

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
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Kansas City Southern Mileage	824.6 Miles
Arkansas Western Mileage	31.9 Miles
F. S. & V. B. Branch	20.7 Miles

SAFETY Is of FIRST IMPORTANCE in the Discharge of Duty

W. G. WHITE, Trainmaster	
First and Second Subdivisions.....	Pittsburg, Kans.
A. W. HALL, Trainmaster	
Third Subdivision.....	Heavener, Okla.
P. J. NEAL, Asst. Trainmaster.....	Heavener, Okla.
L. K. LLOYD, Trainmaster	
Fourth and Fifth Subdivisions.....	Shreveport, La.
F. A. GRIMMETT, Trainmaster	
Sixth and Seventh Subdivisions.....	Shreveport, La.
H. F. BAILEY, Terminal Trainmaster.....	Shreveport, La.
A. V. INGRAM, Traveling Engineer.....	Shreveport, La.
Traveling Engineer has the authority of Trainmaster.	
G. E. BAUER, Asst. Trainmaster.....	Shreveport, La.
J. E. GREGG, Asst. Trainmaster	
Beaumont—Port Arthur, Tex.	
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.

KANSAS CITY SOUTHERN LINES

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

ALL SUBDIVISIONS

TIMETABLE NO. 3

EFFECTIVE APRIL 01 A.M.
 SUNDAY, APRIL 24, 1966

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.

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

J. L. DEVENEY,
 Supt. of Terminals
 Beaumont—Port Arthur, Tex.

D. K. OWEN,
 Asst. to Gen. Supt.,
 Milw.-K.C.S. Joint Agency,
 Kansas City, Mo.

B. M. DEEVER,
 Supt. of Safety and
 Rules Examiner,
 Shreveport, La.

SPECIAL INSTRUCTIONS: ALL POINTS

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

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

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

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

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

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

No. 1 is SUPERIOR to No. 16

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

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

FIRST and SECOND CLASS TRAINS WILL NOT CARRY SIGNALS ON ANY SUBDIVISION.

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.

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

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 ballast discing machines cannot be relied on to actuate block and interlocking signals, and are defined as uninsulated equipment. Rule 99(j) is not applicable to such machines, nor can such machines occupy main track within territory where Rules 400 to 406, inclusive, are in effect on authority of block signal indications, alone.

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

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

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.

When conditions permit, following will govern: Between Kansas City and DeQueen, flagman on trains 1, 2, 15 and 16

will be permitted to go forward at following stations and assist conductor in handling passengers: Pittsburg, Joplin, Neosho, Siloam, Sallisaw, Poteau, Mena and DeQueen. Rule 99(d) modified accordingly. This will permit train porter to go forward promptly when stop made and assist in handling head end traffic.

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 is required to be cleaned and dried.

TRAINS HANDLING

Passenger trains handling box cars equipped for passenger train service will not exceed 60 mph except:

KCS 2685 through 2699 are good for 65 mph.

KCS 400 Class, L&A 36017 and 36148 are good for maximum speed.

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

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

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

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

Scale Test Cars, not to exceed 35 mph. Must not be trained next to Hydrocushion 60, high cubical box cars, large tank cars, auto loader racks and/or piggyback cars, or next to any other car 60 feet in length or longer. Must be handled on rear of train.

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.

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. 096 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 300-322, 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 DeQueen, not to exceed 45 mph except:

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

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

Not to exceed 15 mph over Bridges:
A-435 (Bear Creek).....MP-434.6
A-478MP-477.2
B-478 (Red River).....MP-477.9
A-540 (Caddo Lake).....MP-539.2

KCS PILE DRIVER-CLAMSHELL NO. 096

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

Between Kansas City and DeQueen, not to exceed 40 MPH (30 MPH with boom in lead position) except:

Not to exceed 25 MPH (20 MPH with boom in lead position) over Bridge:

A-108MP-107.6

Not to exceed 15 MPH on Branch Lines.

Between DeQueen and Port Arthur, not to exceed 35 MPH (25 MPH with boom in lead position) except:

Not to exceed 20 MPH (15 MPH with boom in lead position) over Bridges:

A-435 (Bear Creek)MP-434.6

A-478MP-477.2

B-478 (Red River)MP-477.9

A-540 (Caddo Lake)MP-539.2

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

YARD LIMITS

At the following stations Rule 93 applies:

Air Line Jct. to one-half mile south of Leeds

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

DeQueen Yard-DeQueen Psgr. Depot, one yard

*Ft. Smith terminal yard limits extend from SF Jct. to Garland Ave. Jct.

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

Second Class, Extra Trains, and engines will move at Restricted Speed between MP B-733 and Yard Limit board six poles south MP B-737, Lake Charles Branch. Rule 93 applies.

All trains and engines move at restricted speed between the southbound Beaumont yard limit board, located at MP 764.5, to and including Port Arthur.

ENGINES

Road service freight engines, when backing or when controlled from rear unit, not to exceed 30 mph.

Light engines moving forward will not exceed freight train speed or the maximum speed authorized (whichever is lower) for the class engine on the subdivision movement is being made, except on special instructions of the Superintendent.

Road service freight engines or freight units, when used with higher speed units, not to exceed 65 mph.

Road service freight engines, when used in passenger service, not to exceed 65 mph.

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

General Purpose engines, series 40, 100, 150 and 160, will not exceed 65 mph in either forward or backward movements.

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

GENERAL ORDER BOOKS:

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

REGISTER STATIONS

Kansas City Union Station	Deramus Yard
West Wye Tower	Shreveport Union Depot
North Yard	Leesville
Joplin Union Depot	DeQuincy (For trains operating over Lake Charles Branch)
(For train originating and terminating Joplin)	Lake Charles
Watts	Port Arthur
Ft. Smith	
Heavener	
DeQueen Psgr. Depot	

REMOTE CONTROLLED SWITCHES

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

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

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

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

AUTOMATIC BLOCK SYSTEM

Rule 350 and other rules applicable will govern.

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

AUTOMATIC BLOCK SYSTEM

Operation by signal indication opposing and following movements.

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

Sub-division	Between (Station)	Mile Post	And (Station)	Mile Post
First.....	Air Line Jct.....	5.3	Big Blue 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	First automatic signal north of Neches River Bridge.....	765.6

SPECIAL INSTRUCTIONS

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

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

All trains will secure clearance before departing North Yard.

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

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

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

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

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

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

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

All trains secure clearance before departing Watts.

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

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

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

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

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

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

South Wye Switch Shreveport is the Initial Terminal for Train No. 15 and North Wye Switch is the Final Terminal for Train No. 16 on the Sixth Subdivision.

No. 15 & No. 16 will register at South Wye Switch when so instructed by dispatcher.

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

Northward trains obtain clearance at Beaumont.

Southward trains will not require clearance at Beaumont.

Northward trains will not require clearance at Port Arthur.

Northward KCS trains obtain clearance at DeQuincy.

Southward KCS trains obtain clearance at DeQuincy.

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

No. 2 and No. 16 are authorized to leave Shreveport Union Depot without a clearance.

