

### SUBDIVISIONS

FIFTH SUBDIVISION—	
De Queen to Deramus Yard.....	121.3 Miles
SIXTH SUBDIVISION—	
Deramus Yard to Leesville.....	115.1 "
SEVENTH SUBDIVISION—	
Leesville to Port Arthur.....	117.5 "
LAKE CHARLES SUBDIVISION—	
De Quincy to Lake Charles.....	22.3 "
<hr/>	
Total Mileage .....	376.2 Miles

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

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

6666—Smith-Graves Co., Printers, K. C., Mo.

## KANSAS CITY SOUTHERN LINES

THE  
KANSAS CITY SOUTHERN  
RAILWAY COMPANY

SOUTHERN DIVISION

TIME TABLE  
No. 45

EFFECTIVE AT 12:01 A. M.

SUNDAY

APRIL 10, 1960

FOR EMPLOYEES ONLY

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

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

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

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

## KANSAS CITY SOUTHERN EMPLOYEES' HOSPITAL ASSOCIATION STAFF

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

<p>Dr. Carl D. Enna ..... Chief Surgeon ..... Kansas City, Mo. 636 Argyle Bldg.</p> <p>" Joseph M. Masucci Assistant Chief Surgeon. " " " 636 Argyle Bldg.</p> <p>" F. E. Wade.....Local Physician (Eye) .. " " "</p> <p>" C. J. Curts.....Local Physician (Eye) .. " " "</p> <p>" A. N. Altringer...Ear, Nose and Throat... " " "</p> <p>" John S. Knight... " " " " " " " " " " " " "</p> <p>" W. P. Bunting.... " " " " " " " " " " " " "</p> <p>" R. D. Williams.... " " " " " " " " " " " " "</p> <p>" B. A. Nelson..... " " " " " " " " " " " " "</p> <p>" Wm. A. Staggs...Urologist ..... " " "</p> <p>" J. P. Frick.....Dermatologist ..... " " "</p> <p>" C. E. Hassig.....Ear, Nose and Throat... Kansas City, Ks.</p> <p>" G. L. Kimball....Division Surgeon ..... DeQueen, Ark.</p> <p>" LeRoy Callahan..Local Physician ..... " " "</p> <p>" Wayne G. Pullen.. " " " " " " " " " " " " "</p> <p>" Chas. N. Jones.... " " " " " " " " " " " " "</p> <p>" R. C. Dickinson.. " " " " " " " " " " " " "</p> <p>" N. W. Peacock... " " " " " " " " " " " " "</p> <p>" H. M. Carney....Division Surgeon ..... Texarkana, Tex.</p> <p>" Eugene T. Ellison. Asst. Div. Surgeon ..... " " "</p> <p>" Karlton Kemp ...Local Physician ..... " " "</p> <p>" C. A. Thompson... " " " " " " " " " " " " "</p> <p>" M. L. Williams... " " " " " " " " " " " " "</p> <p>" John S. Griffin... " " " " " " " " " " " " "</p> <p>" Frank P. Cantrell. " " " " " " " " " " " " "</p> <p>" W. E. Shields.... " " " " " " " " " " " " "</p> <p>" W. R. Patterson...Dentist ..... " " "</p> <p>" B. S. Ingram....Dentist (c) ..... " " "</p> <p>" J. I. Allen.....Local Physician ..... Bloomburg, "</p> <p>" J. B. Birdwell....Division Surgeon ..... Shreveport, La.</p> <p>" R. E. Rushing....Asst. Div. Surgeon ..... " " "</p> <p>" T. M. Johnson...Local Dentist (c) ..... " " "</p> <p>" H. L. Rounsaville.Local Physician ..... " " "</p> <p>" Otis Broyles ..... " " " " " " " " " " " " "</p>	<p>Dr. Mye Haddox .... Local Physician (c) .... Shreveport, La.</p> <p>" W. Griffin Jones..Ear, Nose and Throat... " " "</p> <p>" Edgar W. Booth..Local Physician (Eye) .. " " "</p> <p>" W. W. Smith....Dermatologist ..... " " "</p> <p>" John C. Hardin...Dentist ..... " " "</p> <p>" Gains M. Newton.. " " " " " " " " " " " " "</p> <p>" Michael Balistrella " " " " " " " " " " " " "</p> <p>" James H. CampbellUrologist ..... " " "</p> <p>" E. W. Duncan....Dentist (c) ..... " " "</p> <p>" Wayne Shepard ..Local Physician ..... Blanchard, "</p> <p>" E. D. McKay..... " " " " " " " " " " " " "</p> <p>" H. P. D. Curtis.... " " " " " " " " " " " " "</p> <p>" J. S. Segura..... " " " " " " " " " " " " "</p> <p>" O. L. Sanders, Jr. " " " " " " " " " " " " "</p> <p>" M. S. Stephens.... " " " " " " " " " " " " "</p> <p>" Edgar M. Shaw...Division Surgeon ..... Leesville, "</p> <p>" I. O. Winfree....Dentist ..... Leesville, "</p> <p>" P. F. Strecker...Local Physician ..... DeRidder, "</p> <p>" D. J. Drez..... " " " " " " " " " " " " "</p> <p>" H. L. Snider....Local Dentist ..... DeQuincy, "</p> <p>" J. Earl Bailey....Dentist ..... Lake Charles, "</p> <p>" P. L. McCreary...Local Physician (Eye)..Lake Charles, "</p> <p>" Steve F. Price...Local Physician ..... Lake Charles, "</p> <p>" E. A. Skarke....Division Surgeon ..... Beaumont, Tex.</p> <p>" Geo. H. Pratt....Ass't Division Surgeon.. " " "</p> <p>" John H. Carter...Eye, Ear, Nose &amp; Throat " " "</p> <p>" P. T. Weisbach...Eye, Ear, Nose &amp; Throat " " "</p> <p>" C. F. Clark.....Dentist ..... " " "</p> <p>" Henry E. Jones...Dentist (c) ..... " " "</p> <p>" J. Q. Blackwood..Dermatologist ..... " " "</p> <p>" J. J. Tritico....Division Surgeon ..... Port Arthur, Tex.</p> <p>" J. Y. Harper....Eye, Ear, Nose &amp; Throat " " "</p> <p>" J. B. Matthews...Local Physician (c) .... " " "</p> <p>" R. F. Pickard....Dentist ..... " " "</p> <p>" S. J. Dixon.....Dentist (c) ..... " " "</p> <p>" F. L. Watts.....Dermatologist ..... " " "</p>
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## OFFICIAL WATCH INSPECTORS

