

SAFETY

“SAFETY is of the **FIRST** importance in the discharge of duty.”

“Obedience to the rules is essential to **SAFETY.**”

Strict observance of the rules is necessary for the protection of life and limb, and the employees who are ever mindful of this not only reflect credit upon themselves and the railroad, but theirs is a real service to mankind.

THE KANSAS CITY SOUTHERN RAILWAY COMPANY

**SOUTHERN DIVISION
AND
TEXARKANA AND FORT SMITH
RAILWAY COMPANY**

TIME TABLE NO. 8

**EFFECTIVE AT 12:01 A. M.
SUNDAY,
JULY 11, 1926**

FOR EMPLOYEES ONLY

C. E. JOHNSTON, Vice-Pres. and Gen. Mgr., K. C. S. Ry.,
Third Vice-President, T. & Ft. S. Ry.,
Kansas City, Mo.

E. H. HOLDEN, Gen'l Sup't Transportation,
K. C. S. Ry.,
Fourth Vice-President, T. & Ft. S. Ry.,
Kansas City, Mo.

W. N. DERAMUS, Superintendent,
Texarkana, Texas.

L. W. McBRIDE, Sup't of Terminals,
Port Arthur, Texas.

DISTRICTS

FIFTH DISTRICT—	
De Queen to Shops.....	124.7 Miles
SIXTH DISTRICT—	
South Y Switch to Union Depot, Shreveport... 1.1 "	
Shops to Leesville.....	110.5 "
SEVENTH DISTRICT—	
Leesville to Port Arthur.....	117.5 "
LAKE CHARLES DISTRICT—	
De Quincy to Lake Charles.....	22.3 "
Total Mileage.	376.1 Miles

TRAIN MASTERS, CHIEF DISPATCHERS AND DISPATCHERS

R. A. SULLIVAN.....	Train Master
DAY MILLS.....	Chief Dispatcher
E. B. MOSS.....	Dispatcher
A. G. STUCKEY.....	"
R. W. LAWS.....	"
F. A. SHEARER.....	"

TEXARKANA, TEXAS

C. GIBBS.....	Train Master
D. B. JAMES.....	Chief Dispatcher
S. C. JUSTUS.....	Dispatcher
L. F. AKERS.....	"
F. C. PORTER.....	"

SHREVEPORT, LOUISIANA

SPECIAL RULES

1. Districts are designated in the time table for the operation of trains, as per Rule 4 of Book of Rules.
2. The superior direction of trains is north.
3. A train will not leave its initial station on any district without a clearance card authorized by the dispatcher.
Should the telegraph fail, a clearance card properly filled out by the operator, indicating this condition, will be authority for the schedule train to proceed, provided its movement is not otherwise restricted.
Conductors will check register at each registering station and furnish engineers with register checks, Form 227. Engineers will see that they get register checks and know that all trains having right over them have arrived and departed.
Each conductor will procure two copies of clearance card, where clearance is required, and deliver one to engineer whether orders are received or not.
4. Engineers will not cut their engines from and leave their trains without first consulting with the conductor, except as provided by the rules.
5. Engineers will sound engine whistle signal 14-L when nearing curves and obscure places and when approaching public highway crossings at grade will sound engine whistle signal 14-L at the whistling board and repeat the signal again, beginning at a point 900 feet before reaching crossing. The two long blasts followed by the two short ones will be sounded separately and distinctly, and in giving the signal the second time the blast will be prolonged so that the final blast will be made just before reaching crossing.
6. The following signs placed in columns provided for them indicate: S, Scales; T, Turn Table; PH, Telegraphone; O, Oil; W, Water; Y, Wye; ¶, Stop for Meals.
7. Maximum speed of freight trains is 30 miles per hour, except Lake Charles District, which is 20 miles per hour. Trains handling pile driver, steam derrick, or like heavy machinery will not exceed speed of 20 miles per hour.
Maximum speed of passenger trains is 55 miles per hour, except Lake Charles District, which is 30 miles per hour.
Maximum speed of G Class locomotives is 25 miles per hour.
Class "H" Locomotives Nos. 800 to 810 inclusive, when handling passenger trains on descending grades will not exceed speed of 45 miles per hour; 15 miles per hour over Little River Bridge (A-445); 10 miles per hour over connection between main line and Union Depot, Texarkana, and 10 miles per hour over Caddo Lake Bridge (A-540).
Maximum speed of D-5, E-1, E-3 and E-4 Class locomotives, when used in passenger service, is 30 miles per hour. Maximum speed of E-4 Class locomotives is 15 miles per hour, G Class 10 miles per hour over Little River Bridge (A-445). G-1 and G-2 locomotives will not be permitted to operate over Little River bridge, A-445, and will not exceed ten miles per hour over bridge A-435, over Bear Creek south of DeQueen. E-4 engines will not be double headed over bridge A-445.
8. The speed of trains will not exceed twenty-five (25) miles per hour within interlocking limits, at railroad grade crossings interlocked.
9. All trains will come to a full stop at the following draw-bridges:
A-739—Sabine River.
A-733-B—Houston River (Lake Charles District).
A-740-B—Calcasieu River (Lake Charles District).
Trains will not be required to stop unless flagged or signals do not show clear at the following draw-bridges:
A-540—Caddo Lake.
A-766—Neches River (controlled by Interlocker).
10. Local freight trains will stop at all stations, sidings and mill spurs upon signal for freight
11. Stations protected by yard limit boards are as follows:

Fifth District: {	De Queen, Horatio, Neal Springs, Ashdown, Texarkana, Shreveport.	Seventh District: {	Leesville, Pickering, Neame, De Ridder, De Quincy, Beaumont, Port Arthur.
Sixth District: {	Shreveport, Mansfield, Leesville.	Lake Charles District: {	De Quincy, Lake Charles.
12. All trains, including first-class trains, will move cautiously between Trigg Street and Depot Junction, Texarkana, expecting to find the main line obstructed or occupied without flag protection.

13. Trainmen and enginemen on Fifth and Sixth Districts will provide themselves with current time tables of Kansas City, Shreveport & Gulf Terminal Co. and be governed by same between "Y" switches and Union Depot, Shreveport.

Trainmen and enginemen on the Seventh District will provide themselves with current joint time table of K. C. S. Ry.-T. & Ft. S. Ry.-Gulf Coast Lines and be governed by same between C. S. Junction and Beaumont.

14. Freight trains (other than local freight trains regularly carrying passengers), will not carry passengers, except: (a) Attendants in charge of live stock, fruit or perishable freight, when provided with proper transportation. (b) Employees of the Kansas City Southern and Texarkana & Fort Smith Railways, holding annual passes. (c) Parties holding free transportation endorsed "Good on freight trains." (d) Trains 51, 54, 55 and 56 will not make extra stops to pick up or discharge passengers. (e) Local freight trains will carry passengers under existing instructions as regards freight train releases, except that trains 39 and 40 will not carry passengers between De Quincy and Port Arthur.

15. Northbound trains approaching Shreveport Shops will be under control and keep careful lookout for trains backing in on south leg of "Y." Responsibility for accidents due to neglect of these precautions will rest with crews of northbound trains. This does not relieve crew of any train using "Y" from exercising due precaution.

16. Switch point derail has been installed new yard Shops on new lead to Gas Center just north of the south switch connecting this track to the north yard lead, and on north classification lead between No. 18 switch and run-around track. Observe these derails before using and restore to derail position after using.

17. Passenger trains will not exceed 15 miles per hour, and freight trains 10 miles per hour over Red River bridge, Caddo Lake, Sabine River and Neches River draw-bridges on main line and Houston River and Calcasieu River draw-bridges on Lake Charles District.

Through city limits of the following towns speed of trains is restricted as follows by city ordinance:

Table with 2 columns: Town Name and Speed. Rows include DeQueen (15 miles an hour), Winthrop (15), Ashdown (8), Texarkana (6), Bloomburg (12), Vivian (15), Shreveport (8 miles an hour), Cedar Grove (15), Converse (25), Leesville (6), DeRidder (12), Lake Charles (20), Beaumont (6).

