

**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
<b>Kansas City Southern Mileage</b> .....	<b>824.6 Miles</b>
<b>Arkansas Western Mileage</b> .....	<b>31.9 Miles</b>
<b>F. S. &amp; V. B. Branch</b> .....	<b>20.7 Miles</b>

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

L. R. GARDNER, Trainmaster	First and Second Subdivisions.....	Pittsburg, Kans.
H. D. DUDLEY, Asst. Trainmaster.....		Pittsburg, Kans.
B. R. AMIS, Trainmaster	Third Subdivision.....	Heavener, Okla.
D. K. OWEN, Trainmaster	Fourth and Fifth Subdivisions.....	Shreveport, La.
A. W. HALL, Trainmaster	Sixth and Seventh Subdivisions.....	Shreveport, La.
J. KOSMAN and P. J. O'DONNELL	Asst. Trainmasters Joint Agency.....	Kansas City, Mo.
A. LEVINER, Asst. Trainmaster.....		Lake Charles, La.
H. F. BAILEY, Terminal Trainmaster.....		Shreveport, La.
K. L. RICHMOND, Asst. Trainmaster.....		Shreveport, La.
A. V. INGRAM, Traveling Engineer.....		Shreveport, La.
Traveling Engineer has the authority of Trainmaster.		
P. J. NEAL, Asst. Trainmaster.....	} Beaumont—	Port Arthur, Tex.
R. O. OLIVER, Asst. Trainmaster.....		
L. M. HOUGH, Chief Dispatcher.....		Shreveport, La.
J. Y. LYNCH, Dispatcher.....		Shreveport, La.
O. S. PLOTT, Dispatcher.....		Shreveport, La.
B. R. THOMPSON, Dispatcher.....		Shreveport, La.
T. A. TUCKER, Dispatcher.....		Shreveport, La.
R. D. ENGLISH, Dispatcher.....		Shreveport, La.
D. E. NEWBURN, Dispatcher.....		Shreveport, La.
H. C. PARK, 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. 5**

**EFFECTIVE AT 12:01 A.M.  
 SUNDAY, MARCH 22, 1970**

**FOR EMPLOYEES ONLY**

- R. J. BLAIR,  
Vice-President and General Manager,  
Kansas City, Mo.
- R. D. FRETWELL,  
Asst. General Manager,  
Kansas City, Mo.
- D. F. NICOLA,  
Supt. of Transportation,  
Shreveport, La.
- O. C. BURGE,  
Gen. Supt.,  
Milw.-K.C.S. Joint Agency,  
Kansas City, Mo.
- J. L. DEVENEY,  
Superintendent,  
Shreveport, La.
- W. G. WHITE,  
Supt. of Terminals  
Beaumont—Port Arthur, Tex.
- J. W. MAPLE,  
Asst. to Gen Supt.—Traveling Engr.  
Milw.-K.C.S. Joint Agency,  
Kansas City, Mo.
- B. M. DEEVER,  
Supt. of Safety and  
Rules Examiner,  
Shreveport, La.

**Dr. J. M. Masucci, Chief Medical Officer**  
 636 Argyle Bldg., Kansas City, Missouri

In cases of emergency on-the-job injuries to employees, injured parties will be sent to the doctors shown below (unless the injured employee desires to be sent to another doctor, in which case he should be sent to the latter). If such doctors are unavailable or the injury occurs at a location too far from a location where we have a staff doctor, see that the injured employee receives the attention of some other doctor as soon as possible.

**Kansas City, Missouri**  
 Dr. Joseph M. Masucci  
 636 Argyle Building  
 Kansas City, Missouri 64106

**Pittsburg, Kansas**  
 Dr. D. J. Lyons  
 107 West Fourth  
 Pittsburg, Kansas

**Poteau, Oklahoma**  
 Dr. R. W. Lowrey  
 Lowrey-Cunningham-Winters Clinic  
 501 Dewey Avenue  
 Poteau, Oklahoma 74953

**Texarkana, Arkansas**  
 Dr. Karl H. Kemp  
 408 Hazel  
 Texarkana, Arkansas

**DeQueen, Arkansas**  
 Dr. C. N. Jones  
 DeQueen Clinic  
 P. O. Box 391  
 DeQueen, Arkansas 71832

**Shreveport, Louisiana**  
 Dr. J. B. Birdwell  
 Birdwell-Rushing Clinic  
 2020 Centenary Boulevard  
 Shreveport, Louisiana

**Beaumont, Texas**  
 Dr. John W. McCall, Jr.  
 1785 Washington Blvd.  
 Beaumont, Texas

**Beaumont, Texas**  
 Dr. Charles J. Caskey  
 1785 Washington Blvd.  
 Beaumont, Texas

**Nederland, Texas**  
 Dr. Chester St. Romaine  
 1300 Franklin Avenue  
 Nederland, Texas

**Port Arthur, Texas**  
 Dr. Richard J. Bourgeois  
 2301 Procter  
 Port Arthur, Texas

**Leesville, Louisiana**  
 Dr. J. E. Hearn  
 War Memorial Hospital  
 Leesville, La.

**Lake Charles, Louisiana**  
 Dr. S. F. Price  
 717 South Ryan Street  
 Lake Charles, Louisiana

**OFFICIAL WATCH INSPECTORS**

National Railway Time Service,  
 General Time Inspector.....Memphis, Tenn.  
 Baxter Springs, Kans.....McElwain Jewelry  
 Beaumont, Tex.....Freedman Jewelry  
 DeQueen, Ark.....Thomas Jewelry  
 De Quincy, La.....Browning Jewelry  
 Ft. Smith, Ark.....Fink Jewelry  
 Ft. Smith, Ark.....Malone Jewelry  
 Groves, Tex.....Nacol's Jewelry  
 Heavener, Okla.....Phipp's Jewelry  
 Independence, Mo.....Drenon Jewelry  
 Joplin, Mo.....Tick-O-Time Jewelry  
 Kansas City, Mo. (North).....Adams Jewelry & Sports Store  
 Kansas City, Mo.....Connor Jewelry  
 Kansas City, Mo.....Goldman's Jewelry  
 Kansas City, Mo.....Hale's Jewelry  
 Kansas City, Mo.....Mace Jewelers  
 Kansas City, Mo.....Williams Jewelry  
 Kansas City, Mo.....Troost Jewelers  
 Lake Charles, La.....Gem Jewelry  
 Leesville, La.....Leesville Jewelry  
 Noel, Mo.....Arndt's Jewelers  
 Overland Park, Kans.....Perrin's Jewelers  
 Pittsburg, Kans.....Williams' Jewelers  
 Port Arthur, Tex.....Nacol's Jewelers  
 Shreveport, La.....Clarke's Jewelers  
 Shreveport, La.....Martin's Jewelry (System Time Inspector)  
 Shreveport, La.....John Martin (Traveling Inspector)  
 Texarkana, Tex.....Park's Jewelry

