

TABLE OF SPEEDS.

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

DIVISION OFFICERS

H. L. Money..... Trainmaster..... Minden, La.
 R. Norwood..... Trainmaster..... Baton Rouge, La.
 L. B. Williams..... Trainmaster..... New Orleans Terminal
 W. M. Daniel..... Trainmaster..... Greenville, Texas
 A. F. King..... Road Foreman of Engines..... Shreveport, La.
 B. T. Moore..... Chief Train Dispatcher..... Shreveport, La.
 R. B. Martin..... Assistant Chief Dispatcher..... Shreveport, La.
 E. H. Hill..... Train Dispatcher..... Shreveport, La.
 S. S. Handley..... Train Dispatcher..... Shreveport, La.
 G. H. Bland..... Train Dispatcher..... Shreveport, La.
 F. C. Guelfo..... Train Dispatcher..... Shreveport, La.

SAFETY



FIRST

Louisiana &
 Arkansas
 Railway

TIME TABLE No. 32

TAKES EFFECT 12:01 A. M. SUNDAY

AUGUST 15, 1943

Central Standard Time

Superseding Time Table No. 31

FOR THE INFORMATION AND GOVERNMENT
 OF EMPLOYEES ONLY

The railway company reserves the right to vary
 therefrom as circumstances may require

F. H. HOOPER, *Asst. Gen. Supt. Transportation*
 N. JOHNSON, *Superintendent*

SHREVEPORT DISTRICT-SOUTHWARD

Station Numbers	Mile Post	Capacity of tracks in cars Siding Other Tracks		FIRST CLASS		SECOND CLASS				THIRD CLASS		
				TIME TABLE No. 32 Takes Effect August 15, 1943		1	5	77	15	93	39	37
						Southern Belle	The Flying Crow	Kansas City Dallas Red Ball Freight	Freight	E. I. Freight	Local Freight	Local Freight
				STATIONS		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
B-108												
	0.90											
	1.79											
C-9	8.81	100	8									
C-17	17.23	58	15									
C-26	26.06	80	6									
C-32	32.14		36									
C-44	44.44		47									
C-56	55.85		50									
C-62	61.77		60									
C-69	68.69		15									
C-75	74.44		45									
C-82	82.32		50									
C-92	91.58		40									
C-97	97.41											
C-106	106.37		55									
C-114	114.18		100									
C-119	118.57 118.87		30									
C-121	120.68 121.45											
	121.99											
	122.96											
	122.98											
	123.15											
C-131	131.15	65	8									
C-141	140.52		65									
C-149	148.65		65									
C-153	152.80		40									
	153.21											
C-157	157.31		26									
C-160	160.45		51									
C-167	167.91											
C-168	168.13		60									
C-172	171.44		100									
C-178	176.17											
Distance from Shreveport U.D. 176.65				Daily	Daily	Daily	Daily	Daily		Daily Except Sunday	Daily Except Sunday	

