

SUBDIVISIONS

| | |
|---|--------------------|
| FIRST SUBDIVISION— | |
| Air Line Jct. to Pittsburg..... | 124.0 Miles |
| SECOND SUBDIVISION— | |
| Pittsburg to Watts..... | 106.6 Miles |
| K. O. G. Junction to Baxter Springs..... | 20.4 Miles |
| THIRD SUBDIVISION— | |
| Watts to Heavener..... | 102.1 Miles |
| FOURTH SUBDIVISION— | |
| Heavener to De Queen..... | 95.3 Miles |
| FIFTH SUBDIVISION— | |
| De Queen to Deramus Yard..... | 121.3 Miles |
| SIXTH SUBDIVISION— | |
| Deramus Yard to Leesville..... | 115.1 Miles |
| SEVENTH SUBDIVISION— | |
| Leesville to Port Arthur..... | 117.5 Miles |
| LAKE CHARLES SUBDIVISION— | |
| De Quincy to Lake Charles..... | 22.3 Miles |
| Kansas City Southern Mileage | 824.6 Miles |
| Arkansas Western Mileage | 31.9 Miles |
| F. S. & V. B. Branch | 20.7 Miles |

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

| | |
|--|------------------|
| J. L. DEVENY, Trainmaster | |
| First and Second Subdivisions..... | Pittsburg, Kans. |
| JOE WEBB, Trainmaster | |
| Third Subdivision..... | Heavener, Okla. |
| T. F. HOOPER, Trainmaster | |
| Fourth and Fifth Subdivisions..... | Shreveport, La. |
| F. A. GRIMMETT, Trainmaster | |
| Sixth and Seventh Subdivisions..... | Shreveport, La. |
| S. T. SCOTT, Terminal Trainmaster..... | Shreveport, La. |
| H. F. BAILEY, Asst. Trainmaster..... | Shreveport, La. |
| H. S. McHENRY, Asst. Trainmaster..... | Pittsburg, Kans. |
| A. W. HALL, Traveling Engineer..... | Shreveport, La. |
| Traveling Engineer has the authority of Trainmaster. | |
| L. M. HOUGH, Chief Dispatcher..... | Shreveport, La. |
| J. E. HUTTO, Dispatcher..... | Shreveport, La. |
| P. J. NEAL, Dispatcher..... | Shreveport, La. |
| J. Y. LYNCH, Dispatcher..... | Shreveport, La. |
| O. S. PLOTT, Dispatcher..... | Shreveport, La. |
| B. M. DEEVER, Dispatcher..... | Shreveport, La. |
| B. R. THOMPSON, Dispatcher..... | Shreveport, La. |

KANSAS CITY SOUTHERN LINES

THE KANSAS CITY SOUTHERN RAILWAY COMPANY
ARKANSAS WESTERN RAILWAY COMPANY
F. S. V. B. RAILWAY COMPANY

ALL SUBDIVISIONS

TIME TABLE NO. 1

EFFECTIVE AT 12:01 A. M.
SUNDAY, DEC. 9, 1962

FOR EMPLOYEES ONLY

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

C. M. MARTIN,
Sup't. of Transportation,
Shreveport, La.

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

R. D. FRETWELL, Genl. Supt.,
Milw.-K.C.S. Joint Agency,
Kansas City, Mo.

O. GANTT, Acting Asst. Supt.
of Terminals,
Port Arthur, Tex.

D. K. OWEN,
Sup't. of Safety, Rules
Examiner,
Shreveport, La.

KANSAS CITY SOUTHERN EMPLOYEES' HOSPITAL ASSOCIATION STAFF

F. W. Nichols, Supervisor, Room 204, Kansas City Southern Building, Kansas City, Mo.

| | | | |
|--|-----------------------|--|----------------------|
| Dr. Carl D. Enna, Chief Surgeon, 636 Argyle Bldg. | Kansas City, Mo. | Dr. W. Wilson, Local Physician | Gravette, Ark. |
| Dr. Joseph M. Masucci, Asst. Chief Surgeon, 636 Argyle Bldg. | Kansas City, Mo. | Dr. B. L. Hall, Local Physician | Gravette, Ark. |
| Dr. F. E. Wade, Local Physician (Eye) | Kansas City, Mo. | Dr. A. L. Peacock, Local Physician | Gentry, Ark. |
| Dr. C. J. Curts, Local Physician (Eye) | Kansas City, Mo. | Dr. Billy J. Puckett, Division Surgeon | Siloam Springs, Ark. |
| Dr. A. N. Altringer, Ear, Nose & Throat | Kansas City, Mo. | Dr. Charles H. Stinnett, Local Physician | Siloam Springs, Ark. |
| Dr. J. S. Knight, Ear, Nose & Throat | Kansas City, Mo. | Dr. Cal D. Gunter, Local Physician | Siloam Springs, Ark. |
| Dr. W. P. Bunting, Ear, Nose & Throat | Kansas City, Mo. | Dr. H. M. Flickinger, Dentist | Siloam Springs, Ark. |
| Dr. R. D. Williams, Ear, Nose & Throat | Kansas City, Mo. | Dr. J. R. Graves, Dentist | Westville, Okla. |
| Dr. B. A. Nelson, Ear, Nose & Throat | Kansas City, Mo. | Dr. R. D. Manning, Local Physician | Westville, Okla. |
| Dr. Wm. A. Staggs, Urologist | Kansas City, Mo. | Dr. Burdge F. Green, Local Physician | Stilwell, Okla. |
| Dr. J. P. Frick, Dermatologist | Kansas City, Mo. | Dr. J. D. McAnally, Dentist | Sallisaw, Okla. |
| Dr. Otho Duncan, Dentist | Kansas City, Mo. | Dr. J. A. Morrow, Local Physician | Sallisaw, Okla. |
| Dr. W. A. Bewley, Dentist | Kansas City, Mo. | Dr. R. W. Minor, Local Physician | Spiro, Okla. |
| Dr. C. C. Sebert, Dentist | Kansas City, Mo. | Dr. Eldon D. Pence, Jr., Division Surgeon | Ft. Smith, Ark. |
| Dr. S. S. Hill (c), Dentist | Kansas City, Mo. | Dr. A. F. Hoge, Local Physician | Ft. Smith, Ark. |
| Dr. L. M. Tillman (c), Local Physician | Kansas City, Mo. | Dr. W. C. Eberle, Local Physician | Ft. Smith, Ark. |
| Dr. K. L. Shireman, Local Physician | Kansas City, Mo. | Dr. H. H. Smith, Local Physician | Ft. Smith, Ark. |
| Dr. C. W. Robinson, Dentist | Kansas City, Mo. | Dr. Thomas P. Foltz, Local Physician | Ft. Smith, Ark. |
| Dr. Ray B. Riley, Local Physician | Kansas City, Kans. | Dr. W. L. Shippey, Local Physician | Ft. Smith, Ark. |
| Dr. F. J. Strick, Local Physician | Kansas City, Kans. | Dr. E. Z. Hornberger, Local Physician | Ft. Smith, Ark. |
| Dr. C. W. Alexander (c), Local Physician | Kansas City, Kans. | Dr. Chas. S. Lane, Eye, Ear, Nose, Throat | Ft. Smith, Ark. |
| Dr. G. L. O'Connell, Local Physician | Grandview, Mo. | Dr. E. C. Moulton, Jr., Eye, Ear, Nose, Throat | Ft. Smith, Ark. |
| Dr. Chas. F. Grabske, Local Physician | Independence, Mo. | Dr. L. M. Henry, Eye, Ear, Nose, Throat | Ft. Smith, Ark. |
| Dr. V. E. Link, Local Physician | Independence, Mo. | Dr. Louise M. Henry, Eye, Ear, Nose, Throat | Ft. Smith, Ark. |
| Dr. K. A. Mangels, Local Physician | Independence, Mo. | Dr. R. B. Lee, Dentist | Ft. Smith, Ark. |
| Dr. Martin V. Robbins, Local Physician | Cleveland, Mo. | Dr. C. C. Collier, Dentist | Ft. Smith, Ark. |
| Dr. A. W. Sandidge, Local Physician | Mulberry, Kans.-Mo. | Dr. R. W. Lowrey, Division Surgeon | Poteau, Okla. |
| Dr. D. J. Lyons, Division Surgeon | Pittsburg, Kans. | Dr. C. S. Cunningham, Division Surgeon | Poteau, Okla. |
| Dr. C. H. Smith, Asst. Division Surgeon | Pittsburg, Kans. | Dr. R. L. Winters, Division Surgeon | Poteau, Okla. |
| Dr. C. Mart Montee, Local Physician | Pittsburg, Kans. | Dr. W. K. Baker, Dentist | Poteau, Okla. |
| Dr. C. H. Fain, Local Physician, Eye, Ear, Nose, Throat | Pittsburg, Kans. | Dr. J. E. McAlister, Local Physician | Poteau, Okla. |
| Dr. M. F. Stock, Eye, Ear, Nose, Throat | Pittsburg, Kans. | Dr. K. R. Alexander, Local Physician | Poteau, Okla. |
| Dr. J. C. Mays, Dentist | Pittsburg, Kans. | Dr. S. C. Dean, Local Physician | Howe, Okla. |
| Dr. H. B. Allmon, Dentist | Pittsburg, Kans. | Dr. E. N. Fair, Division Surgeon | Heavener, Okla. |
| Dr. R. R. Nevitt, Local Physician | Fort Scott, Kans. | Dr. Harold B. Wright, Local Physician | Waldron, Ark. |
| Dr. O. L. Alberty, Local Physician | Carl Junction, Mo. | Dr. Joe R. Luther, Dentist | Waldron, Ark. |
| Dr. H. L. Bogan, Local Physician | Baxter Springs, Kans. | Dr. Pierre Redman, Local Physician | Mena, Ark. |
| Dr. V. Dale Alquist, Local Physician | Baxter Springs, Kans. | Dr. John P. Wood, Local Physician | Mena, Ark. |
| Dr. R. R. Brookshire, Dentist | Baxter Springs, Kans. | Dr. J. L. Grace, Dentist | Mena, Ark. |
| Dr. G. A. Schulte, Division Surgeon | Joplin, Mo. | Dr. G. W. Goforth, Dentist | Mena, Ark. |
| Dr. Lloyd H. McPike, Asst. Div. Surgeon | Joplin, Mo. | Dr. G. L. Kimball, Division Surgeon | DeQueen, Ark. |
| Dr. W. W. Hurst, Local Physician | Joplin, Mo. | Dr. Chas. N. Jones, Asst. Division Surgeon | DeQueen, Ark. |
| Dr. Winfred L. Post, Eye, Ear, Nose, Throat | Joplin, Mo. | Dr. Wayne G. Pullen, Local Physician | DeQueen, Ark. |
| Dr. L. N. Goff, Dentist | Joplin, Mo. | Dr. E. A. Joseph, Local Physician | DeQueen, Ark. |
| Dr. M. C. Bowman, Local Physician | Neosho, Mo. | Dr. J. F. Daniel, Local Physician | DeQueen, Ark. |
| Dr. Harold C. Lentz, Local Physician | Neosho, Mo. | Dr. R. C. Dickinson, Local Physician | Horatio, Ark. |
| Dr. F. F. Whitehead, Local Physician | Neosho, Mo. | Dr. N. W. Peacock, Local Physician | Ashdown, Ark. |
| Dr. L. T. Taylor, Local Physician | Neosho, Mo. | Dr. H. M. Carney, Division Surgeon | Texarkana, Tex. |
| Dr. T. E. Walkup, Local Physician | Neosho, Mo. | Dr. Eugene T. Ellison, Asst. Division Surgeon | Texarkana, Ark. |
| Dr. James R. Carter, Local Physician | Neosho, Mo. | Dr. Karlton Kemp, Local Physician | Texarkana, Tex. |
| Dr. H. R. Bridges, Dentist | Neosho, Mo. | Dr. C. A. Thompson, Local Physician | Texarkana, Tex. |
| Dr. J. J. Royce, Local Physician | Noel, Mo. | Dr. M. L. Williams, Local Physician (Eye) | Texarkana, Tex. |
| | | Dr. John S. Griffin, Local Physician | Texarkana, Tex. |
| | | Dr. Frank P. Cantrell, Local Physician | Texarkana, Tex. |
| | | Dr. J. W. Burnett, Local Physician | Texarkana, Tex. |
| | | Dr. W. E. Shields, Local Physician | Texarkana, Tex. |
| | | Dr. W. R. Patterson, Dentist | Texarkana, Tex. |