Between Big Blue Jct. and DeQueen, except for No. 77 and 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: Freight trains moving into Kansas City for passenger trains will stay at Grandview unless they can make Big Blue Jct. at least thirty (30) minutes before these trains are due at Big Blue Jct. unless otherwise instructed by dispatcher.

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

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

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

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

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

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

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

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

NORTH YARD-PITTSBURG, KANS.: First class trains run at restricted speed between ATSF Ry. Connection at Fourth St. Overpass, Pittsburg, and MP 127.

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

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

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

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

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

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

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

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

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.

WESTVILLE: Train No. 2 will reduce speed to not exceed 30 mph passing depot in order to exchange heavy volume of U. S. Mail. Train No. 15 and No. 16 will stop at Westville Sunday and Holidays to exchange U. S. Mail. Train Porter will place mail from these trains in station baggage room and secure mail from station baggage room and place on train.

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

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

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

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

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

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

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

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

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

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

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

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

OIL CITY: Generally on Thursday, a U. S. Mail pouch will be dispatched from No. 2 at Oil City. Mail clerk in charge will notify Conductor who will notify Engineer and speed will be reduced to 25 mph passing station.

SHREVEPORT: No. 1 will be crossed over by signal indication at Harriett St. MP 556.3, onto Northward Main Track and run against current of traffic from Harriett St. to North Wye Switch, and proceed through North Wye to Union Station. No. 1 will stop in Track No. 3 with engine in vicinity of service point and inbound crew will not unload passengers until No. 1's equipment is properly positioned in designated track under train shed.

HOLLY: The siding at Holly is not safe for engine, except from the south siding switch to 20 car lengths north. The north end of siding can be used to reach the spur track. It is permissible to use siding at Holly to store cars using reachers when necessary.

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

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

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

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

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

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

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

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

BEAUMONT-CHAISON JCT.-PORT ARTHUR:

All trains and engines move at restricted speed between the southbound Beaumont Yard Limit Board, located at MP 764.5, to and including Port Arthur. All movements in this territory will be made under Rule 93 and Rule 93-Modified.

Do not exceed 12 mph between the Automatic Block Signal at MP 765.6 and north switch Chaison Jct.

First class trains will not exceed 20 mph and other trains and engines will not exceed 15 mph between north switch Chaison Jct., MP 767.9 and SP Railway Crossing MP 769.8, unless otherwise restricted.

Train order and timetable restrictions for northward trains at Chaison apply at crossover switches just north of Yard Office and for southward trains at main track switch south end of Chaison Yard just north of SP Crossing MP 769.8.

Tracks to the south of Chaison Yard Office can be used in meeting or passing First Class trains. 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 arrangement must be made accordingly.

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

SPECIAL INSTRUCTIONS: SHREVEPORT

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

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

TWO MAIN TRACKS between South yard lead switch Deramus Yard and Cedar Grove Tower (which includes South Wye Switch).

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

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

All trains and engines will 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> 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	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track except as otherwise restricted by yard limits, slow orders, slow boards, slow flags, general orders, special instructions or other proper notices:		
Maximum Speed MPH—Diesel Operation:		
FIRST SUBDIVISION		
Between Big Blue Jct. and MP-24.....	65	40
Except: MP-11 to MP-11.5.....	55	40
MP-16 to MP-17.....	55	30
Bridge B-23, MP-22.7 to Bridge C-23, MP-22.8.....	55	40
Between MP-24 and Pittsburg.....	78	40
Except: When handling No. 77 and No. 42	..	50
Around curves not protected by slow boards.....	70	40
Bridge A-43, MP-42.0.....	45	40
Bridge A-74, MP-73.2.....	45	40
SECOND SUBDIVISION		
Between Pittsburg and McElhany.....	75	50
Except: Around curves not restricted by slow boards.....	65	50
Between McElhany and Watts.....	65	48
Except: Ten degree (10°) curve mile 197...	20	15
Bridge A-206, MP 205.2.....	40	40
Bridge A-234, MP 234.0.....	45	45
THIRD SUBDIVISION		
Between Watts and Sallisaw.....	65	48
Between Sallisaw and Heavener.....	70	48
Except: Bridge A-307, MP 306.8.....	40	40
FOURTH SUBDIVISION		
Between Heavener and Mena.....	65	48
Between Mena and Grannis.....	60	40
Except: When handling No. 77 and No. 42	..	48
Between Grannis and DeQueen.....	60	35
Except: When handling No. 77 and No. 42	..	48
FIFTH SUBDIVISION		
Between DeQueen Passenger Depot and MP-556.....	70	35
Except: When handling No. 77 and No. 42	..	50
Around curves not restricted by slow boards.	65	40
Over Bear Creek Bridge, A-435, MP-434.6.	40	40
Over Red River Drawbridge, B-478, MP-477.9, and do not use brakes while passing over this bridge except in emergency....	40	25
Over Caddo Lake Drawbridge, A-540, MP-539.2.....	25	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 during hot, dry weather and not to apply when brakes are in dynamic or in case of emergency.		
SIXTH SUBDIVISION		
Between MP-556 and South Wye Switch (Shreveport).....	40	20
Between South Wye Switch and Leesville....	58	35
EXCEPT:		
Through Spring Switch at end of double track, Cedar Grove Tower.....	15	15
SEVENTH SUBDIVISION		
Between Leesville and DeQuincy.....	58	35
Between Daub and Ft. Polk.....	20	20
Between DeQuincy and Beaumont (See KCS-MoPac Joint Timetable).		
Between Beaumont and Neches Jct.....	50	35
Between Neches Jct. and Port Arthur.....	40	35
EXCEPT:		
Around curve MP-785.....	10	10
Lake Charles Branch:		
Between DeQuincy and Lake Charles.....	30	30
EXCEPT:		
Over Houston River Drawbridge A-733-B..	15	15
Calcasieu River Drawbridge A-740-B, (After STOP).....	15	15