TRAIN No. 1 IS SUPERIOR TO TRAIN No. 6

SHREVEPORT DISTRICT—NORTHWARD

Station Numbers	Distances from New Orleans	TIME TABLE No. 32 Takes Effect August 15, 1943	Capacity of tracks in cars		FIRST CLASS		SECOND CLASS			THIRD CLASS		
			Siding	Other Tracks	2	6	42	16	94	36	38	
					Southern Belle	The Flying Crow	Kansas City Dallas-Bad Ball Freight	Freight	R. I. Freight	Local Freight	Local Freight	
					Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Monday	
STATIONS												
	312.71	SHREVEPORT UNION DEPOT		Yard		7 15 AM						
	312.12	FRANKLIN STREET JUNCTION		Yard	A	7 07 AM						
		COMMERCE STREET JUNCTION		Yard								
B-108	311.42	SHREVEPORT YARD WEST		Yard		7 05		A 12 50 PM			A 8 05 AM	
		T. & P. Ry. X-ing										
	311.33	SILVER LAKE JCT.		Yard	L	6 58 AM		L 12 45 PM			L 8 00 AM	
	310.44	LOUISIANA JCT.		Yard	A	6 55 AM		A 12 40 PM			A 7 55 AM	
C-9	303.42	CURTIS	100	8		6 42		12 22			7 30	
C-17	295.00	ELM GROVE	58	15		6 30		12 09 PM			7 00	
C-26	286.17	NINOCK	80	6		6 19		11 58 AM			6 30	
C-32	280.09	EAST POINT		30		6 10 ³⁸		11 46			6 10 ²	
C-44	267.79	COUSHATA		47	39	5 52		11 24			5 30	
C-56	256.98	GRAPPE'S BLUFF		50		5 35		11 05			4 59 ³⁰	
C-62	250.46	CAMPTI		60	70	5 27 ³⁹		10 54			4 35	
C-69	243.54	CLARENCE		15	5	5 16		10 40			4 05	
C-75	237.79	ST. MAURICE		45	26	5 05		10 30			3 45	
C-82	229.91	MONTGOMERY		50	8	4 52		10 15			3 15	
C-92	220.85	ALOHA		40	20	4 40		9 58			2 40	
C-97	214.82	COLFAX		Yard	s	4 33		9 48			2 15	
C-106	205.86	WERDOHL		55		4 21		9 29			1 35 ¹	
C-114	198.05	BARRETT		100		4 10		9 13			1 10	
		MO. P. X-ING										
C-119	193.66	MALLIN		30								
C-121	191.55	PINEVILLE		Yard				9 01			12 55	
	190.83	PINEVILLE JCT.		Yard		4 00	A 12 10 PM	9 00	A 3 05 PM	A 2 35 PM	12 53	
194	190.24	ALEXANDRIA		Yard	s	3 55	12 05 PM ³⁷	8 50	L 3 00 PM	L 2 30 PM	A 9 55 PM ⁷⁷	L 12 40 AM
		M. P. R. R. X-ing										
	189.25	L. & A. X-ing										
	189.08	ALEXANDRIA JCT.										
C-131	181.08	LATANIER	65	8		3 22	11 47 AM	8 24			9 32	
C-141	171.71	BIJOU	65	20		3 10	11 35	8 11			9 19	
C-149	163.58	HESSMER	65	5		3 00	11 25	7 58			8 59	
C-153	159.34	MANSURA	40	15	s	2 54 ¹⁵	11 19	7 51			8 49	
	159.02	T. & P. X-ING										
C-157	154.92	MORBEAUVILLE	26			2 48	11 13	7 45			8 39	
C-160	151.78	HAMBURG	51	15	L	2 44 AM	11 08 AM	7 41 AM			L 8 33 PM	
C-167	144.35	LATEX JCT.			A	2 34 AM	10 59 AM	7 25 AM			A 8 05 PM	
C-168	144.10	SIMMESPORT		60		2 33	10 58	7 24			8 03	
C-172	140.79	EDEN	100			2 25	10 50	7 15			7 53 ⁵	
C-178	136.06	TORRAS JUNCTION			L	2 18 AM	10 43 AM	7 05 AM			L 7 30 PM	
		Distance from Shreveport U.D. 176.65				Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Monday