KANSAS CITY SOUTHERN EMPLOYEES' HOSPITAL ASSOCIATION STAFF — Continued

| | | | |
|---|-------------------|--|-------------------|
| Dr. B. S. Ingram (c), Dentist | Texasarkana, Tex. | Dr. J. L. Grindle, Local Physician | Mansfield, La. |
| Dr. J. I. Allen, Local Physician | Bloomburg, Tex. | Dr. M. S. Stephens, Local Physician | Hornbeck, La. |
| Dr. J. B. Birdwell, Division Surgeon | Shreveport, La. | Dr. Edgar M. Shaw, Division Surgeon | Leesville, La. |
| Dr. R. E. Rushing, Asst. Division Surgeon | Shreveport, La. | Dr. I. O. Winfree, Dentist | Leesville, La. |
| Dr. R. H. Middleton Jr., Asst. Div. Surgeon | Shreveport, La. | Dr. P. F. Strecker, Local Physician | DeRidder, La. |
| Dr. S. P. Gautier, Dentist | Shreveport, La. | Dr. D. J. Drez, Local Physician | DeQuincy, La. |
| Dr. H. L. Rounsaville, Local Physician | Shreveport, La. | Dr. H. L. Snider, Local Dentist | DeQuincy, La. |
| Dr. Otis Broyles, Local Physician | Shreveport, La. | Dr. J. Earl Bailey, Dentist | Lake Charles, La. |
| Dr. Mye Haddox (c), Local Physician | Shreveport, La. | Dr. Steve F. Price, Local Physician | Lake Charles, La. |
| Dr. W. Griffin Jones, Ear, Nose & Throat | Shreveport, La. | Dr. E. A. Skarke, Division Surgeon | Beaumont, Tex. |
| Dr. Edgar W. Booth, Local Physician (Eye) | Shreveport, La. | Dr. Geo. H. Pratt, Asst. Division Surgeon | Beaumont, Tex. |
| Dr. W. W. Smith, Dermatologist | Shreveport, La. | Dr. John H. Carter, Eye, Ear, Nose, Throat | Beaumont, Tex. |
| Dr. John C. Hardin, Dentist | Shreveport, La. | Dr. C. F. Clark, Dentist | Beaumont, Tex. |
| Dr. G. L. Faler, Dentist | Shreveport, La. | Dr. Henry E. Jones (c), Dentist | Beaumont, Tex. |
| Dr. Michael Balistrella, Dentist | Shreveport, La. | Dr. J. Q. Blackwood, Dermatologist | Beaumont, Tex. |
| Dr. James H. Campbell, Urologist | Shreveport, La. | Dr. J. J. Tritico, Division Surgeon | Port Arthur, Tex. |
| Dr. E. W. Duncan (c), Dentist | Shreveport, La. | Dr. J. Y. Harper, Eye, Ear, Nose, Throat | Port Arthur, Tex. |
| Dr. Howard Sims (c), Dentist | Shreveport, La. | Dr. J. B. Matthews (c), Local Physician | Port Arthur, Tex. |
| Dr. E. D. McKay, Local Physician | Blanchard, La. | Dr. S. J. Dixon (c), Dentist | Port Arthur, Tex. |
| Dr. Wayne Shepard Local Physician | Blanchard, La. | Dr. F. L. Watts, Dermatologist | Port Arthur, Tex. |
| Dr. J. S. Segura, Local Physician | Mansfield, La. | Dr. Benny Fontana, Local Dentist | Port Arthur, Tex. |

OFFICIAL WATCH INSPECTORS

| | |
|---|-----------------------|
| National Ry. Time Service Co., General Time Insp., 926 Sterick Building..... | Memphis, Tenn. |
| Martin Jewelers, Inc., System Time Insp..... | Shreveport, La. |
| John Martin, Traveling Insp..... | Shreveport, La. |
| Adams Jewelry & Sport Store..... | Kansas City, Mo. |
| Leo Conner Jr., Jeweler..... | Kansas City, Kans. |
| Drenon Jewelry..... | Independence, Mo. |
| Goldman's Jewelers..... | Kansas City, Mo. |
| Hale's Jewelry..... | Kansas City, Mo. |
| Martyr Jewelry..... | Kansas City, Mo. |
| Troost Jewelers..... | Kansas City, Mo. |
| Perrin's Jewelers..... | Overland Park, Kans. |
| Al Williams Jewelry..... | Pittsburg, Kan. |
| Milo-Chew Drug Incorporated | Baxter Springs, Kans. |
| Molloy Jewelers..... | Joplin, Mo. |
| Arndt's Jewelry | Noel, Mo. |
| Rush Jewelers..... | Neosho, Mo. |
| Fink Jewelry..... | Ft. Smith, Ark. |
| Malone Jewelry..... | Ft. Smith, Ark. |
| Phipps Jewelry..... | Heavener, Okla. |
| Garmon Jewelry Company..... | Mena, Ark. |
| Thomas Jewelry..... | DeQueen, Ark. |
| Park's Credit Jewelry..... | Texasarkana, Tex. |
| Clarke's Jewelry..... | Shreveport, La. |
| Martin Jewelers, Inc. | Shreveport, La. |
| Leesville Jewelry..... | Leesville, La. |
| Rodgers Jewelry..... | DeQuincy, La. |
| Almond's Jewelers..... | West Lake, La. |
| Gem Jewelry..... | Lake Charles, La. |
| Freeman Jewelry | Beaumont, Tex. |
| Nacol's Jewelry..... | Port Arthur, Tex. |

STANDARD CLOCKS: Kansas City Union Station, Knoche Yard Office, West Wye Tower, East Kansas City Roundhouse, North Yard, Pittsburg, Kans., Ticket Office, Joplin Union Depot, Neosho, Watts, Ft. Smith, Heavener, DeQueen Psgr. Depot, Trigg Street, Leesville, DeQuincy, Lake Charles, Beaumont, Port Arthur, Deramus Yard, roundhouse and dispatchers office, Shreveport Union Depot.

**TIME IS IMPORTANT
TAKE TIME TO BE SAFE**

SPECIAL INSTRUCTIONS: ALL POINTS

Current time table and transportation department rules of the Kansas City Terminal Ry. Co. will govern between Big Blue Jct. and Kansas City Union Station.

Kansas City Southern Lines Time Table, Rules and Instructions will govern while using Joplin Union Depot Company's tracks between Third Street and Main Street, Joplin.

S. L. S. F. Railway Company Time Table, Rules and Instructions will govern between Poteau and Ft. Smith.

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

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:

No. 1 is SUPERIOR to No. 16

No. 77 is SUPERIOR to No. 42 and No. 82

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

FIRST and SECOND CLASS TRAINS WILL NOT CARRY SIGNALS ON FIRST, SECOND, THIRD, FOURTH AND FIFTH SUBDIVISIONS.

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 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.

Trains authorized to register by register ticket will stop and conductor will register his train on train register when carrying signals for a following section as per Rule 20.

When making out register check form 227, conductors will also furnish copy to rear trainman. Rules 83-A and 83-B, addition to.

The engine whistle shall be sounded as prescribed by Rule 14-L and the engine bell shall be rung at the whistling post 1320 feet or one quarter of a mile from road crossing or street and shall be kept ringing until the engine or lead car shall have crossed such road crossing or street or until the train or cars have stopped.

If stop is made within one quarter of a mile of road crossing or street, when the engine is again started engine whistle shall be sounded as prescribed by Rule 14-L and engine bell shall be rung continuously until engine or lead car shall have crossed such road crossing or street.