MAXIMUM SPEED OF TRAINS OVER RAILROAD CROSSINGS

Railroad	Crossing	M.P.	At or Near Station	Not to Exceed M.P.H.	
				Passenger	Freight
First Subdivision:					
Mo.Pac. Ry....	Rule 98. Stop.	5.4	Air Line Jct. ...	20	20
Mo.Pac. Ry....	Gated	5.5	Air Line Jct. ...	20	20
G.M.O. Ry....	Interlocked	5.7	Air Line Jct. ...	20	20
K.C.T. Ry....	Interlocked	6.1	Big Blue Jct. ...	20	20
A.T.&S.F. Ry..	Interlocked	6.1	Big Blue Jct. ...	20	20
Sheffield Steel	Interlocked	6.7	Big Blue Jct. ...	20	20
Mo.Pac. Ry....	Gated	7.7	Big Blue Jct. ...	35	20
Mo.Pac. Ry....	Interlocked (Automatic)	93.9	Richards.....	50	30 eng. only
St.L.S.F. Ry...	Interlocked (Automatic)	114.6	Mulberry.....	50	30 eng. only
St.L.S.F. Ry...	Interlocked (Automatic)	119.3	Mulberry.....	50	30
Mo.Pac. Ry....	Interlocked (Automatic)	123.0	Mulberry.....	50	30 eng. only
A.T.&S.F. Ry..	Gated	128.9	Pittsburg.....	20	20 eng. only
Mo.Pac. Ry....	Gated	129.0	Pittsburg.....	20	20 eng. only
Second Subdivision:					
A.T.S.F. Ry...	Gated	129.4	Pittsburg.....	20	20 eng. only
St.L.S.F. Ry...	Gated	129.5	Pittsburg.....	20	20 eng. only
St.L.S.F. Ry...	(2) Gated	129.6	Pittsburg.....	20	20 eng. only
St.L.S.F. Ry...	Gated	129.8	Pittsburg.....	20	20 eng. only
St.L.S.F. Ry...	Interlocked (Automatic)	147.0	Gulfton.....	40	30 eng. only
St.L.S.F. Ry...	Rule 98. Stop.	154.8	Joplin.....	20	20 eng. only
St.L.S.F. Ry...	Rule 98. Stop.	154.9	Joplin.....	20	20 eng. only
St.L.S.F. Ry...	Interlocked (Automatic)	172.7	Neosho.....	35	20
Third Subdivision:					
Mo.Pac. Ry....	Interlocked (Automatic)	290.3	Sallisaw.....	50	30 eng. only
M.V. Ry.....	Gated	317.3	Panama.....	20	20 eng. only
St.L.S.F. Ry...	Interlocked (Automatic)	325.5	Poteau.....	35 eng. only	25 eng. only
C.R.I.&P. Ry..	Interlocked	333.0	Howe.....	40	30 eng. only
Baxter Springs Branch:					
St.L.S.F. Ry...	Gated	L-148.5	Crestline.....	20	20
M.K.&T. Ry...	Gated	L-152.7	Crestline.....	20	20
St.L.S.F. Ry...	Interlocked (Automatic)	L-158.7	Baxter Springs	20	20
Ft. Smith					
Mo. Pac. Ry.	Rule 98—Stop.	326.9A	Ft. Smith....	20	20
St. L. S. F.	Two Crossings Interlocked-Electric				
	Locked Gate				
St. L. S. F. (Spur)	Rule 98—Stop	Stem Wye	Ft. Smith....	10	10
		Stem Wye	Ft. Smith....	10	10
M. V. Ry. (3 Crossings)	Rule 98—Stop	Garland Ave.	Ft. Smith....	15	15
St. L. S. F.	Rule 98—Stop	Garland Ave.	Ft. Smith....	15	15
F.S.&V.B. Branch:					
M. V. Ry.	Gated	27.0	Bokoshe.....	20	20
Fifth Subdivision					
D&E Ry.....	Interlocked	433.8	DeQueen.....	35	30 eng. only
SL-SF Ry.....	Interlocked (Automatic)	467.6	Ashdown.....	35	20 eng. only
T&P Ry.....	Interlocked	487.4	Texarkana....	20	20
STLSW Ry.....	Interlocked	487.5	Texarkana....	20	20
TP-ICC.....	Interlocked	489.4	Texarkana....	35	30 eng. only
Sixth Subdivision					
T&P Ry.....	(Automatic) Interlocked	563.5	Cedar Grove Tower.....	20	15 eng. only

Railroad	Crossing	M. P.	At or Near Station	Not to Exceed M.P.H.	
				Passenger	Freight
Seventh Subdivision					
J&E.....	Gated	689.8	DeRidder.....	20	20
Mo. Pac.....	Interlocked	750.2	Mauriceville..	35	30 eng. only
SP.....	Interlocked (Automatic)	764.9	Beaumont....	35	30 eng. only
SP.....	Rule 98. Stop.	766.0	Beaumont....	20	20 eng. only
BWT.....	Rule 98. Stop.	766.7	Beaumont....	12	12 eng. only
SP.....	Interlocked	769.8	Chaison.....	20	20
SP.....	Interlocked	785.0	Port Arthur... 15		10 eng. only
Lake Charles Branch:					
Mo.Pac.....	Interlocked (Automatic)	719.6-B	DeQuincy.....	20	20
SP.....	Interlocked	Mat' Spr	West Lake....	20	20
SP.....	Interlocked	741.0-B	Lake Charles..	20	20
SP.....	Rule 98. Stop.	741.3-B	Lake Charles..	20	20

Speed Through City Limits Restricted as Follows by City Ordinance

Kansas City*	25 mph	Ashdown	25 mph
Drexel, Psgr.	50 mph	Texarkana****	20 mph
Drexel, Frt.	40 mph	Bloomburg	30 mph
Amsterdam, Psgr.	40 mph	Rodessa, Main St.....	25 mph
Amsterdam, Frt.	35 mph	Vivian	20 mph
Pittsburg	15 mph	Oil City	40 mph
Joplin	25 mph	Shreveport*****	20 mph
Neosho**	30 mph	Converse	25 mph
Goodman	25 mph	Leesville	15 mph
Anderson	20 mph	DeRidder	12 mph
Noel	20 mph	Lake Charles	20 mph
Stilwell	25 mph	Vidor, MP 757-762.....	30 mph
Mena***	15 mph	Beaumont	20 mph
DeQueen	25 mph	Nederland	20 mph
		Port Arthur	10 mph

*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. 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.

ABBREVIATIONS:

S, Scale. T, Turntable. PH, Telephone. O, Diesel Fuel. W, Water. Y, Wye. ★, Mail Crane. R, TOF Ramp. The following letters before figures of schedule indicate: "s" regular stop, "f" flag stop to receive or discharge revenue passengers.

