SUBDIVISIONS

FIFTH SUBDIVISION—
De Queen to Deramus Yard.....120.4 Miles

SIXTH SUBDIVISION—
Deramus Yard to Leesville.....116.0 "

SEVENTH SUBDIVISION—
Leesville to Port Arthur.....117.5 "

LAKE CHARLES SUBDIVISION—
De Quincy to Lake Charles..... 22.3 "

Total Mileage .....376.2 Miles

SAFETY Is of FIRST IMPORTANCE in the Discharge of Duty

T. F. HOOPER, Trainmaster,
Fifth Subdivision .....Shreveport, La.
F. A. GRIMMETT, Trainmaster,
Sixth and Seventh Subdivisions..... " "
A. G. STUCKEY, Chief Dispatcher..... " "
S. C. JUSTUS, Dispatcher..... " "
F. A. SHEARER, " ..... " "
J. Y. LYNCH, " ..... " "
O. S. PLOTT, " ..... " "
B. M. DEAVER, " ..... " "
S. T. SCOTT, Terminal Trainmaster..... " "
A. W. HALL, Traveling Engineer.. ..... " "

1177—Smith-Grieves Co., Printers, K. C., Mo.

KANSAS CITY SOUTHERN LINES

THE KANSAS CITY SOUTHERN RAILWAY COMPANY

SOUTHERN DIVISION

TIME TABLE No. 44

EFFECTIVE AT 12:01 A. M.
SUNDAY
JANUARY 12, 1958

FOR EMPLOYEES ONLY

R. J. BLAIR,
General Manager,
Kansas City, Missouri

R. R. SUTTER,
Sup't Transportation,
Shreveport, La.

G. M. SWITZER,
Superintendent,
Shreveport, La.

H. W. DENBO, JR.
Sup't of Terminals
Port Arthur, Texas

KANSAS CITY SOUTHERN EMPLOYES' HOSPITAL ASSOCIATION STAFF

F. W. NICHOLS, Supervisor, Room 204, Kansas City Southern Ry. Bldg., Kansas City, Mo.

Dr. Carl D. Enna.....Chief Surgeon.....Kansas City, Mo.
316 Argyle Bldg.
" Harry K. Cohen...Asst. Chief Surgeon..... " " "
316 Argyle Bldg.
" F. E. Wade.....Local Physician (Eye)... " " "
" C. E. Hassig..... " " " ... " " Kas.
" A. N. Altringer...Ear, Nose and Throat... " " Mo.
" John S. Knight... " " " " ... " " "
" W. P. Bunting.... " " " " ... " " "
" Wm. A. Staggs...Urologist ..... " " "
" J. P. Frick.....Dermatologist ..... " " "
" G. L. Kimball.....Division Surgeon.....DeQueen, Ark.
" LeRoy Callahan ..Local Physician..... " "
" Wayne G. Pullen.. " " ..... " "
" John S. Hendricks.Asst. Div. Surgeon..... " "
" Chas. N. Jones.... " " " ..... " "
" C. M. Gore.....Dentist ..... " "
" R. C. Dickinson...Local Physician.....Horatio, "
" N. W. Peacock... " " .....Ashdown "
" H. M. Carney....Division Surgeon.....Texarkana, Tex.
" Eugene T. Ellison.Asst. Div. Surgeon..... " "
" Karlton Kemp....Local Physician..... " "
" C. A. Thompson... " " ..... " "
" M. L. Williams... " " ..... " "
" John S. Griffin.... " " ..... " "
" Frank P. Cantrell. " " ..... " "
" W. R. Patterson..Dentist ..... " "
" B. S. Ingram.....Dentist (Col.)..... " "
" J. I. Allen.....Local Physician.....Bloomburg, "
" J. C. Willis, Jr....Division Surgeon.....Shreveport, La.
" J. R. Brown.....Asst. Div. Surgeon..... " "
" A. L. Bicknell.... " " " ..... " "
" W. S. Kerlin.....Local Physician..... " "
" S. L. Gill..... " " ..... " "
" J. E. Knighton, Jr. " " ..... " "
" F. E. Kappen..... " " ..... " "
" Otis Broyles..... " " ..... " "

Dr. N. L. Mauroner...Local Physician.....Shreveport, La.
" Mye Haddox..... " " (Col.)... " "
" Frank L. Bryant..Eye, Ear, Nose & Throat. " "
" Edgar W. Booth..Local Physician (Eye).. " "
" W. W. Smith.....Dermatologist ..... " "
" John C. Hardin...Dentist ..... " "
" Webb H. Martin.. " ..... " "
" Michael Balistrella " ..... " "
" James H. Campbell.Urologist ..... " "
" E. W. Duncan.....Dentist (Col.)..... " "
" Howard Sims..... " (Col.)..... " "
" H. P. D. Curtis...Local Physician.....Mansfield, "
" J. S. Segura..... " " ..... " "
" O. L. Sanders, Jr.. " " .....Converse, "
" M. S. Stephens...Local Physician.....Hornbeck, "
" Edgar M. Shaw...Div. Surgeon .....Leesville, "
" I. O. Winfree.....Dentist ..... " "
" P. F. Strecker....Local Physician.....DeRidder, "
" D. J. Drez..... " " ..... " "
" J. Earl Bailey.....Dentist .....Lake Charles, La.
" Steve F. Price....Local Physician..... " " "
" B. M. Woodard... " " ..... " " "
" E. A. Skarke.....Division Surgeon.....Beaumont, Tex.
" E. L. Allamon....Local Physician..... " "
" John H. Carter...Eye, Ear, Nose & Throat " "
" P. T. Weisbach... " " " " " "
" F. P. Farrington..Dentist ..... " "
" C. F. Clark..... " ..... " "
" Henry E. Jones... " (Col.)..... " "
" I. T. Young.....Division Surgeon.....Port Arthur, "
" Chas. D. Hille.....Asst. Div. Surgeon .... " " "
" J. Y. Harper.....Eye, Ear, Nose & Throat " " "
" J. B. Matthews...Local Physician (Col.).. " " "
" R. F. Pickard.....Dentist ..... " " "
" S. J. Dixon..... " (Col.)..... " " "
" F. L. Watts.....Dermatologist ..... " " "

W. W. PHILLIPS, First Aid Attendant, Shreveport, La.

OFFICIAL WATCH INSPECTORS

National Railway Time Service Co., General Time Inspector,
718 Sterick Building, Memphis, Tenn.
J. H. MACE CO., System Time Inspector, Kansas City, Mo.
J. H. NORTHINGTON, Traveling Inspector, Kansas City, Mo.

RALPH S. THOMAS.....DeQueen, Ark.
DABNEY JEWELERS.....Texarkana, Texas
PARKS CREDIT JEWELRY.....Texarkana, Texas
W. C. YOUNGBLOOD.....Shreveport, La.
CLARKES JEWELERS .....Shreveport, La.
CARTER JEWELRY CO.....Leesville, La.
LEESVILLE JEWELRY CO.....Leesville, La.
E. M. RODGERS.....DeQuincy, La.
ALMOND'S JEWELERS.....Westlake, La.
RIDER'S JEWELRY.....Lake Charles, La.
J. P. FREEDMAN.....Beaumont, Texas
LAYMON JEWELERS.....Port Arthur, Texas
NACOL'S JEWELERS .....Port Arthur, Texas

SPECIAL INSTRUCTIONS

Current timetable and special instructions of the Kansas City, Shreveport and Gulf Terminal Company will govern the movement of trains and engines between North Wye Switch and/or South Wye Switch and Franklin-St.-Commerce St. Jct.

Current joint timetable of the Kansas City Southern Railway and Mo. Pac. Ry. will govern the movement of trains between C. S. Junction and G. C. L. Junction.

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS, except:

Fifth Subdivision—

No. 1 is superior to No. 16.

No. 77 is superior to No. 42, No. 82 and No. 88.

Inferior class trains, extra trains and engines will clear No. 1 and No. 2 at least 10 minutes. Rules 86 and S89 addition.

Traveling Engineer has the authority of Trainmaster.

Conductor of No. 15 will obtain clearance form 212, at Deramus Yard and deliver to outbound crew of No. 15 at Shreveport Union Depot.

South Wye Switch is Initial terminal for train No. 15 and North Wye Switch is Final terminal for train No. 16 on Sixth Subdivision.

When southward regular trains are registered at Deramus Yard, such trains will have arrived at Blanchard and Texas Jct.

When No. 16 is registered at South Wye Switch No. 16 will be considered as having arrived North Wye Switch.

Northward trains obtain clearance at Beaumont.

Northward K. C. S. trains obtain clearance at DeQuincy.

Southward K. C. S. trains obtain clearance at DeQuincy and Beaumont.

Southward Mo. Pac. trains obtain clearance at Mo. Pac. telegraph office, DeQuincy.

Train No. 242 will not be required to secure clearance at Lake Charles on Sundays and Mondays when no operator on duty.

Train No. 16 will not be required to secure clearance at Port Arthur on Sundays when no operator on duty.

SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track, except as otherwise restricted by Yard Limits, Train Orders, Slow Boards, Slow Flags, General Orders, Special Instructions, or other proper notices:		
Maximum Speed MPH—Diesel Operation		
Between DeQueen Passenger Depot and MP-556	70	40
EXCEPT:		
Train No. 77	.....	50
Around curves not restricted by slow boards.	65	40
Over Bear Creek Bridge, A-435, MP-434.6.	40	40
Over Red River Bridge, B-478, MP-477.9..	40	25
Over Caddo Lake Fill, just north of Bridge A-540	25	25
Over Caddo Lake Bridge, A-540, MP-539.2.	25	25
Between MP-556 and South Wye Switch.....	40	20
Between South Wye Switch and DeQuincy....	58	40
EXCEPT:		
Through Spring Switch at end of double track, Cedar Grove Tower	15	15
Between DeQuincy and Beaumont (See KCS-MoPac Joint Timetable).		
Between Beaumont and Neches Jct.	50	35
Between Neches Jct. and Port Arthur	40	35
EXCEPT:		
Around curve MP-785	10	10
Lake Charles Branch:		
Between DeQuincy and Lake Charles	30	30
EXCEPT:		
Over Houston River Drawbridge A-733-B..	15	15
Calcasieu River Drawbridge A-740-B, (After STOP)	15	15

ALL POINTS:

Engines in yard or road service, with or without cars, will not follow a preceding movement over a public crossing closer than five (5) minutes unless such crossing is protected by flagman or crossing gates.