**LOCATION OF STANDARD CLOCKS**

Knoche Yard Office	Deramus Yard:
West Wye Tower	Yard Office
East Kansas City Roundhouse	Roundhouse
North Yard	Dispatcher's Office
Neosho	Leesville
Watts	Lake Charles
Ft. Smith	Chalson
Heavener	Port Arthur:
DeQueen	Yard Office
Trigg Street	

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

**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.

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

**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.

K. C. S. rules, 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. See page 8.

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

**SECOND CLASS TRAINS WILL NOT CARRY SIGNALS ON ANY SUBDIVISION.**

Except where other restrictions require a slower speed, all trains move at Restricted Speed, 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.

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

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

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 of the 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 on track 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.

All yard engines with or without cars, and all dodger and road engines, while engaged in switch movements must approach all road crossings, including those protected by automatic signals and/or flagmen, at restricted speed and make sure they have the right-of-way before moving over crossing.

**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
- 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.

**TRAINS HANDLING**

Conductors will keep engineers advised when their train includes cars restricted to less than maximum speed.

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 and must be handled on rear of train. Cars less than 40 feet in length (including Scale Test Cars) must not be trained next to Hydrocushion 60, high cubical box, auto loader racks, piggybacks, large tanks, or any car 50 feet in length or longer.

**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 and northward trains handling open-top hoppers loaded with coal and/or company ballast will not exceed 25 mph between Heavener and Texarkana. Exception: KCS 200,000 series open-top hoppers may be handled at regular freight train speed 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, except KCS Pile Driver-Clamshell No. 090 may be handled with boom in lead position for short distances, when necessary, to a point where machine can be turned.

When KCS Caboose, Series 300-332, are deadheaded, they can be handled in regular block in make-up of train and are OK for movement on head end of train. Other cabooses must be handled on rear of train.

**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 Pittsburg, not to exceed 40 MPH except:

- Not to exceed 25 mph over Bridge:
- A-108 .....MP-107.6

Between Pittsburg and Port Arthur, not to exceed 25 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. 090**

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. 090 to be handled as follows:

Between Kansas City and Port Arthur, not to exceed 30 MPH (20 MPH with boom in lead position) except:

**Not to exceed 15 MPH on Branch Lines.**

**Not to exceed 20 MPH (15 MPH with boom in lead position) 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

**Not to exceed 20 MPH (15 MPH with boom in lead position) on Lake Charles Subdivision.**

KCS 090 must be trained on head end of train and not be handled on rear of train in any event.

Whenever possible, KCS 090 must be turned with the boom in trailing position.

KCS 090 must be kept under close observation enroute and ground inspection made as frequently as possible, examining the tie downs, and if found to be working or showing signs of becoming loose, movement must be stopped, and if necessary, set Pile Driver and Boom Car out. Pile Driver and Boom Car must be kept together when moving in trains.

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

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

All trains and engines move at restricted speed between De Quincy and Lake Charles. Rule 93 applies.

All trains and engines move at restricted speed between the southbound Beaumont yard limit board, located at MP 763.9, to and including Port Arthur.

Within Restricted Speed territory, yard engines, locals, and dodgers will keep informed of through train movements, and will clear main track on the approach or if practical, before the approach of through train movements, avoiding all delay possible.

**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.

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:**

- Knoche Yard Office Trigg Street and Roundhouse
- East Kansas City Roundhouse Deramus Yard; Yard Office
- North Yard and Roundhouse and Roundhouse
- Joplin Union Depot Harriet Street Yard Office
- Neosho Leesville and Roundhouse
- Watts Beaumont CTC Chalson
- Ft. Smith Port Arthur and Roundhouse
- Heavener and Roundhouse Lake Charles and Roundhouse
- DeQueen and Roundhouse

**REGISTER STATIONS**

- West Wye Tower DeQueen Depot\*
- North Yard Deramus Yard
- Watts\* Leesville\*

\*If shown in full faced type on schedule pages.

**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 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.

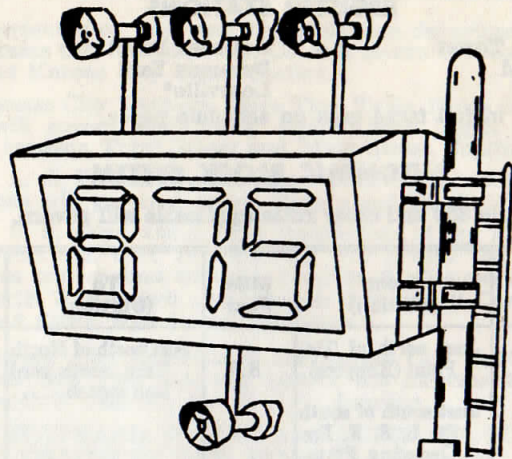
Sub-division	Between (Station)	Mile Post	And (Station)	Mile Post
First.....	Air Line Jct.....	5.3	Big Blue Jct.....	6.1
Second.....	Gentry.....	221.3	Watts.....	236.0
Third.....	Watts.....	236.0	Heavener.....	338.0
Fourth.....	Heavener.....	338.5	DeQueen Yard...	431.7
Fifth and Sixth.....	North siding Sw. Blanchard..	547.5	Harriet St.....	557.1
Seventh.....	C. S. Jct.....	720.2	Franklin St.....	766.8

**SPECIAL INSTRUCTIONS**

Santa Fe trains and engines operate in through movement between north connection, located 750 feet south of MP 127, and south connection, located just north of the 4th Street overpass, without time table or train order authority. Rules 93 and 105 modified apply.

**HOT BOX DETECTORS** located approximately one-fourth mile south of south siding switches GRANDVIEW and HUME, each side of main track and will scan trains in both directions between speeds of 10 MPH and 80 MPH. When movement of 10 MPH or less pass Hot Box Detector's, Item 78 of Current Special Instructions must be complied with. A beacon type red indicator light is located atop equipment house at these locations, when light is illuminated, member of crew contact Dispatcher to ascertain location of hot box and give necessary handling; if unable to contact Dispatcher ground inspection must be made at once by crew and necessary handling given. Beacon type indicator light is normally dark. When proper reading obtained, it will not be necessary to make ground inspection Southward—Cleveland and Stotesbury, Northward—Eve and Amsterdam.