National Railway Time Service Co., General Time Inspector,

718 Sterick Building, Memphis, Tenn.

J. H. MACE CO., System Time Inspector, Kansas City, Mo.

J. H. NORTHINGTON, Traveling Inspector, Kansas City, Mo.

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

# SPECIAL INSTRUCTIONS

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

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

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

Fifth Subdivision—

No. 1 is superior to No. 16.

No. 77 is superior to No. 42 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.

Traveling Engineer has the authority of Trainmaster.

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

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

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

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

Northward trains obtain clearance at Beaumont.

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

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

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

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

## SPEED RESTRICTIONS

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

## ALL POINTS:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## MAXIMUM SPEED OF TRAINS OVER RAILROAD CROSSINGS

Railroad	Crossing	M. P.	At or Near Station	Not to Exceed MPH	
				Pass.	Freight
D&E Ry.....	Interlocked	433.8	DeQueen.....	35	30 eng. only
SL-SF Ry.....	Interlocked	467.6	Ashdown.....	35	20 eng. only
	(Automatic)				
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
	(Automatic)				
T&P Ry.....	Interlocked	563.5	Cedar Grove Tower...	20	15 eng. only
	(Automatic)				
T&P Ry.....	Interlocked	593.5	South Mansfield.....	35	30 eng. only
J&E.....	Gated.....	689.8	DeRidder.....	20	20
Mo. Pac.....	Interlocked	750.2	Mauriceville.....	35	30 eng. only
SP.....	Interlocked	764.9	Beaumont.....	35	30 eng. only
	(Automatic)				
SP.....	Rule 98. Stop	766.0	Beaumont.....	20	20 eng. only
BWT.....	Rule 98. Stop	766.7	Beaumont.....	12	12 eng. only
SP.....	Interlocked	769.8	Chaison Junction.....	35	20
SP.....	Interlocked	785.0	Port Arthur.....	15	10 eng. only
<b>Lake Charles Branch:</b>					
Mo. Pac.....	Interlocked	719.6-B	DeQuincy.....	20	20
	(Automatic)				
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

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

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

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

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

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

### CITY ORDINANCES

Limited speed of trains as follows:

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

\*Texarkana, also, over 3rd and 14th Street crossings, 10 MPH.

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

### MAXIMUM SPEED—TRAINS HANDLING

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

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

Company wreckers, except wrecker 05, boom down, 25 MPH. Scale test cars, 35 MPH.

Company wrecker 05:

Between DeQueen and Port Arthur, 30 MPH.

