

DIVISION OFFICERS

J. G. Tucker Superintendent Alexandria, La.
 E. E. Long Master Mechanic Ft. Worth, Tex.
 J. H. Judd Asst. Master Mechanic Marshall, Tex.

E. S. Pennebaker, Manager
 L. M. Ogilvie, Asst. Manager
 Lloyd White, Terminal Trainmaster

} T.P.-M.P.T.R.R. of N.O.
 New Orleans, La.

J. E. Harrell Asst. Superintendent Alexandria Terminal
 C. S. Baldwin Trainmaster Alexandria, La.
 C. Percy, Jr. Trainmaster Shreveport, La.
 T. F. Horton Road Foreman of Engines Alexandria, La.

R. A. Hawthorne Chief Dispatcher Alexandria, La.
 V. C. Ray Chief Dispatcher (Night) Alexandria, La.
 C. J. Dupont Dispatcher Alexandria, La.
 W. J. Davis Dispatcher Alexandria, La.
 H. M. Hawthorne Dispatcher Alexandria, La.
 R. L. Mayeux Dispatcher Alexandria, La.
 L. B. Rabalais Dispatcher Alexandria, La.
 J. C. Nelson Dispatcher Alexandria, La.

SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or special instructions governing speed of trains.

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



The Texas and Pacific Railway Company

LOUISIANA DIVISION

TIME TABLE NO. 12

Effective 12:01 a. m., Sunday, OCTOBER 23, 1955

CENTRAL TIME

SUPERSEDING PREVIOUS TIME TABLES

FOR THE INFORMATION AND GOVERNMENT
OF EMPLOYEES ONLY

The Railway Company Reserves the Right to Vary Therefrom as
Circumstances May Require

L. C. PORTER, Vice-President—Operation,
 R. C. PARKER, Assistant Vice-President—Operation,
 W. T. LONG, General Supt. Transportation,
 C. F. ADAMS, Superintendent of Rules

Westward-ALEXANDRIA SUB-DIVISION-Eastward

FIRST CLASS			Station Numbers	Car Capacity Passing Sidings	Time Table No. 12 EFFECTIVE 12:01 A. M. OCTOBER 23, 1955	Mile Post location from New Orleans	Location—Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS		
717	21	27						22	28	718
Mo. Pac. Passenger Daily	Louisiana Eagle Passenger Daily	Louisiana Daylight Passenger Daily						Louisiana Eagle Passenger Daily	Louisiana Daylight Passenger Daily	Mo. Pac. Passenger Daily
	L 7 50 PM	L 7 30 AM	B 0		NEW ORLEANS Passenger Station			A 6 15 AM	A 8 35 PM	
	s 8 00	s 7 40			2.2 CARROLLTON AVE			s 6 00	s 8 17	
	8 05	7 44			1.7 SOUTHPORT			5 52	8 07	
	8 09	7 48			2.2 EAST BRIDGE JCT			5 48	8 03	
	L 8 25 PM	L 8 04 AM	B 10	YARD	5.2 WEST BRIDGE JCT	10.2		A 5 32 AM	A 7 47 PM	
	s 8 40	s 8 09	B 11	YARD	1.2 OTO AVONDALE	11.4	W	s 5 30	s 7 45	
	8 42	8 11	B 12	YARD	1.2 WAGGAMAN	12.6		5 26	7 27	
	8 49	8 18	B 19	121	6.7 AMA	19.3		5 19	7 20	
	8 52	8 21	B 22	NS	2.8 LTO LULING	22.1		5 16	7 17	
	8 55	8 24	B 26	87	3.0 HAHVILLE	25.1		5 13	7 14	
	9 00	8 29	B 31	84	5.0 KILLONA	30.1		5 08	7 09	
	9 05	8 34	B 35	86	5.2 LTO EDGARD	35.3		5 03	7 04	
	9 10	8 39	B 40	125	4.7 JOHNSON	40.0		4 58	6 59	
	9 16	8 45	B 46	125	6.3 LTO VACHERIE	46.3		4 52	f 6 52	
	9 23	8 52	B 52	158	6.8 LTO ST. JAMES	53.1		4 45	6 45	
	9 28	8 57	B 59	125	5.3 WINCH	58.4		4 40	6 40	
	s 9 38	s 9 06	B 65	145	6.3 OTO DONALDSONVILLE	64.7	Y	s 4 33	s 6 33	
	9 42	9 10	B 68	156	3.1 MC CALL	67.8		4 28	6 24	
	s 9 52	s 9 20	B 75	149	8.0 LTO WHITE CASTLE	75.8		4 19	s 6 15	
	10 02	9 30	B 82	171	8.4 DOVER	84.2		4 10	6 05	
	s 10 08	s 9 35	B 85	NS	1.2 LTO PLAQUEMINE	85.4		s 4 08	s 6 02	
	s 10 20	s 9 47	B 90	YARD	4.7 OTO ADDIS	90.1	DO-DW	s 3 59	s 5 52	
	10 29	9 55	B 97	86	6.6 LYNCH	97.0		3 49	5 38	
	10 35	f 10 01	B 102	86	4.8 LTO GROSSE TETE	101.8		3 44	f 5 32	
	10 38	f 10 06	B 105	86	3.3 LTO ROSEDALE	105.1		3 41	f 5 27	
	10 42	f 10 12	B 109	86	4.2 LTO MARINGOUIN	109.3		3 37	f 5 21	
	10 47	10 18	B 114	86	4.8 LIVONIA	114.1		3 32	5 15	
	10 52	f 10 23	B 118	87	5.0 FORDOUCHE	119.1		3 27	f 5 09	
	10 59	10 30	B 125	89	5.8 RAVENWOOD	124.9		3 21	5 03	
	11 05	s 10 37	B 129	92	4.5 LTO MELVILLE	129.5		3 15	s 4 54	
	11 14	f 10 47	B 139	80	9.0 LTO PALMETTO	138.5		3 06	f 4 45	
	11 20	f 10 54	B 146	86	6.6 LTO ROSA	145.1		3 00	f 4 38	
	11 27	f 11 01	B 153	86	6.9 LTO MORROWS	152.0		2 53	f 4 31	
	11 32	11 06	B 157	88	5.4 NIBOT	157.4		2 48	4 25	
	s 11 45	s 11 18	B 163	95E 96W	5.7 OTO BUNKIE	163.1	DW-Y	s 2 40	s 4 18	
	11 53	11 27	B170A	NS	7.1 T. & N. O. JCT	170.2		2 29	4 01	
	11 55	f 11 28	B 170	99	0.9 LTO CHENEYVILLE	171.1		2 28	s 3 59	
	12 01 AM	11 35	B 177	87	5.9 MEEKER	177.0		2 22	3 53	
	12 03	s 11 38	B 179	NS	1.5 LTO LECOMPTE	178.5		2 20	s 3 51	
	12 06	11 43	B 182	87	2.9 LAMOURIE	181.4		2 17	3 47	
	12 12	11 49	B 187	88	5.8 MORELAND	187.2		2 11	3 41	
	L 3 33 PM	12 15	B 190	YARD	3.2 WILLOW GLEN	190.4		2 08	3 38	A 9 30 AM
	3 36	12 18	B 192	YARD	1.7 OTO ALEXANDRIA YARD	192.1	(FWTY DO-DW	2 05	3 36	9 26
	3 39	12 21	YARD	1.7 S. P. JCT	193.8		2 02	3 33	9 23	
	A 3 45 PM	A 12 30 AM	A 12 05 PM	B 195	0.7 LTO ALEXANDRIA Passenger Station	194.5		L 2 00 AM	L 3 30 PM	L 9 20 AM
	717 Daily	21 Daily	27 Daily		195.6			22 Daily	28 Daily	718 Daily
	.12	4.40	4.35		Time Over Sub-Division			4.15	5.05	.10

Eastward trains are superior to trains of the same class in opposite direction.

See page 10 for Alexandria Subdivision Special Instructions.