Color light train order signal in service at Joplin, located west of KCS main track in vicinity of location of train order transmitter. 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 and 232.



### HOT BOX AND DRAGGING EQUIPMENT DETECTION SYSTEMS

Hot box and dragging equipment detection systems are to be placed in service at various locations, to be designated by general order as they are installed.

A Monitor Display Board and Hot Box and Dragging Equipment indicator lights, mounted on a mast at approximately caboose personnel eye level, will function as follows: As train approaches observe the white light located on top of equipment house; if illuminated, the system is operating.

As train passes the system, the right or left hot box indicator light on top of the display board starts to flash immediately upon detection of a hot journal, indicating the side of the train having the overheated journal. Two seconds after entire train has passed the detector the Monitor Display Board will display numerals indicating the accumulated axle count from the hot box to the rear of train.

A flashing indicator light in the center indicates that another hot box, or more than one, was detected subsequent to the hot box which is numerically indicated on the display board. Flashing lights, both left and right, but not in the center, indicate one hot box on each side of the train.

Flashing upper center light, together with either the left or

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.

Baxter Springs Branch: Unless otherwise restricted, all trains and engines run at Restricted Speed, not to exceed 20 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 15 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 15 MPH between Heavener and End of Line, MP-35.1.

Clearance and train orders not required in Restricted Speed territory.

When train order signal indicates proceed, clearance not required at De Quincy.

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

Northward trains except Sou Pac obtain clearance at Beaumont.

Southward trains will not require clearance at Beaumont.

Northward trains will not require clearance at Port Arthur.

Between Big Blue Jct. and DeQueen, except for No. 77 and

right light only, indicates more than one hot box detected all on the same side of the train. All three indicator lights flashing signify the indicated hot boxes may be on either side and that one of the subsequent hot boxes was on the opposite side.

When dragging equipment is detected, the right and left lights on top of the Monitor Display Board will display a flashing yellow aspect, and in addition light located below Monitor Board will display a flashing red aspect.

If dragging equipment detection in addition to one or more hot boxes or additional dragging equipment detections are made all three lights on top of the Monitor Display Board will display a flashing yellow aspect, and in addition light located below Monitor Display Board will display a flashing red aspect.

If hot box or dragging equipment is not located at indicated axle count, inspect several cars on either side of the indicated axle location. When more than one hot box or dragging equipment detections are made, the axle count as shown on the Monitor Display Board will be the first detection and balance of train must be inspected to locate the additional hot boxes or dragging equipment.

The indicator lights are normally dark and illuminate, displaying flashing yellow aspect on top and flashing red aspect on bottom of Monitor Display Board, only when hot box or dragging equipment is detected. The Monitor Display Board is illuminated as a train passes and will display zeroes in the absence of a hot box or dragging equipment.

In the event of a failure of the detection system, the white light located on top of the equipment house will not be illuminated, and must be reported immediately to the Train Dispatcher and ground inspection made.

A special high pitched beep tone signal, similar to a telephone busy tone, will be transmitted immediately by radio to both engine and caboose if there is one or more hot boxes or dragging equipment detected. The beep tone signal will last approximately 30 seconds.

When hearing the beep tone or when any indicator light displays flashing yellow or flashing red aspect, reduce speed to 10 MPH as soon as possible without applying air brakes. After caboose has passed the detector, stop immediately and inspect train.

If movement passing the detection system is below 5 MPH, ground inspection of train must be made.

Do not apply air brakes to cars when passing detector except in an emergency.

Item 78, Current Special Instructions, is modified to the extent that ground inspection at designated points by crew members is not required when inspection is made by detection system and Monitor Display Board indicates three zeroes.

Inspections made by Hot Box and Dragging Equipment Detectors do not relieve employees of the requirements of Rules 101, 110, 111, or other rules applicable.

No. 42, 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.

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 trains reduce speed to 40 MPH at the southbound approach signal to this crossing.

PITTSBURG, KANSAS.: The current of traffic for all except Kansas City Southern second class trains, using double track between Santa Fe Ry. crossing at Fourth Street overpass, Pittsburg, and MP 128.2 will be on the right. KCS 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.

The northward or track on the east will be used as a siding between Fourth Street overpass and Twenty-Third Street, Pittsburg.

JOPLIN: All trains and engines using Joplin Union Depot tracks will move at Restricted Speed, expecting to find foreign line trains or engines using JUD tracks.

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.

CRESTLINE: Do not exceed 10 MPH over Highway 96 crossing Mile L149 and flag all switch movements over this crossing.

NEOSHO: Northward 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.

GRAVETTE: SPRING SWITCHES are located at each end of Gravette. 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.

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

PANAMA: There is no train order signal at Panama.

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 trains will not exceed 40 mph passing northward signal located 70 feet south of south siding switch. Do not exceed 10 mph using Sallisaw Stripping Co. Spur.

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.

MENA: All trains and engines, unless otherwise restricted, will not exceed 20 MPH between the north and south siding switches at Mena.

WALDRON: All train movements over main highway crossing Waldron will be flagged from ground position by member of train crew and this crossing will not be blocked unnecessarily.

WICKES: There is no train order signal at Wickes.

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 DEPOT: The track parallel to main track on east side, extending from just north of D&E Ry. crossing to just south of Stilwell Ave. is designated as "DeQueen Depot Siding."

WINTHROP-WILTON: All freight trains, except No. 77 and No. 42, reduce speed to 25 mph between North siding switch, Winthrop, and South siding switch, Wilton.

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

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

HOLLY: The siding at Holly cannot be used.

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.

DE QUINCY: Track No. 1, De Quincy 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.

BEAUMONT-CHAISON JCT.-PORT ARTHUR:

All trains and engines move at restricted speed between the southbound Beaumont Yard Limit Board, located at MP 763.9, to and including Port Arthur. All movements in this territory will be made under Rule 93.

Do not exceed 15 MPH between Franklin St. MP 766.8 and SP Railway Crossing MP 769.8 unless otherwise restricted.

No approach signal to signal located at Franklin St. MP 766.8. Northward movements must approach this signal prepared to stop. Rule 98.

When freight trains are to be met at Chaison Yard, it will be necessary to use one of the yard tracks as a siding and such arrangements must be made accordingly.

**SPECIAL INSTRUCTIONS KCS&GT**

All trains and engines will move at Restricted Speed while on Terminal tracks. Trains or engines entering, leaving or moving on other than main tracks, will move at LOW SPEED, not exceeding 10 MPH.

**TWO MAIN TRACKS** between Franklin Street Junction and East Stem of Wye.

Current of traffic for all movements will be on right-hand track in direction of movement.