EXCEPT: Not to exceed 10 MPH over Bridges:

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

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

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

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

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

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.

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

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

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

### HIGH WATER:

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

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

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

### WHERE TIME APPLIES—RULE 5:

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

### DEQUEEN PSGR. DEPOT:

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

Northward freight trains with more than 15 cars will stay at Wade for southward first class trains unless can make DeQueen Yard and be in clear for those trains.

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

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

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

## YARD LIMITS

At the following stations Rule 93 applies:

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

Second Class and Extra Trains, and/or 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.

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

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

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

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

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

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

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

## AUTOMATIC BLOCK SYSTEM

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

Rule 350 and other rules applicable will govern.

## AUTOMATIC BLOCK SYSTEM

Operation by signal indication opposing and following movements.

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

Subdivision	Between (Station)	Mile Post	And (Station)	Mile Post
FIFTH.....	North siding switch			
SIXTH.....	Blanchard.....	547.5	Harriet St.....	557.1
SEVENTH.....	C. S. Jct.....	720.2	First automatic signal north of Neches River Bridge.....	765.6

## REMOTE CONTROLLED SWITCHES

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

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

## DRAWBRIDGES—LOCATION OF

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

## REGISTER STATIONS

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

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

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

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

## CAPACITY OF SIDINGS

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

## TELEPHONES—LOCATION OF

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

## STANDARD CLOCKS—LOCATION OF

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

## GENERAL ORDER BOOKS—LOCATION OF

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

ABBREVIATIONS: S, Scale; T, Turntable, PH, Telephone; O, Diesel Fuel; W, Water; Y, Wye; ★, Mail Crane. The following letters before figures of schedule indicate: "s" Regular Stop; "T" Flag Stop to receive or discharge revenue passengers.

## FIFTH SUBDIVISION—DeQueen to Deramus Yard

Capcy. Other Tracks, S, T, PH, O, W, Y	SOUTHWARD				Capacity of Sidings.	Mile Post Location.	TIME TABLE No. 45 Effective SUNDAY, APR. 10, 1960				Station Number	Office Calls	NORTHWARD			
	SECOND CLASS		FIRST CLASS				STATIONS		FIRST CLASS				SECOND CLASS			
	77 Merchandise Special	41 Manifest Freight	1 Southern Belle	15 Passenger			2 Southern Belle	16 Passenger	82 Manifest Freight	42 Manifest Freight						
	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily						
TWOY Yard	Lv 11.30AM	Lv 4.30AM	6.28PM	8.28AM	432.9	DE QUEEN YD.	433	10.12AM	8.57PM	Ar 3.00PM	Ar 10.30PM					
			6.30	8.30	433.3	DE QUEEN Pgr. Depot	433	Ar 10.10	Ar 8.55							
			Lv 6.35PM	Lv 8.40AM	433.8	D. & E. Ry. Crossing.										
	11.37	4.40	6.41	8.46	438.2	WADE	438	10.00	8.37	2.45	10.17					
6	11.43	4.48	6.47	8.53	442.0	NEAL SPRINGS★	443	9.55	8.31	2.37	10.10					
7	11.55AM	5.00	6.55	9.01	449.3	WINTHROP★	450	9.46	8.21	2.25	10.00					
26	12.05PM	5.11	7.02	9.09	456.0	ALLENE★	457	9.39	8.13	2.12	9.50					
116	12.14	5.21	7.09	9.16	462.9	WILTON★	464	9.32	8.06	2.00	9.40					
Connection					467.0	St. L. & S. F. Cross.										
Yard	12.23	5.33	f 7.17	s 9.26	467.9	ASHDOWN★	469	f 9.26	s 8.00	1.50	9.30					
14	12.43	5.47	7.25	9.34	475.5	OGDEN	477	9.18	7.50	1.35	9.15					
STWOY Yard	1.00	6.35	7.38	9.48	487.0	TRIGG STREET	488	9.05	7.33	1.00	8.50					
			7.39	9.50	487.3	DEPOT JUNCTION.		9.03	7.28							
			7.45	9.55		Texarkana Union Depot.	488	9.00	7.25							
			8.00	10.10		DEPOT JUNCTION.		8.45	7.10							
			8.05	10.15	487.3	T. & P. Crossing.		8.40	7.01							
					487.4	St. L. S. W. Crossing.										
					487.5	I. C. & C. Co. Cross.										
6	1.12	6.50	8.12	10.23	489.4	T. & P. Crossing.										
	1.23	7.05	8.20	10.31	492.9	JURY	494	8.33	6.50	12.35	8.12					
	1.35	7.20	8.27	10.38	499.3	SPENCER	501	8.25	6.41	12.23	7.45					
67			f 10.38	95	507.2	BLOOMBURG★	508	8.18	f 6.32	12.12PM	7.30					
12			f 10.43	512.5		RAVANNA	514		f 6.24							
19	1.49	7.38	8.36	10.47	516.9	SANDRA	518	8.08	6.19	11.57AM	7.15					
35			f 10.51	519.4		RODESSA★	520	8.06	f 6.16							
17	1.57	8.02	8.41	10.56	522.8	MYRTIS	524	8.02	6.11	11.48	7.03					
54	2.04	8.18	f 8.46	s 11.03	526.8	VIVIAN★	528	7.58	s 6.07	11.42	6.55					
82	2.12	8.28	8.50	11.08	531.8	SHORELINE	533	7.51	6.00	11.32	6.45					
72	2.17	8.35	f 11.13	48	535.8	OIL CITY★	537	7.47	f 5.55	11.26	6.38					
25	2.25	8.45	f 11.18	72	539.3	MOORINGSPT.	540	7.43	f 5.49	11.18	6.30					
13	2.40	9.05	9.06	11.26	548.1	BLANCHARD	549	7.34	f 5.39	10.55	6.12					
	2.41	9.06	9.07	11.27	549.0	TEXAS JCT.		7.33	5.38	10.52	6.10					
SWOY Yard	Ar 3.00PM	Ar 9.30AM	Ar 9.10PM	Ar 11.31AM	553.3	DERAMUS YD.	554	Lv 7.29AM	Lv 5.34PM	Lv 10.45AM	Lv 6.00PM					
	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily					
	3.30	5.00	2.35	2.51		121.3		2.36	3.11	4.15	4.30					
						Time on Subdivision										