Westward--SHREVEPORT SUB-DIVISION--Eastward

FIRST CLASS				Station Numbers	Car Capacity Passing Shilings	Time Table No. 12 EFFECTIVE 12:01 A. M. OCTOBER 23, 1955		Mile Post Location	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS					
717	715	27	21			STATIONS				28	22	716	718		
Mo. Pac. Passenger Daily	Mo. Pac. Passenger Daily	Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily			Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily			Mo. Pac. Passenger Daily	Mo. Pac. Passenger Daily				
				B 192	YARD	...ALEXANDRIA YARD...		192.1	FPTY						
L 4 15PM	L 4 30AM	L 12 15PM	L 12 50AM	B 195	YARD	LTO	ALEXANDRIA (Passenger Station)	194.5	.....	A 3 20PM	A 1 30AM	A 1 40AM	A 8 55AM	
A 4 20PM	A 4 34AM	12 18	12 52	.....	YARD	.....	TEXMO JCT.	195.7	.....	3 09	1 20	L 1 30AM	L 8 45AM
		12 27	1 03	B 204	87	.....	RAPIDES	203.7	.....	3 00	1 03		
		12 33	1 10	B 209	80	LTO	BOYCE	209.4	.....	2 52	12 56			
		12 39	1 15	B 214	87	.....	ROCK	213.9	.....	2 47	12 51		
		12 46	1 22	B 220	87	.....	GALBRAITH	219.6	.....	2 40	12 45		
		12 53	1 29	B 225	87	.....	FERN	225.2	.....	2 33	12 39		
		12 58	1 34	B 228	87	.....	DERRY	229.2	.....	2 28	12 34		
		f 1 07	1 42	B 236	114	LTO	CYPRESS	235.8	.....	f 2 19	12 26			
		f 1 12	1 47	B 241	56	LTO	NATOCHEZ	4.8	.....	s 2 13	12 21			
		s 1 27	s 2 02	B 247	86E 46W	LTO	NATCHITOCHES	11.7	.....	s 2 03	s 12 12AM			
		1 35	2 10	B 253	86	.....	HYAMS	17.9	.....	1 48	11 59		
		1 40	2 15	B 259	87	.....	POWHATAN	22.6	.....	1 40	11 54		
		1 49	2 23	B 266	61	.....	LAKE END	29.9	.....	1 21	11 46		
		f 1 54	2 28	B 269	NS	.....	HANNA	34.1	.....	f 1 16	11 41		
		2 00	2 34	B 276	90	.....	GAHAGAN	39.6	.....	1 10	11 35		
		2 12	2 45	B 287	101	.....	WESTDALE	50.2	.....	12 59	11 24		
		2 24	2 56	B 297	87	LTO	CASPIANA	60.8	.....	12 48	11 13			
		2 31	3 03	B 303	NS	LTO	GAYLES	66.9	.....	12 41	11 06			
		2 38	3 10	B 308	110	.....	LUCAS	72.9	.....	12 34	10 59		
		2 48	3 20	S 315	YARD	OTO	CUT OFF JCT.	320.8	Y	12 25	10 50				
		2 50	3 22	S 316	YARD	.....	HOLLYWOOD YARD	321.9	{DO-DW T	12 23	10 48			
		2 56	3 28	S 320	YARD	.....	SHREVEPORT JCT.	324.5	.....	12 17	10 42		
		s { 3 10 3 25	s { 3 40 3 55	S 322	YARD	.....	SHREVEPORT (Passenger Station)	327.0	.....	s { 12 10PM 11 59	s { 10 35 10 20		
		3 32	4 02	S 320	YARD	.....	SHREVEPORT JCT.	324.5	.....	11 47	10 06		
		3 38	4 08	S 316	YARD	.....	HOLLYWOOD YARD	321.9	{DO-DW T	11 41	10 00			
		A 3 40PM	A 4 10AM	S 315	YARD	OTO	CUT OFF JCT.	320.8	Y	L 11 39AM	L 9 58PM				
717	715	27	21				133.8			28	22	716	718		
Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily		
.05	.05	3.25	3.20				Time Over Sub-Division			3.41	3.32	.10	.10		

Eastward trains are superior to trains of the same class in opposite direction, except, Between Cut Off Jct. and T. S. & N. Jct., inbound first class trains are superior to outbound first class trains.

See Page 11 for Shreveport Subdivision Special Instructions.

OTHER PASSENGER TRAIN FLAG STOPS

- No. 27..... Boyce to discharge passengers from Bunkie and beyond, or receive passengers for Natchitoches and beyond.
Derry, Powhatan; to discharge passengers from Alexandria and beyond, or receive passengers for Shreveport and beyond.
- No. 28..... Powhatan and Derry; to discharge passengers from Shreveport and beyond, or receive passengers for Alexandria and beyond.
Boyce; to discharge passengers from Natchitoches and beyond, or receive passengers for Bunkie and beyond.

4 Westward THIBODAUX SUB-DIVISION Eastward

Location—Water, Fuel, Turn-table, Wye, etc.		Miles from Donaldsonville		Time Table No. 12 EFFECTIVE 12:01 A. M. OCTOBER 23, 1955		Station Numbers		Car Capacity Passing Sidings	
STATIONS									
		2.4	GEARY	B 67	NS				
		3.9	PALO ALTO	H 3	10				
		8.1	KESSLER	H 8	NS				
		11.4	LTO..PAINCOURTVILLE	H 11	7				
		14.3	MUNSONS	H 14	NS				
		15.4	LTO..NAPOLEONVILLE	H 15	NS				
		16.6	RATLIFF	G 12	NS				
		25.0	LABADIEVILLE	G 20	NS				
		29.9	ROGER	G 25	10				
Y		33.5	LTO....THIBODAUX	G 29	YARD				
33.5									
Time Over Sub-Division									

Eastward trains are superior to trains of the same class in opposite direction.

Standard Clock: Donaldsonville.

Southward AVOYELLES SUBDIVISION Northward

Location—Water, Fuel, Turn-table, Wye, etc.		Station Numbers		Time Table No. 12 EFFECTIVE 12:01 A. M. OCTOBER 23, 1955		Miles from Addis		Car Capacity Passing Sidings	
STATIONS									
Y	B 163	OTO....BUNKIE	105.1	YARD					
DW	V 42	EVERGREEN	100.4	9					
	V 38	LTO..COTTONPORT	96.2	27					
	W 1	LONGBRIDGE	92.9	12					
	W 3	MANSURA JOT	89.9	NS					
	W 4	LTO..MANSURA	89.4	13					
	W 9	LTO..MARKSVILLE	84.7	14					
	W 4	LTO..MANSURA	80.0	13					
	W 3	MANSURA JOT	79.5	NS					
		MOREAUVILLE	75.7	17					
	V 30	HAMBURG	72.6	103					
	V 23	HYDE	65.3	86					
	V 22	SIMMESPORT	64.9	NS					
		KELLER	59.8	145					
	D 58	LETTSWORTH	57.1	54					
	D 51	BATCHELOR	50.2	105					
	D 42	MORGANZA	41.9	52					
Y	D 33	NEW ROADS	31.9	100					
	D 25	GLYNN	24.6	52					
	D 18	CHAMBERLIN	17.5	52					
	D 13	LOBDELL	12.7	100					
		LOBDELL JOT	12.2	NS					
	D 10	ANCHORAGE	9.9	22					
	D 8	LTO..PORT ALLEN	7.8	35					
DW-DO	B 90	OTO....ADDIS	.0	YARD					
105.1									
Time Over Sub-Division									

Northward trains are superior to trains of the same class in opposite direction.
See Page 10 for Avoyelles Subdivision Special Instructions.

Westward PLEASANT HILL SUB-DIVISION Eastward

Station Numbers		Car Capacity Passing Sidings		Time Table No. 12 EFFECTIVE 12:01 A. M. OCTOBER 23, 1955		Mile Post Location		Location—Water, Fuel, Turn-table, Wye, etc.	
STATIONS									
B 236	YARD	LTO....CYPRESS	235.9						
N 3	NS	WEAVER	239.5						
N 10	26	PROVENCAL	246.1						
N 17	39	LTO..ROBELINE	253.0						
N 23	38	LTO..MARTHAVILLE	259.3						
N 33	29	LTO..PLEASANT HILL	268.8						
N 39	30	PELICAN	274.9						
N 43	33	LTO....OXFORD	279.0						
N 52	30	LTO..SOUTH MANSFIELD	287.4						
N 59	38	LTO..GRAND CANE	294.5						
N 66	35	GLOSTER	302.4						
N 73	NS	STONEWALL	308.8						
N 76	NS	LTO..KEITHVILLE	312.4						
B 819	NS	REISOR	318.0						
82.1									
Time Over Sub-Division									

Eastward trains are superior to trains of the same class in opposite direction.