Except where other restrictions require a slower speed, Passenger trains will not exceed 50 MPH, and Freight trains 35 MPH while meeting or passing another train occupying a siding.

All trains will not exceed 40 MPH passing train order signal where train orders are to be delivered.

Trains and engines entering, moving through, and leaving sidings and/or yard tracks will not exceed LOW SPEED. These instructions do not relieve crews of any train or engine from exercising due precaution to avoid accidents, per Rule 101.

DEQUEEN: First class trains run at restricted speed between north lead switch, DeQueen yard, and south siding switch, DeQueen Passenger Depot.

ASHDOWN: First class trains run at restricted speed between SL-SF Railway crossing and south house track switch expecting to find SL-SF Railway trains or engines using KCS main track.

TEXARKANA: Between Trigg Street Yard office and Depot Junction, first class trains run at Restricted Speed expecting to find main track occupied by other trains or engines.

All trains and engines will not exceed six (6) MPH between Depot Junction and Union Depot, Texarkana.

SHREVEPORT: First class trains, both directions, will move at restricted speed between Harriet St. (station sign MP-556.3), and Dalzell Street (just south of South Wye Switch) expecting to find other trains or engines occupying main track without flag protection.

Freight trains, yard engines and light engines will keep informed of passenger train movements and will immediately clear main track on the approach, or, if practical, before the approach of passenger trains, avoiding all delay possible.

TWO MAIN TRACKS between South yard lead switch Deramus Yard and Cedar Grove Tower.

All movements between Harriet St. (station sign), and Deramus Yard both main tracks, either direction, will be governed by signal indications.

Between Harriet St., and Cedar Grove Tower, the current of traffic is on right-hand track in direction of movement. Movements will not be made against current of traffic unless protected by flag or authorized by Yardmaster.

All trains and engines will run at restricted speed not to exceed 20 MPH on east main track (signal controlled territory) between Harriet St. (station sign) and Spillway MP-555.

MANSFIELD: Trains and engines will not exceed 15 MPH over first street crossing north of depot.

DEQUINCY: First class trains run at restricted speed between DeQuincy Passenger Depot and C. S. Junction.

LAKE CHARLES BRANCH: All trains will come to full STOP before proceeding over Calcasieu River draw bridge A-740-B.

BEAUMONT: All trains and engines move at Restricted Speed, not to exceed 12 MPH, between Automatic Block Signal at MP 765.6 and North switch Chaison Junction.

First class trains move at Restricted Speed between north switch Chaison Junction and SP Railway crossing, MP-770.4.

Second and Third Class, Extra trains and engines move at Restricted Speed between north switch Chaison Junction and MP-774. Rule 93 applies.

PORT ARTHUR: Passenger trains arriving Port Arthur will head down freight inbound main track and around north leg of wye to passenger station. This movement must be made at Low Speed.

MAXIMUM SPEED OF TRAINS OVER RAILROAD CROSSINGS

Railroad	Crossing	M. P.	At or Near Station	Not to Exceed MPH	
				Pass.	Freight
D&E Ry.	Interlocked	433 8	DeQueen	35	30 eng. only
SL-SF Ry.	Interlocked (Automatic)	467.6	Ashdown	35	20 eng. only
T&P Ry.	Interlocked	487.4	Texarkana	20	20
StLSW Ry.	Interlocked	487.5	Texarkana	20	20
TP-ICC	Interlocked (Automatic)	489.4	Texarkana	35	30 eng. only
T&P Ry.	Interlocked (Automatic)	563.5	Cedar Grove Tower	20	15 eng. only
MRT Co.	Gated	592.1	Mansfield	20	20 eng. only
T&P Ry.	Interlocked	593.5	South Mansfield	35	30 eng. only
J&E	Gated	689.8	DeRidder	20	20
Mo. Pac.	Interlocked	750.2	Mauriceville	35	30 eng. only
SP.	Interlocked (Automatic)	764.9	Beaumont	35	30 eng. only
SP.	Rule 98. Stop	766.0	Beaumont	20	20 eng. only
BWT	Rule 98. Stop	766.7	Beaumont	12	12 eng. only
SP.	Interlocked	769.8	Chaison Junction	35	20
SP.	Interlocked	785.0	Port Arthur	15	10 eng. only
Lake Charles Branch:					
Mo. Pac.	Interlocked (Automatic)	720.2-B	DeQuincy	20	20
SP.	Interlocked	Mat' Spr	West Lake	20	20
SP.	Interlocked	741.6-B	Lake Charles	20	20
SP.	Rule 98. Stop	741 9-B	Lake Charles	20	20

Engines; Freight road service, when backing or when controlled from rear unit, will not exceed 30 MPH.

Freight engines or freight units, when used with higher speed units, will not exceed 65 MPH.

Freight engines or freight units, when used in passenger service will not exceed 65 MPH.

Switch engines, except General Purpose engines, will not exceed 45 MPH in either forward or backward movements.

General Purpose engines, series 40, 150 and 160, will not exceed 65 MPH in either forward or backward movements.

CITY ORDINANCES

Limited speed of trains as follows:

DeQueen	25 MPH	**Shreveport	20 MPH
Ashdown	25 "	Converse	25 "
*Texarkana	20 "	Leesville	15 "
Bloomburg	30 "	DeRidder	12 "
Rodessa, Main St.	25 "	Lake Charles	20 "
Vivian	20 "	Beaumont	20 "
Oil City	40 "	Nederland	20 "
		Port Arthur	10 "

*Texarkana, also, over 3rd and 14th Street crossings, 10 MPH.
**Shreveport, also, not to exceed 10 MPH for a distance of not less than 300 feet before reaching St. Vincent Avenue, and Hollywood Street crossings until engine or lead car has passed over crossings.

MAXIMUM SPEED—TRAINS HANDLING

Passenger trains handling box cars equipped for passenger train service, except KCS 400 class and L&A-36017 and 36148, will not exceed 60 MPH. (KCS 400 class cars and L&A-36017 and 36148 are good for maximum speed.)

Trains handling: Foreign steam wreckers, Pile Drivers, Derrick Cars, and other heavy machinery on its own wheels, will not exceed 20 MPH.

Company wreckers, except wrecker 05, boom down, 25 MPH.

Scale test cars, 35 MPH.

Company wrecker 05:

Between DeQueen and Port Arthur, 30 MPH.

EXCEPT: Not to exceed 10 MPH over Bridges:

A-435 (Bear Creek).....MP-434.6
A-478 .....MP-477.2
B-478 (Red River) MP-477.9
A-540 (Caddo Lake).....MP-539.2

Wrecker 05 will not be operated on Lake Charles Branch except on special instructions of Superintendent.

Southward trains handling loaded hopper cars between DeQueen Yard and Texarkana will not exceed 40 MPH at any point.

Freight trains handling mixed freight and passenger equipment will not exceed speed authorized for freight trains.

All diesel engines (road or switch) for movement in tow must have all switches open, main fuse removed, reversing drums and main power contactors blocked.

Sperry Rail test cars and MofWay Ballast discing machines cannot be relied on to actuate block and interlocking signals, and are defined as uninsulated equipment. Rule 99(j) is not applicable to such machines, nor can such machines occupy main track within territory where Rules 400 to 406, inclusive, are in effect on authority of block signal indications, alone.

When two or more diesel units equipped with identifying numbers and coupled together and used on a train, the number of one unit only will be used in train orders, and this number will be the engine number of the train. Except: when used on work extra and/or turnaround extra trains, the number of leading engine only will be used in train orders. Such identifying numbers equipped for illumination, must be illuminated while engine is in train service. Rule 206 modified.

STEAM ENGINES: Emergency or detour movements of foreign line steam engines will only be handled on special instructions of the superintendent.

Referring to anti-whistling ordinances (as shown in Special Instructions pamphlet form), Texarkana, Shreveport, Leesville, Lake Charles, and Beaumont:

Use of engine whistle may be made when there is imminent danger of accident. In any case of impending danger, where it is felt an accident might be avoided by an additional warning, the whistle must be used.

A source of accidents in Beaumont is that our trains run against the red traffic lights. While railroads are not required to obey the street traffic signals, nevertheless, enginemen are obligated to use due care with the dangers and circumstances surrounding any hazardous situation.

HIGH WATER:

Maximum depth of water over top of rail through which equipment may be handled is as follows, except where greater depths are authorized by proper authority:

Diesel engines ..... 4 inches
Passenger cars ..... 9 inches
Freight cars .....25 inches

When trains are operated through water a maximum speed of five (5) MPH must not be exceeded. A greater depth than four (4) inches should not be authorized for Diesel engines. If authority is given to operate air conditioned passenger cars through a greater depth than nine (9) inches, proper inspection should be made to ascertain if the apparatus requires to be cleaned and dried.

WHERE TIME APPLIES—RULE 5:

DEQUEEN YARD. Track No. 2, DeQueen Yard, is designated as Siding and switches will be designated as "South Lead Switch" and "North Lead Switch," DeQueen Yard.

DEQUEEN PSGR. DEPOT:

The track parallel to main track on east side, extending from just north of D & E Ry. crossing to north end of station platform at DeQueen Psgr. Depot, is designated as "DeQueen Psgr. Depot Siding."

