
W 110	87	106.4	3.2 NEAME . . .	2.12	11.30	12.57	
15	88	102.3	4.1 PH. ROSE PINE . . . f	2.05	11.20	12.40	
104	88	96.9	5.4 PH. DE RIDDER . . . s	1.55	11.08	12.24	
Gated Connection		96.3	0.6 J. & E. Crossing . . .				
25	86	90.7	5.6 CARSON . . .	1.43	10.53	12.05 AM	
		85.7	5.0 MILE POST 700 . . .	1.35			
16	88	81.4	4.3 SINGER . . . f	1.28	10.30	11.34 PM	
4	88	74.8	6.6 PH. SEALE . . .	1.18	10.15	11.13	
W O Y Yard	N-106	67.0	7.8 PH. DE QUINCY . . . s	1.05	9.55	10.45	
Connection	S-159	65.5	1.5 C. S. JUNCTION . . . Lv	1.00 PM	Lv 9.10 PM	Lv 10.10 PM	
6	110	62.2	3.3 HELME . . .	See Joint Time Table.	See Joint Time Table.	See Joint Time Table.	
3	78	57.8	4.4 LUCAS . . .				
20	110	50.9	6.9 STARKS . . .				
SW 34	110	45.6	5.3 PH. RULIFF . . .				
		40.7	4.9 MILE POST 745 . . .				
W Y 8	216	35.9	4.8 { MAURICEVILLE } { O. & N. W. CROSS. }				
Connection Interlocked	5	77	5.4 DOTY . . .				
8	177	25.7	4.8 PH. VIDOR . . .				
Interlocked		21.3	4.4 .Sou. Pac. Crossing . . .				
		20.1	1.2 .Sou. Pac. Crossing . . .				
O Y Yard	40	19.6	0.5 PH. BEAUMONT . . . Ar	11.50 AM	Ar 7.00 PM	Ar 7.40 PM	
Connection		19.5	0.1 B. W. & T. Crossing . . .				
WY 95	182	18.2	1.3 PH. CHAISON JCT. . .	11.40	6.50	7.05	
Interlocked		16.4	1.8 .Sou. Pac. Crossing . . .				
62	63	10.1	6.3 PH. NEDERLAND . . . f	11.28	6.15	6.45	
		6.6	3.5 PH. NECHES JCT. . .	11.21	5.45	6.25	
Interlocked Connection		1.2	5.4 .Sou. Pac. Crossing . . .				
O Y S W Yard			1.2 PH. PORT ARTHUR . . . Lv	11.10 AM	Lv 5.30 PM	Lv 6.00 PM	
		117.5		Depart Daily	Depart Daily	Depart Daily	
		Time on District		3.20	6.25	7.30	

Location of Mail Cranes.

	Mile No.
Newllano . . . . .	670
Rose Pine . . . . .	684
Singer . . . . .	705
Starks . . . . .	735
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.

