

**THE  
KANSAS CITY SOUTHERN  
RAILWAY COMPANY**

—AND—

**MISSOURI PACIFIC RAILROAD CO.**

**JOINT  
TIME TABLE  
No. 90**

BETWEEN

**C. S. JUNCTION**

AND

**G. C. L. JUNCTION**

EFFECTIVE AT 12:01 A. M.  
SUNDAY, MAR. 20, 1960

**FOR EMPLOYEES ONLY**

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

R. R. SUTTER, Sup't. Transp.,  
Shreveport, Louisiana

G. M. SWITZER, Superintendent,  
Shreveport, Louisiana

F. A. GRIMMETT, Trainmaster,  
Shreveport, Louisiana

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

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

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A. G. STUCKEY, Chief Disp.....	Shreveport, La.		
S. C. JUSTUS, Dispatcher .....	" "	" "	" "
J. Y. LYNCH, " .....	" "	" "	" "
O. S. PLOTT, " .....	" "	" "	" "
B. M. DEAVER, " .....	" "	" "	" "
T. A. TUCKER " .....	" "	" "	" "
A. W. HALL, Traveling Engineer.....	" "	" "	" "

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

SOUTHWARD								JOINT TIME TABLE No. 90	Mile Post Locations.	Hours of Telegraph Service and Office Calls.
SECOND CLASS					FIRST CLASS			Effective 12:01 A. M. SUNDAY, MAR. 20, 1960		
363 Mo. Pac. Freight	81 K.C.S. Freight	391 Mo. Pac. Freight	77 K. C. S. Freight	361 Mo. Pac. Freight	15 K.C.S. Passenger	303 Mo. Pac. Passenger	309 Mo. Pac. Passenger	STATIONS		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
	Lv 11.40AM		Lv 1.30AM		Lv 3.25PM			LEESVILLE	668.4	
Lv 8.30PM	Lv 2.00PM	Lv 4.30AM	Lv 4.20AM	Lv 1.35AM	Lv 4.35PM	Lv 2.47PM	Lv 4.07AM	C. S. JUNCTION	720.3	
					4.41	2.51	4.11	HELMES	723.6	
					4.47	2.55	4.15	LUCAS	728.4	
					f 4.54	3.02	4.22	STARKS	735.2	
					f 5.01	3.08	4.28	RULIFF	740.6	
					f 5.10	3.17	4.37	MAURICEVILLE	750.2	
					5.22	3.28	4.48	MoPac Crossing		
					5.35	3.40	5.00	VIDOR	760.4	
					5.48	3.50	6.10	Sou. Pac. Crossing	764.9	
Ar 9.55PM	Ar 4.11PM	Ar 6.15AM	Ar 6.01AM	Ar 2.50AM	Ar 5.46PM	Ar 3.51PM	Ar 5.11AM	BEAUMONT	766.5	
	Ar 5.30PM		Ar 7.30AM		Ar 6.25PM			G. C. L. JUNCTION	766.6	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	PORT ARTHUR	786.1	
1.25	2.11	1.45	1.41	1.15	1.11	1.04	1.04	117.5		
								Time on Subdivision		

## SPECIAL INSTRUCTIONS

### MOVEMENT OF TRAINS

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.

All trains will register at Beaumont, except conductors of freight trains may register by ticket handed off to operator.

Northward trains obtain clearance at Beaumont.  
 Southward KCS trains obtain clearance at DeQuincy.  
 Southward MoPac trains obtain clearance at MoPac telegraph office DeQuincy.

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

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.

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.

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

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.

### 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 Sabine River Bridge A-739.....	75	KCS 40, MoP 50
Between Sabine River Bridge A-739, MP-738.7 and MP-745.....	65	KCS 40, MoP 50
Between MP-745 and GCL Jct.....	75	KCS 40, MoP 50
EXCEPT:		
Sabine River Drawbridge A-739, MP-738.7 over metal draw span.....	40	40
Between north siding switch Vidor and MP 761.1.....	45	40
Over Neches River draw bridge C-766, MP-765.9 (Interlocked).....	25	25
Beaumont City Limits (City Ordinance).....	20	20

All trains and engines move at restricted speed not to exceed 12 MPH between GCL Jct. switch and Automatic Block Signal at MP 765.6.

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

Capacity of Other Than Sidings, Location Fuel Stations, Turn Tables, Ways and Track Scales.		Capacity of Sidings.		JOINT TIME TABLE No. 90 Effective 12:01 A. M. SUNDAY, MAR. 20, 1960		NORTHWARD																
						FIRST CLASS			SECOND CLASS													
						304 Mo. Pac. Passenger	16 K. C. S. Passenger	310 Mo. Pac. Passenger	360 Mo. Pac. Freight	42 K. C. S. Freight	362 Mo. Pac. Freight	390 Mo. Pac. Freight	82 K. C. S. Freight									
STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily														
	Yard	LEESVILLE			Ar	7.50PM		Ar	7.00AM		Ar	1.10AM										
		C. S. JUNCTION			Ar	12.15PM	Ar	12.40PM	Ar	12.35AM	Ar	2.05AM	Ar	4.10AM	Ar	3.05PM	Ar	11.30PM	Ar	10.47PM		
	5	95	HELME				12.10		12.35		12.30											
	5	95	LUCAS				12.08PM		12.30		12.25											
	20	160	STARKS			★	11.59AM	f	12.23		12.18											
	20	95	RULIFF			★	11.53	f	12.15		12.12											
	Y 28 Connection Interlocked	209	MAURICEVILLE			★	f 11.45	f	12.05PM		12.05AM											
	19	160	VIDOR			★	11.35		11.55AM		11.54PM											
	Interlocked		Sou. Pac. Crossing																			
	O. Y. Yd.	32	BEAUMONT				11.25		11.45		11.45											
	Connection		G. C. L. JUNCTION				Lv 11.09AM	Lv	11.34AM	Lv	11.34PM	Lv	12.35AM	Lv	2.19AM	Lv	1.15PM	Lv	9.15PM	Lv	9.29PM	
			PORT ARTHUR					Lv	11.00AM			Lv	1.00AM							Lv	8.00PM	
			117.5				Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily	
			Time on Subdivision				1.06		1.06		1.01		1.30		1.51		1.50		2.15		1.18	

### SPECIAL INSTRUCTIONS—Continued

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).

VIDOR: No. 16 reduce speed to 20 MPH passing station platform to permit RPO Clerk to detrain U. S. Mail and No. 15 STOP at Vidor daily except Sundays to pick up U. S. Mail.

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)

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

Trains handling KCS wrecker No. 05 will not exceed 30 MPH.

Trains handling scale test car will not exceed 35 MPH.

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

These instructions do not relieve crews of any train or engine from exercising due precaution to avoid accidents, per Rule 101.

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.

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.

REGISTER STATIONS: Beaumont  
DeQuincy MoPac

STANDARD CLOCKS: Beaumont  
DeQuincy MoPac

GENERAL ORDER BOOKS: Beaumont  
DeQuincy and West Yard MoPac

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.

#### Drawbridges

	No.	MP
Sabine River Bridge	A-739	738.7
Neches River (Interlocked)	C-766	765.9

#### Tracks Not Shown on Face of Timetable

	Mile	Car Capy.
Lunita	PH 731	9

## **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 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).
38. Employees will not pass through nose door of units when locomotive is in motion.

### **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 employees 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.**