18. Crossover switch 1457 feet south of depot Wilton is the north switch of passing track. Northbound trains holding main track will stop clear of this switch when meeting or waiting for southbound trains.

REGISTERING STATIONS

Table with 3 columns: Station Name, Station Name, Station Name. Rows include DeQueen Yard, Bear Creek Junction, Neal Springs, Texarkana Yard, Texarkana Union Depot, New Yard Office Shops, Shreveport Union Depot, Leesville, DeQuincy, C. S. Junction, Beaumont, Port Arthur, Lake Charles.

Conductors of first class trains will register by throwing off register checks at Texarkana Yard Office and New Yard Office Shops, except when green signals are displayed for a following section, when trains will stop and Conductor register, but will not be required to get clearance card at Texarkana Yard Office or New Yard Office Shops.

All northbound passenger trains will register arrival and departure at North Y Switch.

All southbound passenger trains will register arrival and departure at South Y Switch.

Trains Nos. 1 and 3 also will register at North Y Switch.

STANDARD CLOCKS

Table with 3 columns: Station Name, Station Name, Station Name. Rows include DeQueen Yard, Texarkana Yard, Texarkana Union Depot, New Yard Office Shops, Shreveport Union Depot, Leesville, DeQuincy, Beaumont, Port Arthur, Lake Charles.

GENERAL ORDER, GENERAL NOTICE AND BULLETIN BOOKS

Table with 3 columns: Station Name, Station Name, Station Name. Rows include DeQueen Yard Office and Roundhouse, Texarkana Yard Office and Roundhouse, New Yard Office Shops and Roundhouse, Shreveport Union Depot, Leesville and Roundhouse, DeQuincy, Beaumont, Port Arthur and Roundhouse, Lake Charles and Roundhouse.

HOSPITAL DEPARTMENT

Large table listing hospital staff members, their titles, and locations. Includes names like Dr. Sam'l Ayres, Dr. J. A. Hendricks, Arthur Herold, Walter P. Miller, John L. Scaes, etc.

OFFICIAL WATCH INSPECTORS

J. H. MACE, General Time Inspector, Kansas City, Mo.

E. O. VAN BEEK, Assistant to General Time Inspector, Kansas City, Mo.

Table with 2 columns: Name and Location. Rows include E. N. HARTLEY (De Queen, Ark.), J. F. MILLS (Ashdown, Ark.), L. L. ARNOLD (Texarkana, Tex.), A. E. GORDON (Shreveport, La.), ELZIE STOKES (Leesville, La.), L. A. DELOUCHE (De Quincy, La.), J. E. STINGER (Lake Charles, La.), R. M. MOTHNER (268 Pearl St., Beaumont, Tex.), J. JACOBS (Port Arthur, Tex.).

ROSCOE HOOPER, Supt. of Telegraph, in charge of Watch Inspection, Kansas City, Mo.

FIFTH DISTRICT—DeQueen to Shops

Table with columns: SOUTH BOUND, THIRDS CLASS, SECOND CLASS, FIRST CLASS, TIME TABLE No. 8, STATIONS, Distance from Kansas City, Office Calls, Hours of Telegraph Service. Includes train schedules for PH. DE QUEEN YD., PH. DE QUEEN PASS. DEPOT, BEAR CREEK JCT., PH. HORATIO, PH. NEAL SPRINGS, MORRIS FERRY, WINTHROP, PH. ALLENE, WILTON, ASHDOWN, HUDSON, PH. OGDEN, WHATLEY, TRIGG STREET, DEPOT JUNCTION, Texarkana Union Depot, PH. HAMMONS, SANDRA, PH. RODESSA, PH. MYRTIS, VIVIAN, LEWIS, OIL CITY, MOORINGSPO, MILE POST 544, BLANCHARD, NO. SHREVEPORT, PH. SHOPS.

Switches at Bear Creek Junction and Neal Springs. will be left SET FOR THE NEW LINE AND LOCKED.