Movements must not be made against current of traffic unless under flag protection or authorized by yardmaster.

Torpedoes will not be placed on rails of KCS&G Term. tracks.

Fusees will not be placed on street crossings or where they are liable to set fire.

**SPRING SWITCHES LOCATED AS FOLLOWS:**

End of double track; normal position for inbound trains from north leg of wye through crossover to inbound main. Movements on outbound track may run through points.

Normal position of east switch of east crossover to inbound main from north leg of wye to inbound main is for crossover movements. Movements from south leg of wye may run through points. See Special Instructions governing reverse movements.

West switch of west crossover from south wye connection to north wye connection, normal position is for movement from south leg of wye to inbound main; outbound movements to south leg of wye may run through these points.

Normal position of the last switch of the West Crossover at end of double track is hand throw, lined and locked for movements on north leg of wye.

Sanders must not be used passing over spring switches. It must be understood where a move through a spring switch has been started, that a reverse movement should not be attempted until switch has been lined by hand as in moving through the spring switch the points fit back to normal position as each pair of wheels passes over same.

**BLOCK SIGNAL** indications will govern the following movements: All movements in either direction of North Leg of Wye: All movements in either direction over East Leg of Wye.

All inbound movements from any track to and upon the outbound track up to and over the crossover near East Leg of Wye, whether movement is straightaway or through crossover.

Signal indications are as follows:

RED.....Stop.

YELLOW.....Proceed at restricted speed.

Signals will light automatically as movement enters circuits

with the exception of Signal No. 6, which is lighted continuously; in case signals do not light, they will be considered as showing red (Stop) indication.

Signal No. 1: Located between inbound and outbound tracks of the depot line just east of the crossover near East Leg of Wye, to govern reverse movements to be made from inbound track through crossover to outbound track.

This signal will normally display red or stop. A push button time release, located on the signal—STOP CLEAR OF SIGNAL—operate push button, wait 2 minutes. If track circuit on north leg of wye is not occupied, block will display proceed at low speed.

To make movement from eastward main track into south leg of wye, stop clear of signal, reverse switch for the movement.

Signal No. 2: Located on outbound track, depot line, just east of crossover, to govern all movements on outbound track.

Signal No. 3: Located on inbound track, depot line, just west of crossover, to govern all straightaway movements on inbound track from South Wye.

Signal No. 4: Located between outbound and inbound tracks, depot line, just west of switch leading to North Leg of Wye, to govern reverse movements to be made on outbound track.

Signal No. 5: Located between outbound track, depot line, and North Leg of Wye, to govern movements from North Leg of Wye onto outbound and through crossover to inbound track on depot line.

Signal No. 9: Located between KCS northward main track and North Leg of Wye, to govern southward movements through North Wye Switch from KCS main track and from KCS No. 1 yard track onto North Leg of Wye. Signal No. 9 is a repeater of Signal No. 6.

Signal No. 6: Located east of KCS northward main track near T&P-T&NO overhead bridge. Signals 9 and 6 govern southward movements on north leg of wye.

Signal No. 7: Located at T&NO overhead bridge on East Side of North Leg of Wye, to govern northward movements to be made from North Leg of Wye onto KCS northward main track.

Signal No. 8: Located on pier of T&P-T&NO overhead bridge on east side of KCS northward main track, to govern all northward movements on KCS northward main track over North Wye Switch.

Movements must not overrun signals where stop indication is displayed. Where stop indication is displayed and does not change to yellow within five (5) minutes, movements may proceed under flag protection, but must allow time for flagman to get through the block before starting movement.

This does not supersede other instructions contained herein when conditions require observance of same or in making movements not specifically covered.

**SPECIAL INSTRUCTIONS: SHREVEPORT**

**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 move at restricted speed not to exceed 20 MPH on east main track between Harriet St. (station sign) and 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, Louisiana, and McNeil Streets, KCS&GT tracks prepared to stop if crossings are not clear of traffic and indication displayed that traffic lights are operating properly. In the absence of proper traffic indicator light, movements over these crossings must be preceded by flagman.

**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	Maximum Speed M.P.H.
Main track except as otherwise restricted by yard limits, slow orders, slow boards, slow flags, general orders, special instructions or other proper notices:	
<b>FIRST SUBDIVISION</b>	
Between Big Blue Jct. and MP-24.....	40
Except: MP-16 to MP-17.....	30
Between MP-24 and Pittsburg.....	40
Except: When handling No. 77 and No. 42	50
Around curves not protected by	
slow boards.....	40
Bridge A-43, MP-42.0.....	40
Bridge A-74, MP-73.2.....	40
<b>SECOND SUBDIVISION</b>	
Between Pittsburg and Watts.....	50
Except: Ten degree (10°) curve mile 197...	15
Bridge A-206, MP 205.2.....	40
Bridge A-234, MP 234.0.....	45
<b>THIRD SUBDIVISION</b>	
Between Watts and Heavener.....	48
Except: Bridge A-307, MP 306.8.....	40
<b>FOURTH SUBDIVISION</b>	
Between Heavener and Mena.....	48
Between Mena and Grannis.....	40
Except: When handling No. 77 and No. 42	48
Between Grannis and DeQueen.....	35
Except: When handling No. 77 and No. 42	48
<b>FIFTH SUBDIVISION</b>	
Between DeQueen Depot and MP-556...	35
Except: When handling No. 77 and No. 42	50
Around curves not restricted by slow boards.	40
Over Bear Creek Bridge, A-435, MP-434.6.	40
Over Red River Drawbridge, B-478, MP-	
477.9, and do not use brakes while passing	
over this bridge except in emergency....	25
Over Caddo Lake Drawbridge, A-540,	
MP-539.2.....	25
All trains approach and move over	
Bridges A-479, B-479, C-479 and A-480	
at a speed necessary to avoid use of	
train or engine brakes while moving	
over these bridges. This to apply dur-	
ing hot, dry weather and not to	
apply when brakes are in dynamic	
or in case of emergency.	
<b>SIXTH SUBDIVISION</b>	
Between MP-556 and Cedar Grove	
Tower (Shreveport) .....	20
Between Cedar Grove Tower and	
Leesville .....	35
<b>EXCEPT:</b>	
Through Spring Switch at end of double	
track, Cedar Grove Tower.....	15
<b>SEVENTH SUBDIVISION</b>	
Between Leesville and DeQuincy.....	35
Between Daub and Ft. Polk.....	20
Between DeQuincy and Beaumont (See KCS-	
MoPao Joint Timetable).	
Between Beaumont and Port Arthur.....	20
<b>EXCEPT:</b>	
Around curve MP-785.....	10
Lake Charles Branch:	
Between DeQuincy and Lake Charles.....	20
<b>EXCEPT:</b>	
Over Houston River Drawbridge A-733-B..	
Calcasieu River Drawbridge A-740-B, (After	
STOP).....	15

MAXIMUM SPEED OF TRAINS OVER RAILROAD CROSSINGS

Table with columns: Railroad, Crossing, M.P., At or Near Station, Not to Exceed M.P.H. Includes sections for First, Second, Third, Fifth, and Sixth Subdivisions.