Northward freight trains with more than 20 cars will stay at Wade for southward first class trains unless can make DeQueen Yard and be in clear for those trains.

TRIGG STREET. The track parallel to main track west side, between first switch, just north of Yard Office and power switch near 40th street underpass, is designated as siding.

DEQUINCY: Track No. 1, DeQuincy yard, is designated as northward siding.

CHAISON JUNCTION: Train order and timetable restrictions for northward trains will apply at the double crossover switch and is to be considered as the north siding switch.

YARD LIMITS

At the following stations Rule 93 applies:

DeQueen	Leesville	Beaumont
Ashdown	DeRidder	Port Arthur
Texarkana	DeQuincy	Lake Charles
Shreveport— Deramus Yard	C. S. Junction	

Between Neal Springs and Horatio.

Between Daub and Fort Polk, including all tracks at Fort Polk.

Between North Switch Chaison Junction and Mile Post 774.

SPRING SWITCH: North Wye is equipped with spring switch. Normal position for north leg of wye. Northward movements may run through points in accordance with Rules 104-A and 104-F.

A spring switch is in service at end of double track just north of T&P-KCS crossing, Cedar Grove Tower. Normal position is for northward main track. Southward movements on southward main track may run through points in accordance with Rules 104-A and 104-F. Do not exceed LOW SPEED over this switch in either direction.

BLOCK SIGNAL indications will govern the following movements in vicinity of North Wye Switch, Shreveport:

Signal No. 6, located between northward main track and north leg of wye, will govern movements to be made from main track onto north leg of wye and from No. 1 yard track onto north leg of wye. When RED aspect on signal is shown, it indicates north leg of wye is occupied.

Signal No. 8, located on pier of T&P-T&NO passenger lead overhead bridge on east side of KCS northward main track to govern all northward movements on northward track.

Signal No. 9, located east of northward main track just south of crossover switch to north leg of wye. This is a repeater of Signal No. 6. Signals 9 and 6 govern southward movements through north leg of wye.

Where stop indication is displayed and does not change to "Proceed at Low Speed" indication within five (5) minutes, movements may proceed under flag protection, but must allow time for flagman to get through block before movement is started.

AUTOMATIC BLOCK SYSTEM

Subdivision	Between (Station)	Mile Post	And (Station)	Mile Post
FIFTH.....	Just south of DeQueen Psgr. Depot	433.4	Trigg St.....	486.0
"	St. L. S. W. Ry. Crossing Texarkana	488.5	Deramus Yard.....	553.3
SIXTH.....	Deramus Yard.....	553.3	Harriet St.....	557.1

Rule 350 and other rules applicable will govern.

AUTOMATIC BLOCK SYSTEM

Operation by signal indication opposing and following movements.

Rules 400 to 406 inclusive and other rules applicable will govern.

Subdivision	Between (Station)	Mile Post	And (Station)	Mile Post
FIFTH.... SIXTH....	North siding switch Blanchard.....	547.5	Harriet St.....	556.3
SEVENTH..	C. S. Jct.....	720.2	First automatic signal north of Neches River Bridge.....	765.6

REMOTE CONTROLLED SWITCHES

North siding switch, Trigg Street, is a remote dual controlled switch, controlled from yard office, Trigg Street. Rules 104-B, 104-C, 350 and other rules applicable will govern.

G. C. L. Junction switch, Beaumont, MP-766.6, is a remote dual controlled switch. There is no northward approach signal to absolute signal governing this switch. Northward trains, both Mo. Pac. and K. C. S., approach this junction switch at Restricted Speed. Rules 98, 104-B, 104-C, 350 and other rules applicable will govern.

DRAWBRIDGES—LOCATION OF

River	Bridge Number	Mile Post Location	Subdivision
Red River.....	B-478	477.9	Fifth
Caddo Lake.....	A-540	539.2	Fifth
Houston River.....	B-733-B	732.6-B	Lake Charles Branch
Calcasieu River (STOP).....	A-740-B	739.4-B	Lake Charles Branch
Sabine River Bridge.....	A-739	738.7	Seventh
Neches River (Interlocked)..	C-766	765.9	Seventh

REGISTER STATIONS

DeQueen Passenger Depot;
Deramus Yard;
Shreveport Union Depot;
Leesville;
DeQuincy, only for crews operating over Lake Charles Branch;
Beaumont
Port Arthur
Lake Charles

No. 15 outbound and No. 16 inbound will register at South Wye Switch.

Conductors of first class trains will register by ticket with operator at Deramus Yard, except when green signals (Rule 20) are displayed for a following section, train will stop and conductor will register.

When making out register check, Form 227, conductors will also furnish copy to rear trainman.

CAPACITY OF SIDINGS

Capacity of sidings as shown on schedule pages is based on average length of 48 feet per car and allows for four-unit Diesel engine and caboose but not other tracks.

TELEPHONES—LOCATION OF

Within A.B.S. Territory, at each end of sidings.
Outside A.B.S. Territory, in depots or phone booths.

STANDARD CLOCKS—LOCATION OF

DeQueen Passenger Depot;
Trigg Street;
Deramus Yard,
Roundhouse and
Dispatchers Office;
Shreveport Union Depot;
Leesville;
DeQuincy;
Beaumont;
Port Arthur;
Lake Charles.

GENERAL ORDER BOOKS—LOCATION OF

DeQueen Passenger Depot and Roundhouse;
Trigg Street and Roundhouse;
Deramus Yard; Yard Office and Roundhouse;
Shreveport Union Depot;
Leesville and Roundhouse;
Beaumont;
Port Arthur and Roundhouse;
Lake Charles and Roundhouse.

ABBREVIATIONS

S—Scale
T—Turntable
PH—Telephone
O—Diesel Fuel
W—Water
Y—Wye

The following letters before figures of schedule indicate:

s—Regular Stop.

f—Flag Stop to receive or discharge revenue passengers.

FIFTH SUBDIVISION—DeQueen to Deramus Yard

SOUTHWARD

SECOND CLASS			FIRST CLASS			TIME TABLE No. 44 Effective SUNDAY, JAN. 12, 1958				Hours of Telegraph Service	
81 Manifest Freight	77 Merchandise Special	41 Manifest Freight	1 Southern Belle	15 Passenger	Mile Post Location	Distance	STATIONS	Station Number	Office Calls	Week Days	Sundays and Holidays
Daily	Daily	Daily	Daily	Daily							
Lv **10.30**PM	Lv 12.01PM	Lv **4.30**AM	*7.19*PM	*8.29*AM	432.9		PH. DE QUEEN YD.	433			
			7.20 Lv 7.30PM	*8.30* Lv 8.40AM	433.3	0.4	**DE QUEEN Psgr. Depot**	433	YD	Continuous	Continuous
					433.8	0.5	D. & E. Ry. Crossing				
10.40	12.08	4.40	7.36	8.46	438.2	4.4	WADE	438			
10.48	12.14	4.48	7.42	s 8.53	442.0	4.9	NEAL SPRINGS	443			
11.01	12.26	5.00	7.49	f 9.01	449.3	7.3	WINTHROP	450	WN	8A-5P	Except Sat., Sun. & Hol.
11.12	12.36	5.11	7.56	f 9.09	456.0	6.7	ALLENE	457			
11.23	12.45	5.21	**8.04**	f 9.16	462.9	6.8	WILTON	464			
					467.6	4.8	St. L. & S. F. Cross.				
11.33	12.54	5.33	f 8.12	s **9.26**	467.9	0.3	ASHDOWN	469	ND	8A-5P	8A-5P
11.45PM	1.05	5.47	8.20	9.34	475.5	7.6	OGDEN	477			
12.30AM	**1.36**	6.35	**8.36**	9.48	487.0	11.4	TRIGG STREET	488	GY	Continuous	Continuous
			8.38	9.50	487.3	0.3	DEPOT JUNCTION				
			8.45 9.00	9.55 10.10		0.6	PH. Texarkana Union Depot	489			
			9.05	10.15	487.3	0.6	DEPOT JUNCTION				
					487.4	0.1	T. & P. Crossing				
					487.5	0.1	St. L. S. W. Crossing				
					489.4	1.9	I. C. & C. Co. Cross.				
					489.4	0.0	T. & P. Crossing				
12.45	1.48	6.50	9.12	10.23	492.9	3.5	JURY	494			
12.57	1.59	7.05	9.20	10.31	499.3	7.2	SPENCER	501			
1.10	2.12	7.20	9.27	f 10.38	507.2	7.1	BLOOMBURG	508	BG	8-A5P	Except Sat., Sun. & Hol.
				f 10.43	512.5	5.3	RAVANNA	514			
1.30	2.24	7.38	9.36	10.47	516.9	4.4	SANDRA	518			
			9.38	f 10.51	519.4	2.5	RODESSA	520	MC	7.30A-4.30P	Except Sat., Sun. & Hol.
1.38	2.32	**8.02**	9.41	10.56	522.8	3.4	MYRTIS	524			
1.45	2.39	8.18	f 9.46	s 11.03	526.8	4.0	VIVIAN	528	VN	7A-4P	7A-4P
1.53	2.47	8.28	9.50	11.08	531.8	5.0	SHORELINE	533	WS	8A-5P	Except Sat., Sun. & Hol.
2.00	2.52	8.35	9.54	f 11.13	535.8	4.0	OIL CITY	537	CH	7.30A-4.30P	Except Sat., Sun. & Hol.
2.07	2.59	8.45	9.58	f **11.18**	539.3	3.5	MOORINGSPORT	540	KX	8A-5P	Except Sun., Mon. & Hol.
2.22	3.12	9.05	10.06	11.26	548.1	8.8	BLANCHARD	549			
2.23	3.13	9.06	10.07	11.27	549.0	0.0	TEXAS JCT.				
Ar **2.40**AM	Ar 3.30PM	Ar 9.30AM	Ar 10.10PM	Ar 11.31AM	553.3	4.2	**DERAMUS YD.**	554	SY	Continuous	Continuous
Daily	Daily	Daily	Daily	Daily		120.4					
4.10	3.29	5.00	2.40	2.51			Time on Subdivision				

Automatic Block System: D. & E. Ry. Crossing to Trigg Street; I. C. & C. Co. Cross. to Mooringsport.