Tracks not shown on face of time table.

	Mile No.	Car Capcy.
Horatio	441	29
International Cresote Works	490	27
Baroid Sales Co.	491	11
Hoot Spur	494	7
Cass	504	15
Mag. Pet. Co.	522	15
Caddo Parish Gravel Spur	528	7
PH. Superior	532	32
Southwestern Gas & Electric Co.	539	28
Arklatex	542	7
Brian	546	3

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

### CONDITIONAL FLAG STOPS

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

### Hours of Telegraph Service

DeQueen, Trigg St., Deramus—Yd., Con.  
Horatio—8A-5P, Except Sat., Sun., Hol.  
Winthrop, Bloomburg, Shoreline—8A-5P, Except Sat., Sun., Hol.  
Ashdown—8A-5P, Vivian 7A-4P, Daily  
Rodessa, Oil City—7.30A-4.30P, Except Sat., Sun., Hol.  
Mooringport—8A-5P, Except Sun., Mon., Hol.



## SEVENTH SUBDIVISION—Leesville to Port Arthur

Capcy. Other Tracks, S, T, PH, O, W, Y	SOUTHWARD						NORTHWARD										
	SECOND CLASS		FIRST CLASS		Capacity of Stalling.	Mile Post Location.	TIME TABLE No. 45			Station Number.	Office Calls.	FIRST CLASS		SECOND CLASS			
	81	77	15				Effective SUNDAY, APR. 10, 1960					16	42	82			
	Manifest Freight	Merchandise Special										Daily	Manifest Freight	Manifest Freight			
Daily		Daily		Daily		STATIONS			Daily		Daily						
WOTSY Yard	Lv 11.40AM	Lv 1.30AM	Lv 3.25PM	Yard	668.4	LEESVILLE.....	609	V	Ar 1.50PM	Ar 7.00AM	Ar 1.10AM						
11					669.9	NEWLLANO...★	671										
Y	11.50AM	1.40	3.29			DAUB.....	674		1.42	6.38	12.56						
17	12.05PM	1.55	3.39	134	679.5	NEAME.....	680		1.34	6.20	12.40						
13			3.44		683.9	ROSE PINE...★	685		1.29								
87	12.25	2.15	s 3.55	79	689.2	DERIDDER.....	690	HF	s 1.23	5.58	12.08AM						
Connection					689.8	J. & E. Crossing											
12					695.4	OARSON.....	696		1.12								
30	1.02	2.43	f 4.16	140	705.4	SINGER.....	705	f	1.02	5.25	11.35PM						
13	1.22	2.55	4.23	79	711.6	SEALE.....	712		12.54	5.10	11.20						
Y Yard	1.55	3.10	s 4.33	51 N	719.1	DE QUINCY.....	719	CY	s 12.45	4.50	11.00						
Connection	Ar 2.00PM	Ar 3.12AM	Ar 4.35PM	89 S	720.3	C. S. JUNCTION...			Lv 12.40PM	Lv 4.10AM	Lv 10.47PM						
5	See Joint Time Table	See Joint Time Table	See Joint Time Table		95	723.6	HELM.....	725		See Joint Time Table	See Joint Time Table	See Joint Time Table					
5					95	728.4	LUCAS.....	729									
20					160	735.2	STARKS...★	736	KR								
20					95	740.6	RULIFF...★	741									
Y 28 Connection					200	750.2	{ MAURICEVILLE ★ } { Mo. Pac. Crossing... }	751	M								
19					160	760.4	VIDOR...★	761									