Rule "L"—Trainmen and enginemen are cautioned that there are structures alongside of tracks at stations and elsewhere which do not provide clearance for a man to ride on top or side of cars or engines and they must inform themselves with locations of such structures.

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.

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.

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.

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

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 required to be cleaned and dried.

ABBREVIATIONS:

S, Scale. T, Turntable. PH, Telephone. O, Diesel fuel. W, Water. Y, Wye. ★, Mail crane.

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

TELEPHONES—LOCATION OF

Within A.B.S. Territory, at each end of sidings.

Outside A.B.S. Territory, in depots or phone booths.

TRAINS HANDLING

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

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

Trains handling passenger equipment, exclusive of caboose, will not exceed speed authorized for passenger trains.

Foreign line steam wreckers, pile drivers, derrick cars and other heavy machinery on its own wheels, will not exceed 20 mph.

SCALE TEST CARS, not to exceed 35 mph.

KCS or L&A wreckers, boom down (except KCS wreckers No. 05 and No. 06) not to exceed 25 mph.

Southward trains handling company ballast between Joplin and Heavener will not exceed 40 mph at any point.

Southward trains handling open top hoppers loaded with coal or company ballast will not exceed 40 mph between Heavener and Texarkana.

Wreckers, pile drivers and other machinery on its own wheels, equipped with boom, must be handled in train with boom in trailing position except as otherwise authorized by Superintendent.

KCS air dump cars will be handled in the rear of train at a speed not to exceed 25 mph and will be handled in locals in the territory where that service is available.

KCS WRECKERS NO. 05 AND 06

Except as otherwise restricted by AUTHORIZED TRAIN SPEEDS, yard limits, train orders, slow boards, slow flags, general orders, special instructions or other proper notices, KCS wreckers No. 05 and No. 06 to be handled as follows except not to be used on Branch Lines and Lake Charles Subdivision unless authorized by Superintendent:

Between Kansas City and DeQueen, not to exceed 45 mph except:

Not to exceed 25 mph over Bridges:

| | |
|-------------|----------|
| A-108 | MP-107.6 |
| A-276 | MP-275.8 |

Between DeQueen and Port Arthur, not to exceed 40 mph except:

Not to exceed 15 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 |

KCS PILE DRIVER-CLAMSHELL NO. 096

Except as otherwise restricted by AUTHORIZED TRAIN SPEEDS, yard limits, train orders, slow boards, slow flags, general orders, special instructions or other proper notices, KCS Pile Driver-Clamshell No. 096 to be handled as follows:

Between Kansas City and DeQueen, not to exceed 40 mph except:

- Not to exceed 25 mph over Bridges:
- A-108MP-107.6
- A-276MP-275.8

Not to exceed 15 mph on Branch Lines.
Between DeQueen and Port Arthur, not to exceed 35 mph except:

- Not to exceed 20 mph over Bridges:
- A-435 (Bear Creek).....MP-434.6
- A-478MP-477.2
- B-478 (Red River).....MP-477.9
- A-540 (Caddo Lake).....MP-539.2

Not to exceed 20 mph on Lake Charles Subdivision.

YARD LIMITS

At the following stations Rule 93 applies:
Air Line Jct. to one-half mile south of Leeds

| | | | |
|------------------|---|----------|-----------------------|
| North Yard | } | one yard | Baxter Springs Branch |
| Pittsburg, Kans. | | | Watts |
| Joplin | | | Heavener |
| Neosho | | | The A & W Ry |
| Ft. Smith* | | | FSVB Branch |

DeQueen Yard-DeQueen Psgr. Depot, one yard
*Ft. Smith terminal yard limits extend from SF Jct. to Garland Ave. Jct.

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

Second Class, Extra Trains, and engines will move at Restricted Speed between MP B-733 and Yard Limit board six poles south MP B-737, Lake Charles Branch Rule 93 applies.
Between North Switch Chaison Junction and Mile Post 774.

ENGINES

Road service freight engines, when backing or when controlled from rear unit, not to exceed 30 mph.
Light engines moving forward will not exceed freight train speed or the maximum speed authorized (whichever is lower) for the class engine on the subdivision movement is being made, except on special instructions of the Superintendent.
Road service freight engines or freight units, when used with higher speed units, not to exceed 65 mph.
Road service freight engines, when used in passenger service, not to 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, 100, 150 and 160, will not exceed 65 mph in either forward or backward movements.
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.

GENERAL ORDER BOOKS:

| | |
|-------------------------------|-----------------------------|
| Kansas City Union Station | DeQueen Psgr. Depot and |
| Knoche Yard Office | Roundhouse |
| East Kansas City Roundhouse | Trigg Street and Roundhouse |
| North Yard and Roundhouse | Deramus Yard; Yard Office |
| Pittsburg, Kan., Ticket Ofs. | and Roundhouse |
| Joplin Union Depot, Telegraph | Shreveport, Union Depot |
| Neosho | Leesville and Roundhouse |
| Watts Telegraph | Beaumont telegraph |
| Ft. Smith Telegraph | Port Arthur and Roundhouse |
| Heavener and Roundhouse | Lake Charles and Roundhouse |

REGISTER STATIONS

| | |
|----------------------------|-----------------------------|
| Kansas City Union Station | Leesville |
| West Wye Tower | DeQuincy; (only for crews |
| North Yard | operating over Lake Charles |
| Joplin Union Depot; (Only | Branch) |
| for trains originating and | Beaumont |
| terminating Joplin) | Port Arthur |
| Watts | Lake Charles |
| Ft. Smith | Deramus Yard |
| Heavener | Shreveport Union Depot |
| DeQueen Psgr. Depot | |

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.

A train or engine requiring the use of this switch when telegrapher not on duty Trigg Street will secure permission to operate this dual controlled switch from train dispatcher and will be governed by Rule 104(b).

Trainmen must restore this switch for main track movement and dual control selector lever to normal (power) position after using.

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

AUTOMATIC BLOCK SYSTEM

Rule 350 and other rules applicable will govern.

| Sub-division | From (Station) | Mile Post | To (Station) | Mile Post |
|--------------|--|-----------|---|-----------|
| First..... | Just north of Tie-Plant (Koppers). | 8.7 | Just north of North Yard, north yard lead switch..... | 127.1 |
| Second..... | Just south of south St. L. S. F. Ry. Crossing Pittsburg..... | 129.9 | Gentry..... | 221.3 |
| Fifth..... | Just south of DeQueen Psgr. Depot..... | 433.4 | Trigg St..... | 486.0 |
| Fifth..... | St. L. S. W. Ry. Crossing Texarkana..... | 488.5 | North Siding Sw. Blanchard... | 547.5 |

AUTOMATIC BLOCK SYSTEM

Operation by signal indication opposing and following movements.

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

| Sub-division | Between (Station) | Mile Post | And (Station) | Mile Post |
|----------------------|------------------------------|-----------|--|-----------|
| First..... | Air Line Jct..... | 5.3 | Big Blue..... | 6.1 |
| Second..... | Gentry..... | 221.3 | Watts..... | 236.0 |
| Third..... | Watts..... | 236.0 | Heavener..... | 338.0 |
| Fourth..... | Heavener..... | 338.5 | DeQueen Yard.... | 431.7 |
| Fifth and Sixth..... | North siding Sw. Blanchard.. | 547.5 | Harriet St..... | 557.1 |
| Seventh..... | C. S. Jct..... | 720.2 | First automatic signal north of Neches River Bridge..... | 765.6 |

SPECIAL INSTRUCTIONS

KANSAS CITY: When northward first class trains register at Kansas City Union Station such register covers arrival of such trains at Big Blue Junction and this register may be accepted by inferior trains or engines.

Foreign line trains coming onto or leaving KCS tracks at Pittsburg, Kans., will secure train orders, clearance, and register at North Yard office, 23rd street.

All trains will secure clearance before departing North Yard.

Second Subdivision freight trains cleared at North Yard will not be required to secure clearance at Pittsburg, Kans.

Conductors of first class trains and Passenger Extra trains will leave register ticket with operator at North Yard.

Conductors of first class trains will register by ticket at Watts and Deramus Yard.

Conductors of first class and psgr. extra trains will receive at North Yard southward, two sets of orders and clearance. Conductors will deliver one set to engineer handling train out of Pittsburg, with any other orders or instructions in his possession affecting the movement of his train.

Northward first class and psgr. extra trains arriving Pittsburg, Kans., will retain their identity and proceed from passenger depot, Pittsburg, to yard office at North Yard, at which point they will receive a clearance and any orders affecting their movement.

Color light train order signal in service at Joplin, located west of KCS main track in vicinity of location of train order transmitter, and effects the movement of through trains, except first class and passenger extra trains using JUD main track and JUD psgr. siding. The signal is equipped with two indications in each direction, and will display green when there are no orders for delivery and red when there are orders for delivery as provided for in Operating Rules 221 & 232. First class and psgr. extra trains using JUD main track and siding, and trains starting will continue to obtain a clearance together with any orders affecting their movement before departing Joplin.

When southward regular trains are registered at Watts, such trains will have arrived at Gentry.

Southward trains cleared on Second Subdivision and Northward trains cleared at Watts will obtain clearance together with any train orders for delivery and, unless otherwise instructed, will retain their identity in moving from or to signal controlled territory.

All trains secure clearance before departing Watts.

The following will govern on Baxter Springs and FSVB Branches and Arkansas Western Ry. Operating Rule 88(a) is amended accordingly:

Baxter Springs Branch: Unless otherwise restricted, all trains and engines run at Restricted Speed, not to exceed 25 MPH between KOG Jct. and Baxter Springs.

Ft. Smith and Van Buren Branch: Unless otherwise restricted, all trains and engines run at restricted speed not to exceed 20 MPH between Coal Creek and End of Line MP-40.7.

Arkansas Western Ry.: Unless otherwise restricted, all trains and engines run at restricted speed, not to exceed 20 MPH between Heavener and End of Line, MP-35.1.

When an engine is given a clearance designating the branch on which movement is to be made, under the examples shown below, no further authority to operate as an extra on that particular branch will be required: Example: Eng. 162 Baxter Branch—Eng. 162 FSVB Branch—Eng. 162 AW Branch.