Table with columns: Railroad, Crossing, M. P., At or Near Station, Not to Exceed M.P.H. Lists crossings like Gated, Interlocked, and Lake Charles Branch.

Table titled 'Speed Through City Limits Restricted as Follows by City Ordinance' listing speed limits for various cities like Kansas City, Drexel, and Amsterdam.

\*Over crossing unprotected by watchman or gates.
\*\*Also, 15 mph over crossings unprotected by mechanical or electrical signals.
\*\*\*Over Fourth, Mena, Seventh and Tenth Streets.
\*\*\*\*Also, 10 mph over Third and Fourteenth Streets.
\*\*\*\*\*Also, not to exceed 10 mph for a distance of not less than 300 feet before reaching St. Vincent Ave. crossing until engine or lead car has passed over crossing.

Referring to anti-whistling ordinances Joplin, Texarkana, Shreveport, Leesville, Lake Charles and Beaumont: Use of engine whistle may be made when there is imminent danger of accident.

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.

ABBREVIATIONS: S, Scale. T, Turntable. O, Diesel Fuel. W, Water. Y, Wye. R, TOF Ramp.

FIRST SUBDIVISION—Air Line Junction to North Yard

Complex table with columns: SOUTHWARD, SECOND CLASS (77, 41), TIME TABLE No. 5, STATIONS, NORTHWARD, SECOND CLASS (42, 82). Includes station names like Kansas City, West Wye Tower, and North Yard.

No. 77 is superior to No. 42 and No. 82
Communication Service
West Wye Tower... Continuous
Grandview ... 8A-5P\*
Drexel ... 10A-7P\*
Hume ... 4P-1A\*
North Yard ... Continuous
\*Except Sat., Sun. and Holidays

SECOND SUBDIVISION—North Yard to Watts

Table with columns for SOUTHWARD and NORTHWARD directions, including train numbers (77, 41, 42, 82), station names, mile post locations, and effective dates (Sunday, March 22, 1970).

Hot Box and Dragging Equipment Detectors Located: MP 165.2 MP 226.7

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

Tracks not shown on face of time table.

Table detailing Southward and Northward tracks, including station names like Baxter Springs Branch, K. O. G. JCT., and communication service details for various segments.

THIRD SUBDIVISION—Watts to Heavener

Table with columns for SOUTHWARD and NORTHWARD directions, including train numbers (41, 77, 42, 82), station names, mile post locations, and effective dates (Sunday, March 22, 1970).

Hot Box and Dragging Equipment Detectors Located: MP 301.9 MP 315.7

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

Communication Service

Tracks not shown on face of time table.

Watts, Heavener—Continuous. Stilwell—5A-2P, Exc. Sat., Sun., Hol. Westville—7:30A-4:30P, Exc. Sat., Sun., Hol.

Table listing station names, mile numbers, car capacity, and direction of entry for various locations like Baron, Marble City, and Okla. Creosoting Co.

FT. SMITH & VAN BUREN BRANCH

Southward Rule 93 Applies Northward

Tracks not shown on face of time table

Evans Coal Co. M.P. 88.4

Table with columns for TIME TABLE No. 5, STATIONS, and Mile Post, detailing the schedule for the Ft. Smith & Van Buren Branch.

**FOURTH SUBDIVISION—Heavener to DeQueen**

SOUTHWARD				NORTHWARD						
SECOND CLASS		Capy. Other Tracks, S, T, O, W, Y, R	Capacity of Sidings.	TIME TABLE No. 5		Mile Post Location.	Station Numbers.	Office Calls.	SECOND CLASS	
41 Manifest Freight	77 Merchandise Special			42 Manifest Freight	82 Manifest Freight					
Daily	Daily			Effective Sunday, March 22, 1970					Daily	Daily
Lv 8.20PM	Lv 6.00AM	Yard Y OWS		STATIONS					Ar 3.40AM	Ar 2.45PM
		11 102	.....	HEAVENER	338.0	0338	HV			
		15 133	.....	HODGENS	342.2	0342				
		5 99	.....	PAGE	354.7	0355				
		23 118	.....	HOWARD	361.3	0361				
		8 107	.....	RICH MOUNTAIN	367.3	0367				
		204 128	.....	ACORN	374.8	0376				
		26 135	.....	MENA	379.8	0380	NA			
		40 97	.....	POTTER	386.3	0386				
			.....	HATFIELD	392.2	0392	HD			
			.....	COVE	396.9	0397				
		36 103	.....	VANDERVOORT	401.8	0402				
		20 108	.....	WICKES	408.8	0409	KD			
		24 104	.....	GILLHAM	421.3	0421				
Ar 11.55PM	Ar 9.10AM	YWO Yard	Yard	DE QUEEN YD.	432.9	0433			Lv 12.30AM	Lv 11.15AM
				DE QUEEN Depot	433.3	0433	YD			
Daily	Daily			95.3					Daily	Daily
3.35	3.10			Time on Subdivision					3.10	3.30

Hot Box and Drugging Equipment Detectors Located:  
MP 363.8  
MP 404.4

No. 77 is superior to No. 42 and No. 82  
Tracks not shown on face of time table.

	Mi. No.	Car Capacity	Direction of Entry
Emerson Elec. Spur	380	28	N
Rodgers Lbr. Co. Spur	380	9	S
Three States Lbr. Co.	381	17	S
Nekoosa Edwards	381	11	S
Joslyn Mfg. Co.	383	31	S
Rebold Spur	397	17	N
Hatton	404	24	S
Grannis	414	29	N & S

**THE ARK. WESTERN RY.**

Southward		Northward	
Distance from Heavener.	TIME TABLE No. 5		Capacity of Sidings.
	Effective Sunday, March 22, 1970		
	STATIONS		
0.0	.....	HEAVENER	9
10.4	.....	COALDALE	12
13.5	.....	BATES	9
19.1	.....	CAUTHRON	
21.2	.....	OLIVER	2
25.8	.....	HON	6
31.8	.....	WALDRON	24
35.1	End of Line		Y 43

Communication Service  
Heavener—Continuous.  
Mena—8A-5P, Exc. Sat., Hun., Hol.  
Hatfield—8A-5P, Exc. Sat., Sun., Hol.  
Wickes—8:30A-5:30P, Exc. Sat., Sun., Hol.  
DeQueen—Continuous.  
Waldron—8A-5P, Exc. Sat., Sun., Hol.