No. 77 is superior to No. 56 and No. 88



**LAKE CHARLES DISTRICT—De Quincy to Lake Charles**

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wye.	SOUTH BOUND						NORTH BOUND								
	THIRD CLASS		FIRST CLASS		Capacity of Passing Tracks.	Distance from Kansas City.	TIME TABLE No. 25			Distance from Lake Charles.	Office Calls.	FIRST CLASS		THIRD CLASS	
	277 Manifest Freight		215 Passenger				Effective JUNE 12, 1938					216 Passenger		288 Manifest Freight	
	Depart Daily		Depart Daily		STATIONS			Arrive Daily		Arrive Daily					
Arrive Daily		Arrive Daily		22.6			Depart Daily		Depart Daily						
W O Y Yard Connection Interlocked	.....	Lv 3.00AM	Lv 8.55PM	.....	718.4	PH..DE QUINCY....	22.6	CY	Ar 12.55PM	Ar 9.50PM	.....	.....	.....	.....	
	.....	.....	.....	.....	B 719.1	.Gulf Coast Line Cross.	21.9	.....	.....	.....	.....	.....	.....	.....	
2	.....	3.37	f 9.05	.....	B 722.9	.....PERKINS.....	18.1	.....	f 12.46	.....	.....	.....	.....	.....	
	.....	4.07	f 9.18	60	B 728.3	.....BUHLER.....	12.7	.....	f 12.34	9.18	.....	.....	.....	.....	
32	.....	4.07	f 9.33	.....	B 735.3	.....MOSSVILLE...	5.7	.....	f 12.18	8.50	.....	.....	.....	.....	
	.....	4.20	f 9.40	.....	B 735.7	..LOCKPORT JCT...	5.3	.....	f 12.11	8.40	.....	.....	.....	.....	
12 Connection Interlocked	.....	4.20	f 9.40	.....	B 738.6	..WEST LAKE....	2.4	.....	f 12.11	8.40	.....	.....	.....	.....	
	.....	.....	.....	.....	B 740.5	..Sou. Pac. Crossing..	0.5	.....	.....	.....	.....	.....	.....	.....	
W S O T Yard	.....	Ar 4.30AM	Ar 9.45PM	.....	B 740.8	..Sou. Pac. Crossing..	0.2	.....	.....	.....	.....	.....	.....	.....	
	.....	.....	.....	.....	B 741.0	PH.LAKE CHARLES.	.....	SA	Lv 12.05PM	Lv 8.30PM	.....	.....	.....	.....	
.....	.....	1.30	.50	.....	.....	Time on District	.....	.....	.50	1.20	.....	.....	.....	.....	

HOURS OF TELEGRAPH SERVICE		
STATIONS	Week Days	Sundays and Holidays
DE QUINCY.....	7P-4A	7P-4A
PH LAKE CHARLES TOWER	730A 1130P	730A-1130P

**TONNAGE RATING, SOUTHERN DIVISION**

DISTRICT	Direc-tion	FROM STATION	TO STATION	Adjust-ment Per Car in Tons	CLASS E-3		CLASS E-4		CLASS G		CLASS G-1		CLASS G-2		CLASS H	
					A	B	A	B	A	B	A	B	A	B	A	B
FIFTH	South	DeQueen.....	Texarkana.....	10	3400	3080	5000	4500	6000	5500	9100	8600	9200	8700	2750	2450
		Texarkana.....	Shreveport.....	10	3200	2880	5000	4500	6000	5500	9100	8600	9200	8700	2750	2450
	North	Shreveport.....	Texarkana.....	10	3200	2880	5000	4500	6000	5500	9100	8600	9200	8700	2750	2450
		Texarkana.....	DeQueen.....	10	3400	3080	5000	4500	6000	5500	9100	8600	9200	8700	2750	2450
SIXTH	South	Shreveport.....	Leesville.....	5	1800	1635	2300	2100	3100	2800	4750	4500	4850	4500		
		Leesville.....	Mansfield.....	5	2100	1930	2550	2400	3400	3100	5150	4850	5250	4850		
	North	Mansfield.....	Shreveport.....	5	2300	2130	2800	2650	3700	3400	5600	5300	5700	5300		
SEVENTH	South	Leesville.....	DeQuincy.....	10	3600	3450	4270	4000	6140	5650	9300	8800	9400	8800		
		DeQuincy.....	Leesville.....	10	3750	3575	4450	4200	6400	5650	9700	9200	9800	9200		
	North	DeQuincy.....	Beaumont.....	12	6000	5500	6950	6200								
		Beaumont.....	DeQuincy.....	12	6000	5500	6950	6200								
	South	Beaumont.....	Port Arthur....	12	7000	6500	8100	7300								
		Port Arthur....	Beaumont.....	12	7000	6500	8100	7300								
LAKE CHARLES	South	DeQuincy.....	Lake Charles...	12	5500	5030										
	North	Lake Charles...	DeQuincy.....	12	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.