Operation by Signal Indications Rule 400: Mooringsport to Deramus Yd.

Tracks not shown on face of timetable.

	Station No.	Car Capac.
PH. Horatio	441	37
International Creosote Works	490	28
Baroid Sales Co.	491	20
Hoot Spur	494	Conn
Cass	504	7
Rufus	521	9
Mag. Pet Co.	522	3
Caddo Parish Gravel Spur	528	8
PH. Superior	532	32
Southwestern Gas & Elec. Co.	539	28
Arklatex	542	6
Brian	545	3

No. 1 is superior to No. 16

No. 77 is superior to No. 42, No. 82 and No. 88

CONDITIONAL FLAG STOPS

Nos. 1 and 2 will stop on flag at Neal Springs to pick up and discharge revenue passengers to and from Spiro or beyond and to and from Texarkana or beyond, tickets issued to or from Horatio.

All passengers to and from Horatio will entrain or detrain at Neal Springs and will be handled to and from Horatio by highway conveyance. Mail, express and baggage will also be handled to and from Horatio by highway conveyance.

FIFTH SUBDIVISION–Deramus Yard to DeQueen

NORTHWARD

Capacity of Other Tracks, Location Water, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Sidings.	Distance from Port Arthur.	TIME TABLE No. 44 Effective SUNDAY, JAN. 12, 1958 STATIONS		FIRST CLASS 2 Southern Belle Daily		FIRST CLASS 16 Passenger Daily		SECOND CLASS 82 Manifest Freight Daily	SECOND CLASS 42 Manifest Freight Daily	SECOND CLASS 88 Manifest Freight Daily
TWOY Yard	.....	353.8	PH. DE QUEEN YD...		*10.12*AM		*8.57*PM		Ar 3.20PM	Ar **10.30**PM	Ar **4.20**AM
			0.4								
.....	34	353.4	.....DE QUEEN..... Psgr. Depot		*10.10* Ar 10.05AM		*8.55* Ar 8.45PM				
			0.5								
.....	.....	352.9	.D. & E. Ry. Crossing.								
			4.4								
.....	133	347.8	....WADE.....		10.00		8.37		3.09	10.17	4.10
			4.9								
6	68	343.6	.NEAL SPRINGS.		9.55	s	8.31		3.02	10.10	4.02
			7.3								
7	133	336.3	..WINTHROP....		9.46	f	8.21		2.50	10.00	3.45
			6.7								
26	132	329.6	...ALLENE.....		9.39	f	8.13		2.40	9.50	3.34
			6.8								
116	148	322.8	...WILTON.....		9.32	f	**8.04**		2.29	9.40	3.23
			4.8								
Connection	.....	318.0	.St. L. & S. F. Cross..								
			0.3								
Yard	155	317.7	..ASHDOWN.....	f	**9.26**	s	7.55		2.20	9.30	3.13
			7.6								
14	128	310.1	....OGDEN.....		9.18		7.45		2.05	9.15	2.58
			11.4								
STWOY Yard	229	298.7	.TRIGG STREET.		9.05		7.33		**1.36**	**8.50**	2.35
			0.3								
.....	.....	298.4	.DEPOT JUNCTION.		9.03		7.28				
			0.6								
					9.00		7.25				
.....	.....	299.0	PH..Texarkana Union Depot..		8.45		7.10				
			0.6								
.....	.....	298.4	.DEPOT JUNCTION.		8.40		7.01				
			0.1								
.....	.....	298.3	.....T. & P. Crossing.....								
			0.1								
.....	.....	298.2	...St. L. S. W. Crossing...								
			1.9								
.....	.....	296.3	.I. C. & C. Co. Cross..								
			0.0								
.....	.....	296.3	..T. & P. Crossing....								
			3.5								
6	132	292.8	.....JURY.....		8.33		6.50		12.45	8.00	1.35
			7.2								
.....	80	285.6	...SPENCER.....		8.25		6.41		12.30	7.45	1.20
			7.1								
57	95	278.5	.BLOOMBURG...		8.18	f	6.32		12.20	7.29	**1.10**
			5.3								
12	.....	273.2	...RAVANNA.....		.....	f	6.24				
			4.4								
19	132	268.8	...SANDRA.....		8.08		6.19		12.05PM	7.07	12.48
			2.5								
35	.....	266.3	...RODESSA.....		8.06	f	6.16				
			3.4								
17	102	262.9	...MYRTIS.....		**8.02**		6.11		11.53AM	6.58	12.36
			4.0								
54	73	258.9	....VIVIAN.....	f	7.58	s	6.07		11.43	6.50	12.28
			5.0								
82	133	253.9	..SHORELINE...		7.51		6.00		11.33	6.40	12.16
			4.0								
72	48	249.9	....OIL CITY.....		7.47	f	5.55		11.26	6.32	12.07AM
			3.5								
25	72	246.4	MOORINGSPORT		7.43	f	5.49		**11.18**	6.25	11.57PM
			8.8								
13	133	237.6	BLANCHARD		7.34		5.39		10.45	6.10	11.40
			0.0								
.....	.....	237.6	..TEXAS JCT..		7.33		5.38		10.43	6.08	11.39
			4.2								
SWOY Yard	.....	233.4	DERAMUS YD.	Lv	7.29AM	Lv	5.34PM		Lv 10.30AM	Lv 6.00PM	Lv 11.30PM
			120.4		Daily		Daily		Daily	Daily	Daily
			Time on Subdivision		2.36		3.11		4.50	4.30	4.50

Automatic Block System

Automatic Block System

Operation by Signal Indications Rule 400

Location of Mail Cranes.

	Mile No
Neal Springs.	442
Winthrop.	449
Allene.	456
Wilton.	463
Ashdown	469
Bloomburg.	508
Rodessa.	519
Vivian.	527
Mooringsport. . . .	540
Blanchard.	548

No. 1 is superior to No. 16
No. 77 is superior to No. 42, No. 82 and No. 88

SIXTH SUBDIVISION–Deramus Yard to Leesville

SOUTHWARD				Mile Post Location.	TIME TABLE No. 44 Effective SUNDAY, JAN. 12, 1958	Station Number.	Office Calls.	Hours of Telegraph Service.	
SECOND CLASS		FIRST CLASS							
77 Merchandise Special	81 Manifest Freight	1 Southern Belle	15 Passenger		STATIONS			Week Days.	Sundays and Holidays.
Daily	Daily	Daily	Daily						
Lv 8.30PM	Lv 7.00AM	Lv 10.10PM	Lv 11.31AM	553.3	Operation by Signal Indication Rule 400. DERAMUS YD. Two Main Tracks	554	SY	Continuous	Continuous
		10.14	11.35	556.3	3.0 HARRIET ST. 1.9				
				558.2	NORTH WYE SW. 0.6				
		Ar 10.30PM	Ar 11.55AM Lv 12.35PM		1.6 SHREVEPORT Union Depot 1.0	554			Via KCS&G Term
		Ar 10.19PM	Ar 11.44AM Lv 12.43PM	558.8	0.6 SOUTH WYE SWITCH 4.7 Two Main Tracks				
8.55	7.25		12.52	563.5	Cedar Grove Tower End of Double Track PH. T. & P. Crossing				
9.00	7.30		12.56	565.9	2.4 PH...FORBING	567			
9.31	7.50	f	1.08	576.3	10.4 PH..FRIERSON	577			
		f	1.13	580.2	3.9 .....KINGSTON	581			
9.55	8.05		1.19	584.3	5.0 PH....HOLLY	586			
10.11	8.25	s	1.28	591.3	6.2 PH MANSFIELD	592	D	8A-5P	8A-5P
				592.1	0.9 M. Ry. & T. Co. Cross.				
				593.5	1.2 SO. MANSFIELD	594			
				593.5	0.0 T. & P. CROSSING				
10.25	8.45		1.36	598.0	4.5 PH...TRENTON	599			
10.35	8.55	f	1.43	604.2	6.2 PH...BENSON	605	BE	730A-430P	Except Sat., Sun. & Hol.
10.45	9.07	f	1.50	610.1	6.0 PH..CONVERSE	611	CO	730A-430P	Except Sun., Mon. & Hol.
10.57	9.23	f	1.57	616.6	6.4 PH...NOBLE	618	N	730A-430P	Except Sun., Mon. & Hol.
11.05	9.32	s	2.04	621.7	5.3 PH...ZWOLLE	623	UX	8A-5P	Except Sat., Sun. & Hol.
11.12	9.40		2.09	625.9	3.8 PH...LORING	627			
11.25	9.54	s	2.20	633.3	7.6 PH....MANY	634	K	8A-5P	Except Sun. & Hol.
11.40	10.12	f	2.32	638.9	5.6 PH...FISHER	640	FY	7A-4P	Except Sat., Sun. & Hol.
11.45PM	10.18	f	2.37	642.4	3.5 PH...FLORIEN	643	FN	8A-5P	Except Sun., Mon. & Hol.
12.05AM	10.37	f	2.51	652.1	9.7 PH..HORNBECK	653	BK	8A-5P	Except Sat., Sun. & Hol.
12.25	10.55	f	3.00	658.5	6.5 PH..ANACOCO	660	GX	8A-5P	Except Sun., Mon. & Hol.
12.36	11.06		3.07	664.4	5.9 PH..HAWTHORN	665			
Ar 12.50AM	Ar 11.20AM		Ar 3.15PM	668.4	4.0 PH...LEESVILLE	669	V	Continuous	Continuous
Daily	Daily	Daily	Daily		115.2				
4.20	4.20	0.20	3.44		Time on Subdivision				

Tracks not shown on face of timetable.