Tracks not shown on face of time table.

	Mi. No.	Car Capacity	Direction of Entry
Reese Spur	2	10	S
Southwestern Wood	15	3	S
Waldron Furn. Co.	32	6	N

**SPECIAL INSTRUCTIONS**

The Operating Rules of the Kansas City Southern Lines, effective July 1, 1954, will govern on this railway.  
Trains and engines run at restricted speed at all times not to exceed 15 MPH at any point. Rule 93 applies.  
Trains handling wrecker or pile driver, must not exceed ten (10) MPH at any point.

**FIFTH SUBDIVISION—DeQueen to Deramus Yard**

SOUTHWARD				NORTHWARD						
Capy. Other Tracks, S, T, O, W, Y, R	SECOND CLASS		Capacity of Sidings.	Mile Post Location.	TIME TABLE No. 5		Station Number.	Office Calls.	SECOND CLASS	
	77 Merchandise Special	41 Manifest Freight			82 Manifest Freight	42 Manifest Freight				
	Daily	Daily			Effective Sunday, March 22, 1970				Daily	Daily
WOY Yard	Lv 9.25AM	Lv 1.00AM	432.9	.....	DE QUEEN YD.	0433	YD		Ar 10.40AM	Ar 12.05AM
			20	433.3	DE QUEEN Depot	0433				
				433.8	D. & E. Ry. Cross					
	9.44	1.15	133	438.7	WADE	0438			10.25	11.50PM
6	9.51	1.25	442.8	442.8	NEAL SPRINGS	0443			10.18	11.37
7	10.03	1.40	133	449.3	WINTHROP	0450			10.03	11.22
26	10.14	1.55	132	456.0	ALLENE	0457			9.37	11.10
116	10.25	2.10	148	463.0	WILTON	0464			9.25	10.59
Connection				467.6	St. L. & S. F. Cross					
Yard	10.35	2.22	217	467.9	ASHDOWN	0469	ND		9.10	10.45
STWOY Yard R	11.15	3.30	229	487.0	TRIGG STREET	0488			8.30	10.10
				487.3	DEPOT JUNCTION					
				487.4	T. & P. Crossing					
				487.5	St. L. S. W. Crossing					
				489.4	L.C. & C. Co. Cross					
				489.4	T. & P. Crossing					
6	11.30	3.45	132	492.8	JURY	0494			7.40	9.20
57	11.52AM	4.10	507.2	507.2	BLOOMBURG	0506			7.15	8.55
12				512.5	RAVANNA	0514				
19	12.05PM	4.25	132	516.8	SANDRA	0518			6.55	8.35
35				519.4	RODESSA	0520				
54	12.20	4.40	73	526.8	VIVIAN	0528			6.40	8.18
82	12.28	4.50	133	531.8	SHORELINE	0533			6.30	8.10
57				535.8	OIL CITY	0537				
15	12.42	5.02	72	539.3	MOORINGSPT.	0540			6.15	7.56
13	12.55	5.17	133	548.3	BLANCHARD	0549			5.59	7.42
				549.0	TEXAS JCT.					
SWOY Yard R	Ar 1.10PM	Ar 5.35AM	553.3	553.3	DERAMUS YD.	0554	SY		Lv 5.45AM	Lv 7.30PM
	Daily	Daily			120.4				Daily	Daily
	3.45	4.35			Time on Subdivision				4.55	4.35

Hot Box and Drugging Equipment Detectors Located:  
MP 459.5  
MP 523.3

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

Tracks not shown on face of time table.

	Mi. No.	Car Capacity	Direction of Entry
Nekoosa Edwards Paper Co.	471	Yard	(Y)
International Creosote Work	490	27	N & S
Baroid Sales Co.	491	11	N
Hoot Spur	494	Conn.	S
International Paper Co.	500	Yard	N
Caddo Parish Gravel Spur	528	7	S
Superior	532	32	N & S
Halliburton	537	34	N & S
Southwestern Gas & Electric Co.	539	28	S
Arklatex	542	7	N
Brian	545	Yard	S

Communication Service  
DeQueen—Continuous.  
Ashdown—8A-5P, Exc. Sat., Sun., Hol.  
Deramus Yard—Continuous.



SIXTH SUBDIVISION—Deramus Yard to Leesville

Table with columns for SOUTHWARD and NORTHWARD directions, including Station Number, Office Calls, Capacity of Sidings, Mile Post Location, and Time Table No. 5 Effective Sunday, March 22, 1970. Includes stations like Deramus Yd., Harriet St., North Wye Sw., So. Wye Switch, Forbing, Frierson, Kingston, Holly, Mansfield, So. Mansfield, Trenton, Benson, Converse, Noble, Zwolle, Loring, Many, Fisher, Florien, Hornbeck, Anacoco, and Leesville.

No. 77 is superior to No. 42

Communication Service

Deramus Yard—Continuous.
Mansfield—8A-5P, Exc. Sat., Sun., Hol.
Zwolle—7A-4P, Exc. Sat., Sun., Hol.
Many—11A-8P, Exc. Sat., Sun., Hol.
Florien—11:30A-8:30P, Exc. Sat., Sun., Hol.
Leesville—6A-2P Daily, 2P-10P Daily, Exc. Sun.

Tracks not shown on face of time table.

Table with columns: MI. No., Car Capacity, Direction of Entry. Lists tracks like Slack Ind. Park, Standard Wood Prev. Co., Continental Can Co., Boise Southern, Vancouver Plywood, Brown Paper Co., Gandy Spur, L.I.D.A. Spur.

SEVENTH SUBDIVISION—Leesville to Port Arthur

Table with columns for SOUTHWARD and NORTHWARD directions, including Capacity of Sidings, Mile Post Location, TIME TABLE No. 5 Effective Sunday, March 22, 1970, STATIONS, Station Number, Office Calls. Includes stations like Leesville, Newllano, Daub, Neame, Rose Pine, Deridder, J. & E. Crossing, Carson, Singer, Seale, De Quincy, C. S. Junction, Helme, Lucas, Starks, Ruliff, Mauriceville, Vidor, Beaumont, G. C. L. Junction, B. W. & T. Crossing, Chaison Jct., Nederland, Neches Jct., Port Arthur.