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 Shreveport 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.

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.

No. 242 is authorized to leave Lake Charles without a clearance.

Between Big Blue Jct. and DeQueen, except for regular No. 77, the maximum speed of freight trains around curves restricted by slow boards is restricted to ten (10) MPH below that indicated on slow boards, except Ten Degree Curve, Mile 197.

KANSAS CITY: All northward trains will not exceed 15 MPH between 17th Street and until the engine or head car of the movement passes over 12th Street. All southward trains will not exceed 15 MPH passing over 12th Street and until the engine or head car of the movement passes over 15th Street.

EASTWOOD: Freight trains moving into Kansas City for passenger trains will stay at Eastwood unless they can make Big Blue Jct. at least thirty (30) minutes before these trains are due at Big Blue Jct.

GRANDVIEW: KCS trains or engines using StLSF Ry. main track between siding switches must do so under flag protection or authority of StLSF Ry. Dispatcher.

GRANDVIEW: Missouri Public Service Commission order authorizing the crossing at Main St. at Grandview, Mo., provides: "No opposing train movements on the main track or passing tracks will enter upon the Main Street crossing earlier than 30 seconds after a train moving on either the main track or passing track has cleared the crossing." Crews in charge of trains will be held responsible for full compliance with the above quoted condition of the order. The two westerly tracks at Grandview are in no way connected with the flasher lights and crews should furnish flag protection when working over this crossing on these two tracks.

EVE: New connection at Eve restricted to 10 MPH due to sharp curvature in track.

MULBERRY: Approaching Frisco Railway Crossing, MP 119.3, southward passenger trains reduce speed to 60 MPH and southward freight trains reduce speed to 40 MPH at the southbound approach signal to this crossing.

NORTH YARD: The time of first class trains (in time table or train order) will apply at the Yard Office (M. P. 128.2) at North Yard. The ruling switches will be at crossover switch just north and just south of Yard Office.

PITTSBURG, KANS.: The current of traffic for all except Kansas City Southern first and second class trains, using double track between Santa Fe Ry. crossing at Fourth Street overpass Pittsburg and M. P. 128.2 will be on the right. KCS first and second class trains will use the track on the west for movement in either direction. The normal position of main track switches at each end of this double track will be lined and locked for the southward or track on the west.

Engines moving light between Seventh Street and North Yard may, under the protection of Yard Limit Rule 93, use the southward or track on the west to reach crossover just south of Yard Office, North Yard.

The northward or track on the east will be used as a siding between Fourth Street overpass and Twenty-Third Street, Pittsburg, but when first class trains are to meet at Pittsburg on Train Orders, the order will designate which train shall take siding and at what point.

PITTSBURG, KANS.: First class trains run at restricted speed between ATSF Ry. connection at Fourth Street overpass and North Yard, Yard Office.

JOPLIN: First class trains run at restricted speed on Joplin Union Depot Company's tracks, expecting to find foreign line trains or engines occupying JUD main tracks.

JOPLIN: At Joplin, first class trains will use the Joplin Union Depot Company's tracks between Main Street and Third Street.

KCS switches will be left set and locked for KCS freight main track.

The switches in the Joplin Union Depot yard will be set and locked for the Joplin Union Depot main track.

JOPLIN: KCS first class trains will arrive and depart on JUD main track Joplin Union Depot. Time applies at switches to and from JUD main track.

CRESTLINE: Do not exceed 10 MPH over Highway 96 crossing Mile 149L and flag all switch movements over this crossing.

NEOSHO: Northward trains except first class and passenger extra trains, will stop at south yard limit board MP-174.7 and will not proceed until the train line has been fully recharged.

NEOSHO: All movements on the Ozark Terminal Spur Mile 172.1, are restricted to 6 mph and because of the heavy grades in this track no movement will be made until the automatic brakes are cut in and operative.

ELLIFF: Northward train holding main track at Elliff that is to meet or wait for a southward freight train, will remain south of station board until the southward freight train begins its movement into the siding.

GRAVETTE: SPRING SWITCHES are located at each end of Gravette yard. The current of traffic for northward movements is on the East track, and southward movements on West track. Maximum speed of 30 mph, entire train through turnouts and over spring switches in either direction. Rule 104(a) and other rules applicable will govern.

WESTVILLE: Train No. 2 will reduce speed to not exceed 30 mph passing depot in order to exchange heavy volume of U. S. Mail.

MARBLE CITY: Do not exceed 10 mph over Sallisaw Creek bridge on Quarry spur track.

FT. SMITH: All main track switches will be kept set and locked for Passenger Station Yard. Switch at end of double track will be kept set for track No. 1.

SALLISAW: Northward passenger trains will not exceed 58 mph and Northward freight trains will not exceed 40 mph, passing northward signal located 70 feet south of south siding switch, Sallisaw.

HEAVENER: All train and engine movements, both directions, move at restricted speed, not to exceed 20 mph, between south siding switch Heavener, and the 20 mph slow board located west side of main track, approximately 1790 feet south of MP-337.

DeQUEEN YARD-DeQUEEN PSGR. DEPOT: First class trains run at restricted speed between north lead switch DeQueen Yard and south siding switch DeQueen Psgr. Depot.

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 PASSENGER 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 15 cars will stay at Wade for southward first class trains unless can make DeQueen Yard and be in clear for those trains.

WINTHROP-WILTON: All freight trains, except No. 77, reduce speed to 25 mph between North siding switch, Winthrop, and South siding switch, Wilton.

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

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

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.

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

ZWOLLE: All trains reduce speed to 15 mph over three street crossings—Port Arthur and Obrie crossings north and south of depot, and West Hammond Street just south of overpass.

After the three above crossings have been covered by the engine or cars, normal speed may be resumed. Any abuse of this speed restriction will result in enforcement of the law and resumption of the original ordinance to cover entire city limits.

In some cases with long trains, and if in judgment of the engineer it is necessary to stop before releasing train brakes, the stop should be made before blocking the crossing.

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

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

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

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.

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

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-769.8.

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

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.

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.

SPECIAL INSTRUCTIONS: 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 (which includes South Wye Switch).

All movements, opposing and following, between Harriet St. (station sign), and Blanchard (Texas Jct.), will be made by signal indications. Rules 400 to 406 incl., and other rules applicable will govern.

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.

All trains and engines will not exceed 20 mph on east main track from Spillway, MP-555 to Deramus Yard (south lead switch).

All trains and engines will not exceed 15 mph entire north leg of wye Shreveport.

All trains and engines must approach Jordan Street crossing, Shreveport, KCS-G.T. tracks prepared to stop if crossing is not clear of traffic and crossing gates down.

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.

SPEED RESTRICTIONS

| LIMITS | CLASS OF SERVICE | |
|---|------------------|----------------|
| | Passenger Trains | Freight Trains |
| Main track except as otherwise restricted by yard limits, slow orders, slow boards, slow flags, general orders, special instructions or other proper notices: | | |
| Maximum Speed MPH—Diesel Operation: | | |
| FIRST SUBDIVISION | | |
| Between Big Blue Jct. and MP-24..... | 65 | 40 |
| Except: MP-11 to MP-11.5..... | 55 | 40 |
| MP-16 to MP-17..... | 55 | 30 |
| Bridge B-23, MP-22.7 to Bridge C-23, MP-22.8..... | 55 | 40 |
| Between MP-24 and Pittsburg..... | 78 | 40 |
| Except: Around curves not protected by slow boards..... | 70 | 40 |
| Bridge A-43, MP-42.0..... | 45 | 40 |
| Bridge A-74, MP-73.2..... | 45 | 40 |
| When handling No. 77..... | .. | 50 |
| SECOND SUBDIVISION | | |
| Between Pittsburg and McElhany..... | 75 | 50 |
| Except: Around curves not restricted by slow boards..... | 65 | 50 |
| Between McElhany and Watts..... | 65 | 48 |
| Except: Ten degree (10°) curve mile 197... Bridge A-206, MP 205.2..... | 20 | 15 |
| Bridge A-234, MP 234.0..... | 40 | 40 |
| | 45 | 45 |
| THIRD SUBDIVISION | | |
| Between Watts and Sallisaw..... | 65 | 48 |
| Between Sallisaw and Heavener..... | 70 | 48 |
| Except: Bridge A-307, MP 306.8..... | 40 | 40 |
| FOURTH SUBDIVISION | | |
| Between Heavener and Mena..... | 65 | 48 |
| Between Mena and Grannis..... | 60 | 40 |
| Except: When handling No. 77..... | .. | 48 |
| Between Grannis and DeQueen..... | 60 | 35 |
| Except: When handling No. 77..... | .. | 48 |
| FIFTH SUBDIVISION | | |
| Between DeQueen Passenger Depot and MP-556..... | 70 | 35 |
| EXCEPT: | | |
| Train No. 77..... | .. | 50 |
| Around curves not restricted by slow boards. Over Bear Creek Bridge, A-435, MP-434.6..... | 65 | 40 |
| Over Red River Drawbridge, B-478, MP-477.9, and do not use brakes while passing over this bridge except in emergency.... | 40 | 40 |
| Over Caddo Lake Fill, just north of Bridge A-540..... | 40 | 25 |
| Over Caddo Lake Drawbridge, A-540, MP-539.2..... | 25 | 25 |
| SIXTH SUBDIVISION | | |
| Between MP-556 and South Wye Switch (Shreveport)..... | 40 | 20 |
| Between South Wye Switch and Leesville.... | 58 | 35 |
| EXCEPT: | | |
| Through Spring Switch at end of double track, Cedar Grove Tower..... | 15 | 15 |
| SEVENTH SUBDIVISION | | |
| Between Leesville and DeQuincy..... | 58 | 35 |
| Between Daub and Ft. Polk..... | 20 | 20 |
| 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 |