	Station No.	Car Capac.
No. End D. P. C. Tracks	564	Conn.
Lakeland Lbr.	570	5
Standard Wood Prev. Co.	565	60
La. Long Leaf Lbr. Co.	640	Conn.
Brown Paper Co.	642	12

CONDITIONAL FLAG STOPS

No. 15 will stop on flag at Noble to unload express and to handle fragile and bulky parcel post and at Fisher when necessary to unload valuable express packages.

Flag stop No. 15 at Frierson includes loading and unloading head end traffic.

SIXTH SUBDIVISION—Leesville to Deramus Yard

Capacity of Other Tracks, Location Water, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Sidings.	Distance from Port Arthur.	TIME TABLE No. 44 Effective SUNDAY, JAN. 12, 1958 — STATIONS	NORTHWARD — FIRST CLASS 2 Southern Belle Daily	FIRST CLASS 16 Passenger Daily	SECOND CLASS 82 Freight Daily	SECOND CLASS 42 Manifest Freight Daily
W O T S Y Yard	.....	233.4	Operation by Signal Indication Rule 400. DERAMUS YD.	Ar 7.29AM	Ar 5.34PM	Ar 7.40AM	Ar 12.40PM
			3.0				
Yd	.....	230.4	HARRIET ST (Two Main Tracks)	7.24	5.29	.....	.....
			1.9				
	.....	227.4	....NORTH WYE SW. (Two Main Tracks)	Lv 7.20	Lv 5.25PM Ar 4.36PM	.....	.....
			0.6				
Via KCS&G Term	.....	228.8	1.6 .....SHREVEPORT.....	Lv 7.15AM	Lv 5.20PM Ar 4.45PM	.....	.....
			.....Union Depot..... 1.0				
.....	.....	227.0	0.6 SOUTH WYE SWITCH (Two Main Tracks) 4.7	.....	4.34	.....	.....
.....	.....	222.3	Cedar Grove Tower, End of Double Track, PH. T. & P. Crossing 2.4	.....	4.22	7.06	12.10
14	72	219.9	PH...FORBING..... 10.4	.....	4.18	7.00	12.07PM
36	91	209.5	PH..FRIERSON..... 3.9	..... f	4.04	6.33	11.45AM
11	.....	205.6	.....KINGSTON..... 5.0	..... f	3.59	.....	.....
7	87	200.6	PH....HOLLY..... 6.2	.....	3.53	6.10	11.25
83	115	194.4	PH MANSFIELD..... 0.9	..... s	3.46	5.50	11.10
Connection	.....	193.5	M. Ry. & T. Co. Crossing 1.2	.....	.....	.....	.....
.....	.....	192.3	..SO. MANSFIELD. 0.0	.....	.....	.....	.....
Connection	.....	192.2	.T. & P. CROSSING 4.5	.....	.....	.....	.....
15	.....	187.8	PH..TRENTON..... 6.2	.....	3.33	5.30	10.55
24	92	181.6	PH...BENSON..... 6.0	..... f	3.26	5.10	10.43
15	94	175.6	PH..CONVERSE..... 5.4	..... f	3.19	4.51	10.25
43	34	169.2	PH....NOBLE..... 5.3	..... f	3.12	4.23	10.10
64	69	163.9	PH...ZWOLLE..... 3.8	..... s	3.06	4.08	9.55
18	112	160.1	PH...LORING..... 7.6	.....	3.00	3.58	9.40
91	98	152.5	PH....MANY..... 5.6	..... s	2.50	3.36	9.25
14	92	146.9	PH...FISHER..... 3.5	..... f	2.41	3.20	9.10
25	69	143.4	PH...FLORIEN..... 9.7	..... f	2.37	3.08	9.00
46	90	133.7	PH.HORNBECK... 6.5	..... f	2.26	2.45	8.42
28	91	127.2	PH..ANACOCO..... 5.8	..... f	2.17	2.27	8.27
14	90	121.4	PH..HAWTHORN.... 4.0	.....	2.10	2.11	8.12
SWOTY Yard	.....	117.4	PH...LEESVILLE.....	 Lv	2.05PM	Lv 2.00AM	Lv 8.00AM
			116.0	Daily	Daily	Daily	Daily
			Time on Subdivision	0.14	3.29	5.40	4.40

Location of Mail Cranes.

	Mile No.		Mile No.
Benson	605	Fisher	639
Converse	611	Florien	643
Noble	617		

SEVENTH SUBDIVISION–Leesville to Port Arthur

SOUTHWARD Second Class 77 Merchandise Special	Second Class 81 Manifest Freight	First Class 15	Mile Post Location	Distance	TIME TABLE No. 44 Effective SUNDAY, JAN. 12, 1958 — STATIONS	Station Number	Office Calls	Hours of Telegraph Service: Week Days	Hours of Telegraph Service: Sundays and Holidays
Daily	Daily	Daily							
Lv 1.30AM	Lv 12.01PM	Lv 3.25PM	668.4		PH...LEESVILLE	669	V	Continuous	Continuous
			669.9	1.5	NEWLLANO	671			
1.40	12.11	3.29		2.7	PH...DAUB	674			
1.55	12.25	3.39	679.5	6.9	PH...NEAME	680			
		3.44	683.9	4.1	PH..ROSE PINE	685			
2.15	12.45	s 3.55	689.2	5.4	PH..DERIDDER	680	HF	8A-5P	Except Sun. & Hol.
			689.8	0.6	J. & E. Crossing				
2.28	1.12	4.05	695.4	5.6	PH...CARSON	696			
2.43	1.33	f 4.16	705.4	9.3	PH...SINGER	705	SI	8A-5P	Except Sat., Sun. & Hol.
2.55	1.43	4.23	711.6	6.6	PH...SEALE	712			
3.10	1.55	s 4.33	719.1	7.8	PH...DE QUINCY	719	CY	Continuous	Continuous
Ar 3.12AM	Ar 2.00PM	Ar 4.35	720.3	1.5	C. S. JUNCTION				
See Joint Time Table.	See Joint Time Table.	See Joint Time Table.	723.6	3.3	HELME	725			
			728.4	4.4	LUCAS	729			
			735.2	6.9	STARKS	736	KR		
			740.6	5.3	RULIFF	741			
			750.2	9.7	MAURICEVILLE / G. C. L. Crossing	751	M		
			756.0	5.4	DOTY	756			
			760.4	4.8	VIDOR	761			
			764.9	4.4	Sou. Pac. Crossing				
			766.0	1.2	Sou. Pac. Crossing				
6.00AM	4.10PM	5.45PM	766.5	0.5	BEAUMONT	767	BU	Continuous	Continuous
Lv 6.01AM	Lv 4.11PM	Lv 5.46PM	766.6	0.1	G. C. L. Junction				
			766.7	0.1	B. W. & T. Crossing				
6.30	4.40	5.50	768.0	1.3	PH.CHAISON JCT.	769			
			769.8	1.8	Sou. Pac. Crossing				
7.00	5.00	f 6.00	776.1	6.3	PH..NEDERLAND	777	RX	8A-5P	Except Sat., Sun. & Hol.
		6.05	779.6	3.5	PH..NECHES JCT.	780			
			785.0	5.4	Sou. Pac. Crossing			8.30A-4.30P Ex. Sun.-Hol.	
Ar 7.30AM	Ar 5.30PM	Ar 6.25	786.0	1.2	PORT ARTHUR	787	PA	8P-4A	8P-4A
Daily	Daily	Daily			117.5				
6.00	5.29	3.00			Time on Subdivision				

C. S. Junction to Sou. Pac. Crossing (766.0): Operation by Signal Indications. Rules 400 to 406.

Tracks not shown on face of timetable.

	Station No.	Car Capac.
Fort Polk	674	Yard
Coopers	675	8
Feeders Co-Op	685	4
Lunita-PH	731	22
Garrison	770	68
Zummo	770	11
Team Track	771	34
Spindletop	771	..
Dowling	772	11
Dupont	774	Conn.
Sun-PH	775	59
Griffing-PH	782	13
Henning & Gilbert	782	..
Chaison Branch-Mag. Pet. Co.	C-769	Conn.
Haliburton-Spur	C-769	20