TELEPHONES—LOCATION OF

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

FIRST SUBDIVISION—Air Line Junction to Pittsburg

SOUTHWARD				Capy. Other Tracks, S, T, PH, O, W, Y R	Capacity of Sidings.	Mile Post Location.	TIME TABLE No. 3 Effective SUNDAY, APRIL 24, 1966	Office Calls.	NORTHWARD			
SECOND CLASS		FIRST CLASS							FIRST CLASS		SECOND CLASS	
77 Merchandise Special	41 Manifest Freight	15 Passenger	1 Southern Belle						16 Passenger	2 Southern Belle	82 Manifest Freight	42 Manifest Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
		Lv 10.15PM	Lv 9.45AM		0	..... KANSAS CITY, U. S.	US	Ar 7.00AM	Ar 7.30PM		
					5.0	..... WEST WYE TOWER	WY				
Lv 7.30PM	Lv 3.00AM				5.3	..... AIR LINE JCT.				Ar 1.45AM	Ar 3.35PM
					5.4	..... Mo. Pac. Crossing					
					5.5	..... Mo. Pac. Crossing					
					5.7	..... G. M. O. Crossing					
					6.1	..... K. C. T. Crossing					
				Connection	6.1	..... A. T. & S. F. Crossing					
7.40	3.12	10.26	9.55	Connection	6.1	..... BIG BLUE JCT.		6.43	7.17		
					6.7	..... Sheffield Steel Crossing					
					7.4	..... Fifteenth Street					
					7.7	..... Mo. Pac. Crossing					
		10.32	10.01		9.8	..... LEEDS		6.36	7.10		
8.15	3.53	10.41	10.09		17.8	..... BRYANT		6.27	7.01	1.15	3.04
8.30	4.10	10.47	10.15	6 Yard Y Connection	280	..... GRANDVIEW	VG	6.20	6.55	1.05	2.54
8.44	4.27	10.56	10.23	3	116	..... JAUDON		6.08	6.46	12.42	2.31
8.54	4.40	11.02	10.29	19	112	..... CLEVELAND		6.01	6.40	12.30AM	2.20
		11.11	10.38		48.2	..... LISLE		5.51	6.30		
9.15	5.05	11.16	10.43	31	250	..... DREXEL	★ DX	5.45	6.25	11.59PM	1.53
9.28	5.34	11.25	10.52	29	137	..... AMSTERDAM	★	5.34	6.16	11.43	1.38
9.38	5.47	11.31	10.58	20	118	..... AMORET		5.27	6.10	11.31	1.26
9.55	6.10	11.43	11.08	Yard	153	..... HUME	★ HM	5.17	5.59	10.55	1.10
10.08	6.27	11.51	11.17	6	26	..... STOTESBURY	★	5.08	5.51	10.40	12.57
		11.55	11.21	16	.....	..... RICHARDS	★	5.03	5.47		
					93.9	..... Mo. Pac. Crossing					
10.23	6.50	11.59PM	11.26	76 M.K.-T. Con.	210	..... EVE		4.58	5.42	10.23	12.40
					114.6	..... St. L. & S. F. Crossing					
10.47	7.23	12.20AM	11.43	14	253	..... MULBERRY	★	4.38	5.23	9.05	12.13PM
					119.3	..... St. L. & S. F. Crossing					
					122.9	..... Mo. Pac. Crossing					
Ar 11.05PM	Ar 7.45AM	12.30	11.53	Yd. OWSTR	Yard	..... NORTH YARD	NY	4.27	5.12	Lv 8.45PM	Lv 11.53AM
					128.9	..... A. T. & S. F. Crossing					
				Connection	129.0	..... Mo. Pac. Crossing					
		Ar 12.35AM	Ar 11.55AM	YARD	129.2	..... PITTSBURG		Lv 4.25AM	Lv 5.10PM		
Daily	Daily	Daily	Daily			129.2		Daily	Daily	Daily	Daily	
3.35	4.45	2.20	2.10			Time on Subdivision		2.35	2.20	5.00	3.42	

Tracks not shown on face of time table.

	Mile No.	Car Capcy.
Kancon	13.2	2
Western Elec.	22.2	14
Merwin★	58.5	0

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

CONDITIONAL FLAG STOPS

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

Hours of Telegraph Service

Kansas City U. S.	Continuous
West Wye Tower	Continuous
Grandview	9A-6P, Daily
Drexel	545A-245P, Exc. Sat., Sun. and Hol.
Hume	4P-1A, Daily
North Yard	Continuous

SECOND SUBDIVISION—Pittsburg to Watts

SOUTHWARD				Capy. Other Tracks, S, T, PH, O, W, Y R	Capacity of Siding.	Mile Post Location.	TIME TABLE No. 3 Effective SUNDAY, APRIL 24, 1966	Office Calls.	NORTHWARD			
SECOND CLASS		FIRST CLASS							FIRST CLASS		SECOND CLASS	
77 Merchandise Special	41 Manifest Freight	1 Southern Belle	15 Passenger						16 Passenger	2 Southern Belle	42 Manifest Freight	82 Manifest Freight
Daily	Daily	Daily	Daily			STATIONS		Daily	Daily	Daily	Daily	
Lv 11.20PM	Lv 8.45AM	11.53AM 12.05PM	12.30AM 12.35AM	Yard OWSTR	128.2	NORTH YARD	NY	4.27AM 4.10AM	5.12PM 5.10PM	Ar 10.50AM	Ar 7.30PM	
		Lv 12.05PM	Lv 12.50AM	Yard	129.2	PITTSBURG		Ar 4.10AM	Ar 4.55PM			
				Connection	129.4	A. T. & S. F. Crossing						
					129.5	St. L. & S. F. Ry. Crossing						
				Connection	129.6	St. L. & S. F. Crossing						
					129.7	St. L. & S. F. Crossing						
		12.15	1.02	Branch	139.0	K. O. G. JCT.						
11.42PM	9.12	12.17	1.03	10	143	ASBURY	★	3.51	4.43	10.15	6.55	
		12.23	1.10		147.2	GULFTON						
						St. L. & S. F. Crossing						
12.05AM	9.45	12.45	1.35	S Yard Connection	110	JOPLIN Union Depot	JO	3.35	4.25	9.45	6.35	
						St. L. & S. F. Crossing						
						St. L. & S. F. Crossing						
12.28	10.10	1.07	1.54		134	DALBY		2.52	3.55	9.16	6.05	
				Connection	172.7	St. L. & S. F. Crossing						
12.36	10.21	1.20	2.15	OYW Yard R	76	NEOSHO	ON	2.45	3.50	9.10	5.55	
12.55	10.43	1.31	2.26	17	372	McELHANY		2.26	3.34	8.58	5.38	
1.00	10.50	1.36	2.31	75	62	GOODMAN	★	2.14	3.29	8.50	5.30	
1.11	11.04	1.46	2.41	75	66	ANDERSON	★	2.05	3.18	8.30	5.10	
		1.51	2.46	20		LANAGAN	★	1.57	3.13			
1.47	11.25	2.05	2.57	41	135	NOEL	★	1.47	3.05	8.10	4.48	
		2.11	3.04			SULPHUR SPRGS.		1.38	2.56			
2.13	11.55AM	2.19	3.12	39	133	GRAVETTE	★	1.32	2.50	7.56	4.35	
2.26	12.11PM	2.27	3.22	25	36	DECATUR	★	1.22	2.41	7.41	4.21	
		2.34	3.29	47	154	GENTRY		1.15	2.34	7.32	4.12	
		2.50	3.49	Yard R	163	SILOAM	SX	1.07	2.25			
Ar 3.00AM	Ar 12.50PM	Ar 2.59PM	Ar 3.59AM	W Yard	251	WATTS	★	Lv 12.50AM	Lv 2.10PM	Lv 7.00AM	Lv 3.40PM	
Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	
3.40	4.05	2.54	3.09			106.8		3.20	2.45	3.50	3.50	
						Time on Subdivision						

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

Tracks not shown on face of time table.