MAXIMUM SPEED OF TRAINS OVER RAILROAD CROSSINGS

| Railroad | Crossing | M.P. | At or Near Station | Not to Exceed M.P.H. | |
|-------------------------------|------------------------------------|--------------|---------------------------|----------------------|---------|
| | | | | Passenger | Freight |
| First Subdivision: | | | | | |
| Mo.Pac. Ry.... | Rule 98. Stop. | 5.4 | Air Line Jct... 20 | 20 | |
| Mo.Pac. Ry.... | Gated | 5.5 | Air Line Jct... 20 | 20 | |
| G.M.O. Ry.... | Interlocked | 5.7 | Air Line Jct... 20 | 20 | |
| K.C.T. Ry.... | Interlocked | 6.1 | Big Blue Jct... 20 | 20 | |
| A.T.&S.F. Ry.. | Interlocked | 6.1 | Big Blue Jct... 20 | 20 | |
| Sheffield Steel | Interlocked | 6.7 | Big Blue Jct... 20 | 20 | |
| Mo.Pac. Ry.... | Gated | 7.7 | Big Blue Jct... 35 | 20 | |
| Mo.Pac. Ry.... | Interlocked (Automatic) | 93.9 | Richards..... 50 | 30 eng. only | |
| St.L.S.F. Ry... | Interlocked (Automatic) | 114.6 | Mulberry..... 50 | 30 eng. only | |
| St.L.S.F. Ry... | Interlocked (Automatic) | 119.3 | Mulberry..... 50 | 30 | |
| Mo.Pac. Ry.... | Interlocked (Automatic) | 123.0 | Mulberry..... 50 | 30 eng. only | |
| A.T.&S.F. Ry.. | Gated | 128.9 | Pittsburg..... 20 | 20 eng. only | |
| Mo.Pac. Ry.... | Gated | 129.0 | Pittsburg..... 20 | 20 eng. only | |
| Second Subdivision: | | | | | |
| A.T.S.F. Ry.... | Gated | 129.4 | Pittsburg..... 20 | 20 eng. only | |
| St.L.S.F. Ry... | Gated | 129.5 | Pittsburg..... 20 | 20 eng. only | |
| St.L.S.F. Ry... | (2) Gated | 129.6 | Pittsburg..... 20 | 20 eng. only | |
| St.L.S.F. Ry... | Gated | 129.8 | Pittsburg..... 20 | 20 eng. only | |
| St.L.S.F. Ry... | Interlocked (Automatic) | 147.0 | Gulfton..... 40 | 30 eng. only | |
| St.L.S.F. Ry... | Rule 98. Stop. | 154.8 | Joplin..... 20 | 20 eng. only | |
| St.L.S.F. Ry... | Rule 98. Stop. | 154.9 | Joplin..... 20 | 20 eng. only | |
| St.L.S.F. Ry... | Interlocked (Automatic) | 172.7 | Neosho..... 35 | 20 | |
| Third Subdivision: | | | | | |
| Mo.Pac. Ry.... | Interlocked (Automatic) | 290.3 | Sallisaw..... 50 | 30 eng. only | |
| M.V. Ry.... | Gated | 317.3 | Panama..... 20 | 20 eng. only | |
| St.L.S.F. Ry... | Interlocked (Automatic) | 325.5 | Poteau..... 35 eng. only | 25 eng. only | |
| C.R.I.&P. Ry.. | Interlocked | 333.0 | Howe..... 40 | 30 eng. only | |
| Baxter Springs Branch: | | | | | |
| St.L.S.F. Ry... | Gated | L-148.5 | Crestline..... 20 | 20 | |
| M.K.&T. Ry... | Gated | L-152.7 | Crestline..... 20 | 20 | |
| St.L.S.F. Ry... | Interlocked (Automatic) | L-158.7 | Baxter Springs 20 | 20 | |
| Ft. Smith | | | | | |
| Mo. Pac. Ry. | Rule 98—Stop. | 326.9A | Ft. Smith..... 20 | 20 | |
| St. L. S. F. | Two Crossings Interlocked-Electric | | | | |
| | Locked Gate | | | | |
| St. L. S. F. (Spur) | Rule 98—Stop | Stem Wye | Ft. Smith..... 10 | 10 | |
| | | Stem Wye | Ft. Smith..... 10 | 10 | |
| M. V. Ry. (3 Crossings) | Rule 98—Stop | Garland Ave. | Ft. Smith..... 15 | 15 | |
| St. L. S. F. | Rule 98—Stop | Garland Ave. | Ft. Smith..... 15 | 15 | |
| F.S.&V.B. Branch: | | | | | |
| M. V. Ry. | Gated | 27.0 | Bokoshe..... 20 | 20 | |
| Fifth Subdivision | | | | | |
| 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 | 489.4 | Texarkana..... 35 | 30 eng. only | |
| Sixth Subdivision | | | | | |
| T&P Ry..... | (Automatic) Interlocked | 563.5 | Cedar Grove Tower..... 20 | 15 eng. only | |
| T&P Ry..... | (Automatic) Interlocked | 593.5 | So. Mansfield 35 | 30 eng. only | |

| Railroad | Crossing | M. P. | At or Near Station | Not to Exceed M.P.H. | |
|-----------------------------|-------------------------|----------|--------------------|----------------------|--------------|
| | | | | Passenger | Freight |
| Seventh Subdivision | | | | | |
| 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 Jct... 20 | 20 | |
| SP..... | Interlocked | 785.0 | Port Arthur... 15 | 15 | 10 eng. only |
| Lake Charles Branch: | | | | | |
| Mo.Pac..... | Interlocked (Automatic) | 719.6-B | DeQuincy..... | 20 | 20 |
| SP..... | Interlocked | Mat' Spr | West Lake... 20 | 20 | |
| SP..... | Interlocked | 741.0-B | Lake Charles.. 20 | 20 | |
| SP..... | Rule 98. Stop. | 741.3-B | Lake Charles.. 20 | 20 | |

SPEED THROUGH CITY LIMITS

Speed of trains restricted as follows by City Ordinance:

| | | | |
|--|--------|------------------------|--------|
| Kansas City | 25 mph | Ashdown | 25 mph |
| Drexel, Psgr. | 50 mph | *Texarkana | 20 mph |
| Drexel, Frt. | 40 mph | Bloomburg | 30 mph |
| Amsterdam, Psgr. | 40 mph | Rodessa, Main St. | 25 mph |
| Amsterdam, Frt. | 35 mph | Vivian | 20 mph |
| Pittsburg, Kans. | 15 mph | Oil City | 40 mph |
| Joplin | 25 mph | **Shreveport | 20 mph |
| Neosho | 30 mph | Converse | 25 mph |
| Goodman | 25 mph | Leesville | 15 mph |
| Anderson | 20 mph | DeRidder | 12 mph |
| Noel | 20 mph | Lake Charles | 20 mph |
| Stilwell | 25 mph | Beaumont | 20 mph |
| Mena (4th, Mena, 7th and 10th streets) | 15 mph | Nederland | 20 mph |
| DeQueen | 25 mph | Port Arthur | 10 mph |

*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.

Referring to anti-whistling ordinances 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.

FIRST SUBDIVISION—Air Line Junction to Pittsburg

| SOUTHWARD | | | | NORTHWARD | | | | | | | | |
|---------------------------|------------------------|-----------------|---------------------|---------------------------------------|----------------------|---------------------|---|---------------|-----------------|---------------------|------------------------|------------------------|
| SECOND CLASS | | FIRST CLASS | | Capy. Other Tracks, S. T. PH, O, W. Y | Capacity of Sidings. | Mile Post Location. | TIME TABLE No. 1 Effective SUNDAY, DEC. 9, 1962 | Office Calls. | FIRST CLASS | | SECOND CLASS | |
| 77 Merchandise Special | 41 Manifest Freight | 15 Passenger | 1 Southern Belle | | | | | | 16 Passenger | 2 Southern Belle | 82 Manifest Freight | 42 Manifest Freight |
| Daily | Daily | Daily | Daily | | | | | | Daily | Daily | Daily | Daily |
| | | Lv 10.15PM | Lv 9.25AM | | | 0 | KANSAS CITY, U. S. | US | Ar 7.00AM | Ar 7.45PM | | |
| | | | | | | 5.0 | WEST WYE TOWER | WY | | | | |
| Lv 8.10PM | Lv 9.35AM | | | | | 5.3 | AIR LINE JCT. | | | | Ar 2.00PM | Ar 6.15PM |
| | | | | | | 5.4 | Mo. Pac. Crossing | | | | | |
| | | | | | | 5.5 | Mo. Pac. Crossing | | | | | |
| | | | | | | 5.7 | G. M. O. Crossing | | | | | |
| | | | | | | 6.1 | K. C. T. Crossing | | | | | |
| | | | | Connection | | 6.1 | A. T. & S. F. Crossing | | | | | |
| 8.15 | 9.45 | Lv 10.27PM | Lv 9.35AM | Connection | | 6.1 | BIG BLUE JCT. | Ar | 6.43AM | Ar 7.34PM | | |
| | | | | | | 6.7 | Sheffield Steel Crossing | | | | | |
| | | | | | | 7.4 | Fifteenth Street | | | | | |
| | | | | | | 7.7 | Mo. Pac. Crossing | | | | | |
| | | 10.33 | 9.41 | | | 9.8 | LEEDS. | | 6.36 | 7.28 | | |
| 8.28 | 10.00 | 10.36 | 9.44 | 3 | 88 | 12.6 | EASTWOOD | | 6.33 | 7.25 | 1.30 | 5.45 |
| 8.40 | 10.16 | 10.42 | 9.49 | 6 | 101 | 17.8 | BRYANT | | 6.27 | 7.20 | 1.20 | 5.35 |
| 8.55 | 10.33 | 10.48 | 9.55 | Yard Y Connection | 280 | 23.5 | GRANDVIEW | VG | 6.21 | 7.15 | 1.10 | 5.25 |
| 9.07 | 10.48 | 10.57 | 10.03 | 3 | 116 | 32.7 | JAUDON | | 6.11 | 7.06 | 12.53 | 5.02 |
| 9.17 | 11.01 | 11.03 | 10.09 | 19 | 112 | 38.8 | CLEVELAND | | 6.05 | 7.00 | 12.40 | 4.50 |
| 9.33 | 11.20 | 11.12 | 10.18 | 14 | 103 | 48.2 | LISLE | | 5.56 | 6.50 | 12.20 | 4.32 |
| 9.41 | 11.30 | 11.17 | 10.23 | 31 | 125 | 53.1 | DREXEL | ★ DX | 5.50 | 6.45 | 12.10PM | 4.22 |
| 9.54 | 11.47 | 11.26 | 10.32 | 29 | 137 | 62.4 | AMSTERDAM | ★ DA | 5.39 | 6.36 | 11.47AM | 4.02 |
| 10.03 | 11.59AM | 11.32 | 10.38 | 20 | 118 | 68.9 | AMORET | | 5.32 | 6.30 | 11.10 | 3.51 |
| 10.18 | 12.16PM | 11.45 | 10.49 | Yard Y | 153 | 80.7 | HUME | ★ HM | 5.22 | 6.19 | 10.49 | 3.32 |
| 10.38 | 12.32 | 11.55 | 10.57 | 6 | 118 | 89.4 | STOTESBURY | ★ | 5.13 | 6.11 | 10.01 | 3.15 |
| | | 11.59PM | 11.01 | 16 | | 93.6 | RICHARDS | ★ | 5.08 | 6.07 | | |
| | | | | | | 93.9 | Mo. Pac. Crossing | | | | | |
| 10.53 | 12.50 | 12.06AM | 11.06 | 76 | 210 | 98.9 | EVE | | 5.03 | 6.02 | 9.40 | 2.55 |
| 11.06 | 1.15 | 12.16 | 11.16 | M.K.-T. Con. | 12 | 119 | HARR | | 4.53 | 5.53 | 9.12 | 2.35 |
| | | | | | | 114.6 | St. L. & S. F. Crossing | | | | | |
| 11.18 | 1.30 | 12.26 | 11.24 | 16 | 116 | 118.1 | MULBERRY | ★ | 4.43 | 5.43 | 8.55 | 2.20 |
| | | | | | | 119.3 | St. L. & S. F. Crossing | | | | | |
| | | | | | | 122.9 | Mo. Pac. Crossing | | | | | |
| Ar 11.35PM | Ar 1.50PM | 12.36 | 11.33 | Yd. OWST | Yard | 128.2 | NORTH YARD | NY | 4.32 | 5.32 | Lv 8.30AM | Lv 2.00PM |
| | | | | | | 128.9 | A. T. & S. F. Crossing | | | | | |
| | | | | Connection | | 129.0 | Mo. Pac. Crossing | | | | | |
| | | Ar 12.40AM | Ar 11.35AM | YARD | | 129.2 | PITTSBURG | | Lv 4.30AM | Lv 5.30PM | | |
| Daily | Daily | Daily | Daily | | | | 129.2 | | Daily | Daily | Daily | Daily |
| 3.25 | 4.15 | 2.25 | 2.10 | | | | Time on Subdivision | | 2.30 | 2.15 | 5.30 | 4.15 |