Southward CHURCHPOINT SUB-DIVISION Northward

Location—Water, Fuel, Turn-table, Wye, etc.		Mile Post Location		Time Table No. 12 EFFECTIVE 12:01 A. M. OCTOBER 23, 1955		Station Numbers		Car Capacity Passing Sidings	
STATIONS									
Y	163.1	OTO....BUNKIE	B 163	YARD					
DW	3.6	EOLA	L 3	NS					
	8.8	ST. LANDRY	L 9	28					
	15.5	TATE COVE	L 15	NS					
	20.0	LTO..VILLE PLATE	L 20	51					
	26.7	LEDOUX	L 27	20					
	24.1	OPELOUSAS	X 23	15					
	31.5	LEWISBURG	X 32	16					
Y	35.9	CHURCH POINT	X 36	23					
48.4									
Time Over Sub-Division									

Northward trains are superior to trains of the same class in opposite direction.

Standard Clock: Bunkie

SPECIAL INSTRUCTIONS
ALL SUBDIVISIONS

ABBREVIATIONS

The following letters placed before the figure on a schedule indicate:

- g—Regular Stop
- f—Flag stop to receive or discharge traffic.

The following letters placed to left in station column of timetable indicate:

- CTO—Continuous day and night train order office
- LTO—Train order office of limited hours.

The following letters placed in column provided in timetable indicate:

- NS—No siding
- W—Water station
- DW—Diesel water station
- F—Fuel oil station
- DO—Diesel oil station
- T—Turn-table
- Y—Wye

Form "Y" Train Order authorized on all subdivisions.

Road Foreman of Engines has the authority of Trainmaster.

Where flag stops are shown train will stop for revenue passengers only. (Exception to these instructions is made at Hollywood Yard.)

Air brakes must be coupled and working on locomotives, and on pile drivers, derricks, hoist cranes and other machinery of similar description while being handled in trains or while being switched with. When necessary to switch with locomotives or such machines named above, kick or drop must not be made and they must otherwise be handled carefully to avoid damage.

Train and yardmen must not switch with locomotives without first ascertaining that air brakes are released, reverse lever in proper position and cylinder cocks open.

When two or more scale test cars are handled in the same train, such cars must be spaced three cars apart and handled in rear of train with rear scale car next to caboose.

Occupied outfit cars and wooden underframe cars, loaded or empty, must be handled in rear of all trains.

Freight trains and yard engines with freight cars will not use passenger tracks, Alexandria and Shreveport.

The use of rear view mirrors on diesel engines for the following purposes is prohibited:

- (a) To observe hand signals
- (b) To observe indication of fixed signal
- (c) To maintain lookout ahead when operating control compartment is on trailing end of a diesel engine.

TRAIN ORDER OFFICES

Continuous day and night train order offices, designated CTO on the time table, are open seven days per week.

Train Order offices of limited hours, designated LTO on the time table, are open from 8:00 AM to 5:00 PM Monday to Friday, inclusive, except:

Plaquemine	9:00 P.M. to 6:00 A.M.	Daily
Rosedale	8:30 A.M. to 5:30 P.M.	
Maringouin	8:30 A.M. to 5:30 P.M.	
Melville	7:00 A.M. to 4:00 P.M.	
Cheneyville	9:00 A.M. to 6:00 P.M.	Daily
Alexandria	9:00 A.M. to 5:00 P.M.	Daily
	12:01 A.M. to 8:00 A.M.	Daily
Boyce	7:30 A.M. to 4:30 P.M.	
Cypress	9:00 A.M. to 6:00 P.M.	
Natchez	9:00 A.M. to 6:00 P.M.	
Natchitoches	7:45 A.M. to 3:45 P.M.	Daily
	11:45 P.M. to 7:45 A.M.	Daily
Robeline	7:30 A.M. to 4:30 P.M.	
Sou. Mansfield	9:00 A.M. to 6:00 P.M.	
Mansura	7:00 A.M. to 4:00 P.M.	
Marskville	7:00 A.M. to 4:00 P.M.	

GENERAL ORDER STATIONS

New Orleans Psgr. Station	Alexandria Roundhouse
New Orleans Race St. Yard	Alexandria Dispatchers Office
New Orleans TP-MP Roundhouse	Cut Off Jct.
Donaldsonville	Hollywood Yard
Addis	Hollywood Roundhouse
Bunkie	Marshall Train Order Office
Alexandria Yard	

YARD LIMITS

New Orleans } One Yard	Melville	Krese	} One Yard
Mile Post 17.0 }	Shreveport	Cut Off Jct.	
Donaldsonville	Bunkie	Shreveport	
	Cypress	Agurs	
	Natchitoches		
Plaquemine	} One Yard	Willow Glen	} One Yard
Indian Village Branch		Alexandria Yard	
Addis		Texmo Jct.	
Lobdell	} One Yard		
Lobdell Jct.			

INTERLOCKING WHISTLE SIGNAL CODE

Cut Off Jct.

Route to inbound main track and	
to Marshall	0000
Route to main track towards	
Natchitoches	00
Route to Yard	0

Opelousas

Main Track	
Diverging Route	0

AUTOMATIC BLOCK SYSTEM

Automatic Block System and Rules in effect:

West Bridge Jct. to Texmo Jct. M.P. 196.2.
M. P. 71.3, east of Lucas, to Shreveport Passenger Station, M.P. 327.3.

1. Rule 99 (j) not applicable for protection of Sperry Rail Detector test cars, pile drivers, ballast plows, weed burners, weed mowers, clam shells and other material handling cranes.

2. Sperry Rail Detector test cars must comply with Block and Interlocking indications when moving on or using any track.

3. Alexandria: When Absolute Signal governing eastward movements from east end Passenger Main and track No. 1½ to Westward Main Track indicates "Stop" and no train or engine is observed approaching on Westward Main Track a member of crew will operate release push button located on side of signal, then wait 2 minutes for signal to clear. If signal fails to clear, movement to westward main track may be made only under flag protection.

Eastward Block Signal 194.4, just east of Murray Streets governs movement through crossover from westward main track to eastward main track just east of Murray Street. When this signal displays "Stop, then Proceed" a movement must not be made to, or the eastward main track obstructed except under flag protection.

Eastward Two Unit Block Signal 194.8, located just west of Monroe Street, governs movement eastward on eastward main track and also through crossover just east of Monroe Street to Westward main track. When switches of this crossover are lined for crossover movement and no train or engine is approaching on westward main track signal will display indication provided by Rule 290 (Red over Lunar). If, when switches are lined for a crossover movement, this signal displays "Stop, then Proceed" movement to westward main track must not be made except under flag protection.

LIMITS OF CONTROL OPERATORS

Location	Between
West Bridge Jct.	West Bridge Jct. and Avondale.
Donaldsonville	East end siding Donaldsonville and west end siding McCall.
Alexandria Yard	Willow Glen and end Two Main tracks, M.P. 192.1, Alexandria Yard.
Cut Off Jct.	East end siding Lucas and Cut Off Jct. Interlocking.

LOUISIANA DIVISION

SPECIAL INSTRUCTIONS
ALL SUBDIVISIONSSPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF
TRAINS AND ENGINES BY BLOCK SIGNALS

1. In the following designated territory, trains and engines will be governed by block signals, whose indications will supersede the superiority of trains for both opposing and following movements on the same track, as provided for by Rules 400 to 406, inclusive.

Between:

West Bridge Jct. and Avondale.

East end siding Donaldsonville, M.P. 62.9 and west end siding, McCall M.P. 68.5.

Willow Glen and end Two Main Tracks, Alexandria yard, M.P. 192.1.

East end siding Lucas and Cut Off Jct. Interlocking.

2. Between West Bridge Jct. and Avondale, engines may enter the main track at a hand-operated switch without authority from control operator. Engines entering the main track within these limits without authority from control operator, or having entered these limits on signal indication at other than a hand-operated switch, must not occupy the main track when it is known a first-class train will be delayed and must give way to other trains promptly. This does not modify observance of Rule 104 (15).

3. Eastward trains or engines from Alexandria Yard must not obstruct main track at end of Drill track MP 190.4 until control operator Alexandria Yard has been notified by a member of crew and proper signal indication displayed.

4. Sperry Rail Detector test cars, when testing rail, must not occupy main track within territory where Rules 400 to 406, inc. are in effect except on authority of track and time limits as prescribed by Rule 402.

Ballast Discers, rail oilers, weed burners, weed mowers, pile drivers, burro cranes, clam shells and other similar uninsulated machines must not occupy main track within territory where Rules 400 to 406, inc. are in effect except on authority of track and time limits as prescribed by Rule 402.

OPERATING RULES

Rule 3. Amended to read: Standard clocks must bear sign "Standard Clock" and their locations will be shown in special instructions.

Where standard clocks are available, watches of train dispatchers, conductors, engineers, hostlers and engine foremen must be compared with a standard clock before commencing each day's work or trip. If a register station for a train, conductors and engineers of trains must register on train register the time watches are compared.