Southward	BAXTER SPRINGS BRANCH	Northward
Mile Post Location	STATIONS	Capacity of Sidings
139.0	K. O. G. JCT.	
L 142.3	CARTER	
L 144.1	LAWTON	
L 148.1	CRESTLINE	
L 148.5	St. L. & S. F. R. R. Cross.	
L 152.7	M-K-T R. R. Cross.	
L 158.7	St. L. & S. F. R. R. Cross	
L 159.5	BAXTER SPRINGS	30
	20.5	

	Mile No.	Car Capacity
Waco Spur	139.8	29
Long-Bell-American	158	Conn 79
Ozark Term. Spur	172.1	
Linde Spur	177	62
Aero Jet Spur	177.5	12
Ft. Crowder, Coach Track	179	84
Pet Milk Spur	229	19

Hours of Telegraph Service

North Yard—Continuous
Joplin—915A-515P, 1159P-759A, Daily
Neosho—Continuous
Anderson—8A-5P, Exc. Sat., Sun. and Hol.
Noel—9A-5P, 10P-6A, Daily
Gravette—8A-5P, Exc. Sat., Sun. and Hol.
Decatur—8A-5P, Exc. Sat., Sun. and Hol.
Siloam—8A-5P, Daily
Watts—Continuous

THIRD SUBDIVISION—Watts to Heavener

SOUTHWARD				NORTHWARD								
SECOND CLASS		FIRST CLASS		Capcy. Other Tracks, S, T, PH, O. W. Y. R	Capacity of Sidings.	TIME TABLE No. 3 Effective SUNDAY, APRIL 24, 1966	Mile Post Location.	Office Calls.	FIRST CLASS		SECOND CLASS	
41 Manifest Freight	77 Merchandise Special	1 Southern Belle	15 Passenger						2 Southern Belle	16 Passenger	42 Manifest Freight	82 Manifest Freight
Daily	Daily	Daily	Daily			STATIONS			Daily	Daily	Daily	Daily
Lv 1.00PM	Lv 3.05AM	Lv 2.59PM	Lv 3.59AM	W Yard	251	..... WATTS.....	236.0	WS	Ar 2.10PM	Ar 12.50AM	Ar 6.50AM	Ar 3.30PM
		3.10	f 4.09	46	168	8.5	..... WESTVILLE.....	244.4	VI	2.00	f 12.38	
		3.27	f 4.27	Yard	158	13.8	..... STILWELL.....	258.2	Z	1.44	f 12.21	
		3.35	4.36	8	153	7.5	..... LYONS.....	265.7		1.34	12.11	
		3.41	4.42	28		5.9	..... BUNCH.....	271.7		1.27	12.03AM	
		3.51	4.52	49	165	9.7	..... MARBLE CITY.....	281.4		1.16	11.52PM	
				Connection		9.1	..... Mo. Pac. Crossing.....	290.4				
		s 4.15	s 5.25	S169	116	0.7	..... SALLISAW.....	291.1	CK	s 1.05	s 11.40	
		4.24	5.34	8	164	8.1	..... GANS.....	299.2		12.47	11.21	
						12.4	..... SPIRO.....	311.7		12.35	f 11.07	
		4.38	f 5.47	Yard Y	160	4.0	..... COAL CREEK.....	315.7				
				F.S.&V.B.Br. 88		1.6	..... PANAMA.....	317.3	JA	12.29	11.00	
		4.44	5.53	Connection	62	2.7	..... Mid. Valley Crossing.....					
		4.47	5.56		150	5.6	..... SHADY POINT.....	320.0		12.26	10.56	
				Y Yard		0.8	..... St. L. & S. F. Crossing.....	325.6				
		s 4.58	s 6.13	Connection	56	6.6	..... POTEAU.....	326.4	AU	s 12.19	s 10.49	
		5.05	f 6.22	Yard		5.0	..... C. R. I. & P. Crossing.....	333.0	BX	12.11	f 10.38	
Ar 4.10PM	Ar 5.45AM	Ar 5.10PM	Ar 6.30AM	Yard Y	150	..... HOWE.....	333.0	HV	Lv 12.05PM	Lv 10.30PM	Lv 3.50AM	Lv 12.10PM
				OWS	Yard	..... HEAVENER.....	338.0					
Daily	Daily	Daily	Daily			102.0			Daily	Daily	Daily	Daily
3.10	2.40	2.11	2.31			Time on Subdivision			2.05	2.20	3.00	3.20

Hours of Telegraph Service

Watts, Howe, Heavener, Continuous.
 Stilwell—7A-4P, Except Sat., Sun., Hol.
 Westville 7:30A-4:30P, Except Sat., Sun., Hol.
 Sallisaw, 8:30A-5:30P, Daily
 Panama, 8:30A-5:30P, Except Sat., Sun., Hol.
 Poteau, 8A-5P, Except Sun., Hol.
 Ft. Smith, 8A-5P, Daily

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

CONDITIONAL FLAG STOPS

Nos. 1 and 2 stop on flag at Westville, Stilwell, Spiro and Howe for revenue passengers to or from regular stops.
 Nos. 15 and 16 stop on flag at Bunch, Marble City, and Panama for revenue passengers to and from regular stops.

Tracks not shown on face of time table.

	Mile No.	Car Capcy.
Baron	249	21
Marble City Qry. Spur	282	189
Okla. Creosoting Co.	290	Conn.
Redland	306	23
Sallisaw Stripping	293	56

FT. SMITH & VAN BUREN BRANCH

Southward Northward

Tracks not shown on face of time table

	M.P.
Panama Vein Spur	29.6
Milton	31.7
Evans Coal Co.	38.4
Lone Star Spur	40.1

Distance from Coal Creek	TIME TABLE No. 3 Effective Sunday, April 24, 1966	Mile Post.
	STATIONS	
0.0	..... COAL CREEK.....	20.0
7.0	7.0	
7.0	..... M. V. Ry. Crossing.....	27.0
18.0	..... BOKOSHE.....	38.0
20.7	11.0	
	..... McCURTAIN.....	40.7
	2.7	
	..... End of Line.....	
	20.7	

FOURTH SUBDIVISION—Heavener to DeQueen

SOUTHWARD				NORTHWARD								
SECOND CLASS		FIRST CLASS		Capcy. Other Tracks, S. T. PH, O, W, Y R	Capacity of Sidings.	TIME TABLE No. 3 Effective SUNDAY, APRIL 24, 1966	Mile Post Location.	Office Calls.	FIRST CLASS		SECOND CLASS	
41 Manifest Freight	77 Merchandise Special	1 Southern Belle	15 Passenger						2 Southern Belle	16 Passenger	42 Manifest Freight	82 Manifest Freight
Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily
Lv 5.20PM	Lv 6.00AM	Lv 5.15PM	Lv 6.40AM	Yard Y OWS	.....	HEAVENER.....	338.0	HV	Ar 11.59AM	Ar 10.20PM	Ar 3.40AM	Ar 11.15AM
		5.20	6.45	11	102	HODGENS.....	342.2	.....	11.54	10.14		
		5.37	7.02	15	133	PAGE.....	354.7	.....	11.38	10.00		
		5.46	7.12	5	99	HOWARD.....	361.3	.....	11.30	9.52		
		5.55	7.20	23	118	RICH MOUNTAIN.....	367.3	.....	11.23	9.44		
		6.03	7.28	8	107	ACORN.....	374.8	.....	11.12	9.32		
		s 6.15	s 7.40	204	128	MENA.....	379.8	NA	s 11.05	s 9.25		
				25	135	POTTER.....	386.3	.....			
		6.30	7.54	28	97	HATFIELD.....	392.2	HD	10.45	9.06		
		6.35	7.59	.....	21	COVE.....	396.9	.....	10.39	9.00		
		6.41	8.05	36	103	VANDERVOORT.....	401.8	.....	10.33	8.54		
		6.50	8.14	20	108	WICKES.....	408.8	KD	10.24	8.45		
		7.05	8.29	24	104	GILLHAM.....	421.3	.....	10.10	8.31		
						KINGS.....	425.0	.....			
Ar 9.00PM	Ar 9.10AM	Ar 7.18	Ar 8.43	YWO Yard	Yard	DEQUEEN YD.....	432.9	.....	9.57	8.17	Lv 12.30AM	Lv 7.45AM
		Ar 7.20PM	Ar 8.45AM			De QUEEN Passenger Depot	433.3	YD	Lv 9.55AM	Lv 8.15PM		
Daily	Daily	Daily	Daily			95.3			Daily	Daily	Daily	Daily
3.40	3.10	2.05	2.05			Time on Subdivision			2.04	2.05	3.10	3.30