Tracks not shown on face of time table.

No. 1 is superior to No. 16

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

Hours of Telegraph Service

Kansas City, West Wye Tower and North Yard—Continuous

Grandview—8A-5P, Daily
Drexel—6A-3P, Except Sat., Sun., Hol.

Amsterdam—8A-5P, Except Sat., Sun., Hol.

Hume—8A-5P, Daily

CONDITIONAL FLAG STOPS

Nos. 15 and 16 will stop on flag at Cleveland, Lisle, Drexel, Merwin, Amsterdam, Amoret, Hume, Stotesbury, Richards and Mulberry for revenue passengers from Kansas City or Pittsburg and beyond.

| | Mile No. | Car Capcy. |
|---------------|----------|------------|
| Western Elec. | 22.2 | 14 |
| Merwin★ | 58.5 | 0 |

SECOND SUBDIVISION—Pittsburg to Watts

| SOUTHWARD | | | | Capy. Other Tracks, S, T, PH, O, W, Y | Capacity of Siding. | Mile Post Location. | TIME TABLE No. 1 Effective SUNDAY, DEC. 9, 1962 | Office Calls. | NORTHWARD | | | |
|---------------------------|------------------------|---------------------|------------------|---------------------------------------|---------------------|-----------------------------|---|----------------|-----------------|---------------------|------------------------|------------------------|
| SECOND CLASS | | FIRST CLASS | | | | | | | FIRST CLASS | | SECOND CLASS | |
| 77 Merchandise Special | 41 Manifest Freight | 1 Southern Belle | 15 Passenger | | | | | | 16 Passenger | 2 Southern Belle | 82 Manifest Freight | 42 Manifest Freight |
| Daily | Daily | Daily | Daily | | | | | Daily | Daily | Daily | Daily | |
| Lv 11.50PM | Lv 2.50PM | 11.33AM 11.35 | 12.36AM 12.40 | Yard OWST | 128.2 | NORTH YARD | NY | 4.32AM 4.30 | 5.32PM 5.30 | Ar 6.15AM | Ar 1.15PM | |
| | | Lv 11.45AM | Lv 12.55AM | Yard | 129.2 | PITTSBURG | | Ar 4.15AM | Ar 5.20PM | | | |
| | | | | Connection | 129.4 | A. T. & S. F. Crossing | | | | | | |
| | | | | | 129.5 | St. L. & S. F. Ry. Crossing | | | | | | |
| | | | | | 129.6 | St. L. & S. F. Crossing | | | | | | |
| | | | | Connection | 129.7 | St. L. & S. F. Crossing | | | | | | |
| 12.06AM | 3.10 | 11.53 | 1.04 | 13 | 144 | KNIVETON | | 4.02 | 5.11 | 5.50 | 12.50 | |
| | | 11.55 | 1.08 | Branch | 139.0 | K. O. G. JCT. | | | | | | |
| 12.13 | 3.20 | 11.58AM | 1.10 | 10 | 143 | ASBURY | * | 3.56 | 5.06 | 5.40 | 12.40 | |
| | | 12.04PM | 1.17 | 11 | 147.2 | GULFTON | | | | | | |
| | | | | | | St. L. & S. F. Crossing | | | | | | |
| 12.40 | 3.43 | 12.25 | 1.45 | S Yard Connection | 110 | JOPLIN Union Depot | JO | s 3.40 | s 4.50 | 5.15 | 12.25PM | |
| | | | | | 154.8 | St. L. & S. F. Crossing | | | | | | |
| | | | | | 154.9 | St. L. & S. F. Crossing | | | | | | |
| 12.56 | 4.00 | 12.41 | 2.01 | 10 | 68 | TIPTON FORD | | 3.06 | 4.26 | 4.51 | 11.40AM | |
| 1.03 | 4.20 | 12.46 | 2.06 | Connection | 134 | DALBY | | 3.00 | 4.20 | 4.42 | 11.30 | |
| | | | | | 172.7 | St. L. & S. F. Crossing | | | | | | |
| | | | | | | NEOSHO | ON | s 2.55 | s 4.15 | 4.32 | 11.20 | |
| 1.12 | 5.00 | 1.00 | 2.25 | OYW Yard | 76 | McELHANY | | 2.37 | 3.53 | 4.08 | 11.03 | |
| 1.28 | 5.20 | 1.09 | 2.37 | 17 | 111 | GOODMAN | * | 2.31 | 3.49 | 3.59 | 10.55 | |
| 1.34 | 5.27 | 1.13 | 2.42 | 75 | 62 | ELLIFF | | 2.25 | 3.43 | 3.45 | 10.45 | |
| 1.39 | 5.34 | 1.17 | 2.47 | 100 | 188.3 | ANDERSON | RS | f 2.19 | 3.38 | 3.35 | 10.38 | |
| 1.46 | 5.41 | 1.22 | 2.52 | 75 | 66 | LANAGAN | * | f 2.12 | 3.33 | 3.25 | 10.30 | |
| 1.52 | 5.47 | 1.27 | 2.57 | 40 | 85 | NOEL | NE | s 2.03 | 3.24 | 3.08 | 10.15 | |
| 2.03 | 5.59 | 1.36 | 3.08 | 41 | 135 | SULPHUR SPRGS. | * | f 1.55 | 3.16 | 2.52 | 10.00 | |
| 2.25 | 6.07 | 1.42 | 3.16 | 4 | 30 | GRAVETTE | BO | f 1.49 | 3.10 | 2.42 | 9.50 | |
| 2.42 | 6.24 | 1.50 | 3.26 | 39 | 133 | DECATUR | DE | f 1.39 | 3.00 | 2.17 | 9.35 | |
| 2.53 | 6.37 | 1.58 | 3.35 | 25 | 36 | GENTRY | | f 1.32 | 2.53 | 2.07 | 9.25 | |
| 3.05 | 6.50 | 2.05 | 3.43 | 47 | 154 | SILOAM | SX | s 1.23 | 2.45 | 1.55 | 9.10 | |
| 3.15 | 7.00 | 2.20 | 4.03 | Yard | 163 | WATTS | WS | Lv f 1.07AM | Lv 2.30PM | Lv 1.35AM | Lv 8.50AM | |
| Ar 3.30AM | Ar 7.15PM | Ar 2.30PM | Ar f 4.13AM | W Yard | 251 | | | | | | | |
| Daily | Daily | Daily | Daily | | | 106.8 | | Daily | Daily | Daily | Daily | |
| 3.40 | 4.25 | 2.45 | 3.18 | | | Time on Subdivision | | 3.08 | 2.50 | 4.40 | 4.25 | |

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

Tracks not shown on face of time table.