Conductors, engineers, hostlers, engine foremen and train-order operators, whose duties preclude access to a standard clock, must obtain time from train dispatcher, or compare and regulate their watches daily with those of conductors and engineers who have standard time and have registered as provided.

When practicable, conductors or engine foremen, and engineers will also compare time with each other and with trainmen, or yardmen, and firemen before commencing each day's work or trip.

Rule 6. Amended to read: General orders will be numbered consecutively beginning with January 1st of each year; will be issued and cancelled by the Superintendent or other designated officer, and will expire with the calendar year. They supersede any rule or special instructions with which they conflict.

Train, engine and yard employes, train dispatchers, and other employes whose duties require, must familiarize themselves with general orders and other notices before commencement of each trip or day's work. If a register station for a train, conductors and engineers of trains must record information on train register indicating that they have read and understand general orders. Location of general orders will be designated by special instructions.

Special instructions in timetable, or when issued in pamphlet form, supersede any rule with which they conflict.

Rule 10 (g). Supplement to: Yellow and green reflector signals as provided by Temporary Speed Restriction Chart, page 130, Uniform Code of Operating Rules, may be used both by day and by night in lieu of signs by day and signs and lights by night.

Rule 12 (J). Supplement to: Five (5) minute yellow fuses may be used for giving hand signals as prescribed by this rule, except yellow fuses must not be used by trainmen or yardmen for giving hand signals within interlocking limits.

Operating Rules—continued

Rule 20. All sections except the last will display two green lights only by day and by night in the places provided for that purpose on the front of the engine.

Rule 20 (a). Extra trains will display two white lights only by day and by night in the places provided for that purpose on the front of the engine.

T&NO trains between T&NO Jct. and S.P. Jct. being handled by engines equipped with train indicators will display proper designation on train indicators (illuminated by night) in addition to two white lights.

Rule 34—Amended to read: All members of engine and train crews must, when practicable, communicate to each other the indication of any signal restricting the movement of their train or engine.

Signal indication (except audible signals) must be seen before being communicated to each other.

Rule 35. Amended to read: The following signals will be used by flagmen:

Day Signals—A red flag, Torpedoes and Red Fuses.

Night Signals—A white light, Torpedoes and Red Fuses.

Rule 87. Exception to: When a train consists of more cars than will clear in a siding, an inferior train at such siding for a superior train, after providing flag protection as prescribed by Rule 87 against the superior train, may occupy main track at such siding against the superior train when authorized to do so by a train order issued in the following form:

"After providing flag protection against No. 22 at or before time required, Extra 1500 West may occupy main track at a siding between A and D for No. 22 and No. 22 unless otherwise instructed by flagman will pull through the siding."

Rule 103. Supplement to: Cars must not be left standing too near street or highway crossings. When practicable, cars must be left at least seventy five (75) feet away from crossings.

When a train or cut of cars is parted to clear a public crossing at grade; in addition to a trainman, when practicable, protecting the crossing against trains or engines approaching on adjacent tracks, the crossing must be cleared not less than 75 feet on each side.

Rule 103 (a). Paragraph (9) amended to read: Before switching occupied passenger equipment or occupied outfit cars, see that brake pipe connections are made, angle cocks opened between the cars and brake system charged.

When coupling passenger cars or occupied outfit cars, moving portion must be properly controlled and utmost caution used to avoid rough handling; couplers must be fully compressed and after coupling appears to have been made, couplers must be stretched to know that knuckles are locked before making air and steam connections.

Rule 104 (1). Amended to read: Main track switches must be lined and locked for main track when not in use. Other than main track switches equipped with switch locks must be lined and locked for normal position when not in use.

Except while movement through them is being made:

(1). Switches connecting other than a main track with siding must be left lined for movement on siding.

(2). Switches of crossover between two main tracks, or between a main track and other than a main track must be kept lined against a crossover movement except as follows:

(a). When main track switch of such crossover is a spring switch or a power-operated switch, the other switch of crossover will be kept lined and locked for crossover.

(b). When crossover is one end of a siding, the inside switch will be kept lined for movement to or from siding to main track.

(3). Switches of crossovers between two tracks, neither of which is a main track, must be left with both switches of crossover lined for or against a crossover movement.

Rule 104 (16). Amended to read: Main track switch targets will show RED when switch is lined for movement to or from main track.

Targets on all switches, except main track switches, will show "Yellow" when switch is lined for:

(a). Crossover movement.

(b). For turnout from a straight route or lead.

Rule 104 (c). Exception to: Any member of train or engine crew may examine a remote control switch, see that switch is properly lined and that switch points fit properly; such member of crew must remain at switch until leading wheels pass over switch.

Operating Rules—continued on page 7

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

OPERATING RULES—continued

Rule 206. 5th paragraph amended to read: Except when being used on a work train extra, the number of operating control unit of a diesel engine must be displayed and this number will be the identifying number of the engine and will be the engine number used in train orders; numbers on other units may be displayed but such numbers will not be used in train orders.

When a diesel engine with more than one control compartment unit is used on a work train extra, the numbers of all control compartment units may be displayed but the number of only one of the control compartment units will be used in train orders relating to such work train extra. When a diesel engine consisting of more than one unit is used on a work train extra, white train signals (two white lights only) as provided by Rule 20 (a) and special instructions must be displayed on all units equipped to display such signals.

Rule 221 (d). Amended to read: Operators must have the following signal appliances ready for immediate use:

One Red Flag, One White Flag, One White light,
Six torpedoes and Six Red Fusees.

Rule 508 (1). Exception to: A fireman who for any reason is permanently restricted to service as a fireman must not operate an engine except while working in hostler service. Engineers must not permit a permanently restricted fireman to operate an engine in their charge.

Rule 508, paragraph (3)—Duties of Engine Men—reading: "Engine men must know that their engine is furnished with sufficient fuel, water, tools, sand and other supplies and equipment" is cancelled.

Train Order, Form S-E. The following form is authorized:

"No 2 Eng 900 wait at C until 8 30 am for
Extra 600 West
No 2 take siding C for Extra 600 West"

Special rules governing:

When a superior train is directed by train order Form S-E (wait order) to take siding for another train, such instructions, unless annulled by a subsequent train order, are in effect after the time stated in the order has expired and the superior train must approach the designated point at Restricted Speed prepared to stop, expecting to find the inferior train on the main track between the siding switches without flag protection and must take the siding if the inferior train is at the designated point.

If the superior train arrives at the designated point after the time stated in the order has expired and the expected train has not arrived, and the main track can be seen to be clear to the other end of the siding, the superior train may proceed without entering and using the siding.

This form of train order must contain only one waiting point and must not be combined with any other form of order except Form L.

Train Order, Form L.—A Form L order may be combined with a Form B train order.

Train Order, Form Q.—A Form Q train order may be typewritten as prescribed for Form X orders.

RADIO RULES

1. The use of radio communication in any manner by any employe to supersede the requirement of complying with any rules of the Uniform Code of Operating Rules, Supplements Thereto, or Special Instructions supplementing Uniform Code of Operating Rules, is prohibited.

2. Except as provided in paragraph (3), the use of radio communication is prohibited:

- (a). To transmit train orders, or any part of contents of train orders.
 - (b). To comply with Rule 350 requiring communication with a train dispatcher or control operator at a Stop indication of a block or interlocking signal.
 - (c). To obtain track and time limits prescribed by Rule 402.
3. Radio communication may be used:
- (d). By train dispatcher to transmit a train order direct to an operator, or direct to a conductor or engineer, or both as provided in Rule 206 (b).
 - (e). By an operator to relay a train order as provided in Rule 206 (c) to another operator, or to relay direct to a conductor or engineer, or both a train order addressed to their train at a location not a train order office or at which the office is closed.
 - (f). When stopped at a Stop indication of a block or interlocking signal where there is no other form of communication, or where other forms of communications have failed, the requirements of Rule 340 or 350 may be fulfilled by use

of Radio Communication System to communicate with the train dispatcher or control operator, or may be used to communicate with an operator at a railroad base radio station who has communication with the train dispatcher or control operator. Such operator at the railroad base radio station may relay information between a member of crew and train dispatcher or control operator.

- (g). At a station, or between stations where there is no telephone or other forms of communication, or where other forms of communication have failed, radio communication may be used to obtain track and time limits prescribed by Rule 402 when such radio communication is between a crew member and the control operator and without being relayed through a third person.

4. The instructions contained in (b) and (c) of Paragraph 2 do not prohibit the use of radio communication by a member of crew to transmit information to the engineer of his train in connection with Rules 340, 350 or 402.

