

1K3TB

# THE KANSAS CITY SOUTHERN RAILWAY COMPANY

AND

## MISSOURI PACIFIC RAILROAD CO.

# JOINT TIME TABLE No. 93

BETWEEN

C. S. JUNCTION

AND

G. C. L. JUNCTION

EFFECTIVE AT 12:01 A. M.  
SUNDAY, APRIL 24, 1966

## FOR EMPLOYEES ONLY

- R. J. BLAIR, Vice-President and General Manager, Kansas City, Mo.
- R. D. FRETWELL, Assistant General Manager, Kansas City, Mo.
- D. F. NICOLA, Superintendent of Transportation, Shreveport, La.
- G. M. SWITZER, Superintendent, Shreveport, La.
- J. L. DEVENEY, Superintendent of Terminals, Beaumont—Port Arthur, Tex.
- F. A. GRIMMETT, Trainmaster, Shreveport, La.
- A. V. INGRAM, Traveling Engineer, Shreveport, La.
- B. M. DEEVER, Supt. of Safety & Rules Examiner, Shreveport, La.
- J. E. GREGG, Assistant Trainmaster, Beaumont—Port Arthur, Tex.

Each time table, from the moment it takes effect, supersedes the preceding time table.

**SAFETY**  
Is of  
**FIRST IMPORTANCE**  
in the  
**Discharge**  
of **Duty**

- L. M. Hough, Chief Dispatcher.....Shreveport, La.
- J. Y. Lynch, Dispatcher.....Shreveport, La.
- O. S. Plott, Dispatcher.....Shreveport, La.
- B. R. Thompson, Dispatcher.....Shreveport, La.
- T. A. Tucker, Dispatcher.....Shreveport, La.
- R. D. English, Dispatcher.....Shreveport, La.
- D. E. Newburn, Dispatcher.....Shreveport, La.

## C. S. JUNCTION TO G. C. L. JUNCTION

SOUTHWARD				JOINT TIME TABLE No. 93 Effective Sunday, April 24, 1966	Mile Post Locations.	Office Calls.	NORTHWARD						
FIRST CLASS		Capacity of Other Than Siding. Location Fuel Stations, Turn Tables, Ways and Track Scales.	Capacity of Sidings.				FIRST CLASS		STATIONS	Mile Post Locations.	Office Calls.	FIRST CLASS	
15 K.C.S. Passenger	53 Mo. Pac. Passenger						16 K. C. S. Passenger	52 Mo. Pac. Passenger					
Daily	Daily			Daily	Daily				Daily	Daily			
Lv 3.50PM				..... LEESVILLE .....	868.4		Ar 1.15PM						
Lv 4.58PM	Lv 4.07AM	Connection		..... 51.9			Ar 12.13PM	Ar 12.35AM					
5.03	4.11	5	95	..... C. S. JUNCTION .....	720.3		12.09	12.30					
5.08	4.15	5	95	..... 3.3			12.04PM	12.25					
f 5.15	4.22	20	160	..... HELME .....	723.6		f 11.58AM	12.18					
f 5.21	4.28	20	95	..... 4.8			f 11.50	12.12					
f 5.30	4.37	Y 28 Connection Interlocked	209	..... LUCAS .....	728.4		f 11.40	12.05AM					
5.42	4.48	24	160	..... 6.9			11.29	11.54PM					
		Interlocked		..... STARKS .....	735.2								
				..... 5.3									
5.55	5.00	Y. Yd. R	32	..... RULIFF .....	740.6								
6.05	5.10			..... 9.6									
Ar 6.06PM	Ar 5.11AM	Connection		..... MAURICEVILLE .....	750.2	BU	11.20	11.45					
Ar 7.00PM				..... 10.2			11.10	11.35					
				..... VIDOR .....	760.4		Lv 11.08AM	Lv 11.34PM					
				..... 4.4									
				..... Sou. Pac. Crossing .....	764.9								
				..... 1.2									
				..... Sou. Pac. Crossing .....	766.0								
				..... 0.5									
				..... BEAUMONT .....	766.5	BU							
				..... 0.1									
				..... G. C. L. JUNCTION .....	766.6								
				..... 19.5									
				..... PORT ARTHUR .....	786.1		Lv 10.15AM						
Daily	Daily			117.7			Daily	Daily					
1.08	1.04			Time on Subdivision			1.05	1.01					

Hours of Telegraph Service.  
Beaumont-Continuous.

Tracks Not Shown on Face of Timetable,  
Mile 731  
Lunita ..... Phone

Car  
Capy.  
14

**MAURICEVILLE:** No. 15 will exchange U. S. Mail at Mauriceville by crane daily except Sunday.

Within signal controlled territory phones are located at each end of sidings.

# WORK SAFELY



## SPECIAL INSTRUCTIONS

### MOVEMENT OF TRAINS

Operating rules of K. C. S. Ry. will govern.

Initial station for southward KCS trains—Leesville.

Initial station for southward MoPac trains—C. S. Junction.

Initial station for northward KCS trains—Port Arthur.

Initial station for northward MoPac trains—G. C. L. Junction.

Northward trains are superior to southward trains of the same class.

Addition to Rules 83(a) and 83(b). When making out register check form 227, conductors will also furnish copy to rear trainman.

Northward trains obtain clearance at Beaumont.

Southward KCS trains obtain clearance at DeQuincy.

When train order signal indicates proceed, clearance not required at MoPac Telegraph Office, DeQuincy.