Trains 1, 2, 3, 4, 33 and 34 will use the Old Line via Horatio between Bear Creek Junction and Neal Springs.

Trains 51, 54, 55 and 56 will use the New Line via Wade between Bear Creek Junction and Neal Springs.

Sidings and Spurs Between Stations.

Table with columns: Mile No., Car Capac., Station Name. Lists sidings and spurs such as Std. Pipe Line Co., Poco, Little River Spur, Lipton, Christman Spur, International Creosote Works, Draper, Gilbert & Wilson Lumber Co., Cass, Rufus, Superior, Caddo, Pyron, Dawes Spur, Caddo Parish Gravel Spur, Willowbrook B. & Tile Co., Lakeview, La., Gas Center.

Additional Flag Stops.

PH Index, Mile 478, is flag stop for trains 3 and 4.

Draper, Mile 496, is flag stop for trains 3 and 4.

Watson, Mile 498, is flag stop for trains 1, 2, 3 and 4.

Cass, Mile 504, is flag stop for trains 1, 3 and 4.

Sidings and Spurs Between Stations.

Table with columns: Mile No., Car Capac., Station Name. Lists Packard siding.

BEAR CREEK JUNCTION TO NEAL SPRINGS

Table with columns: STATIONS, Distance from Kansas City, Office Calls, Hours of Telegraph Service. Includes Bear Creek Jct., Wade, PH. Neal Spgs.

FIFTH DISTRICT—Shops to DeQueen

Table with columns: NORTH BOUND, TIME TABLE No. 8, STATIONS, Capacity of Other Tracks, Capacity of Passing Tracks, Distance from Port Arthur, Hours of Telegraph Service. Includes PH. DE QUEEN YD., PH. DE QUEEN PASS. DEPOT, BEAR CREEK JCT., PH. HORATIO, PH. NEAL SPRINGS, MORRIS FERRY, WINTHROP, PH. ALLENE, WILTON, ASHDOWN, HUDSON, PH. OGDEN, WHATLEY, TRIGG STREET, DEPOT JUNCTION, Texarkana Union Depot, PH. HAMMONS, SANDRA, PH. RODESSA, PH. MYRTIS, VIVIAN, LEWIS, OIL CITY, MOORINGSPO, MILE POST 544, BLANCHARD, NO. SHREVEPORT, PH. SHOPS.

Switches at Bear Creek Junction and Neal Springs will be left SET FOR THE NEW LINE AND LOCKED.

Trains 1, 2, 3, 4, 33 and 34 will use the Old Line via Horatio between Bear Creek Junction and Neal Springs.

Trains 51, 54, 55 and 56 will use the New Line via Wade between Bear Creek Junction and Neal Springs.

Location of Mail Cranes

Table with columns: Mile No., Station Name. Lists Allene, Wilton, Cass, Ravanna, Caddo, Blanchard.

NEAL SPRINGS TO BEAR CREEK JUNCTION

Table with columns: STATIONS, Distance from Kansas City, Office Calls, Hours of Telegraph Service. Includes Bear Creek Jct., Wade, PH. Neal Spgs.

SIXTH DISTRICT—Shops to Leesville

Table with columns: Sidings and Spurs Between Stations, Mile No., Car Capac., SOUTH BOUND (THIRD CLASS, SECOND CLASS, FIRST CLASS), TIME TABLE No. 8, STATIONS, Distance from Kansas City, Office Calls, Hours of Telegraph Service, Week Days, Sundays and Holidays. Includes stations like PH... SHOPS, V. S. & P. Crossing, T. & P. Crossing, etc.

Note—No. 1 will stop at any station between Shreveport and De Quincy to discharge passengers boarding train at Texarkana or points north.

SIXTH DISTRICT—Leesville to Shops

Table with columns: Capacity of Other Trains, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes, Capacity of Passing Tracks, Distance from Port Arthur, TIME TABLE No. 8, NORTH BOUND (FIRST CLASS, SECOND CLASS, THIRD CLASS), STATIONS, Arrive Daily, Depart Daily. Includes stations like PH... SHOPS, V. S. & P. Crossing, T. & P. Crossing, etc.