5. Under conditions where hand, flag or lamp signals prescribed by Rule 12 cannot be seen, the use of radio communication is authorized to govern and control the movement of a train or engine in lieu of hand, flag or lamp signals.

5. (a). When movement of a train or cut of cars is being made with the engine on trailing end, or in between cars of such train or cut of cars, and the movement is being controlled by radio communication as provided in paragraph (5), the employe transmitting the instructions for the movement must transmit continuously and the failure of engineer to receive continuous transmission must be construed as a STOP signal.

6. Rule 8 of the Rules and Regulations Governing the Operation of a Railroad Radio Communication System read as follows:

"Employes, except in yard operation, shall identify the radio station from which they are calling by prefacing their call with the railroad name, for example: "T&P Caboose 2315 calling Engine 1508", or "T&P Engine 1515 calling T&P Caboose Extra 1515 West."

In addition thereto, any person operating or using a railroad base radio station shall identify the station being used by the name of the railroad and the actual location of the base station, using the name of the city or town in which located, for example: "T&P Railway Dallas." If a base station is being actuated from another point or location, i.e., remotely controlled, the station shall still be identified by the actual location of the remotely controlled Base Station; for example; Operator at Mineola Yard remotely using Wills Point Base Station, shall identify the station as: "T&P Railway Wills Point, Mineola control."

6. (a). When radio communication is used as authorized in Paragraphs (3), (5) or (5-a), employes operating each radio station shall further identify themselves to each other by giving their name and occupation.

SPECIAL SAFETY RULES

The Company requires that every precaution be taken to prevent injuries to employes or others

Special attention is called to Uniform Code of Operating Rule No. 510 as amended, and in addition to Rule No. 510, the following is prohibited:

- (1) Giving signal to move an engine or cars and then crossing track in front of movement.
- (2) (a) Giving signal to move an engine or cars without first placing switch in proper position.
(b) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engines.
(c) Engineman drifting down too close to switches that are to be thrown.
- (3) 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.
- (4) Permitting any car with a defective or missing hand hold to be moved or set out without first notifying all employes on the train and making wire report to the Superintendent.
- (5) Hanging dope pails on hand holds, door guides, or side or end ladder of cars.
- (6) Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.

Employes must provide themselves with a copy, be conversant with and comply with Safety Rules issued in separate book or other form.

All employes are cautioned when passing through steel bridges and when switching tracks around industries, stations and platforms of various kinds as a number of bridges, platforms, buildings and appurtenances thereto will not clear a man on top or side of car. See Rule L.

LOUISIANA DIVISION

SPECIAL INSTRUCTIONS
ALL SUBDIVISIONS

MAXIMUM SPEEDS

All Subdivisions

	Miles per hour	
	Passenger	Freight
Trains of mixed freight and passenger equipment. (Caboose are freight equipment)		
Trains of deadhead passenger equipment		
Trains handling scale test cars; conductor will keep engineer advised when such cars in train	45	
Trains handling cars equipped with arch-bar trucks, or wooden underframes (except cabooses), and not otherwise restricted	45	
Light engines in road movement, freight or passenger, and engines handling cabooses, or rider cars, and not otherwise restricted	40	
Engines (yard or road service) shoving cars ahead of engine:		
Alexandria and Shreveport subdivisions	20	
All other subdivisions	15	
Trailing movements through a spring switch with points lined against movement.	30	
When not otherwise restricted, normal speed may be resumed after leading wheels have passed through switch points.		
Engines in yard service, with or without cars, and not otherwise restricted:		
Alexandria and Shreveport subdivisions	40	20
All other subdivisions	15	15
Diesel engines, series 1500 and 2000, and foreign line diesel engines of similar constructions, when running with operating control compartment not on leading end, and not otherwise restricted	40	20
Trains handling steam wrecking derricks with boom in trailing position, not otherwise restricted.		
Alexandria and Shreveport Subdivisions	35	30
Pleasant Hill Subdivision	25	15
All other Subdivisions	18	12
Trains handling steam wrecking derricks, boom in for- ward position; self-propelled pile drivers, lidge- woods, Brown-hoist and other machinery of similar description; also steam pile drivers moving under own power	30	18
Maximum speed at which diesel units below may be operated when not otherwise restricted; this maximum speed does not au- thorize operation at speed higher than maximum train speed.		
Class	M.P.H	
E-7 and E-8, series 2000	79	
F-7, series 1500 except listed below	65	
F-7 Units 1531-A, 1532-A, 1533-B, 1534-B	79	
GP-7, series 1100	65	
SW and NW, series 1000	60	
SW, series 800	60	

Between	Miles per hour	
	Passenger	Freight
<u>Alexandria Subdivision</u>		
West Bridge Jct.—Alexandria	65	50
<u>Shreveport Subdivision</u>		
Alexandria-Shreveport	55	45
Except between Cut Off Jct. and Cypress	59	45
<u>Thibodaux Subdivision</u>		
Geary-Thibodaux	30	30
Except around curves Geary, just east Palo Alto and Godchaux connection	15	15
Over all cane crossings	25	20
<u>Avoyelles Subdivision</u>		
Addis-Lobdell Jct.	40	25
Longbridge-Marksville	18	18
Longbridge-Bunkie	25	25
<u>Churchpoint Subdivision</u>		
Bunkie-Churchpoint	25	25
Except:		
Around curve, M.P. 20.4, South Ville Platte	15	15
Around curves between 1650 feet north and 500 feet south Gulf Coast Lines crossing, Opelousas	15	15
<u>Pleasant Hill Subdivision</u>		
Reisor-Cypress	40	25

DRAW BRIDGES

Location	Name	Miles per hour	
		Passenger	Freight
M.P. B-35.5	Bayou Plaquemine	25	25
M.P. 101.0	Bayou Grosse Tete	50	50
M.P. B-128.5	Melville	35	25
M.P. H-15.9	Bayou Lafourche—Napoleonville	6	6

Plaquemine and Melville Draw Bridges are protected by Interlocking Signals and Derails.

RAILROAD GRADE CROSSINGS

Location	Miles per hour	
	Passenger	Freight
<u>Alexandria Subdivision</u>		
M.P. B-10.2	P. B.-T. & N. O. (Interlocked)	
M.P. B-114.9	Gulf Coast Lines (Automatic Interlocked)	
M.P. B-182	Rock Island Lines (Automatic Interlocked)	
<u>Shreveport Subdivision</u>		
M.P. 2.7 Lucas Cutoff KCS Ry.	(Automatic Interlocked)	
M.P. 5.9 Lucas Cutoff T&NO Ry.	(Automatic Interlocked)	
M.P. B-325.2 (Shreveport) IC RR.	(Automatic Interlocked)	20 15
<u>Avoyelles Subdivision</u>		
M.P. D-10.4	Port Commission RR	25 15
M.P. D-10.6	Gulf Coast Lines (Gate)	25 15
M.P. D-12.4	Gulf Coast Lines (Interlocked) See Note	25 15
M.P. W-3.9	L.&A. Ry. (Gate)	15 15
Note: Interlocking signals M.P. D-12.4 controlled by GCL Operator, Anchorage.		
<u>Churchpoint Subdivision</u>		
M.P. L-3.6	T. & N. O. Ry.	15 15
M.P. X-23.5	Gulf Coast Lines (Interlocked) See note	15 15
Note: Assigned hours of Towerman 9:00 A.M. to 1.00 A.M. No towerman on duty 1:00 A.M. to 9:00 A.M.		
<u>Pleasant Hill Subdivision</u>		
M.P. B-287.4	K. C. S. Ry (Interlocked) See note	25 15
M.P. B-312.9	T. & N. O. Ry. (Automatic Interlocked)	15 15
Note: Interlocking handled by Agent South Mansfield when on duty; when not on duty interlocking will be handled by member of crew.		

TURN-OUTS

Kind	Miles per hour
No. 16	80
All other turn-outs	15

Location of No. 16 Turn-outs

Station	Mile Post	Number of turn-outs	Description
<u>Alexandria Subdivision</u>			
Waggaman	B-12.6	1	End Drill track
Johnson	B-59.4	1	East end siding
Denaldsonville	B-64.3	1	Cross-over
<u>Shreveport Subdivision</u>			
Cut Off Jct.	B-320.8	1	West entrance to Interlocker, Hollywood yard.

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND
PROTECTED BY PERMANENT SLOW SIGNALS

Note: The designation "Mile Post—Poles" refer to Mile Post location and number of poles beyond in the direction of next higher Mile Post.