| SOUTHWARD | | NORTHWARD | |
|--------------------|------------------------------|---------------------|-------------|
| Mile Post Location | BAXTER SPRINGS BRANCH | Capacity of Sidings | Office Call |
| | STATIONS | | |
| 139.0 | ...K. O. G. JCT.... | 11 | |
| L 142.3 | ...CARTER..... | 56 | |
| L 144.1 | ...LAWTON..... | 10 | |
| L 148.1 | ...CRESTLINE.... | 55 | |
| L 148.5 | St. L. & S. F. R. R. Cross.. | | |
| L 152.7 | ...M-K-T R. R. Cross.... | | |
| L 158.7 | St. L. & S. F. R. R. Cross. | | |
| L 159.5 | ...BAXTER SPRINGS... | 195 | X |
| | 20.5 | | |

| | Mile No. | Car Capacity |
|--------------------------|----------|--------------|
| Waco Spur | 139.8 | 29 |
| Long-Bell American | 158 | Conn 79 |
| Ozark Term. Spur | 172.1 | — |
| Linde Spur | 177 | 62 |
| Aero Jet Spur | 177.5 | 12 |
| Ft. Crowder, Coach Track | 179 | 34 |
| Ft. Crowder North Conn | 179.6 | 45 |
| Ft. Crowder South Conn | 180.7 | 10 |
| Pet Milk Spurs | 229 | 19 |

Hours of Telegraph Service

North Yd., Neosho and Watts, Continuous
Joplin—10A-6P—11:45P-7:45A Daily
Anderson—8A-5P, Except Sat., Sun., Hol.
Noel—9A-5P—10P-6A Daily
Gravette and Decatur—8A-5P, Except Sat., Sun., Hol.
Siloam—8A-5P Daily

TONNAGE RATING

| SUB-DIVISION | Direction | FROM Station | TO Station | Adjustment Per Car in Tons | PASS. LOCOS. 20-29, Incl. | | DIESEL FREIGHT LOCOMOTIVES | | | | | | | | | |
|--------------|-----------|-------------------------------|-------------------------------|----------------------------|---------------------------|-------------------|----------------------------|---------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| | | | | | A | B | 1500 | | 1750 | | 2250 | | 4500 | | 6000 | |
| | | | | | | | A | B | A | B | A | B | A | B | A | B |
| FIRST | South | MP-0... MP-23... | MP-23... MP-129. | 10 10 | 2300 2750 | 2050 2450 | 2520 2780 | 2370 2500 | 2920 3220 | 2620 2900 | 4030 4450 | 3630 4000 | 7560 8350 | 6810 7500 | 10090 11140 | 9080 10000 |
| | North | MP-129. MP-23... | MP-23... MP-0... | 10 10 | 2300 2750 | 2050 2450 | 2780 4000 | 2500 3250 | 3220 4640 | 2900 4170 | 4450 6400 | 4000 5760 | 8350 12000 | 7500 9750 | 11140 16000 | 10000 13000 |
| SECOND | South | MP-129. | MP-155. | 10 | 2300 | 2050 | 2880 | 2590 | 3340 | 3000 | 4610 | 4150 | 8650 | 7780 | 11540 | 10380 |
| | | MP-155. | MP-174. | 5 | 1400 | 1250 | 2200 | 1950 | 2550 | 2280 | 3520 | 3170 | 6620 | 5960 | 8830 | 7950 |
| | | MP-174. | MP-181. | 2 | 800 | 700 | 1000 | 900 | 1160 | 1040 | 1600 | 1440 | 3000 | 2700 | 4000 | 3600 |
| | | MP-181. | MP-201. | 2 | 990 | 900 | 1200 | 1100 | 1390 | 1250 | 1920 | 1730 | 3600 | 3300 | 4600 | 4200 |
| | | MP-201. | MP-229. | 2 | 830 | 740 | 1000 | 900 | 1160 | 1040 | 1600 | 1440 | 3000 | 2700 | 4000 | 3600 |
| | | MP-229. | MP-236. | 5 | 1320 | 1190 | 1600 | 1440 | 1850 | 1660 | 2560 | 2300 | 4800 | 4320 | 6400 | 5760 |
| THIRD | South | MP-236. MP-281. | MP-185. MP-129. | 3 10 | 850 2300 | 750 2050 | 1080 2670 | 970 2400 | 1250 3100 | 1120 2780 | 1730 4270 | 1560 3850 | 3260 8020 | 2930 7200 | 4380 10700 | 3900 9600 |
| | North | MP-338. MP-281. | MP-281. MP-236. | 10 5 | 2300 1400 | 2050 1250 | 2800 1550 | 2520 1390 | 3250 1800 | 2940 1620 | 4480 2480 | 4030 2230 | 8400 4650 | 7560 4180 | 11200 6200 | 10080 5580 |
| FOURTH | South | MP-338. MP-367. MP-404. | MP-367. MP-404. MP-433. | 3 4 4 | 860 1070 860 | 760 960 760 | 1080 1290 1540 | 970 1160 1410 | 1250 1500 1790 | 1120 1350 1610 | 1730 2060 2460 | 1560 1860 2220 | 3260 3880 4630 | 2930 3500 4250 | 4350 5180 6180 | 3900 4660 5660 |
| | North | MP-433. MP-367. | MP-367. MP-338. | 4 10 | 940 2750 | 840 2450 | 1170 3000 | 1050 2700 | 1360 3480 | 1220 3120 | 1870 4800 | 1690 4320 | 3520 9000 | 3170 8100 | 4700 12000 | 4230 10800 |
| FIFTH | South | MP-433. | MP-488. | 10 | 2750 | 2450 | 3020 | 2720 | 3500 | 3140 | 4830 | 4350 | 9070 | 8160 | 12100 | 10890 |
| | | MP-488. | MP-554. | 10 | 2750 | 2450 | 2850 | 2560 | 3300 | 2970 | 4560 | 4100 | 8550 | 7690 | 11400 | 10260 |
| | North | MP-554. | MP-488. | 10 | 2750 | 2450 | 2850 | 2560 | 3300 | 2970 | 4560 | 4100 | 8550 | 7690 | 11400 | 10260 |
| | | MP-488. | MP-433. | 10 | 2750 | 2450 | 3020 | 2720 | 3020 | 2700 | 4830 | 4350 | 9070 | 8160 | 12100 | 10890 |
| SIXTH | South | MP-554. | MP-669. | 5 | 1700 | 1500 | 1790 | 1630 | 2080 | 1870 | 2860 | 2580 | 5370 | 4890 | 7160 | 6520 |
| | North | MP-669. MP-592. | MP-592. MP-554. | 5 5 | 1900 2100 | 1700 1900 | 2360 2360 | 2180 2180 | 2850 2850 | 2560 2560 | 3780 3780 | 3400 3400 | 7095 7095 | 6535 6535 | 9460 9460 | 8710 8710 |
| SEVENTH | South | MP-669. | MP-719. | 10 | 3300 | 3100 | 2960 | 2620 | 3440 | 3100 | 4740 | 4260 | 8820 | 7860 | 11760 | 10480 |
| | North | MP-719. | MP-669. | 10 | 3400 | 3200 | 3000 | 2670 | 3490 | 3130 | 4800 | 4320 | 9000 | 8000 | 12000 | 10670 |
| | South | MP-719. | MP-767. | 12 | 5000 | 4400 | 4500 | 4050 | 5000 | 4500 | 7200 | 6480 | 13500 | 12150 | 18000 | 16200 |
| | North | MP-767. | MP-719. | 12 | 5000 | 4400 | 4500 | 4050 | 5000 | 4500 | 7200 | 6480 | 13500 | 12150 | 18000 | 16200 |
| | South | MP-767. | MP-787. | 12 | 6000 | 5200 | 4500 | 4050 | 5000 | 4500 | 7200 | 6480 | 13500 | 12150 | 18000 | 16200 |
| | North | MP-787. | MP-767. | 12 | 6000 | 5200 | 4500 | 4050 | 5000 | 4500 | 7200 | 6480 | 13500 | 12150 | 18000 | 16200 |
| LAKE CHARLES | South | MP-719. | MP-B-742 | 12 | 6000 | 5200 | 4500 | 4050 | 7500 | 6750 | 7500 | 6750 | 13500 | 12150 | 18000 | 16200 |
| | North | MP-B-742 | MP-719. | 12 | 6000 | 5200 | 4500 | 4050 | 7500 | 6750 | 7500 | 6750 | 13500 | 12500 | 18000 | 16200 |

For 1100, 1200 and 1300 class diesel engines:
 MP 178 to Sulphur Springs, Ark. 2590 Tons — Adjustment per car, 2 tons.
 MP 229 to MP 237 2590 Tons — Adjustment per car, 5 tons.

For 150, 160, 40-41 class diesel engines:
 MP 178 to Sulphur Springs, Ark. 2880 Tons — Adjustment per car, 2 tons.
 MP 229 to MP 237 2880 Tons — Adjustment per car, 5 tons.

1750 H.P. Engines—155, 162, 163, 164, 165, 60A, 60B, 60C, 61A, 61B, 61C, 62A, 62B, 40, 41

- 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.