					Conn.	764.9	Sou. Pac. Crossing										
						766.0	Sou. Pac. Crossing										
OY Yard				4.10PM	6.00AM	5.45PM	32	766.5	BEAUMONT.....				767	BU	11.35AM	2.20AM	9.30PM
				Lv 4.11PM	Lv 6.01AM	Lv 5.46PM		766.6	G. C. L. Junction.....						Ar 11.34AM	Ar 2.19AM	Ar 9.29PM
Connection					766.7	B. W. & T. Crossing											
SY Yard	4.40	6.30	5.50	Yard	768.0	CHAISON JCT...	780		11.28	2.10	9.20						
					769.8	Sou. Pac. Crossing											
41	5.00	7.00	f 6.00	55	776.1	NEDERLAND...	777	RX	f 11.16	1.30	8.25						
			6.05		779.6	NECHES JCT...	780		11.11								
Connection					785.0	Sou. Pac. Crossing											
OYSW Yard	Ar 5.30PM	Ar 7.30AM	Ar 6.25PM		786.0	PORT ARTHUR...	787	PA	Lv 11.00AM	Lv 1.00AM	Lv 8.00PM						
	Daily	Daily	Daily			117.5			Daily	Daily	Daily						
	5.50	6.00	3.00			Time on Subdivision			2.50	6.00	5.10						

### Hours of Teleraph Service

Port Arthur—8.30A-4.30P—8P-4A, Daily  
 Nederland—8A-5P, Except Sat., Sun., Hol.  
 Beaumont—Continuous  
 DeQuincy—Mondays Continuous  
 DeQuincy—Tuesday through Sunday 9A-5P—12M-8A.  
 DeRidder—8A-5P, Except Sun., Hol.  
 Leesville—8A-4P—11P-7A, Daily

### Tracks not shown on face of timetable.

	Mile No.	Car Capcy.
Fort Polk	674	Yard
Coopers	675	15
Feeders Co-Op	685	4
Lunita-PH	731	22
Garrison	770	48
Zummo	770	11
Team Track	771	26
Spindletop	771	..
Dowling	772	8
Dupont	774	Conn
Sun-PH	775	30
Metal Services, Inc.	780	..
Griffing-PH	782	18
Henning & Gilbert	782	..
Chaison Branch-Mag. Pet. Co.	C-769	Conn
Haliburton-Spur	C-769	20



# LAKE CHARLES SUBDIVISION—De Quincy to Lake Charles

Capacity of Other Tracks, Location Water, Fuel Stations, Turntables, Track Stakes and Wyes.	SOUTHWARD					Capacity of Stalls	Mile Post Location	TIME TABLE No. 45 Effective SUNDAY, APR. 10, 1960	Office Calls.	Station Number	NORTHWARD				
	SECOND CLASS										SECOND CLASS				
	277 Freight										242 Freight				
	Daily										Daily				
STATIONS															
Y Yard Connection			Lv	4.00AM		719.1	..... DE QUINCY.....	CY	719	Ar	1.35AM				
						719.6	...Mo. Pac. Crossing... 0.5								
				4.40	53	728.7	..... BUHLER..... 0.1		B729		12.45				
				5.05		735.6	..... MOSSVILLE..... 8.9		B736		12.30				
7 100 Connection				5.15	Yard	739.1	..... WEST LAKE..... 2.5		B740		12.15				
						741.0	..Sou. Pac. Crossing... 1.9								
						741.3	..Sou. Pac. Crossing... 0.3								
WBO Yard			Ar	5.30AM		741.4	..... LAKE CHARLES... 0.1	BA	B742	Lv	12.05AM				
				Daily			22.3				Daily				
				1.30			Time on Subdivision				1.30				