Miles per Hour	Restriction Begins		Restriction Ends	
	Psg. Trains	Other Trains	Mile Post	Poles
<u>Alexandria Subdivision</u>				
25	25	75	8	75 17
25	25	84	19	85 33
20	20	162	20	163 12
35	35	170	11	170 30
45	45	178	12	179 7
40	40	193	10	195 28
<u>Shreveport Subdivision</u>				
40	40	193	10	195 28
15*	15*	195	28	195 31
40	40	B-235	4	N-1 4
25	25	N-10	1	N-12 0
30	30	7 (Note)	3	7 (Note) 20
20	20	S-322	30	T-0 0

*Applies only to Eastward track.
Note: Between Lucas and Cut Off Jct.

<u>Pleasant Hill Subdivision</u>					
6	6	268	26	269	12
25	25	294	3	294	14
<u>Churchpoint Subdivision</u>					
6	6	L-19	11	L-20	*

* 3164 feet south MP L-20:

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

SPRING SWITCHES

Station	Mile Post	Location Track	Facing Point Direction	Normal Position
Alexandria Sub-Division				
Waggaman	12.3	End drill track	Eastward	Main track
Johnson	39.4	East end siding	Westward	Main track
St. James	52.4	East end siding	Westward	Main track
Donaldsonville	62.9	East end siding	Westward	Main track
McCall	68.5	West end siding	Eastward	Main track
Addis	91.0	West end west siding	Eastward	Main track
Bunkie	164.3	West End West Siding	Eastward	Main track
Alexandria Yard	190.3	GCL connection	Eastward	Main track
Alexandria Yard	190.4	End of drill track	Westward	Main track
Alexandria Yard	192.1	End two main tracks	Westward	Westward track
Alexandria	194.3	East end crossover	Westward	Eastward track
Alexandria	194.3	West end crossover	Eastward	For cross-over
Alexandria	194.3	East end passenger track	Westward	Westward track
Shreveport Sub-Division				
Alexandria	194.6	West end passenger track	Eastward	Main track
Texmo Jct.	195.3	End two main tracks	Eastward	Eastward track
Texmo Jct.	195.3	Mo. Pac. Southward Main track	Westward	Main track
Lucas	72.35	East end siding	Westward	Main track
Lucas	1.3	West end siding	Eastward	Main track
Shreveport Jct.	324.5	End Jct. Drill track	Outbound	Main track
TS&N Jct.	326.5	West Wye	Eastward	For movement to Texarkana Sub-Division main track.
TS&N Jct.	T-0.5	North Wye	Southward	Must be lined as necessary for facing point movements. May be left as used and trailed through from either leg of wye.
McNeil St.	336.3	East Wye	Westward	For Market St. main track
McNeil St.	336.9	West end passenger main	Eastward	Passenger Main

Spring switches must be lined for intended move before attempting to move track machines such as rail oilers, ballast discer machines, burro cranes or any roadway equipment through them where the weight of such equipment is less than weight of an empty freight car.

A member of train or yard crew riding caboose or rear car in cut should observe spring switches after passing through them in trailing point direction to see if points move or if any indication of switch being in damaged condition, and if such condition noticed, make report accordingly.

SPECIAL INSTRUCTIONS GOVERNING ELECTRICALLY

LOCKED HAND-OPERATED SWITCHES

1. **To Leave Main Track:** Necessary for engine or car occupy short track section directly ahead of switch points; remove switch lock from main track switch, and when indicator lamp on top of electric lock mechanism lights, press foot pedal to release throw lever, and then the switch stand operating switch and the stand operating the derail may be operated the same as any ground-throw switch stand.

2. **To Enter Main Track From a Track Equipped with an Electrically-locked Derail:** Remove switch lock from derail stand and with lock removed wait approximately three minutes for lamp in top of electric lock mechanism to light; when lighted, press foot pedal to release throw lever and throw derail off rail, then the main track switch stand may be operated the same as any other ground-throw switch stand.

When entering the main track, the derail must be thrown from rail before attempting to operate the main track switch stand.

3. **To Enter Main Track From Passing Siding Not Protected by Derails:** Remove switch lock from stand, and if no train is approaching, the indicator lamp in top of electric lock mechanism should light; and switch may be operated at once. If indicator lamp does not light when lock is removed, wait at least three minutes for an approaching train to pass.

4. To enter main track at a crossover equipped with electric locks, the inside switch of the crossover must be operated first, or in the same manner as an electrically locked derail.

5. Switch locks must be replaced in hasps of electrically locked switches and derails when not in use.

6. If after waiting three minutes by watch for an indicator lamp to light as provided in paragraphs 2 and 3, and lamp does not light, try foot pedal to ascertain if indicator lamp is burned out and the switch is unlocked.

SPECIAL INSTRUCTIONS GOVERNING POWER-OPERATED

SWITCHES

Alexandria Subdivision

T&NO connection switch and American Cynamid Spur switch, M.P. B-16.4, equipped with power-operated switches; derails on T&NO connection track and American Cynamid Spur are pipe connected to, and operated by power switches. Switches and Absolute Block Signals in connection therewith controlled by Operator, Avondale.

Power operated switches and signals in connection therewith controlled by Operator Donaldsonville located:

Each end crossover, west end siding Donaldsonville, M.P. 64.3

East end siding, McCall, M.P. 67.0

Thibodaux Subdivision connection with McCall siding, M.P. 67.0

Shreveport Subdivision

Power operated switch leading from westward main track to Mo. Pac. northward main track Texmo Jct., and signals in connection therewith controlled by T&P Train Dispatcher, Alexandria. See special instructions Shreveport subdivision.

Avoyelles Subdivision

Power operated switch Lobdell Jct., and signals in connection therewith controlled by L&A Operator, East Bridge Tower, North Baton Rouge. See special instructions Avoyelles Subdivision.

1. Should a train or engine approach a power-operated switch and find it not lined for the movement to be made, a member of crew must communicate with train dispatcher or operator.

STREET AND HIGHWAY CROSSINGS

Within operating limits of automatic public crossing signals, switches must not be left open nor cars left standing in circuit longer than necessary, thereby causing excessive operation of the crossing signal.

Unless otherwise protected, all street crossings Opelousas and Shreveport must be protected by flagman before any engine or car is permitted to pass over same.

At street crossings between Hollywood Yard and Shreveport Jct. equipped with crossing protection signals a straightaway movement in either direction on Main track or on Junction Drill track will actuate such signals. Reverse movement or a forward movement after making a reverse movement over such crossings must be protected by a flagman.

Flasher light signals in operation, McNeil St. Crossing, Shreveport, will operate automatically on approach of inbound trains from clearance point of wye and main track, and on outbound movement freight main line, but will discontinue operating on expiration of three and one-half (3½) minutes. For westward movement on passenger tracks Nos. 1 and 2, operate push button located on post either at extreme west end or half-way of passenger shed and be governed by indication of dwarf signals located to right of these tracks, immediately east of McNeil Street.

Indications:

Yellow: Flasher lights operating, proceed.

Red: Flasher lights not operating, protect crossing by flag.

The above two signals are not Block Indicators.

Flashing-light signals controlled by watchman located in tower at Jackson Street govern movement of street traffic at crossings of Lee, Washington, Murray, Jackson, Madison and Monroe streets and Park Ave., City of Alexandria.

Approach of trains and engines on either main track is indicated to watchman by lights on chart located in tower and signals are operated by watchman when these indications are shown. Switching movements must not be made or cars shoved over street crossings Alexandria until it is known by member of crew in position to observe same that flashing light signals are operating or that crossing is otherwise protected.

Trains and engines using other than main tracks over these street crossings, or doing switching on either main track, must signal watchman by operating toggle switch located in box on side case. Toggle switch must be placed in the "ON" position before movement is started and must remain in this position until crossing is cleared, whereupon it must be restored to "OFF" position. Watchman will operate signals while switch is in "ON" position.

Circuits are so arranged that approach of an eastward train or engine on eastward track is not indicated in tower when either the east switch of No. 4 track or switch leading to Old Mo. Pac. yard, just west of Monroe Street, is open; if necessary to make an eastward movement over Monroe Street while either these switches are open, the toggle switch at Monroe Street must be operated. Circuits are so arranged that approach of a westward train or engine on westward track is not indicated in tower when switches to Team or House track located west and east of Madison Street crossing are open. If necessary to make westward movement over Madison or Monroe, or an eastward movement over Madison or Park Avenue crossing on westward track while either of these switches are open, the toggle switch at crossing to be used must be operated.