**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	119,560	182,760
C-2.....	85	28,158	121,650	176,733	252,000
D-5.....	361, 378	28,931	112,500	161,378	226,400
D-7.....	600 to 606	26,389	135,000	220,397	311,900
E-3.....	475, 483, 514, 516, 524	47,124	194,560	246,460	345,560
E-3.....	477, 498,	47,124	195,660	253,560	350,660
E-3.....	519, 521, 529	47,124	195,660	284,080	403,680
E-3.....	{ 478, 484, 490, 492, 493,	47,124	194,560	251,460	348,560
E-3.....	494, 499, 526, 528	47,124	195,660	264,380	387,980
E-3.....	481, 485, 489, 522	47,124	195,660	248,560	347,660
E-3.....	486, 520, 523, 525	47,124	194,560	281,980	401,580
E-3.....	491, 510	47,124	194,560	262,280	385,880
E-3.....	497, 527	47,124	195,660	270,380	389,980
E-3.....	480, 495, 513, 531	47,124	195,660	272,480	392,080
E-3.....	532	47,124	195,660		
E-4.....	{ 550, 553, 555, 558, 561,	54,724	232,400	318,900	446,000
E-4.....	562, 563	54,724	232,400	307,100	431,400
E-4.....	551, 552, 557, 564	55,948	224,000	298,700	429,000
E-4.....	554, 559, 560	55,948	224,000	298,700	423,000
E-4.....	556	S. 96,555			
G.....	701, 706, 711	C. 80,463	352,000	387,100	526,000
G-1.....	750 to 756	S. 147,220			
G-2.....	757 to 765	C. 122,683	466,000	527,900	694,000
G-2.....	766	S. 147,220			
H.....	800 to 807	C. 122,683	476,400	575,500	780,700
H-1.....	808, 809, 810	41,126	159,500	315,000	445,400
J.....	900 to 904	41,126	166,500	313,800	453,600
J.....	905 to 909	93,300	350,000	592,050	857,000
J.....		93,300	350,000	591,740	868,690



### WEIGHT OF EMPTY PASSENGER CARS

CLASS	Numbers	Length In Feet	Tons	CLASS	Numbers	Length In Feet	Tons
Baggage and Express.....	1	61	54	Coach-Diners, Air-Conditioned..	50 to 53	80	91
“ “ “.....	2	61	51	Chair Cars.....	215 to 219	60	51
“ “ “.....	13	61	53	“ “.....	220 to 227	60	58
“ “ “.....	15	61	52	Official.....	97	70	80
“ “ “.....	17, 19 to 21	61	54	“.....	98	70	67
“ “ “.....	31	54	48	“.....	99	67	89
“ “ “.....	32	54	52	“.....	100	66	76
“ “ “.....	33	54	46	“.....	Kay See	76	96
“ “ “.....	35	60	55				
Mail-Baggage-Express.....	37, 38	60	55	<b>RECAPITULATION OF PASSENGER EQUIPMENT</b>			
“ “ “.....	39, 40, 41	61	57	Baggage and Express.....			12
“ “ “.....	60 to 63	71	71	Mail-Baggage-Express.....			9
Express Refrigerators.....	1400 to 1424	50	43	Express Refrigerators.....			25
Coach and Baggage.....	159	51	43	Coach and Baggage.....			1
Coaches, Partitioned.....	176 to 180	60	54	Coaches, Partitioned.....			10
“ “.....	206	57	47	Coaches, Partitioned, Air Conditioned.....			4
“ “.....	211 to 214	60	53	Coach-Diners “ “.....			4
Coaches, Partitioned, Air- Conditioned.....	230 to 233	75	56	Chair Cars.....			13
				Official Cars.....			5
				Total.....			83

### LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS

Car Number	Journal Size	Load Limit at Rail	Weight of Car	Carrying Capacity of Car
1.....	5 x 9	136,000	107,500	28,500
2.....	5 x 9	136,000	102,000	34,000
13.....	5 x 9	136,000	105,500	30,500
15.....	5 x 9	136,000	103,600	32,400
17.....	5 x 9	136,000	108,700	27,300
19.....	5 x 9	136,000	107,700	28,300
20.....	5 x 9	136,000	108,600	27,400
21.....	5 x 9	136,000	108,600	27,400
31.....	5 x 9	136,000	95,200	40,800
32.....	5 x 9	136,000	103,300	32,700
33.....	5 x 9	136,000	92,800	43,200
35.....	5 x 9	136,000	110,000	26,000