LAKE CHARLES SUBDIVISION—DeQuincy to Lake Charles

Table with columns for SOUTHWARD and NORTHWARD directions, including Capacity of Sidings, Mile Post Location, RULE 93 APPLIES ENTIRE SUBDIVISION, STATIONS, Office Calls, Station Number. Includes stations like De Quincy, Mo. Pac. Crossing, Buhler, Mossville, West Lake, Lake Charles.

Communication Service

Beaumont—Continuous.
De Quincy—8A-3P, Daily.
DeRidder—8A-5P, Exc. Sat., Sun., Hol.
Leesville—6A-2P, Daily, 2P-10P Daily, Exc. Sun.

Tracks not shown on face of time table.

Table with columns: MI. No., Car Capacity, Direction of Entry. Lists tracks like Fort Polk, Coopers, Feeders Co-Op, Boise Southern Paper Co., Textile Paper Products, Lunita, Lemonsville, Zummo, Team Track, Spindletop, Dupont, Air Red. Sales, Spindletop Engr. & Constr. Co., Dupont, Sun, Metal Services, Inc., Griffing, Henning & Gilbert, Chaison Branch Mag. Pet. Co., Gulf States Utilities.

**TONNAGE RATINGS**

SUB-DIVISION	Direction	FROM Station	TO Station	FREIGHT ENGINES			
				1500	1750	2250	3000
FIRST	South	MP-0 MP-23	MP-23 MP-129	2320 2580	2670 2970	4030 4450	4640 5160
	North	MP-129 MP-23	MP-23 MP-0	2580 3800	2970 4390	4450 6400	5160 7600
SECOND	South	MP-129 MP-155 MP-174 MP-181 MP-201 MP-229	MP-155 MP-174 MP-181 MP-201 MP-229	2680 2050 1000 1200 1000 1500	3090 2425 1160 1390 1160 1625	4610 3520 1600 1920 1600 2560	5360 4100 2500 3000 2500 3000
	North	MP-236 MP-185	MP-185 MP-129	1080 2470	1250 2850	1730 4270	2700 4940
THIRD	South	MP-236 MP-265	MP-265 MP-338	1500 2460	1725 2830	2560 4260	3750 4920
	North	MP-338 MP-265	MP-265 MP-236	2600 1460	3000 1675	4480 2480	5200 3625
FOURTH	South	MP-338 MP-367 MP-404	MP-367 MP-404 MP-433	1080 1290 1540	1250 1500 1790	1730 2060 2460	2700 3225 3850
	North	MP-433 MP-367	MP-367 MP-338	1170 2800	1360 3230	1870 4800	2925 5600
FIFTH	South	MP-433 MP-488	MP-488 MP-554	2820 2660	3250 3060	4830 4560	5640 5300
	North	MP-554 MP-488	MP-488 MP-433	2650 2820	3050 3250	4560 4830	5300 5640
SIXTH	South	MP-554	MP-669	1690	1950	2860	4225
	North	MP-669 MP-592	MP-592 MP-554	2260 2660	2720 3120	3780 3780	4972 4972
SEVENTH	South	MP-669	MP-719	2760	3190	4740	5220
	North	MP-719	MP-669	2800	3240	4800	5600
	South	MP-719	MP-767	4100	4500	7200	8200
	North	MP-767	MP-719	4100	4500	7200	8200
	South	MP-767	MP-787	4100	4500	7200	8200
LAKE CHARLES	South	MP-719	MP-B-742	4100	7000	7500	
	North	MP-B-742	MP-719	4100	7000	7500	

For 150, 160, 45 class diesel engines:

MP 178 to MP 206 and MP 229 to MP 237      2830 Tons  
 MP 433 to MP 488 (both directions)      4200 Tons Local service only.  
 MP 488 to MP 554 (both directions)      3500 Tons Local service only.

Tonnage rating for 1100, 1200 and 1300 class engines will be the same as shown in 1500 H.P. column, except:

MP 178 to MP 206 and MP 229 to MP 237, 2590 Tons can be handled.

Tonnage rating for slug units, series 200, will be the same as shown in 1500 H.P. column. 1100, 1200 and 1300 class engines will not be operated in unison with 1500, 1750, 2250 or 3000 H.P. engines except on authority of Superintendent of Machinery.

1000 H.P. Engines: 1101-1102, 1125, 1126, 1200-1226.

1200 H.P. Engines: 1300-1315.

1500 H.P. Engines: 30, 50, 70, 80, and 90 class, 150-154, 156-161, 1500-1517.

1750 H.P. Engines: 155, 162-165, 45.

2250 H.P. Engines: 100-119.

3000 H.P. Engines: 600-621.

**CLASSIFICATION OF ENGINES**

CLASS	Unit Numbers	Tractive Power In Pounds Per Unit	Weight on Drivers In Pounds Each Unit	Total Weight on Loco. Loaded In Pounds Each Unit	Cooper's Rating Per Unit
Freight.....	30-A-B	61,213	244,850	244,850	E-50
".....	31-B	61,700	246,800	246,800	E-50
".....	32-A-B	61,743	246,970	246,970	E-50
".....	33-A	62,050	248,200	248,200	E-50
".....	33-B	59,150	236,600	236,600	E-50
".....	45	63,300	253,200	253,200	E-50
".....	50-A-B-C	56,630	226,520	226,520	E-46
".....	51-B-C	56,527	226,110	226,110	E-46
".....	53-B-D	56,559	226,235	226,235	E-46
".....	54-A-B-C	56,635	226,530	226,530	E-46
".....	55-C	56,668	226,720	226,720	E-46
".....	56-C-D	56,725	226,900	226,900	E-46
".....	57-B-C-D	56,652	226,610	226,610	E-46
".....	58-A-C-D	57,675	230,700	230,700	E-46
".....	59-B-C-D	57,562	230,250	230,250	E-46
".....	70-A-B-C	59,866	239,466	239,466	E-46
".....	71-A-B-C	59,300	237,200	237,200	E-46
".....	72-A-B-D	57,613	230,450	230,450	E-46
".....	73-A-B-D	58,630	234,520	234,520	E-46
".....	74-B-C-D	58,637	234,550	234,550	E-46
".....	75-A-B-C-D	57,887	231,550	231,550	E-46
".....	76-A-B-C-D	59,825	239,300	239,300	E-46
".....	77-B-C	59,800	239,200	239,200	E-46
".....	78-B-C	57,625	230,550	230,550	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.....	100-119	64,500	258,000	258,000	E-52
SD-40 Spec. Duty.....	600-621	96,898	404,925	404,925	E-54