Note.—No. 2 will stop at any station between De Quincy and Shreveport to discharge passengers boarding train at points south of De Quincy.

Location of Mail Cranes.

Table listing mile numbers for mail cranes at various stations: Cedar Grove (562), Forbing (566), Frierson (577), Kingston (581), So. Mansfield (594), Benson (605), Converse (611), Noble (617), Zwolle (622), Fisher (639), Florien (643), Gandy (646), Sandel (648), Hornbeck (653), Barham (654), Anacoco (659), Hawthorne (665).

Water Tanks Between Stations.

2.5 miles north of Frierson. 0.5 miles north of Trenton. 2.6 miles south of Converse.

SEVENTH DISTRICT—Leesville to Port Arthur

Table with columns: SOUTH BOUND, TIME TABLE No. 8, STATIONS, Distance from Kansas City, Office Calls, Hours of Telegraph Service. Includes sub-columns for Third Class, Second Class, and First Class (Local, Through Mail, Through Mail and Express).

Note—No. 1 will stop at any station between Shreveport and De Quincy to discharge passengers boarding train at Texarkana or points north.

SEVENTH DISTRICT—Port Arthur to Leesville

Table with columns: NORTH BOUND, TIME TABLE No. 8, STATIONS, Capacity of Passing Tracks, Distance from Port Arthur, Hours of Telegraph Service. Includes sub-columns for First Class, Second Class, and Third Class (Through Mail and Express, Local, Through Mail and Express).

Note.—No. 2 will stop at any station between De Quincy and Shreveport to discharge passengers boarding train at points south of De Quincy.

Location of Mail Cranes. Mile No.

- Newllano. 670
Pickering. 677
Neame. 680
Pinewood. 682
Rose Pine. 684
Ludington. 688
Bon Ami. 693
Carson. 696
Singer. 705
Oretta. 715
Lunita. 731
Starks. 736
Ruliff. 741
Hartburg. 744
Lemonville. 749
Vidor. 761

Water Tanks Between Stations. 1.6 miles north of Newllin.

LAKE CHARLES DISTRICT—De Quincy to Lake Charles

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	SOUTH BOUND				Capacity of Passing Tracks.	Distance from Kansas City.	TIME TABLE No. 8 Effective JULY 11, 1926	Distance from Lake Charles.	Office Calls.	NORTH BOUND			
	THIRD CLASS	FIRST CLASS								FIRST CLASS			THIRD CLASS
	251	11	203	201						202	204	12	256
	Manifest Freight	Passenger	Passenger	Passenger						Passenger	Passenger	Passenger	Manifest Freight
	Depart Daily	Depart Daily	Depart Daily	Depart Daily		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
W O Y Yard	Lv 3.00AM	Lv 2.05PM	Lv 5.05AM	Lv 4.05PM	718.8	PH..DE QUINCY	22.3	CY	Ar M 11 1.50PM	Ar 1.00AM	Ar 8.30AM	Ar 9.30PM	
Connection		M 202			B 719.2	Gulf Coast Line Cross.	21.9						
14	f 3.37	f 2.15	f 5.15	4.15	B 723.0	PERKINS	18.1		1.40	f 12.49	f 8.18		
48	4.07	f 2.45	f 5.29	4.27	62 B 728.4	BUHLER	12.7		1.28	f 12.37	f 8.05	8.53	
		f 2.45	f 5.46	4.42	B 735.4	MOSSVILLE	5.7		1.11	f 12.22	f 7.45	8.23	
					B 735.8	LOCKPORT JCT.	5.3						
12 Connection Interlocked	4.20	s 2.54	s 5.55	s 4.49	B 738.8	WEST LAKE	2.3		1.05	s 12.15	s 7.37	8.10	
					B 740.7	Sou. Pac. Crossing	0.4						
					B 740.9	Sou. Pac. Crossing	0.2						
W S O T Yard	Ar 4.30AM	Ar 3.00PM	Ar 6.00AM	Ar 4.55PM	B 741.1	PH LAKE CHARLES		SA	Lv 1.00PM	Lv 12.10AM	Lv 7 30AM	Lv 8.00PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			22.3		Depart Daily	Depart Daily	Depart Daily	Depart Daily	
	1.30	.55	.55	.50			Time on District		.50	.50	1.00	1.30	

LOCKPORT BRANCH.