SEVENTH SUBDIVISION–Port Arthur to Leesville

Capacity of Other Tracks, Location Water, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Siding.	Distance from Port Arthur.	TIME TABLE No. 44 Effective SUNDAY, JAN. 12, 1958 — STATIONS		NORTHWARD FIRST CLASS 16		SECOND CLASS 42 Manifest Freight		SECOND CLASS 82 Manifest Freight	
							Daily		Daily	
WOTSY Yard	Yard	117.4	PH...LEESVILLE.....	Ar	1.55PM	Ar	7.00AM	Ar	1.10AM	
			1.5							
11	.....	115.9	.NEWLLANO....							
			2.7							
Y	.....	113.2	PH.....DAUB.....		1.42		6.38		12.56	
			6.9							
17	134	106.3	PH ....NEAME.....		1.34		6.20		12.40	
			4.1							
13	.....	102.2	PH..ROSE PINE.....		1.29					
			5.4							
87	80	96.8	PH..DE RIDDER....	S	1.23		5.58		12.08AM	
			0.6							
Connection	.....	96.2	.. J. & E. Crossing...							
			5.6							
9	78	90.6	PH...CARSON.....		1.12		5.45		11.55PM	
			9.3							
30	140	81.3	PH...SINGER.....	f	1.02		5.25		11.35	
			6.6							
13	80	74.7	PH....SEALE.....		12.54		5.10		11.20	
			7.8							
Y Yard	51 N 89 S	66.9	.....DE QUINCY.....	S	12.45		4.50		11.00	
			1.5							
Connection	.....	65.4	.....C. S. JUNCTION.	Lv	12.40PM	Lv	4.10AM	Lv	10.47PM	
			3.3							
5	95	62.1	.....HELME.....		See Joint Time Table.		See Joint Time Table.		See Joint Time Table.	
			4.4							
5	95	57.7	.....LUCAS.....							
			6.9							
20	160	50.8	.....STARKS.....							
			5.3							
26	95	45.5	.....RULIFF.....							
			9.7							
Y 28	209	.....	{..MAURICEVILLE..}							
Connection	.....	35.8	{...G. C. L. Crossing...}							
			5.4							
23	68	30.4	.....DOTY.....							
			4.8							
19	165	25.6	.....VIDOR.....							
			4.4							
.....	.....	21.2	..Sou. Pac. Crossing..							
			1.2							
.....	.....	20.0	..Sou. Pac. Crossing..							
			0.5							
OY Yard	32	19.5	.....BEAUMONT.....		11.35		2.20AM		9.30PM	
			0.1							
.....	.....	.....	.....G.C.L. Junction.....	Ar	11.34	Ar	2.19AM	Ar	9.29PM	
			0.1							
Connection	.....	19.4	.. B. W. & T. Crossing..							
			1.3							
SY Yard	Yard	18.1	PH.CHAISON JCT...		11.28		2.10		9.20	
			1.8							
.....	.....	16.3	..Sou. Pac. Crossing.							
			6.3							
41	57	10.0	PH..NEDERLAND..	f	11.16		1.30		8.25	
			3.5							
.....	.....	6.5	PH..NECHES JCT..		11.11					
			5.4							
Connection	.....	1.1	..Sou. Pac. Crossing..							
			1 2							
OYSW Yard	.....	.....	....PORT ARTHUR....	Lv	11.00AM	Lv	1.00AM	Lv	8.00PM	
			117.5		Daily		Daily		Daily	
			Time on Subdivision		2.55		6.00		5.10	

Operation by Signal Indications. Rules 400 to 406.

Location of Mail Cranes.

	Mile No.
Newllano	670
Rose Pine	684
Starks	735
Ruliff	741
Mauriceville	750
Vidor	761

LAKE CHARLES SUBDIVISION–De Quincy to Lake Charles

Capacity of Other Tracks, Location Water, Fuel Stations, Turntables, Track Scales and Wyes.	SOUTHWARD SECOND CLASS 277 Freight Daily	Capacity of Sidings	Distance from Kansas City.	TIME TABLE No. 44 Effective SUNDAY, JAN. 12, 1958 STATIONS	Office Calls	Station Number	NORTHWARD SECOND CLASS 242 Freight Daily
Y Yard Connection	Lv 4.00AM		719.8	PH....DE QUINCY.....	CY	719	Ar 1.35AM
			720.2	0.4 ....Mo. Pac. Crossing....			
	4.40	53	729.4	9.2 .....BUHLER.....		B729	12.45
7	5.05		736.4	7.0 ....MOSSVILLE....		B736	12.30
100 Connection	5.15	Yard	739.7	3.3 PH..WEST LAKE...		B740	12.15
			741.6	1.9 ..Sou. Pac. Crossing..			
			741.9	0.3 ..Sou. Pac. Crossing..			
WSO Yard	Ar 5.30AM		742.1	0.2 PH..LAKE CHARLES...	SA	B742	Lv 12.05AM
	Daily			22.3			Daily
	1.30			Time on Subdivision			1.30

Hours Tel. Service: DeQuincy, Continuous. Lake Charles, 5-PM 2-AM Except Sat., Sun., Hol.

TONNAGE RATING, SOUTHERN DIVISION

SUB-DIVISION	Direction	FROM STATION	TO STATION	Adjustment Per Car in Tons	PASS. LOCOS. 21-29, Incl.		DIESEL FREIGHT LOCOMOTIVES							
							1500		4000		4500		6000	
					A	B	A	B	A	B	A	B	A	B
FIFTH	South	DeQueen.....	Texarkana.....	10	2750	2450	3020	2720	8060	7250	9070	8160	12100	10890
		Texarkana.....	Shreveport.....	10	2750	2450	2850	2560	7600	6840	8550	7690	11400	10260
	North	Shreveport.....	Texarkana.....	10	2750	2450	2850	2560	7600	6840	8550	7690	11400	10260
		Texarkana.....	DeQueen.....	10	2750	2450	3020	2720	1630	7250	9070	8160	12100	10890
SIXTH	South	Shreveport.....	Leesville.....	5	1700	1500	1790	1630	4770	4350	5370	4890	7160	6520
	North	Leesville.....	Mansfield.....	5	1900	1700	2360	2180	6300	5800	7095	6535	9460	8710
		Mansfield.....	Shreveport.....	5	2100	1900	2360	2180	6300	5800	7095	6535	9460	8710
SEVENTH	South	Leesville.....	DeQuincy.....	10	3300	3100	2960	2620	7840	6980	8820	7860	11760	10480
	North	DeQuincy.....	Leesville.....	10	3400	3200	3000	2670	8000	7100	9000	8000	12000	10670
	South	DeQuincy.....	Beaumont.....	12	5000	4400	4500	4050	12000	11450	13500	12150	18000	16200
	North	Beaumont.....	DeQuincy.....	12	5000	4400	4500	4050	12000	11450	13500	12150	18000	16200
	South	Beaumont.....	Port Arthur.....	12	6000	5200	4500	4050	12000	11450	13500	12150	18000	16200
	North	Port Arthur....	Beaumont.....	12	6000	5200	4500	4050	12000	11450	13590	12150	18000	16200
LAKE CHARLES	South	DeQuincy.....	Lake Charles...	12	6000	5200	4500	4050	12000	11450	13500	12150	18000	16200
	North	Lake Charles..	DeQuincy.....	12	6000	5200	4500	4050	12000	11450	13500	12500	18000	16200

GP7 Engines 6400 tons except Engines 155 and 162, 7500 tons Fig 12 between Lake Charles and DeQuincy either direction. Fairbanks Morse Engines—60C-61A-61B-61C-62A have 1750 HP rating per unit. When one or more of these units are included in an engine, an additional 250 tons per unit will be added to tonnage shown for 1500 HP. This will apply to any subdivision. GP engines Northward on 6th Subdivision 2850 ton.

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.

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CLASSIFICATION OF LOCOMOTIVES

CLASS	Unit Numbers	Tractive Power in Pounds	Weight on Drivers in Pounds	Total Weight on Loco. Loaded in Pounds	Cooper's Rating Per Unit
Diesel-Passenger	21, 22, 24, 25	53,012	212,050	318,075	E-40
" "	23, 26, 27, 28, 29	55,713	222,853	334,280	E-40
" Freight	30-A-B	122,425	489,700	489,700	E-50
" "	31-A-B	123,400	493,600	493,600	E-50
" "	32-A-B	123,485	493,940	493,940	E-50
" "	33-A	62,050	248,200	248,200	E-50
" "	33-B	59,150	236,600	236,600	E-50
" "	40-41	63,300	253,200	253,200	E-50
" "	50-A-B-C-D	226,520	906,080	906,080	E-46
" "	51-A-B-C-D	226,110	904,440	904,440	E-46
" "	52-A-B-C-D	227,255	909,020	909,020	E-46
" "	53-A-B-C-D	226,235	904,940	904,940	E-46
" "	54-A-B-C-D	226,540	906,120	906,120	E-46
" "	55-A-B-C-D	226,720	906,880	906,880	E-46
" "	56-A-B-C-D	226,900	907,600	907,600	E-46
" "	57-A-B-C-D	226,610	906,440	906,440	E-46
" "	58-A-B-C-D	230,700	922,800	922,800	E-46
" "	59-A-B-C-D	230,250	921,000	921,000	E-46
" "	60-A-B-C	172,800	691,199	1,036,798	E-46
" "	61-A-B-C	172,450	689,800	1,034,700	E-46
" "	62-A-B-C	172,903	691,612	1,037,418	E-46
" "	70-A-B-C	179,600	718,400	718,400	E-46
" "	71-A-B-C	177,900	711,600	711,600	E-46
" "	72-A-B-C-D	230,450	921,800	921,800	E-46
" "	73-A-B-C-D	234,520	938,080	938,080	E-46
" "	74-A-B-C-D	234,550	938,200	938,200	E-46
" "	75-A-B-C-D	231,550	926,200	926,200	E-46
" "	76-A-B-C-D	239,300	957,200	957,200	E-46
" "	77-B-C	119,600	478,400	478,400	E-46
" "	78-B-C	115,250	461,100	461,100	E-46
" "	79-B	57,800	231,200	231,200	E-46
" GP-7 Gen. Pur.	150-162	60,672	243,046	243,046	E-49

SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or special instructions governing speed of trains.