Trains or engines moving west from passenger station tracks must not obstruct Park Avenue until a member of crew has signaled watchman by operating push button located on post under umbrella shed, near west end of passenger station. The sounding of engine bell on eastbound passenger or other trains or engines moving out of passenger tracks will be signal for towerman to operate flashing light signals on Jackson Street crossing.

LOUISIANA DIVISION

SPECIAL INSTRUCTIONS

ALEXANDRIA SUBDIVISION

1. Unless otherwise instructed, the route of passenger and freight trains between West Bridge Jct. and Race St. freight yard, and Passenger Station, New Orleans, will be as follows:

Passenger Trains:

New Orleans Public Belt RR between West Bridge Jct. and East Bridge Jct.

Illinois Central RR between East Bridge Jct. and Southport.
New Orleans Union Passenger Terminal RR between Southport and New Orleans Passenger Station.

Freight Trains:

New Orleans Public Belt RR between West Bridge Jct. and Race Street freight yard, New Orleans.

2. Movement of trains will be governed by, and employes will be subject to Rules, Timetables and Special Instructions of:

New Orleans Public Belt RR between West Bridge Jct. and Race St. Jct., New Orleans.

Illinois Central RR between East Bridge Jct. and Southport.
New Orleans Union Passenger Terminal RR between Southport and New Orleans Passenger Station.

3. First-class trains run at Restricted Speed between West Bridge Jct. and Waggaman, and between Willow Glenn and Texmo Jct.

4. Schedule time for first-class trains at New Orleans, Carrollton Ave., Southport and East Bridge Jct. shown for information only.

Schedule leaving time at New Orleans and Carrollton Ave. for trains 21 and 27 must be respected for passengers.

Train orders and time of schedules and time in train orders at Donaldsonville and Addis apply at train order signal.

Train orders and time of schedules and time in train orders with respect first-class trains Alexandria Yard applies at end of Two Main Tracks, M.P. 192.1.

5. Avondale is train order office for westward trains only.

Alexandria Yard is train order office for westward trains originating that point and for all eastward trains.

6. Nos. 21 and 27 may assume their schedule and leave West Bridge Jct. without clearance, but must secure clearance at Avondale.

GCL No. 102 may assume schedule of No. 717 at Willow Glen without clearance.

Extra trains may leave Alexandria Passenger Station without clearance.

First-class trains must secure clearance at Train Order office, T&P Bldg., Wheelock Ave. before leaving Alexandria Passenger Station.

7. Race Street Yard is register station for trains originating and terminating that station.

Cheneyville is register station for Sou. Pacific trains only.

All trains, except those originating and terminating at Avondale and Alexandria Yard, will register at these stations by register ticket.

Eastward trains from Thibodaux Subdivision may leave McCall without ascertaining that all superior trains due have arrived and left.

8. Extra trains and engines may run ahead of first-class trains between West Bridge Jct. and Waggaman, and between Alexandria Yard and Texmo Jct., without train order authority, but will not occupy the main track within these limits when it is known a first-class train will be delayed.

9. Exception to Rule 95: Between Willow Glen and Texmo Jct. Mo. Pac. and GCL trains, when authorized by Mo. Pac. or GCL train orders may, display signals for a following section without train order authority.

10. Extra Trains may be run without train orders:

(a). With current of traffic between Texmo Jct. and Alexandria Yard as provided by Rule D-88 without clearance.

(b). Between Alexandria Yard and Willow Glen as provided by Rules 88 (a) and 400 without clearance.

(c). Between Donaldsonville and McCall as provided by Rules 88 (a), 400 and 401.

11. The track parallel to and immediately south of main track between Addis MP 89.9 and connection to main track just east of Plaquemine Drawbridge Interlocking, MP 85.5, in service as a Drill track and is designated as "South track."

All trains and engines moving on "South Track" will approach Plaquemine Drawbridge prepared to stop unless Absolute Interlocking signals are seen to be displaying a proceed indication.

ALEXANDRIA SUBDIVISION—Continued.

11 (a). Yard engines may use the "South Track" without train order or other authority the same as any other track within yard limits.

Trains may use "South Track" only under the following conditions:

(1) Between Plaquemine and MP 86, just west of Myrtle Grove, to do work within these limits.

(2) When authorized by train order in either of the following forms:

Example (a). "Extra 400 East has right over opposing trains on South Track Addis to Plaquemine."

Example (b). "Extra 800 West MAY use South Track Plaquemine to Addis."

Under train order, example (a), the train must use the south track between the points named, and other trains receiving a copy of this order may proceed on the main track on their rights or schedule.

Under example (b), the train named may use either the main track or the South Track between the points named.

11 (b). All trains and engines using "South Track" must run at Restricted Speed and not exceeding 20 miles per hour.

12. Employes of the Texas and Pacific Railway are subject to the instructions of the officers of the Texas-Pacific-Missouri Pacific Terminal Railroad of New Orleans while occupying its tracks.

Employees of the Texas-Pacific-Missouri Pacific Terminal Railroad of New Orleans will be governed by the timetable of the Texas Pacific Railway.

Employes of the GCL, Mo. Pac. and T.&N.O. railroads are subject to the Rules, timetable and Special Instructions of the Texas and Pacific Railway while occupying its tracks.

13. Standard Clocks: New Orleans, Race St. Yard, Avondale, Donaldsonville, Addis, Bunkie, Alexandria Yard and Train Order office, T&P Bldg., Alexandria.

OTHER PASSENGER TRAIN FLAG STOPS

No. 21.....Melville: to discharge passengers from Avondale and beyond or receive passengers for Alexandria and beyond.

No. 22.....Melville and Whitecastle: to discharge passengers from Alexandria and beyond, or receive passengers for Avondale and beyond.

No. 27.....Livonia: to discharge passengers from Avondale and beyond, or receive passengers for Alexandria and beyond.

No. 28.....Livonia: to discharge passengers from Alexandria and beyond, or receive passengers for Avondale and beyond.

AVOYELLES SUBDIVISION

Current joint Time Table of the Texas and Pacific Railway and Louisiana and Arkansas Railway will govern the movement of trains between Mansura Jct., and Lobdell Jct.

Train movements between Bunkie and Mansura Jct. and between Lobdell Jct. and Addis will be handled by L.&A. Train Dispatcher and over the signature of the L.&A. Train Dispatcher in accordance with Rules, Time Table and Special Instructions of the Texas and Pacific Railway Co.

Switch at Lobdell Jct. is power-operated; be governed by special instructions and signal indications. Southward movement from T&P main track to L&A connection to Mississippi River Bridge is diverging route. Interlocking Rules govern movements within Home Signal Limits Lobdell Jct. Power-operated switch and all signals Lobdell Jct. controlled by L&A Operator, East Bridge Tower, North Baton Rouge.

When a train or engine finds a "Stop" indication displayed for a route to be used, a member of crew must communicate by telephone with L&A Operator, East Bridge Tower, and authority to proceed may be given by telephone; before proceeding it must be known the route is properly lined for the movement. Telephone located in booth just southeast of Lobdell Jct. switch.

SPECIAL INSTRUCTIONS

SHREVEPORT SUBDIVISION

1. First-class trains must run at Restricted Speed between Texmo Jct. and Willow Glen.

2. Time eastward trains Texmo Jct. applies at connection to Mo. Pac. southward main track; time westward trains Texmo Jct. applies at connection to Mo. Pac. northward main track.

Schedules and train orders, Shreveport Jct. apply at end of Junction Drill track M.P. 324.5.

For identification and train order purposes, the three crossovers between Cut Off Jct. and Shreveport Jct. are designated as follows:

- Crossover, MP 321.9, Hollywood Yard office, "Hollywood Crossover"
- Crossover, MP 322.3, Opposite Roundhouse, "Roundhouse Crossover"
- Crossover, MP 323.8, between Mansfield Road and Claiborne Ave., "Claiborne Ave. Crossover."

3. MoP No. 103 may assume schedule of No. 716 and MoP No. 181 may assume schedule No. 718 at Texmo Jct. without clearance. Extra trains may leave Alexandria Passenger Station without clearance.

First-class trains must secure clearance at Train Order office, T&P Bldg., Wheelock Ave. before leaving Alexandria Passenger Station.

4. Alexandria and Shreveport Passenger Stations are register stations for first-class trains only.

All trains, except those originating and terminating at Cut Off Jct., will register at Cut Off Jct. by register ticket.

5. Extra trains and engines may run ahead of overdue first-class trains between Texmo Jct. and Alexandria Yard without train order authority, but will not occupy the main track within these limits when it is known a first-class train will be delayed.