So. Pacific Crossing.....E736.1
 Lockport.....E738
 Perkins & Miller.....E741

SPECIAL RIGHTS OF TRAINS.

No. 201 is superior to No. 204 to Lake Charles.
 No. 203 is superior to No. 202 to Lake Charles.

HOURS OF TELEGRAPH SERVICE

STATIONS	Week Days	Sundays and Holidays
DE QUINCY.....	Continuous	Continuous
LAKE CHARLES....	8A-5P	8A-10A

CLASSIFICATION OF LOCOMOTIVES

CLASS	Locomotive Numbers	Tractive Power, in Pounds	Weight on Drivers, in Pounds	Weight of Loco. and Tender Empty, in Lbs.	Weight of Loco. and Tender Loaded, in Lbs.
B-3.....	140	15,000	67,500	106,658	177,000
B-3.....	143	16,800	67,500	106,658	177,000
D-5.....	356	26,520	112,500	142,068	226,400
D-5.....	354, 368, 371, 380	28,931	121,000	150,568	243,380
D-5.....	357, 359 to 361	28,931	112,500	142,068	226,400
D-5.....	365, 366, 373, 374				
D-5.....	376, 378, 379				
D-6.....	400	19,872	94,700	123,458	205,800
D-7.....	601, 602, 606	26,389	135,000	192,440	311,900
D-7.....	600, 603, 604, 605	26,389	135,000	177,000	288,500
E-1.....	465	39,460	162,000	184,322	290,000
E-1.....	460, 470, 471	39,460	157,000	176,322	282,000
E-1.....	472	39,460	160,400	215,880	300,780
E-3.....	483, 516	47,124	182,650	231,580	324,680
E-3.....	481, 485, 522	47,124	195,660	264,380	396,480
E-3.....	497, 514, 527	47,124	194,560	262,280	394,380
E-3.....	475, 512, 524	47,124	194,560	246,460	339,560
E-3.....	480, 495, 513, 519	47,124	195,660	270,380	396,480
E-3.....	486, 489, 520,	47,124	195,660	248,560	341,660
E-3.....	523, 525				
E-3.....	477, 498, 515, 521,	47,124	195,660	253,560	350,660
E-3.....	529 to 532				
E-3.....	478, 484,	47,124	194,560	251,460	348,560
E-3.....	490, 491, 492, 493,				
E-3.....	494, 496, 499, 510,				
E-3.....	511, 517, 526, 528				
E-3.....	550 to 557, 559 to 564	55,948	224,000	289,200	426,200
E-4.....	558	68,848	224,000	317,500	443,800
G.....	700 to 711	Simp. 96,555 Comp. 80,463	352,000	387,100	526,000
G-1.....	750, 751, 755	Simp. 144,552 Comp. 122,961	466,000	548,900	715,900
G-1.....	752, 753, 754, 756	Simp. 129,552 Comp. 107,961	466,000	527,900	694,900
G-2.....	757 to 765	Simp. 132,498 Comp. 110,415	476,400	546,300	713,300
G-2.....	766	Simp. 141,331 Comp. 117,776	478,400	577,500	772,700
H.....	800 to 807	37,470	159,500	297,200	428,600
H-1.....	808 to 810	37,470	166,500	313,800	453,600