Miles Per Hour	1 Mile in Mins.	Sec.	Miles Per Hour	1 Mile in Mins.	Sec.	Miles Per Hour	1 Mile in Mins.	Sec.
6	10	0	32	1	52	53	1	7
8	7	30	33	1	49	54	1	6
10	6	0	34	1	45	55	1	5
12	5	0	35	1	42	56	1	4
15	4	0	36	1	40	57	1	3
16	3	45	37	1	37	58	1	2
17	3	31	38	1	34	59	1	1
18	3	20	39	1	33	60	1	0
19	3	9	40	1	30	61	0	59
20	3	0	41	1	27	62	0	58
21	2	51	42	1	25	63	0	57
22	2	43	43	1	23	64	0	56
23	2	36	44	1	21	65	0	55
24	2	30	45	1	20	67	0	54
25	2	24	46	1	18	68	0	53
26	2	18	47	1	16	69	0	52
27	2	13	48	1	15	70	0	51
28	2	8	49	1	13	72	0	50
29	2	4	50	1	12	73	0	49
30	2	0	51	1	10	75	0	48
31	1	56	52	1	9			

Diesel Units Equipped With Boiler	Diesel Units With Steam Connection But No Boiler
21, 22, 23, 24	59-A, 59-B, 59-C
25, 26, 27, 28, 29	70-B
30-A, 30-B	71-B
31-A, 31-B	72-B, 72-C
32-A, 32-B	73-B, 73-C
33-A, 33-B	74-B, 74-C
40, 41	75-B, 75-C
76-B, 76-C	
77-B	

K. C. S. AND L. & A. WRECKERS

Number	Location	Capacity	Cooper's Rating
01	Kansas City	100 Ton	E-40
04	Pittsburg	120 Ton	E-48
03	Heavener	120 Ton	E-45
05	Shreveport	250 Ton	E-70
W-1	Port Arthur	100 Ton	E-27
02	New Orleans	100 Ton	E-40

STOP
Damage to Freight
By Coupling Cars
NOT OVER 4 MPH

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WEIGHT OF EMPTY PASSENGER CARS

CLASS	Numbers	Length in Feet	Tons
Baggage and Express	1	61	54
" " "	2	61	54
" " "	13	61	52
" " "	15	61	51
" " "	20-23	61	54
" " "	32	54	52
" " "	35	60	55
" " "	37, 39, 40, 41, 362, 364, 365, 368	60	46
" " "	400, 401, 403	54	29
" " "	36017	54	26
" " "	36148	54	28
Mail-Baggage-Express	3	70	65
" " "	5	70	63
" " "	60, 63	71	71
" " "	64-66	85	48
" " "	67	85	68
Chair-Coach, Partitioned, A-C	230-233	75	56
" " " "	234-238	85	52
" " " "	239	85	62
" " " "	245-250	85	68
Chair-Coach, A-C	241-244	85	61
Coach, Ice, A-C	350-353	82	84
" " "	355-358	82	84
Shower Car	225	60	59
Coach-Lounge, A-C	200-201	82	80
Parlor-Lounge, Ice, A-C	500-501	83	84
Lounge-Diner, A-C	50-51-52	80	98
" " Ice, A-C	53	80	97
Observation-Tavern, A-C	54-55	85	53
Observation-Diner, A-C	56	85	53
Diner, A-C	48-49	82	88
" "	57-58	85	69
Sleeping Car, A-C	Barksdale, Mena, State Capitol, Siloam Springs, Sulphur Springs,	83	92
	Ancon, Chagres,	82	86
Sleeping Car, A-C	Job Edson, Leonor Loree, Harvey Couch, Col. Fordyce, Stuart Knott, Arthur Stilwell, Wm. Buchanan, Wm. Edenborn	85	64
Official Car	Kay See	84	104
" "	99	77	98
" "	101	83	105

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	107,900	28,100
13	5½x10	136,000	104,500	31,500
15	5½x10	136,000	102,900	33,100
20	5½x10	136,000	106,500	29,500
21	5 x 9	136,000	108,600	27,400
22	5½x10	169,000	109,000	60,000
23	5½x10	169,000	109,000	60,000
32	5 x 9	136,000	103,300	32,700
35	5 x 9	136,000	110,000	26,000
37	5 x 9	136,000	110,000	26,000
39	5½x10	136,000	111,100	24,900
40	5½x10	136,000	111,600	24,400
41	5 x 9	136,000	113,600	22,400
362	5½x10	161,900	91,800	70,000
364	5½x10	162,900	92,900	70,000
365	5½x10	161,700	91,700	70,000
368	5½x10	161,700	91,700	70,000
400	5½x10	130,500	60,500	70,000
401	5½x10	127,800	57,800	70,000
403	5½x10	129,400	59,400	70,000
36017	5½x10	121,600	51,600	70,000
36148	5½x10	125,400	55,400	70,000

RECAPITULATION OF PASSENGER EQUIPMENT

Baggage and Express	23
Mail-Baggage-Express	10
Chair-Coach, Partitioned, Air-Conditioned	16
Chair-Coach, Air-Conditioned	4
Coach, Ice Air-Conditioned	8
Coach-Lounge, Air-Conditioned	2
Parlor-Lounge, Ice Air-Conditioned	2
Lounge-Diner, Air-Conditioned	3
Lounge-Diner, Ice Air-Conditioned	1
Observation-Tavern, Air-Conditioned	2
Observation-Diner, Air-Conditioned	1
Diner, Air-Conditioned	4
Sleeping Car, Air-Conditioned	15
Shower Car	1
Official Cars	3
Total	95

PERMANENT ENGINE NUMBERS and MAXIMUM SPEED unless otherwise restricted

Eng. No.	Unit No.	Max. Speed
21	21	79 MPH
22	22	" "
23	23	" "
24	24	" "
25	25	" "
26	26	" "
27	27	" "
28	28	" "
29	29	" "
30	30 (a)	65 "
31	31 (a)	" "
32	32 (a)	" "
33	33 (a)	" "
50	50 (a)	" "
51	51 (a)	65 MPH
52	52 (a)	" "
53	53 (a)	" "
54	54 (a)	" "
55	55 (a)	" "
56	56 (a)	" "
57	57 (a)	" "
58	58 (a)	" "
59	59 (a)	" "
60	60 (a)	" "
61	61 (a)	" "
62	62 (a)	" "
63	60 (c)	" "
64	61 (c)	" "
65	62 (c)	65 MPH
70	70 (a)	" "
71	71 (a)	" "
72	72 (a)	" "
73	73 (a)	" "
74	74 (a)	" "
75	75 (a)	" "
76	76 (a)	" "
77	50 (d)	" "
78	51 (d)	" "
79	52 (d)	" "
80	53 (d)	" "
81	54 (d)	" "
82	55 (d)	" "
83	56 (d)	65 MPH
84	57 (d)	" "
85	58 (d)	" "
86	59 (d)	" "
87	70 (c)	" "
88	71 (c)	" "
89	72 (d)	" "
90	73 (d)	" "
91	74 (d)	" "
92	75 (d)	" "
93	76 (d)	" "

SPECIAL SAFETY RULES FOR EMPLOYES IN TRAIN ENGINE AND YARD SERVICE IN ADDITION TO RULE 510

1. Safety is of first importance in the discharge of duty.
2. Avoid all risks. Watch for unsafe conditions and correct and report them.
3. Look both ways before crossing any track. Avoid crossing track in front of movement after signal is given to move. Do not stand or walk on track when avoidable.
4. Step over rails, frogs, switch guard rails, interlocking machinery or connections and not on them. Do not sit on rails or ties or take refuge under car.
5. Look out for approaching movements and alight outside of rails when getting off engine or car.
6. When alighting from or boarding rear end of freight train, use rear platform of caboose.
7. When boarding or alighting from a locomotive, caboose, or car face in, as on a ladder. Observe footing and clearances before alighting from moving or standing engine or car. Keep firm grip on handhold until foot is firmly placed on ground or other support when engine or car is standing.
8. Keep away from side or end while riding top of car, except for time required to operate brake or perform other duty there.
9. Do not ride on facing end of leading car or trailing end of rear car when possible to avoid it.
10. When riding side or top of car, keep a close watch for unsafe clearances.
11. Before going under or between standing cars or engines, first see or know they will not be moved. Otherwise obtain suitable protection. No signal should be given to move engine or cars when anyone is under or between.
12. Do not ride on footboard on forward end in direction engine is moving.
13. Do not ride on buffer plates, drawbars, brake beams, brake wheels, end ladders, and on end of car containing load that may shift.
14. Firm grip and safe foothold are essential to safety when on sillstep, side ladder, end platform, or in transferring or changing position.
15. When alighting from moving equipment extreme care should be exercised. Avoid getting off in an awkward manner that will result in strains or sprains.
16. When engineman sees or knows that ground man is about to get on or off, he will regulate speed down to point of assured safety. Consider the footing, visibility and other conditions.
17. In setting or releasing brakes, be alert to the hazard of slipping or losing hold, sudden lurch, stop or start of car, brake club breaking or slipping, brake chains kinking or overlapping, also grabbing or kicking of brake. (Study the peculiarities and proper handling of different types of brakes.) Pressure on brake should be exerted toward body of car. Do not hold brake tension by hand—use the dog and ratchet.
18. Leave cars in clear and tied down to avoid possibility of fouling other tracks or man on side of car. Do not leave cars standing on tracks too near street or highway crossing, preferably 75 feet away from the crossing.
19. Be prepared constantly for sudden start or stop and for the shock of brake or slack action.
20. Use cut-lever to uncouple cars. If lever is inoperative, tie the movement down before crossing to opposite side.
21. It is prohibited to use foot or hand to adjust drawbar, knuckle or lock pin while car or locomotive is in motion or when another car is approaching within a car length.
22. Angle cocks will be closed before uncoupling air hose when there is pressure in train line. When setting brakes by turning angle cock, keep firm grip on hose.
23. Do not place hands, feet, or any part of body between inside end of car and lumber, pipe, or other lading likely to shift. Keep clear of unsecured drop end doors. Do not use gate of a gondola for handhold.
24. Slack cuts apart half car length before going between couplers to make adjustments of knuckles or for other purposes.
25. Do not attempt to cross track close in front of moving engine or car.
26. Wear safe shoes and other apparel, and use suitable clear (or Calobar) goggles when needful to protect against sand, cinders, or other eye hazards.
27. Keep feet in clear of the path of counterweights on ground throw switch levers. Do not handle switch stand lever when switch is being run through.
28. A habit of too much idle conversation across cab or caboose may contribute to serious accident.
29. Keep the mind on the work and have a clear and mutual understanding of the moves to be made.