First class trains will not carry signals between C. S. Junction and G. C. L. Junction.

Stations protected by Yard Limit Rule 93 applies: Beaumont (which includes GCL Jct.), and C. S. Junction.

KCS General Orders, and notices relating to the movement of trains between GCL Jct. and CS Jct. are posted in MoPac General Order Books at DeQuincy and West Yard. MoPac train and enginemen must acquaint themselves with the contents of such notices, Rule 6.

Abbreviations: S, Scale; T, Turntable; PH, Telephone; O, Diesel Fuel; Y, Wye; ★, Mail Crane; R, TOF Ramp.

The following letters before figures of schedule indicate: "a" regular stop, "f" flag stop to receive or discharge revenue passengers.

When two or more diesel units equipped with identifying numbers are coupled together and used on a train, the number of one unit only will be used in train orders and this will be the engine number of the train and such identifying numbers equipped for illumination must be illuminated while engine is in train service.

### SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track, except as otherwise restricted by yard limits, train orders, slow orders, slow flags, general orders, special instructions or other notices:		
Maximum Speed MPH—Diesel Operation:		
Between C. S. Jct. and MP-737.7.....	75	50
Between MP-737.7 and MP-740.5.....	65	50
Between MP-740.5 and GCL Jct.....	75	50
EXCEPT:		
Sabine River Drawbridge A-739, MP-738.7 over metal draw span.....	40	40
Vidor City Limits (MP-757-762).....	30	30
Over Neches River Drawbridge C-766, MP-765.9 (Interlocked).....	25	25
Beaumont City Limits.....	20	20

All trains and engines move at restricted speed between southbound Beaumont Yard Limit Board, located at MP 764.5, and GCL Jct. switch. Do not exceed 12 mph between GCL Jct. and Automatic Block Signal at MP 765.6.

Cars with total gross weight 269,000 pounds to and including 274,000 pounds are restricted to 5 mph under timetable speed and when total gross is in excess of 274,000 pounds further restricted to 30 mph.

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.

Engines, freight road service, when backing or when controlled from rear unit not to exceed 30 MPH.

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.

Trains and engines entering, moving through, and leaving sidings and yard tracks, will not exceed Low Speed (not to exceed 15 MPH). These instructions do not relieve crews of any train or engine from exercising due precaution to avoid accidents, per Rule 101.

Maximum speed of trains over railroad crossings below:

Railroad	Crossing	MP	At or Near	Not to Exceed	
				Passenger	Freight
MoP.....	Interlocked.....	750.2	Mauriceville..	35 MPH	30 MPH (engine only)
SP.....	Interlocked-automatic	764.9	Beaumont....	35 MPH	30 MPH (engine only)
SP.....	*Rule 98—Stop.....	766.0	Beaumont....	20 MPH	20 MPH (engine only)

Movement over Neches River Drawbridge C-766 is governed by interlocked signals equipped with derails located each end of bridge.

\*Bridge tenders have been instructed to flag trains over the Southern Pacific crossing at the south end of Neches River Bridge at Beaumont. All trains will approach this crossing at restricted speed and will stop unless they receive a proceed signal from bridge watchman stationed on the crossing. In the absence of bridge watchman, movement over the crossing must be made under flag protection by member of crew, Rule 98.

Trains handling pile driver, steam derrick, or like heavy machinery on its own wheels will not exceed 20 MPH. Except:

Trains handling KCS wreckers No. 05 and No. 06 will not exceed 40 MPH.

Trains handling KCS Pile Driver-Clamshell 096 will not exceed 35 MPH (25 MPH with boom in lead position).

Scale Test Cars, not to exceed 35 mph. Must not be trained next to Hydrocushion 60, high cubical box cars, large tank cars, auto loader racks and/or piggyback cars, or next to any other car 60 feet in length or longer. Must be handled on rear of train.

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

Automatic Block System for opposing and following movements, Rule 400 to 406 and other rules applicable will govern between C. S. Jct. and the first automatic signal (MP 765.6) north of Neches River Bridge, which is the northward approach signal of automatic interlocker at Sou. Pac.-KCS Ry. crossing MP 764.9.

GCL Jct. switch is a dual controlled switch protected by signals, Rule 98.

Movements must not be made in either direction against these signals when displaying STOP indication without authority from dispatcher or control operator, per Rule 350.

This switch must not be handled by hand without permission from control operator, per Rule 104(b).

All movements must approach this junction expecting to find signals in stop position.

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.

REGISTER STATIONS: DeQuincy MoPac.

STANDARD CLOCKS: Beaumont and DeQuincy MoPac

GENERAL ORDER BOOKS: DeQuincy, West Yard MoPac, and Beaumont.

Where car capacity of sidings or other tracks is shown, it is figured on the basis of 48 feet per car. On sidings, allowance is made for 4-unit diesel engine and caboose, but not on other tracks.

## SPECIAL SAFETY RULES FOR EMPLOYEES 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 non-metallic 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 Diesel engine 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).
38. Passage will not be made through nose door of units when locomotive is in motion, EXCEPT when equipped with safety chains and such chains are in place. Extreme caution must be exercised when making this passage.

### THE FOLLOWING IS ALSO PROHIBITED:

- (a) Giving signal to move an engine or cars and then crossing track in front of movement.
- (b) Giving signal to move an engine or cars without first placing switch in proper position.
- (c) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engines.
- (d) Engineman drifting down too close to switches that are to be thrown.
- (e) 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.
- (f) 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.**