WEIGHT OF EMPTY PASSENGER CARS

CLASS	Numbers	Length in Feet	Tons	CLASS	Numbers	Length in Feet	Tons
Baggage and Express	1 and 2	61	51	Chair Cars	201, 202, 203	57	37
" " "	5 and 6	51	31	" " "	208	58	42
" " "	7	51	33	" " "	212	60	44
" " "	9 and 10	51	34	" " "	214	60	46
" " "	12, 13, 14, 15, 19, 20	61	50	" " "	215 and 216	60	50
" " "	16	54	39	" " "	217 to 219	60	44
" " "	17, 18, 21	61	51	" " "	220 to 227	60	54
Mail and Express	31	54	49	Chair Cars, Partitioned	204	57	37
" " "	32	54	47	" " "	205	57	38
" " "	33	54	49	" " "	207	58	42
" " "	34	55	48	" " "	213	60	48
" " "	35, 37	60	52	Official	97	52	49
" " "	38	60	50	" " "	98	70	67
" " "	39	61	53	" " "	99	70	80
" " "	40	61	52	" " "	100	66	63
" " "	41	61	57	" " "	Geraldnye	67	79
Coach and Baggage	Pv. 10	47	24	RECAPITULATION OF PASSENGER EQUIPMENT			
" " "	130	51	33	Baggage and Express			17
Coach, Mail and Baggage	140	58	34	Mail and Express			10
Coaches	163	45	22	Coach, Mail and Baggage			1
" " "	167 and 168	55	31	Coach and Baggage			2
" " "	172	51	31	Coaches			29
Coaches, Dock Cars	181 to 186	46	22	Chair Cars			24
Coaches, Partitioned	159, 160, 161	51	43	Official Cars			5
" " "	176 to 179	60	48	Total			88
" " "	180	60	58				
" " "	151	52	29				
" " "	155	45	27				
" " "	156 and 157	51	35				
" " "	158	51	33				
" " "	169, 170, 175	51	36				
" " "	171	52	29				
" " "	173	52	33				
" " "	206	57	37				
" " "	211	60	47				

TONNAGE RATING, SOUTHERN DIVISION

DISTRICT	Direc-tion	FROM STATION	TO STATION	Adjust-ment Per Car in Tons	CLASS D-5		CLASS E-1		CLASS E-3		CLASS E-4		CLASS G	
					A	B	A	B	A	B	A	B	A	B
FIFTH	South	DeQueen....	Texarkana....	10	2000	1810	2500	2260	3400	3080	4200	4000	4600	4200
		Texarkana....	Shreveport...	10	1900	1710	2360	2120	3200	2880	4100	3900	4400	4000
	North	Shreveport...	Texarkana....	10	1900	1710	2360	2120	3200	2880	4100	3900	4400	4000
		Texarkana....	DeQueen....	10	2000	1810	2500	2260	3400	3080	4200	4000	4600	4200
SIXTH	South	Shreveport...	Leesville....	5	1000	900	1500	1380	1800	1635	2300	2100	3000	2700
	North	Leesville....	Mansfield....	5	1100	1000	1600	1480	2100	1930	2550	2400	3400	3100
		Mansfield....	Shreveport...	5	1200	1100	1750	1600	2300	2130	2800	2650	3700	3400
SEVENTH	South	Leesville....	DeQuincy....	10	1900	1710	2600	2360	3400	3080				
	North	DeQuincy....	Leesville....	10	1900	1710	2600	2360	3400	3080				
	South	DeQuincy....	Port Arthur..	12	3000	2730	4000	3670	5500	5030				
	North	Port Arthur..	DeQuincy....	12	3000	2730	4000	3670	5500	5030				
LAKE CHARLES	South	DeQuincy....	Lake Charles.	12	3000	2730	4000	3670	5500	5030				
	North	Lake Charles.	DeQuincy....	12	3000	2730	4000	3670	5500	5030				

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 twenty 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.
 (d) Dead locomotives hauled in trains should be figured to weigh twice their actual weight for tonnage rating purposes.
 (e) When a helping locomotive is used on a train as double header, or as a pusher, use the combined rating for the locomotives used.
 (f) Newly built and newly repaired locomotives will be rated on their first trip in road service at not less than seventy-five (75%) per cent of the established tonnage rating and this rating will be increased to the established rating after the first trip or as soon thereafter as may be practicable, the Superintendent of Machinery to be the judge.