6. Exception to Rule 95: Between Texmo Jct. and Alexandria Yard Mo. Pac. trains when authorized by Mo. Pac. train orders may display signals for a following section without train order authority.

7. Between Texmo Jct. and Alexandria Yard trains may run extra with the current of traffic without clearance or train orders.

8. Interlocking Rules govern movements within Absolute signal limits Texmo Jct.; all signals controlled by T&P Train Dispatcher, Alexandria.

When a signal Texmo Jct. displays indication "Stop, Open the Switch" per Rule 292-A; after switch or switches have been thrown for intended movement, train or engine will then be governed by indication displayed by the signal. Hand-operated switches Texmo Jct. must not be thrown for a movement when signal governing movement does not display indication per Rule 292-A.

When a train or engine finds a "Stop" indication displayed for a route to be used, a member of crew must communicate by telephone with T&P train dispatcher.

9. T&P-IC RR Crossing, MP B-325.2, Shreveport: For Movement of Trains or Engines on T&P route. Absolute signals normally display "Stop" changing to a proceed indication on the approach of a train or engine after a period of thirty (30) seconds if no train or engine is using the crossing on the IC route.

If a train or engine on the T&P route, after receiving a proceed indication does not enter Interlocking Limits within a period of three (3) minutes, the Absolute Signal governing use of T&P route will automatically change to "Stop" indication and then can only be cleared for a movement on T&P route by an engine or car stopping on a short releasing track section immediately in advance of T&P Absolute Signal. After a period of approximately thirty (30) seconds, if IC route over crossing is not being used, Absolute Signal will again change to a proceed indication.

Length of releasing track sections in advance of Absolute Signals:

West of crossing—150 feet.
East of Crossing—210 feet.

SHREVEPORT SUBDIVISION—Continued.

10. Movements between Shreveport Jct. and Shreveport Passenger Station:

Inbound first class trains will use Texarkana Subdivision main track from TS&N Jct. to North Wye switch and then back around wye into Shreveport Passenger Station. Outbound first class train movement will be straight-away on main track.

First Class trains in and out bound run at Restricted Speed between Shreveport Jct. and Shreveport Passenger Station and while using wye tracks and Texarkana Subdivision main track.

Between Shreveport Jct. and Shreveport Passenger Station extra trains and engines may run ahead of first-class trains without train order authority, but will not occupy the main track within these limits when it is known a first-class train will be delayed.

Extra trains and engines will not foul main track between Shreveport Jct. and Shreveport Passenger Station on the time of a first-class train without permission from Train Dispatcher.

Extra trains and engines, including yard engines of foreign lines making interchange movements, will not foul automatic block system circuits on TS&N wye, or north of north wye switch until it has been ascertained all overdue first-class trains have arrived and left.

Dispatchers telephones located:

End two main tracks, Shreveport Jct.

East end yard tracks, Shreveport Jct.

Between IC and KCS Interchange connections, near Culpeper St.

West end Passenger Shed near McNeil Street.

City telephone located 1000 feet north of north wye switch.

When a train or engine:

- Stops at Eastward (Inbound) Absolute Signal at T&P-IC RR crossing, MP B-325.2.
- Stops at Westward (Outbound) Block Signal 325.9.
- Is delayed or performs switching between T&P-IC RR crossing MP B-325.2 and Signal 325.9.

Texas Ave. crossing must not be obstructed until it is known that crossing flashers are operating. Crossing flashers may be placed in operation manually by using push buttons located on signal case east of, or on signal pipe west of Texas Ave. Push button must be held down until engine or car obstructs crossing.

11. The track parallel to and immediately east of main track between "Roundhouse Crossover," MP 322.3 and Shreveport Jct., MP 324.5 in service as a Drill track and designated as "Junction Drill track."

Yard and other engines, with or without cars, may use Junction Drill track without train order or other authority the same as any other track within yard limits.

Trains may use Junction Drill track ONLY when authorized by train order, in either of the following forms:

Example (a). "No 27 eng 2000 inbound has right over opposing trains on Junction Drill track Roundhouse Crossover to Shreveport Jct."

Under example (a), the train must use the Junction Drill track between the points named, and other trains receiving a copy of this order may proceed on the main track between the points named on their rights or schedule.

Example (b). No 28 eng 2010 outbound may use Junction Drill track Shreveport Jct. to Roundhouse Crossover."

Under Example (b), the train named may use either the main track or the Junction Drill track between the points named.

Examples (a) and (b) may specify an intermediate crossover location between Shreveport Jct. and Roundhouse Crossover.

All trains and engines using Junction Drill track will run at Restricted Speed and not exceeding 20 miles per hour.

12. Employees of the IC, KCS, L&A and MoP railroads are subject to the Rules, Timetable and Special Instructions of the Texas and Pacific Railway while occupying its tracks.

13. Standard Clocks: Alexandria yard, Train Order office, T&P Bldg., Alexandria, Cut Off Jct. and Hollywood yard.

LOUISIANA DIVISION

HOSPITAL

DR. JOHN E. HILL, Chief Surgeon

Marshall, Texas

LOCAL SURGEONS

NAME	LOCATION	NAME	LOCATION
Dr. J. M. Lyons	New Orleans	Dr. W. W. Pugh	Napoleonville
Dr. Dan D. Baker	New Orleans	Dr. R. B. Thompson	Ville Platte
Dr. M. D. Paine	New Orleans	Dr. F. B. Landry	Port Allen
Dr. F. M. Hindelang	Gretna	Dr. J. C. Roberts	New Roads
Dr. J. W. Atkinson	Gretna	Dr. Charles A. Havard	Morrows
Dr. M. G. Huff	Luling	Dr. H. A. McConnell	Bunkie
Dr. J. R. Fernandez	Edgard	Dr. J. G. Dupree (Assoc.)	Bunkie
Dr. S. R. Campbell	St. James-Vacherie	Dr. M. J. Hair	LeCompte
Dr. Percy LeBlanc	Donaldsonville	Dr. D. M. Carlton	LeCompte
Dr. J. P. Musso	White Castle	Dr. R. B. Wallace	Alexandria
Dr. E. A. Kleinpeter	Thibodaux	Dr. O. B. Owens	Alexandria
Dr. Eugene Holloway	Plaquemine	Dr. R. B. Wallace, Jr.	Alexandria
Dr. J. R. Spedale	Plaquemine	(Associate)	Alexandria
Dr. E. L. Majors	Rosedale	Dr. J. M. Yeager	Derry
Dr. E. E. Merse	Melville	Dr. E. E. Jordan	Robeline
Dr. K. A. Roy	Mansura	Dr. H. M. Prothro	Pleasant Hill
Dr. A. M. Abramson	Marksville	Dr. H. P. Curtis	Mansfield
Dr. S. R. Abramson (Assoc.)	Marksville	Dr. D. L. Moseley (Assoc.)	Mansfield
Dr. John S. Bailey	Church Point	Dr. L. S. Huckaby	Grand Bayou
Dr. Fred J. Mayer	Opelousas	Dr. R. S. Roy	Natchitoches
		Dr. A. A. Herold, Sr.	Shreveport
		Dr. A. A. Herold, Jr. (Assoc.)	"
		Dr. Paul D. Abramson (Assoc.)	"

OCULISTS

Dr. C. L. Brown (Ear, Nose & Throat)	New Orleans
Dr. Wm. B. Clark (Eyes only)	New Orleans
Dr. Shelley R. Gaines (Assoc. eyes only)	New Orleans
Dr. B. M. Wilson	Alexandria
Dr. J. A. Wilkinson	Shreveport

TIME SERVICENATIONAL RAILWAY TIME SERVICE COMPANY

Chicago, Ill.

LOCAL WATCH INSPECTORS

NAME	HEADQUARTERS	TERRITORY
Wm. Frantz Co.	New Orleans	Note 1
John F. User	Algiers	Local
Gretna Jewelry Co.	Gretna	Local
Sidney George	Thibodaux	Local
Joseph Dechary	Plaquemine	Local
Morros Auto Parts	Bunkie	Local
Geo. N. Adams	Alexandria	Local
C. A. Schnack Jewelry Co.	Alexandria	Boyes to Bunkie.
Youngblood Jewelry Co.	Shreveport	Note 2
Clarkes Jewelry Co.	Shreveport	Note 3

Note 1. New Orleans to Bunkie and Thibodaux, Avoyelles and Churchpoint Subdivisions.

Note 2. Lena to Shreveport and Pleasant Hill and Texarkana Subdivisions.

Note 3. Two locations: 2016 Jewella Drive and 3916 Youree Drive.