Tracks not shown on face of time table.

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

No. 15 stop Gillham daily except Sunday to unload U. S. Mail.

	Mile No.	Car Capcy.
Stapp	349	7
Emerson Elec. Spur	380	28
Rodgers Lbr. Co. Spur.....	380	9
Three States Lbr. Co.....	381	17
Joslyn Mfg. Co.	383	31
Rebold Spur	397	17
Hatton★	404	24
Grannis★	414	17

THE ARK. WESTERN RY.

Southward Northward

Distance from Heavener.	TIME TABLE No. 3 Effective Sunday, April 24, 1966	Capacity of Sidings.
	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
	Y 43	
35.1	End of Line 35.1	

Hours of Telegraph Service

Heavener—Continuous
Mena—6:30A-3:30P, Exc. Sun. and Hol.
Hatfield—8A-5P, Exc. Sat., Sun. and Hol.
Wickes—8:30A-5:30P, Exc. Sat., Sun. and Hol.
DeQueen—Continuous
Waldron—8A-5P, Exc. Sat., Sun. and Hol.

Tracks not shown on face of time table.

	Mile No.	Car Capcy.
Lee Taylor Coal Spur.....	8	4
Royal Superior Coal Siding	9	7
Oronoga Mutual Mine		
Tracks	14	25

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 20 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

Capcy. Other Tracks, S, T, PH, O, W, Y R	SOUTHWARD				Capacity of Siding.	Mile Post Location.	TIME TABLE No. 3 Effective Sunday, April 24, 1966	Station Number.	Office Calls.	NORTHWARD			
	SECOND CLASS		FIRST CLASS							FIRST CLASS		SECOND CLASS	
	77	41	1	15						2	16	82	42
	Merchandise Special	Manifest Freight	Southern Belle	Passenger						Southern Belle	Passenger	Manifest Freight	Manifest Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
WOY Yard	Lv 9.20AM	Lv 9.45PM	7.18PM	8.43AM	432.9	DE QUEEN YD.	433		9.57AM	8.17PM	Ar 7.15AM	Ar 12.20AM	
			7.20PM	8.45AM	433.3	DE QUEEN Passenger Depot	433	YD	Ar 9.55AM	Ar 8.15PM			
			Lv 7.25PM	Lv 8.55AM	433.8	D. & E. Ry. Cross.							
	9.44	10.01	7.32	9.02	133 438.7	WADE	438		9.44	8.03	7.00	12.05AM	
6	9.51	10.10	7.37 s	9.09	68 442.8	NEAL SPRINGS	443		9.39 s	7.56	6.53	11.57PM	
7	10.03	10.25	7.45 f	9.17	133 449.3	WINTHROP	450	WN	9.31 f	7.45	6.40	11.45	
26	10.14	10.48	7.51 f	9.24	132 456.0	ALLENE	457		9.24 f	7.34	6.29	11.35	
116	10.25	11.02	7.58 f	9.34	148 463.0	WILTON	464		9.17 f	7.26	6.15	11.24	
Connection					467.6	St. L. & S. F. Cross.							
Yard	10.35	11.15PM	8.04 s	9.43	155 467.9	ASHDOWN	469	ND	f 9.11 s	7.17	6.08	11.15	
			8.11	9.53	475.4	OGDEN	477		9.02	7.06			
STWOY Yard R	11.15	12.05AM	8.22	10.07	229 487.0	TRIGG STREET	488	GY	8.50	6.54	5.30	10.30	
			8.23	10.08	487.3	DEPOT JUNCTION			8.48	6.52			
			8.25	10.15		Texasarkana Union Depot	489		8.45	6.50			
			8.45	10.35		DEPOT JUNCTION			8.30	6.35			
			8.50	10.40	487.3	T. & P. Crossing			8.25	6.26			
					487.4	St. L. S. W. Crossing							
					487.5	I. C. & C. Co. Cross.							
6	11.30	12.20	8.56	10.47	132 492.8	T. & P. Crossing							
57	11.52AM	12.47	9.10 f	11.03	507.2	JURY	494		8.19	6.18	4.55	9.54	
12				11.09	512.5	BLOOMBURG	508		8.04 f	6.02	4.35	9.34	
19	12.05PM	1.03	9.19	11.13	132 516.8	RAVANNA	514			5.56			
35			9.22 f	11.16	519.4	SANDRA	518		7.55	5.52	4.15	9.19	
54	12.20	1.22 f	9.29 s	11.26	73 526.8	RODESSA	520		7.52 f	5.50			
82	12.28	1.32	9.33	11.31	133 531.8	VIVIAN	528	VN	f 7.44 s	5.42	3.55	8.18	
72			9.37 f	11.35	535.8	SHORELINE	533		7.37	5.36	3.46	8.10	
15	12.42	1.50	9.41 f	11.40	72 539.3	OIL CITY	537	CH	f 7.33	5.32			
13	12.55	2.05	9.49	11.49	133 548.3	MOORINGSPT.	540		7.28 f	5.28	3.30	7.56	
			9.50	11.50	549.0	BLANCHARD	549		7.19	5.19	3.13	7.42	
SWOY Yard R	Ar 1.10PM	Ar 2.20AM	Ar 9.54PM	Ar 11.54AM	553.3	TEXAS JCT.			7.18	5.18			
						DERAMUS YD.	554	SY	Lv 7.14AM	Lv 5.14PM	Lv 3.00AM	Lv 7.30PM	
	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	
	3.50	4.35	2.29	2.59		Time on Subdivision			2.36	2.58	4.15	4.50	

Tracks not shown on face of time table.

	Mile No.	Car Capcy.
Horatio	441	5
International		
Creosote Work	490	27
Baroid Sales Co.	491	11
Hoot Spur	494	7
Caddo Parish Gravel Spur	528	32
PH. Superior	532	34
Halliburton	537	
Southwestern Gas & Electric Co.	539	28
Arklatex	542	7
Brian	545	3

No. 1 is superior to No. 16
No. 77 is superior to No. 42 and No. 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 Sallisaw or beyond and to and from Texarkana or beyond, with tickets issued to or from Horatio.