DIESEL LOCOMOTIVE HAZARDS

30. Enginemen and others will use hard rubber or nonmetallic cased flashlights in and around Diesel locomotives.
31. Never place hands or face near main generator or any high voltage equipment while it is working under load.
32. Do not smoke or have open flame in engine room.
33. Rings and wrist watches will not be worn while working around electrical equipment.
34. Fuses will not be pulled while under load.
35. High voltage cabinet will not be opened while motor is running, other than idling.
36. Stepping out of side doors of moving Diesel units to platform or other side elevation is prohibited.
37. At any time an engine is overheated or shut down for mechanical defect, no handhold cover plate should be removed until sufficient time has elapsed to permit engine to cool down sufficiently to prevent possibility of an explosion (minimum one hour).

THE FOLLOWING IS ALSO PROHIBITED:

Giving signal to move an engine or cars and then crossing track in front of movement.

(a) Giving signal to move an engine or cars without first placing switch in proper position.

(b) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engines.

(c) Engineman drifting down too close to switches that are to be thrown.

To stand on top of a box car, covered hopper, caboose or any other similar car while such car is moving under an overhead structure.

Permitting any car with a defective or missing handhold to be moved or set out without first notifying all employes on the train and making wire report to the Superintendent. Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.

THE PROPER INTERPRETATION OF EACH AND EVERY RULE AND TRAIN ORDER IS THE ONE THAT WILL INSURE THE GREATEST DEGREE OF SAFETY TO EACH EMPLOYEE AND HIS FELLOW MAN.

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The Kansas City Southern Railway Company

CONDENSED SCHEDULES OF FAST FREIGHT AND PASSENGER TRAINS

SOUTHWARD					Distance From Kansas City.	TIME TABLE No. 44 Effective SUNDAY, JAN. 12, 1958 STATIONS	Distance From Port Arthur.	NORTHWARD					
FREIGHT			PASSENGER					PASSENGER		FREIGHT			
81	77	41	15	1				2	16	82	42	88	
Lv 11.30PM	Lv 9.45PM	Lv 10.20AM	Lv 9.30PM	Lv 10.00AM	0	....KANSAS CITY....	786.7	Ar 7.45PM	Ar 7.20AM	Ar 1.50PM	Ar 5.00PM	Ar 2.15AM	
						23.4							
12.40AM	10.33	11.20AM	10.03	10.29	23.4	.....GRANDVIEW.....	763.3	7.12	6.45	12.55PM	3.30	1.20AM	
						57.4							
2.23	11.55PM	12.58PM	11.10	11.22	80.8	.....HUME.....	705.9	6.15	5.41	9.55AM	1.30	10.10PM	
						48.5							
4.00	1.05AM	2.30	12.05AM	12.10PM				5.20	4.50	8.20	12.10PM	8.30	
5.10	1.25AM	3.15	12.20	12.15PM	129.3	.....PITTSBURG.....	657.4	5.10	4.35	6.15	11.00AM	7.40PM	
						30.2							
.....	6.00AM	.....	.....	.....	159.5	..BAXTER SPRINGS..	668.0	.....	.....	.....	.....	.....	
						25.0							
6.25	2.25	4.35	1.05AM	12.55	154.3	.....JOPLIN.....	632.4	4.35	4.00	5.15	10.05	6.50	
						19.7							
7.20	3.20	5.20	1.45	1.35	174.0	.....NEOSHO.....	612.7	4.01	3.20	4.25	9.15	6.05	
						55.3							
9.50	5.05	7.20	3.15	2.53	229.3	.....SILOAM.....	557.4	2.35	1.38	1.55	7.10	3.20	
						6.8							
10.15	5.20	7.35								1.35AM	6.50	3.01	
11.15AM	5.30	7.50	3.25	3.01	235.9	.....WATTS.....	550.8	2.25	1.25	12.35AM	6.35	2.10	
						55.3							
1.58PM	7.00	9.34	4.50	4.10PM	291.2	.....SALLISAW.....	495.5	1.20	12.20AM	10.45	4.10	12.10PM	
						20.5							
2.40	7.30	10.20	5.20	4.35	311.7	.....SPIRO.....	475.0	12.52	11.50PM	9.50	3.30	11.27AM	
						16.6							
Passenger Service: Via Bus Ft. Smith and Sallisaw.			Ar 5.45AM	Ar 5.05PM	328.1	.....FT. SMITH.....	491.6	Lv 12.25PM	Lv 11.25PM	Freight Service: Local Freights, Via St. L. S. F. Ry., Ft. Smith and Poteau.			
			Lv 3.40AM	Lv 3 15PM		Telegraph Service 8A-5P Daily		Ar 2.15PM	Ar 1.15AM				
						5.6							
2.52	7.38	10.29	5.28	4.42	317.3	.....PANAMA.....	469.4	12.45	11.40	9.46	3.20	11.13	
						9.0							
3.10	7.50	10.43	5.50	4.55	326.3	.....POTEAU.....	460.4	12.35	11.28	9.20	3.05	10.55	
						6.7							
3.25	8.00	10.55	6.00	5.03	333.0	.....HOWE.....	453.7	12.27	11.18	9.05	2.55	10.41	
						5.0							
3.40	8.10	11.10PM	6.10AM	5.10				12.20	11.10	8.50	2.45	10.30	
5.25	8.30	12.01AM	6.20	5.15	338.0	.....HEAVENER.....	448.7	12.15PM	11.00PM	8.00	2.20	8.50	
						41.8							
7.00	10.00	1.47	7.20	6.15	379.8	.....MENA.....	406.9	11.20AM	10.05	6.25	12.50AM	7.20	
						53.5							
9.20	11.45AM	3.50	8.30	7.20				10.10	8.55	4.00	10.50PM	5.10	
10.30	12.01PM	4.30	8.40	7.30	433.3	.....DE QUEEN.....	353.4	10.05	8.45	3.20	10.30	4.20	
						34.6							
11.33PM	12.54	5.33	9.26	8.12	469.0	.....ASHDOWN.....	317.8	9.26	7.55	2.20	9.30	3.13	
						19.9							
			9.55	8.45				9.00	7.25				
12.30AM	1.36	6.35	10.10	9.00	488.9	.....TEXARKANA.....	299.1	8.45	7.10	1.36PM	8.50	2 35AM	
						71.8							
2.40	3.30		11.55AM						5.20	10.30AM	6.00PM		
7.00	8.30PM	Ar 9.30AM	12.35PM	Ar 10.30PM	560.7	....SHREVEPORT....	228.9	Lv 7.15AM	4.45	7.40AM	12.40PM	Lv 11.30PM	
						108.6							
	12.50AM		3.15PM						2.05	2.00	8.00AM		
11.20AM	1.30	.....	3.25	.....	669.3	.....LEESVILLE.....	117.5	.....	1.55	1.10	7.00	.....	
						20.6							
12.45PM	2.15	.....	3.55PM	.....	689.9	.....DE RIDDER.....	96.9	.....	1.23	12.08AM	5.58	.....	
						29.9							
3.10PM	3.10	.....	4.33PM	.....	719.8	.....DE QUINCY.....	67.0	.....	12.45PM	11.00PM	4.50	.....	
						22.6							
.....	5.30	.....	Bus 5.30PM	.....	742.1	...LAKE CHARLES...	89.6	.....	Bus Lv 11.50AM	.....	12.05AM	.....	
						47.4							
4.10PM	6.00	.....	5.45PM	.....	767.2	.....BEAUMONT....	19.6	.....	11.45	9.30	2.20	.....	
						19.6							
Ar 5.30PM	Ar 7.30AM	.....	Ar 6.25PM	.....	786.7	....PORT ARTHUR....	0	.....	Lv 11.00AM	Lv 8.00PM	Lv 1.00AM	.....	

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Falls City
Maryville
Napier
Belleville
St. Joseph
Trenton
Kirksville
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Quincy
Hannibal
Decatur
SPRINGFIELD
Boodhouse
Chillicothe
Macon
Cameron
Brookfield
Atchison
Leavenworth
Carrollton
Moberly
Manhattan
TOPEKA
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Independence
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Willow Springs
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Cairo
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Anderson
Poplar Bluff
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Elk Springs
Noel
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Sulphur Springs
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Gravette
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Van Buren
FT. SMITH
Russellville
Redland
SPIRO
Kensett
Bokoshe
Coal Creek
Excelsior
Memphis
PANAMA
POTEAU
HOWE
Mansfield
Brinkley
Wheatley
McCurtain
Cauthron
Hon
Waldron
Hazen
McAlester
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Helena
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Stuttgart
Hatfield
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Benton Sta.
Altheimer
Dierks
Pine Bluff
Gillett
Ardmore
Broken Bow
Grannis
Gillham
Waldstein
Durant
Valliant
Bear Cr. Jc.
DE QUEEN
RED
Hugo
Wade
Horatio
Neal Springs
Wichita Falls
Winthrop
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Fordyce
Winona
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Kennard
Gandy
Hornbeck
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Lufkin
White City
Hawthorne
LEESVILLE
Mansura
Marksville
Temple
Weirgate
Pickering
Ludington
Torras
Valley Jc.
DE RIDDER
Oakdale
Rockdale
Pt. Barre
Singer
Eunice
BATON ROUGE
Gulfport
Silsbee
Helme
DE QUINCY
Starks
Ruliff
West Lake
Addis
Gramercy
Reserve
Norco
AUSTIN
Vidor
BEAUMONT
Mauriceville
LAKE CHARLES
Crowley
New Iberia
NEW ORLEANS
Spring
Houston
Chaison Jc.
Good Hope
Gretna
PORT ARTHUR
Flatonia
San Antonio
Eagle Lake
Rosenberg
Pt. Bolivar
Galveston
Cuero
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