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

## TONNAGE RATING, SOUTHERN DIVISION

SUB-DIVISION	Direction	FROM STATION	TO STATION	Adjustment Per Car in Tons	PASS. LOCOS. 21-29, Incl.		DIESEL FREIGHT LOCOMOTIVES							
					A	B	1500		4000		4500		6000	
							A	B	A	B	A	B	A	B
FIFTH	South	DeQueen.....	Texarkana.....	10	2750	2450	3020	2720	8060	7250	9070	8160	12100	10890
		Texarkana.....	Shreveport.....	10	2750	2450	2850	2560	7600	6840	8550	7690	11400	10260
	North	Shreveport.....	Texarkana.....	10	2750	2450	2850	2560	7600	6840	8550	7690	11400	10260
		Texarkana.....	DeQueen.....	10	2750	2450	3020	2720	1630	7250	9070	8160	12100	10890
SIXTH	South	Shreveport.....	Leesville.....	5	1700	1500	1790	1630	4770	4350	5370	4890	7160	6520
	North	Leesville.....	Mansfield.....	5	1900	1700	2360	2180	6300	5800	7095	6535	9460	8710
		Mansfield.....	Shreveport.....	5	2100	1900	2360	2180	6300	5800	7095	6535	9460	8710
SEVENTH	South	Leesville.....	DeQuincy.....	10	3300	3100	2980	2620	7840	6980	8820	7860	11760	10480
	North	DeQuincy.....	Leesville.....	10	3400	3200	3000	2670	8000	7100	9000	8000	12000	10670
	South	DeQuincy.....	Beaumont.....	12	5000	4400	4500	4050	12000	11450	13500	12150	18000	16200
	North	Beaumont.....	DeQuincy.....	12	5000	4400	4500	4050	12000	11450	13500	12150	18000	16200
	South	Beaumont.....	Port Arthur.....	12	6000	5200	4500	4050	12000	11450	13500	12150	18000	16200
	North	Port Arthur.....	Beaumont.....	12	6000	5200	4500	4050	12000	11450	13500	12150	18000	16200
LAKE CHARLES	South	DeQuincy.....	Lake Charles... DeQuincy.....	12	6000	5200	4500	4050	12000	11450	13500	12150	18000	16200
	North	Lake Charles... DeQuincy.....	DeQuincy.....	12	6000	5200	4500	4050	12000	11450	13500	12500	18000	16200

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

- Note.**—(a) "A" rating is to be used when conditions are favorable, weather clear and mild with but little wind.  
 (b) "B" rating is to be used when weather below thirty degrees above zero, high wind or otherwise unfavorable weather.  
 (c) Manifest trains use "B" rating during favorable weather and reduce five per cent during unfavorable weather.

### WEIGHT OF EMPTY PASSENGER CARS

CLASS	Numbers	Length in Feet	Tons
Baggage and Express	1	61	54
" " "	13	61	52
" " "	15	61	51
" " "	22, 23	61	54
" " "	70-79	74	44
" " "	364, 365	60	46
" " "	400, 401, 403	54	29
" " "	36017	54	26
" " "	36148	54	28
Mail-Baggage-Express	3	70	65
" " "	5	70	63
" " "	6	71	71
" " "	60-63	71	71
" " "	64-66	85	48
" " "	67	85	68
Chair-Coach, Partitioned, A. C.	230-233	75	56
" " " " " "	234-238	85	52
" " " " " "	239	85	62
" " " " " "	245-250	85	68
Chair-Coach, A. C.	241-244	85	61
Coach, Ice, A. C.	350, 351, 353	82	84
" " "	355-358	82	84
Shower Car	225	60	59
Coach-Lounge, A. C.	200-201	82	80
Parlor-Lounge, Ice, A. C.	500-501	83	84
Tavern-Lounge, A. C.	44-47	85	60
Lounge-Diner, A. C.	50-51-52	80	98
Lounge-Diner, Ice, A. C.	53	80	97
Observation-Tavern, A. C.	54-55	85	53
Observation-Diner, A. C.	56	85	53
Diner, A. C.	49	82	88
" " "	57-58	85	69
Sleeping Car, A. C.	Barksdale, Mena, State Capitol, Siloam Spring, Sulphur Springs, Ancon, Chagres, Job Edson, Leonor Loree, Harvey Couch, Col. Fordyce, Stuart Knott, Arthur Stilwell, Wm. Buchanan, Wm. Edenborn, Kay See	83 82 85 84 83	92 86 64 104 98 105
Official Car	99	77	98
" " "	101	83	105

### LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS

Car Number	Journal Size	Load Limit at Rail	Weight of Car	Carrying Capacity of Car
1	5 x 9	136,000	107,500	28,500
13	5 1/2 x 10	136,000	104,500	31,500
15	5 1/2 x 10	136,000	102,900	33,100
22	5 1/2 x 10	169,000	109,000	60,000
23	5 1/2 x 10	169,000	108,000	60,000
70-79	6 x 11	168,000	88,000	80,000
364	5 1/2 x 10	162,900	92,900	70,000
365	5 1/2 x 10	161,700	91,700	70,000
400	5 1/2 x 10	130,500	60,500	70,000
401	5 1/2 x 10	127,800	57,800	70,000
403	5 1/2 x 10	129,400	59,400	70,000
36017	5 1/2 x 10	121,600	51,600	70,000
36148	5 1/2 x 10	125,400	55,400	70,000

### RECAPITULATION OF PASSENGER EQUIPMENT

Baggage and Express	22
Mail-Baggage-Express	11
Chair-Coach, Partitioned, Air Conditioned	16
Chair-Coach, Air Conditioned	4
Coach, Ice, Air Conditioned	7
Coach-Lounge, Air Conditioned	2
Parlor-Lounge, Ice Air Conditioned	2
Lounge-Diner, Air Conditioned	3
Lounge-Diner, Ice Air Conditioned	1
Observation-Tavern, Air Conditioned	2
Observation-Diner, Air Conditioned	1
Diner, Air Conditioned	3
Tavern-Lounge, Air Conditioned	4
Sleeping Car, Air Conditioned	15
Shower Car	1
Official Cars	3
<b>Total</b>	<b>97</b>

### 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		

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

## CLASSIFICATION OF LOCOMOTIVES

CLASS	Unit Numbers	Tractive Power in Pounds	Weight on Drivers in Pounds	Total Weight on Loco. Loaded in Pounds	Cooper's Rating Per Unit
Diesel-Passenger	21, 22, 24	52,684	210,733	316,098	E-40
"	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

### 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
21	21	79 MPH	51	51 (a)	65 MPH	65	62 (c)	65 MPH	83	56 (d)	65 MPH
22	22	" "	52	52 (a)	" "	70	70 (a)	" "	84	57 (d)	" "
23	23	" "	53	53 (a)	" "	71†	71 (a)	" "	85†	58 (d)	" "
24	24	" "	54	54 (a)	" "	72	72 (a)	" "	86†	59 (d)	" "
25	25	" "	55	55 (a)	" "	73†	73 (a)	" "	87†	70 (e)	" "
26	26	" "	56	56 (a)	" "	74	74 (a)	" "	88	71 (e)	" "
27	27	" "	57	57 (a)	" "	75†	75 (a)	" "	89	72 (d)	" "
28	28	" "	58	58 (a)	" "	76	76 (a)	" "	90	73 (d)	" "
29	29	" "	59	59 (a)	" "	77	50 (d)	" "	91	74 (d)	" "
30	30 (a)	65 "	60	60 (a)	" "	78†	51 (d)	" "	92	75 (d)	" "
31	31 (a)	" "	61	61 (a)	" "	79	52 (d)	" "	93	76 (d)	" "
32	32 (a)	" "	62	62 (a)	" "	80†	53 (d)	" "			
33	33 (a)	" "	63	60 (c)	" "	81	54 (d)	" "			
50	50 (a)	" "	64	61 (c)	" "	82	55 (d)	" "			

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

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

Number	Location	Capacity	Cooper's Rating	Diesel Units Equipped With Boiler	Diesel Units With Steam Connection But No Boiler
01	Kansas City	100 Ton	E-40	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
04	Pittsburg	120 Ton	E-48		
03	Heavener	120 Ton	E-45		
05	Shreveport	250 Ton	E-70		
W-1	Port Arthur	100 Ton	E-27		
02	New Orleans	100 Ton	E-40		

## 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 high-way 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 and others 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.**