Hours of Telegraph Service

DeQueen—Continuous
Horatio—8A-5P, Exc. Sat., Sun. and Hol.
Winthrop—8A-5P, Exc. Sat., Sun. and Hol.
Ashdown—8A-5P, Exc. Sat., Sun. and Hol.
Trigg St.—7A-3P, 5P-1A, Daily
Vivian—7A-4P, Exc. Sat., Sun. and Hol.
Oil City—7:30A-4:30P, Exc. Sat., Sun. and Hol.
Deramus Yard—Continuous

SIXTH SUBDIVISION—Deramus Yard to Leesville

Capy. Other Tracks, S, T, PH, O, W, Y, R	SOUTHWARD						Capacity of Sidings.	Mile Post Location.	TIME TABLE No. 3 Effective Sunday, April 24, 1966	Station Number.	Office Calls.	NORTHWARD		
	SECOND CLASS		FIRST CLASS		FIRST CLASS							SECOND CLASS		
	77	1	15	2	16	42								
	Merchandise Special	Southern Belle	Passenger	Southern Belle	Passenger	Manifest Freight								
Daily	Daily	Daily	Daily	Daily	Daily									
STATIONS														
R WOSY Yard	Lv 7.30PM	Lv 9.54PM	Lv 11.54AM	553.3	DERAMUS YD. 3.0	Two Main Tracks	554	SY	Ar 7.14AM	Ar 5.14PM	Ar 12.40PM			
Yard		9.57	11.58	556.3	HARRIET ST. 1.9				7.09	5.09				
		9.59		558.2	NORTH WYE SW. 0.6				7.05	Lv 5.05PM Ar 3.55PM				
Via KCS&G Term.		Ar 10.05PM	Ar Lv 12.20PM 1.05PM		1.6 SHREVEPORT Union Depot 1.0		560		Lv 7.00AM	Lv 5.00PM Ar 4.05PM				
			Ar Lv 12.07PM 1.13PM	558.8	0.6 SO. WYE SWITCH 4.7	Two Main Tracks				3.53				
	7.55		1.22	563.5	{ Cedar Grove Tower End of Double Track PH. T. & P. Crossing } 2.4						12.10			
8	8.00		1.26	35 565.6	FORBING 10.7		567			3.39	12.07PM			
30	8.30	f	1.38	89 576.3	FRIERSON 3.7	★	577		f	3.27	11.45AM			
11		f	1.43	580.1	KINGSTON 4.4		581		f	3.21				
7	8.55		1.48	85 584.5	HOLLY 6.8		586			3.14	11.25			
83	9.10	s	1.57	115 591.3	MANSFIELD 2.2		592	D	s	3.05	11.10			
				593.5	SO. MANSFIELD 4.5		594							
15	9.25		2.05	67 598.0	TRENTON 6.5		599			2.53	10.55			
24	9.35	f	2.12	91 604.5	BENSON 5.6	★	605		f	2.45	10.43			
15	9.45	f	2.18	93 610.1	CONVERSE 6.4	★	611		f	2.37	10.25			
43	9.57	f	2.29	32 616.6	NOBLE 5.2	★	618	N	f	2.29	10.10			
64	10.05	s	2.36	68 621.8	ZWOLLE 4.2		623	UX	s	2.22	9.55			
18	10.12		2.41	111 625.9	LORING 7.4		627			2.15	9.40			
91	10.25	s	2.51	77 633.3	MANY 5.6		634	K	s	2.06	9.25			
14	10.40	f	2.59	92 638.9	FISHER 3.5	★	640	FY	f	1.58	9.10			
25	10.45	f	3.04	69 642.4	FLORIEN 9.7	★	643	FN	f	1.54	9.00			
46	11.05	f	3.15	90 652.1	HORNBECK 6.5	★	653		f	1.43	8.42			
32 SWOY Yard	Ar 11.40PM	Ar	3.40PM	658.6	ANACOCO 9.8	★	660		f	1.37				
				668.4	LEESVILLE		669	V	Lv	1.25PM	Lv 8.00AM			
	Daily	Daily	Daily		115.1				Daily	Daily	Daily			
	4.10	0.11	3.46		Time on Subdivision				0.14	3.49	4.40			

Hours of Telegraph Service

No. 77 is superior to No. 42

Tracks not shown on face of time table.

Deramus Yard—Continuous
 Mansfield—8A-5P, Exc. Sun. and Hol.
 Noble—7:30A-4:30P, Exc. Sun., Mon. and Hol.
 Zwolle—7A-4P, Exc. Sat., Sun. and Hol.
 Many—7A-4P, Exc. Sun. and Hol.
 Fisher—7A-4P, Exc. Sat., Sun. and Hol.
 Florien—8A-5P, Exc. Sat., Sun. and Hol.
 Leesville—8A-4P, 11:59P-7:59A, Daily

CONDITIONAL FLAG STOPS
 No. 15 stop at Frierson, Noble and Fisher when necessary to handle head end traffic.

Mile No.	Car Capcy.
No. End D. P. C. Tracks	564
Standard Wood Prev. Co.	565
La. Long Leaf Lbr. Co.	640
Vancouver Plywood	641
Brown Paper Co.	642
Gandy Spur	645
L.I.D.A. Spur	667
	60
	60
	40
	3
	16
	10

SEVENTH SUBDIVISION—Leesville to Port Arthur

Capacity of Other Tracks, S, T, PH, O, W, Y, R	Southward				TIME TABLE No. 3				Northward					
	FIRST CLASS		Capacity of Sidings.	Mile Post Location.	Effective SUNDAY, APRIL 24, 1966				FIRST CLASS		Station Number.	Office Calls.	16 Passenger	
	15 Passenger				STATIONS				Daily					
	Daily													
WOSY Yard	Lv	3.50PM	Yard	668.4	LEESVILLE	669	V	Ar	1.15PM					
11				669.9	1.5 NEWLLANO	671								
Y		3.55		672.6	2.7 DAUB.	674			1.10					
17		4.03	134	679.8	7.1 NEAME	680			1.03					
13		4.08		684.0	4.1 ROSE PINE	685			12.58					
87	s	4.20	79	689.2	5.2 DERIDDER	690	HF	s	12.52					
Connection				689.8	0.6 J. & E. Crossing									
5				695.4	5.6 CARSON	696			12.42					
15	f	4.38	140	705.1	9.7 SINGER	705		f	12.32					
		4.45	79	711.6	6.5 SEALE	712			12.26					
Y Yard	s	4.55	51 N	719.1	7.5 DE QUINCY	719	CY	s	12.18					
Connection	Ar	4.58PM	89 S	720.3	1.2 C. S. JUNCTION			Lv	12.13PM					
5		See Joint Time Table	95	723.6	3.3 HELME	725			See Joint Time Table					
5			95	728.4	4.8 LUCAS	729								
20			160	735.2	6.9 STARKS	736								
20			95	740.6	5.3 RULIFF	741								
Y 28			209	750.2	9.6 MAURICEVILLE	751								
Connection					{ Mo. Pac. Crossing }									
24			160	760.4	10.2 VIDOR	761								
			Conn.	764.9	4.4 Sou. Pac. Crossing									
				766.0	1.2 Sou. Pac. Crossing									
				766.5	0.5 BEAUMONT	767	BU	Ar		11.10AM				
RO Y Yard	Lv	6.05PM	32	766.5	0.1 G. C. L. Junction				11.08					
Connection		6.06		766.6	0.1 B. W. & T. Crossing									
SY Yard		6.11	Yard	767.9	1.3 CHAISON JCT.	769			10.58					
				769.8	1.8 Sou. Pac. Crossing									
41	f	6.22	55	776.1	6.3 NEDERLAND	777		f	10.38					
		6.28		779.6	3.5 NECHES JCT.	780			10.30					
Connection				784.9	5.4 Sou. Pac. Crossing									
OYSW Yard	Ar	7.00PM		786.1	1.2 PORT ARTHUR	787	PA	Lv	10.15AM					
		Daily			117.5				Daily					
		3.10			Time on Subdivision				3.00					