CLASSIFICATION OF LOCOMOTIVES

| CLASS | Unit Numbers | Tractive Power in Pounds | Weight on Drivers in Pounds | Total Weight on Lo co. Loaded in Pounds | Cooper's Rating Per Unit |
|-----------------------|---------------------|--------------------------|-----------------------------|---|--------------------------|
| Diesel-Passenger..... | 21, 22, 24 | 52,684 | 210,733 | 316,098 | E-40 |
| " " | 20, 23, 25, 26, 27, | | | | |
| " " | 28, 29 | 55,675 | 222,700 | 334,050 | 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 | 173,050 | 692,199 | 1,038,300 | 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 |
| " GP-9 Gen. Pur..... | 163-165 | 61,275 | 245,100 | 245,100 | E-49 |
| " GP-30 Gen. Pur..... | 100-109 | 64,500 | 258,000 | 258,000 | E-52 |

PERMANENT ENGINE NUMBERS AND MAXIMUM SPEED UNLESS OTHERWISE RESTRICTED

| Eng. No. | Unit No. | Max. Speed | Eng. No. | Unit No. | Max. Speed | Eng. No. | Unit No. | Max. Speed | Eng. No. | Unit No. | Max. Speed |
|----------|----------|------------|----------|----------|------------|----------|----------|------------|----------|----------|------------|
| 20 | 20 | 79 MPH | 51† | 51 (a) | 65 MPH | 65 | 62 (c) | 65 MPH | 83† | 56 (d) | 65 MPH |
| 21 | 21 | " " | 52† | 52 (a) | " " | 70 | 70 (a) | " " | 84 | 57 (d) | " " |
| 22 | 22 | " " | 53 | 53 (a) | " " | 71† | 71 (a) | " " | 85† | 58 (d) | " " |
| 23 | 23 | " " | 54 | 54 (a) | " " | 72 | 72 (a) | " " | 86† | 59 (d) | " " |
| 24 | 24 | " " | 55 | 55 (a) | " " | 73† | 73 (a) | " " | 87† | 70 (c) | " " |
| 25 | 25 | " " | 56 | 56 (a) | " " | 74 | 74 (a) | " " | 88 | 71 (c) | " " |
| 26 | 26 | " " | 57 | 57 (a) | " " | 75† | 75 (a) | " " | 89 | 72 (d) | " " |
| 27 | 27 | " " | 58 | 58 (a) | " " | 76 | 76 (a) | " " | 90 | 73 (d) | " " |
| 28 | 28 | " " | 59 | 59 (a) | " " | 77 | 50 (d) | " " | 91 | 74 (d) | " " |
| 29 | 29 | " " | 60 | 60 (a) | " " | 78† | 51 (d) | " " | 92† | 75 (d) | " " |
| 30 | 30 (a) | 65 " | 61 | 61 (a) | " " | 79† | 52 (d) | " " | 93 | 76 (d) | " " |
| 31† | 31 (a) | " " | 62 | 62 (a) | " " | 80† | 53 (d) | " " | 100-109 | 100-109 | " " |
| 32† | 32 (a) | " " | 63 | 60 (c) | " " | 81 | 54 (d) | " " | 150-165 | 150-165 | " " |
| 33 | 33 (a) | " " | 64 | 61 (c) | " " | 82 | 55 (d) | " " | | | |
| 50 | 50 (a) | " " | | | | | | | | | |

†Engines with front end connections will work as booster or control.

WRECKERS

| Number | Location | Capacity | Cooper's Rating |
|--------|------------------|----------|-----------------|
| 01 | Kansas City..... | 100 Ton | E-40 |
| 05 | Pittsburg..... | 250 Ton | E-70 |
| 03 | Heavener..... | 120 Ton | E-45 |
| 06 | Shreveport..... | 250 Ton | E-70 |
| W-1 | Port Arthur..... | 100 Ton | E-27 |

| Diesel Units Equipped With Boiler | Diesel Units With Steam Connection But No Boiler |
|--|--|
| 20, 21, 22, 23, 24 25, 26, 27, 28, 29 30-A, 30-B 31-A, 31-B 32-A, 32-B 33-A, 33-B 76-B, 76-C 77-B | 59-A, 59-B, 59-C 70-B 71-B 72-B, 72-C 73-B, 73-C 74-B, 74-C 75-B, 75-C |

WEIGHT OF EMPTY PASSENGER CARS

| CLASS | Numbers | Length in Feet | Tons |
|-------------------------------------|---|----------------|------|
| Baggage and Express..... | 70-79 | 74 | 44 |
| " " "..... | 80-84-85 | 74 | 64 |
| " " "..... | 81 | 80 | 68 |
| " " "..... | 82 | 80 | 70 |
| " " "..... | 83 | 78 | 68 |
| " " "..... | 400, 401, 403 | 54 | 29 |
| " " "..... | 36017 | 54 | 26 |
| " " "..... | 36148 | 54 | 28 |
| Mail-Baggage-Express..... | 3 | 70 | 65 |
| " " "..... | 6 | 71 | 71 |
| " " "..... | 60-63 | 71 | 71 |
| " " "..... | 67 | 85 | 68 |
| " " "..... | 68-69 | 85 | 48 |
| Chair-Coach, Partitioned, A. C..... | 230-233 | 75 | 56 |
| " " "..... | 234-238 | 85 | 52 |
| " " "..... | 245-250 | 85 | 68 |
| Chair-Coach, A. C..... | 242, 251-254 | 85 | 61 |
| Tavern-Lounge, A. C..... | 44-47 | 85 | 60 |
| Lounge-Diner, A. C..... | 50, 52 | 80 | 98 |
| Observation-Tavern, A. C..... | 54-55 | 85 | 53 |
| Diner A. C..... | 58-59 | 85 | 69 |
| 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 |

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 | | |

LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS

| Car Number | Journal Size | Load Limit at Rail | Weight of Car | Carrying Capacity of Car |
|------------|--------------|--------------------|---------------|--------------------------|
| 70-79 | 6 x11 | 168,000 | 88,000 | 80,000 |
| 80 | 5 x 9 | 178,500 | 128,560 | 50,000 |
| 81 | 5 x 9 | 187,400 | 137,400 | 50,000 |
| 82 | 5 x 9 | 190,000 | 140,040 | 50,000 |
| 83 | 5 x 9 | 187,000 | 137,000 | 50,000 |
| 84 | 5 x 9 | 178,800 | 128,820 | 50,000 |
| 85 | 5 1/2 x10 | 188,100 | 128,000 | 60,000 |
| 400 | 5 1/2 x10 | 130,000 | 60,500 | 70,000 |
| 401 | 5 1/2 x10 | 130,000 | 57,800 | 70,000 |
| 403 | 5 1/2 x10 | 130,000 | 59,400 | 70,000 |
| 36017 | 5 1/2 x10 | 130,000 | 51,600 | 70,000 |
| 36148 | 5 1/2 x10 | 130,000 | 55,400 | 70,000 |

RECAPITULATION OF PASSENGER EQUIPMENT

| | |
|--|-----------|
| Baggage and Express..... | 21 |
| Mail-Baggage-Express..... | 9 |
| Chair-Coach, Partitioned, Air Conditioned..... | 15 |
| Chair-Coach, Air Conditioned..... | 5 |
| Lounge-Diner, Air Conditioned..... | 2 |
| Observation-Tavern, Air Conditioned..... | 2 |
| Diner, Air Conditioned..... | 2 |
| Tavern-Lounge, Air Conditioned..... | 4 |
| Sleeping Car, Air Conditioned..... | 8 |
| Official Cars..... | 3 |
| Total..... | 71 |

**KANSAS CITY SOUTHERN RAILWAY COMPANY
CONDENSED SCHEDULES OF FAST FREIGHT AND PASSENGER TRAINS**

| SOUTHWARD | | | | | | | Distance From Kansas City | TIME TABLE No. 1 Effective SUNDAY, DEC. 9, 1962 STATIONS | NORTHWARD | | | | | | |
|-----------|----|----|----|-----------|---|--|------------------------------|--|-------------------------|--------------------------|--|-------------------|--|--|--|
| FREIGHT | | | | PASSENGER | | | | | PASSENGER | | FREIGHT | | | | |
| | 81 | 77 | 41 | 15 | 1 | | | | 2 | 16 | 82 | 42 | | | |
| | | | | | | | 0 | KANSAS CITY | Ar 7.45PM | Ar 7.00AM | Ar 2.00PM | Ar 6.15PM | | | |
| | | | | | | | 129.3 | PITTSBURG | 5.30 5.20 | 4.30 4.15 | 8.30 6.15 | 2.00PM 1.15 | | | |
| | | | | | | | 159.5 | BAXTER SPRINGS | | | | | | | |
| | | | | | | | 154.3 | JOPLIN | 4.50 | 3.40 | 5.15 | 12.25PM | | | |
| | | | | | | | 174.1 | NEOSHO | 4.15 | 2.55AM | 4.32AM | 11.20AM | | | |
| | | | | | | | 291.1 | SALLISAW | 1.20 | 11.55 | 10.45 | 6.50 | | | |
| | | | | | | | 328.1 | FT. SMITH | Lv 12.25PM Ar 2.15PM | Lv 11.00PM Ar 12.50AM | Freight Service: Local Freights, Via St. L. S. F. Ry., Ft. Smith and Poteau. | | | | |
| | | | | | | | 317.3 | PANAMA | 12.45 | 11.20 | 9.40 | 5.45 | | | |
| | | | | | | | 326.3 | POTEAU | 12.35 | 11.09 | 9.20 | 5.25 | | | |
| | | | | | | | 333.0 | HOWE | 12.27 | 10.58 | 9.05 | 5.10 | | | |
| | | | | | | | 338.0 | HEAVENER | 12.20 12.15PM | 10.50 10.40PM | 8.50 8.00 | 5.00 4.05 | | | |
| | | | | | | | 433.3 | DE QUEEN | 10.10 10.05 | 8.35 8.30 | 4.00 3.00 | 12.40AM 12.10 | | | |
| | | | | | | | 487.9 | ASHDOWN | 9.26 | 7.37 | 1.50 | 10.50 | | | |
| | | | | | | | 488.9 | TEXARKANA | 9.00 8.45 | 7.10 6.55 | 1.10PM | 10.15 | | | |
| | | | | | | | 560.7 | SHREVEPORT | Lv 7.15AM | 5.20 4.40 | 10.45AM 7.40AM | 7.30PM 12.40PM | | | |
| | | | | | | | 668.4 | LEESVILLE | | 2.00 1.50 | 2.00 1.10 | 8.00AM 7.00 | | | |
| | | | | | | | 689.2 | DE RIDDER | | 1.23 | 12.08AM | 5.58 | | | |
| | | | | | | | 719.1 | DE QUINCY | | 12.45PM | 11.00PM | 4.50 | | | |
| | | | | | | | 741.4 | LAKE CHARLES | | Bus Lv 11.50AM | | 12.05AM | | | |
| | | | | | | | 768.5 | BEAUMONT | | 11.45AM 11.35AM | 8.30 | 2.20 | | | |
| | | | | | | | 786.0 | PORT ARTHUR | | Lv 11.00AM | Lv 8.00PM | Lv 1.00AM | | | |

**PRACTICE
SAFETY
CONSTANTLY.**

**STOP
Damage to Freight
By Coupling Cars
NOT OVER 4 MPH**

**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 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.