# The Kansas City Southern Railway Company

## CONDENSED SCHEDULES OF FAST FREIGHT AND PASSENGER TRAINS

SOUTHWARD					Distance From Kansas City.	TIME TABLE No. 45 Effective SUNDAY, APRIL 10, 1960 STATIONS	Distance From Port Arthur.	NORTHWARD						
FREIGHT			PASSENGER					PASSENGER		FREIGHT				
81	77	41	15	1				2	16	82	42			
	Lv 9.45PM	Lv 10.20AM	Lv 9.35PM	Lv 9.00AM	0	..... KANSAS CITY..... 23.4	786.7	Ar 7.45PM	Ar 7.20AM	Ar 1.50PM	Ar 6.00PM			
		10.33	11.20AM	10.08	9.30	..... GRANDVIEW..... 57.4	763.3	7.12	6.45	12.55PM	3.30			
		11.55PM	12.58PM	11.10	10.23	..... HUME..... 48.5	705.9	6.15	5.41	10.23AM	1.30			
	1.05AM 1.20	2.30 3.30	12.05AM 12.20	11.10 11.20	129.3	..... PITTSBURG..... 30.2	857.4	5.20 5.10	4.50 4.35	8.20 6.15	12.10PM 11.10AM			
	6.00AM				169.5	..... BAXTER SPRINGS..... 28.0	868.0							
	2.05	4.40	1.08AM	12.00N	154.3	..... JOPLIN..... 19.7	832.4	4.40	4.00	5.15	10.15			
	2.38	8.25	1.45	12.35PM	174.0	..... NEOSHO..... 55.3	812.7	4.05	3.20	4.25	9.35			
	4.37	7.28	3.15	1.55	229.3	..... SILOAM..... 8.8	557.4	2.37	1.38	1.55	7.25			
	4.50 5.00	7.40 7.50	3.25	2.05	235.9	..... WATTS..... 58.3	550.8	2.25	1.25	1.35AM 12.35AM	7.05 6.55			
	6.35	9.34	4.50	3.15	291.2	..... SALLISAW..... 20.5	495.5	1.20	12.20AM	10.45	4.50			
	7.05	10.20	5.20	3.41	311.7	..... SPIRO..... 16.8	475.0	12.52	11.50PM	9.50	4.08			
Passenger Service: Via Bus Ft. Smith and Sallaw.			Ar 5.45AM Ly 3.55AM	Ar 4.10PM Ly 2.20PM	328.1	..... FT. SMITH..... Telegraph Service 8A-5P Daily 5.8	491.6	Lv 12.25PM Ar 2.15PM	Lv 11.25PM Ar 1.15AM	Freight Service: Local Freights, Via St. L. S. F. Ry., Ft. Smith and Poteau.				
	7.14	10.29	5.28	3.48	317.3	..... PANAMA..... 8.0	469.4	12.45	11.40	9.40	3.58			
	7.28	10.43	5.50	4.03	328.3	..... POTEAU..... 5.7	460.4	12.35	11.28	9.20	3.40			
	7.36	10.55	6.00	4.13	333.0	..... HOWE..... 5.0	453.7	12.27	11.18	9.05	3.25			
	7.45 8.00	11.10PM 12.01AM	6.10AM 6.20	4.20 4.25	338.0	..... HEAVENER..... 41.5	448.7	12.20 12.15PM	11.10 11.00PM	8.50 8.00	3.15 2.15			
	9.30	1.47	7.20	5.25	379.8	..... MENA..... 53.5	406.9	11.20AM	10.05	6.25	12.50AM			
	11.15AM 11.30AM	3.50 4.30	8.30 8.40	6.30 6.35	433.3	..... DE QUEEN..... 34.8	383.4	10.10 10.05	8.55 8.45	4.00 3.00	10.50PM 10.30			
	12.23PM	5.33	9.26	7.17	469.0	..... ASHDOWN..... 19.8	317.8	9.26	8.00	1.50	9.30			
	1.00	6.35	9.55 10.10	7.45 8.00	488.9	..... TEXARKANA..... 71.5	299.1	8.00 8.45	7.25 7.10	1.00PM	8.50			
Lv 7.00AM	3.00PM 6.30PM	Ar 9.30AM	11.55AM 12.35PM	Ar 9.30PM	560.7	..... SHREVEPORT..... 108.5	228.9	Lv 7.15AM	5.20 4.40	10.45AM 7.40AM	6.00PM 12.40PM			
11.20AM 11.40AM	12.50AM 1.30		3.15PM 3.25		669.3	..... LEESVILLE..... 20.8	117.5		2.00 1.50	2.00 1.10	8.00AM 7.00			
12.25PM	2.15		3.55PM		669.9	..... DE RIDDER..... 29.8	96.9		1.23	12.08AM	5.58			
1.55PM	3.10		4.33PM		718.8	..... DE QUINCY..... 22.5	67.0		12.45PM	11.00PM	4.50			
	6.30		Bus 5.25PM		742.1	..... LAKE CHARLES..... 47.4	89.6		Bus Lv 11.50AM		12.05AM			
4.10PM	6.00		5.35PM 5.45PM		767.2	..... BEAUMONT..... 19.8	19.6		11.45AM 11.35AM	9.30	2.20			
Ar 5.30PM	Ar 7.30AM		Ar 6.25PM		788.7	..... PORT ARTHUR.....	0		Lv 11.00AM	Lv 8.00PM	Lv 1.00AM			