**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
30†	30 (a)	65 MPH	70	70 (a)	65 MPH	89	72 (d)	65 MPH
32†	32 (a)	" "	71†	71 (a)	" "	90†	73 (d)	" "
33	33 (a)	" "	72†	72 (a)	" "	91†	74 (d)	" "
50	50 (a)	" "	73†	73 (a)	" "	92†	75 (d)	" "
94	54 (a)	" "	75†	75 (a)	" "	93†	76 (d)	" "
95	58 (a)	" "	76†	76 (a)	" "	100-119	100-119	" "
			80†	53 (d)	" "	150-165	150-165	" "
			83†	56 (d)	" "	600-621	600-621	" "
			84	57 (d)	" "			
			85†	58 (d)	" "			
			86†	59 (d)	" "			
			87†	70 (c)	" "			
			88	71 (c)	" "			

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

**WRECKERS**

Number	Location	Capacity	Cooper's Rating
05	Pittsburg.....	250 Ton	E-70
03	Heavener.....	120 Ton	E-45
06	Shreveport.....	150 Ton	E-70
W-1	Port Arthur.....	100 Ton	E-27

**CABOOSES**

Cabooses	Number
300-332	33
352-355	4
359-386	28
389	1
619	1
658	1
<b>TOTAL</b>	<b>68</b>

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

SOUTHWARD				Distance From Kansas City	TIME TABLE No. 5 Effective Sun., Mar. 22, 1970	NORTHWARD			
	77	41				82	42		
	Lv 7.10PM	Lv 6.00AM		0	..... KANSAS CITY.....	Ar 4.45AM	Ar 3.40PM		
	10.45	10.45		129.3	..... PITTSBURG.....	11.45PM	11.55AM		
	11.20PM	11.45AM		30.2	..... BAXTER SPRINGS.....				
	5.30AM			159.5	..... JOPLIN.....	9.35	9.45		
	12.05AM	12.45PM		154.3	..... NEOSHO.....	8.55	9.10		
	12.38	1.21		174.1	..... SALLISAW.....	4.40	5.20		
	4.30	5.45		291.1	..... FT. SMITH.....				
	Local Freights, Via St. L. S. F. Ry., Ft. Smith and Poteau.				328.1				
	5.10	6.35		317.3	..... PANAMA.....	3.45	4.25		
	5.25	6.50		326.3	..... POTEAU.....	3.30	4.10		
	5.35	7.00		333.0	..... HOWE.....	3.20	4.00		
	5.45	7.10		338.0	..... HEAVENER.....	3.10	3.50		
	8.00	8.20		338.0	..... DE QUEEN.....	11.15AM	12.30		
	9.10	11.55PM		433.3	..... ASHDOWN.....	10.40	12.05AM		
	9.25	1.00AM		433.3	..... TEXARKANA.....	9.10	10.45PM		
	10.35	2.22		467.9	..... SHREVEPORT.....	8.30	10.10		
	11.15AM	3.30		488.9	..... LEESVILLE.....				
	1.10PM	Ar 5.35AM		560.7	..... DE RIDDER.....				
	7.30PM			560.7	..... DE QUINCY.....				
	11.40PM			668.4	..... LAKE CHARLES.....				
	12.20AM			668.4	..... BEAUMONT.....				
	1.05			689.2	..... PORT ARTHUR.....				
	2.00			719.1					
	Ar 5.30AM			741.4					
	4.35			766.5					
	Ar 8.15AM			788.0					

**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**

- Safety is of first importance in the discharge of duty.
  - Avoid all risks. Watch for unsafe conditions and correct and report them.
  - 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.
  - 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.
  - Look out for approaching movements and alight outside of rails when getting off engine or car.
  - When alighting from or boarding rear end of freight train, use rear platform of caboose.
  - 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.
  - Employees are prohibited from riding or walking on roof of any moving car.
  - Do not ride on facing end of leading car or trailing end of rear car when possible to avoid it.
  - When riding side of car, keep a close watch for unsafe clearances.
  - 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.
  - Do not ride on footboard on forward end in direction engine is moving.
  - Do not ride on buffer plates, drawbars, brake beams, brake wheels, end ladders, and on end of car containing load that may shift.
  - Firm grip and safe foothold are essential to safety when on sillstep, side ladder, end platform, or in transferring or changing position.
  - When alighting from moving equipment extreme care should be exercised. Avoid getting off in an awkward manner that will result in strains or sprains.
  - 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.
  - 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.
  - 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.
  - Be prepared constantly for sudden start or stop and for the shock of brake or slack action.
  - Use cut-lever to uncouple cars. If lever is inoperative, tie the movement down before crossing to opposite side.
  - 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.
  - 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.
  - 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.
  - Slack cuts apart half car length before going between couplers to make adjustments of knuckles or for other purposes.
  - Do not attempt to cross track close in front of moving engine or car.
  - Wear safe shoes and other apparel, and use suitable clear (or Calobar) goggles when needful to protect against sand, cinders, or other eye hazards.
  - 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.
  - A habit of too much idle conversation across cab or caboose may contribute to serious accident.
  - Keep the mind on the work and have a clear and mutual understanding of the moves to be made.
- DIESEL LOCOMOTIVE HAZARDS**
- Enginemen and others will use hard rubber or non-metallic cased flashlights in and around Diesel locomotives.
  - Never place hands or face near main generator or any high voltage equipment while it is working under load.
  - Do not smoke or have open flame in engine room.
  - Rings and wrist watches will not be worn while working around electrical equipment.
  - Fuses will not be pulled while under load.
  - High voltage cabinet will not be opened while Diesel Engine is running, other than idling.
  - Stepping out of side doors of moving Diesel units to platform or other side elevation is prohibited.
  - 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).
  - 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:**
- Giving signal to move an engine or cars and then crossing track in front of movement.
  - Giving signal to move an engine or cars without first placing switch in proper position.
  - Throwing or attempting to throw switch too short a distance ahead of an approaching train or engines.
  - Engineman drifting down too close to switches that are to be thrown.
  - To stand on top of a box car, covered hopper, caboose or any other similar car while such car is moving under an overhead structure.
  - Permitting any car with a defective or missing handhold to be moved or set out without first notifying all employes on the train and making wire report to the Superintendent. Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.
- THE PROPER INTERPRETATION OF EACH AND EVERY RULE AND TRAIN ORDER IS THE ONE THAT WILL INSURE THE GREATEST DEGREE OF SAFETY TO EACH EMPLOYEE AND HIS FELLOW MAN.**

**Obedience to the rules is essential to Safety**

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