LAKE CHARLES SUBDIVISION —DeQuincy to Lake Charles

Capacity of Other Tracks, Location, Water, Fuel Stations, Turntables, Track Scales and Wyes.	SOUTHWARD				TIME TABLE No. 3				NORTHWARD					
	SECOND CLASS		Capacity of Sidings.	Mile Post Location.	Effective SUNDAY, APRIL 24, 1966				SECOND CLASS		Station Number.	Office Calls.	242 Freight	
	277 Freight				STATIONS				Daily					
	Daily													
Y Yard	Lv	4.00AM		719.1	DE QUINCY	CY	719	Ar	1.35AM					
Connection				719.6	0.4 Mo. Pac. Crossing									
		4.40	53	728.7	6.8 BUHLER	B729			12.45					
7		5.05		735.6	3.5 MOSSVILLE	B736			12.30					
100		5.15	Yard	739.1	2.1 WEST LAKE	B740			12.15					
Connection				741.2	0.1 Sou. Pac. Crossing									
				741.3	0.2 Sou. Pac. Crossing									
RWSO Yard	Ar	5.30AM		741.4	0.2 LAKE CHARLES	SA	B742	Lv	12.05AM					
		Daily			22.3				Daily					
		1.30			Time on Subdivision				1.30					

Hours of Telegraph Service

Port Arthur—8:30A-4:30P, 7P-3A, Daily
 Beaumont—Continuous
 DeQuincy—12MN-8A, 9A-5P, Daily
 DeRidder—8A-5P, Exc. Sun. and Hol.
 Leesville—8A-4P, 11:59P-7:59A, Daily
 Lake Charles—8P-5A, Exc. Sat., Sun. and Hol.

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	14
Zummo	770	11
Team Track	771	26
Spindletop	771	Conn
Dupont	772	11
Air Red. Sales	773	13
Spindletop Engr. & Constr. Co.	773	Conn
Dupont	774	30
Sun-PH	775	11
Metal Services, Inc.	780	13
Griffing-PH	782	13
Henning & Gilbert	782	Conn
Chaison Branch-Mag. Pet. Co.	C-769	Conn
Gulf State Utilities	B-733	....

KANSAS CITY SOUTHERN RAILWAY COMPANY

CONDENSED SCHEDULES OF FAST FREIGHT AND PASSENGER TRAINS

SOUTHWARD								Distance From Kansas City	TIME TABLE		NORTHWARD					
FREIGHT				PASSENGER					No. 3		PASSENGER		FREIGHT			
									Effective							
								SUNDAY, APR. 24, 1966								
								STATIONS								
				77	41	15	1		0	... KANSAS CITY ...	Ar 7.30PM	Ar 7.00AM	Ar 1.45AM	Ar 3.35PM		
				Lv 7.30PM	Lv 3.00AM	Lv 10.15PM	Lv 9.45AM		129.3	129.3	5.10	4.25	8.45PM	11.53AM		
				11.05 11.20PM	7.45 8.45	12.35AM 12.50	11.55AM 12.05PM		129.3	... PITTSBURG ...	4.55	4.10	7.30	10.50		
									159.5	... BAXTER SPRINGS ...						
				5.30AM					154.3	... JOPLIN ...	4.25	3.35	6.35	9.45		
				12.05AM	9.45	1.35	12.45		174.1	... NEOSHO ...	3.50	2.45AM	5.55	9.10		
				12.36	10.21AM	2.15	1.20		291.1	... SALLISAW ...	1.05	11.40	1.50	5.20		
				4.30	2.45PM	5.25	4.15		328.1	... FT. SMITH ...	Lv 12.05PM	Lv 10.30PM	Freight Service: Local Freights, Via St. L. S. F. Ry., Ft. Smith and Poteau.			
				Passenger Service: Via Bus Ft. Smith and Sallisaw.					Ar 6.30AM Lv 4.35AM	Ar 5.00PM Lv 3.00PM	Ar 1.55PM	Ar 12.35AM				
				5.10	3.30	5.53	4.44		317.3	... PANAMA ...	12.29	11.00	12.50	4.25		
				5.25	3.50	6.13	4.58		326.3	... POTEAU ...	12.19	10.49	12.30	4.10		
				5.35	4.00	6.22	5.05		333.0	... HOWE ...	12.11	10.38	12.20	4.00		
				5.45 6.00	4.10 5.20	6.30 6.40	5.10 5.15		338.0	... HEAVENER ...	12.05PM 11.59AM	10.30 10.20	12.10PM 11.15AM	3.50 3.40		
				9.10 9.20	9.00 9.45	8.45 8.55	7.20 7.25		433.3	... DE QUEEN ...	9.55 9.50	8.15 8.10	7.45 7.15	12.30 12.20AM		
				10.35	11.15PM	9.43	8.04		467.9	... ASHDOWN ...	9.11	7.17	6.08	11.15PM		
				11.15AM	12.05AM	10.15 10.35AM	8.25 8.45		488.9	... TEXARKANA ...	8.45 8.30	6.50 6.35	5.30	10.30		
				1.10PM 7.30PM	Ar 2.20AM	12.20PM 1.05PM	Ar 10.05PM		560.7	... SHREVEPORT ...	Lv 7.00AM	5.00PM 4.05PM	Lv 3.00AM	7.30PM 12.40PM		
				11.40PM 12.20AM		3.40 3.50			668.4	... LEESVILLE ...		1.25 1.15		8.00AM 7.00		
				1.05		4.20			689.2	... DE RIDDER ...		12.52		5.58		
				2.00		4.55			719.1	... DE QUINCY ...		12.18PM		4.50		
				Ar 5.30AM		Bus Ar 5.50PM			741.4	... LAKE CHARLES ...		Bus Lv 11.20AM		Lv 12.05AM		
				4.35		5.55 6.05			766.5	... BEAUMONT ...		11.20 11.10		2.20		
				Ar 6.15AM		Ar 7.00PM			786.0	... PORT ARTHUR ...		Lv 10.15AM		Lv 1.00AM		

**PRACTICE
SAFETY
CONSTANTLY.**

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