TRAIN No. 1 IS SUPERIOR TO TRAIN No. 6

NEW ORLEANS DISTRICT—SOUTHWARD

Station Numbers	Mile Post	TIME TABLE No. 32		Capacity of tracks in cars		FIRST CLASS		SECOND CLASS		THIRD CLASS					
		Takes Effect		Siding	Other Tracks	1		5		77		35		37	
		August 15, 1943				Southern Belle		The Flying Crow		Kansas City Dallas-Red Ball Freight		Local Freight		Local Freight	
		STATIONS				Daily		Daily		Daily		Daily Except Sunday		Daily Except Sunday	
			W			L 3 33 AM	L 8 00 PM		L 11 40 PM		L 2 56 PM				
		TORRAS JUNCTION													
		LETTSWORTH		54											
		BACHELOR		105											
		MORGANZA		52											
		NEW ROADS		100											
		GLYNN		52											
		CHAMBERLIN		52											
		LOBDELL		100											
C-226	C-224.85	D				L 4 33 AM	L 9 00 PM		L 1 46 AM		L 5 20 PM				
		LOBDELL JUNCTION													
C-230	C-229.30					4 43	9 10		2 05		5 45				
		BRIDGE JUNCTION													
C-231	C-230.62	C				4 46 42	9 13		2 35		5 50				
		N. BATON ROUGE	PWFY		Yard										
		I. C. R. R. X-ing													
C-234	C-233.27					5 00	9 30		2 45	L 7 00 AM	A 6 00 PM				
		BATON ROUGE	WSP		Yard	5 15	9 30		2 45						
		ESSEN		105	6	5 22	9 38		2 57	7 15					
C-240	C-238.56	P													
		KLEINPETER		25											
C-245	C-244.49														
		BULLION		50	15	5 32	9 49		3 11	7 40					
C-247	C-246.70	*													
		PRAIRIEVILLE		10			9 52			7 47					
C-250	C-249.12	*													
		GONZALES	W	91	25	5 43	10 00		3 43 42	8 12					
C-255	C-254.63	D													
		SORRENTO	*	30	5	5 50	10 07		3 55	8 29 6					
C-260	C-259.54	D													
		BARMEN		59		5 54	10 11		4 04	8 36					
C-263	C-262.38														
		MELROY		44		5 57	10 14		4 10	8 42					
C-265	C-264.70														
		GRAMERCY	WY	100	122	6 08	10 21		4 25	9 06					
C-273	C-272.70	D													
		GARYVILLE		45		6 14	10 25		4 34	10 10					
C-277	C-276.68														
		RESERVE-Reserve Co. X-ing	Y	83		6 18	10 30		4 40	11 00 34					
C-280	C-279.24	D													
		MONTÉGUT		47		6 23	10 34		4 48	11 20					
C-284	C-283.76														
		LA PLACE	D	14		6 26	10 37			11 28 AM					
C-286	C-285.26	D													
		NORCO	D	92	50	6 36	10 47		5 10	2 00 PM					
C-291	C-290.95	D													
		I. C. R. R. X-ing													
C-300	C-300.47														
		KEMNER	P	50	12	6 54	11 03 2		5 31	2 40					
C-302	C-301.57	P													
		SHREWSBURY	P		Yard	7 02	11 11		5 41	2 55					
C-307	C-306.67	P													
		N. O. T. R. R. X-ing													
C-306	C-306.88														
		WEST YARD	SY		Yard	7 10	11 15		5 45	3 00					
C-309	C-308.30	C													
		CARROLLTON AVENUE				7 16 6	11 19								
C-310	C-309.88														
		HAGAN AVENUE	WF		Yard	7 20	11 23		A 5 55 AM	A 3 10 PM					
C-310	C-310.42														
		I. C. R. R. X-ing													
C-313	C-312.03														
		NEW ORLEANS			Yard				6 00 AM	3 20 PM					
		(Freight Depot Liberty Street)													
C-313	C-312.23					A 7 30 AM	A 11 35 PM								
		NEW ORLEANS			Yard										
		(Passenger Station, Rampart St.)													
						Daily	Daily		Daily	Daily Except Sunday	Daily Except Sunday				
		136.06													

TRAIN No. 1 IS SUPERIOR TO TRAIN No. 6

NEW ORLEANS DISTRICT—NORTHWARD

TIME TABLE No. 32 Takes Effect August 15, 1943		Capacity of tracks in cars		FIRST CLASS		SECOND CLASS		THIRD CLASS				
				2	6			42	34	36		
		Station Numbers	Distances from New Orleans	Siding	Other Tracks	Southern Belle	The Flying Crow			Kansas City Dallas-Red Ball Freight	Local Freight	Local Freight
						Daily	Daily			Daily	Daily Except Sunday	Daily Except Sunday
STATIONS												
	136.06											
	132.38											
	125.40											
	117.17											
	107.17											
	99.84											
	92.72											
	87.98											
	87.38	D										
C-226	82.93											
C-230	81.61	C										
C-231	80.70											
C-234	78.96											
C-240	73.67	P										
C-245	67.74											
C-247	65.53											
C-250	63.11											
C-255	57.60	D										
C-260	52.69	D										
C-263	49.85											
C-265	47.53											
C-273	39.53	D										
C-277	35.55											
C-280	32.36	D										
C-284	28.47											
C-286	26.97	D										
C-291	21.28	D										
C-302	10.66	P										
C-307	5.56	P										
C-309	3.93	C										
C-310	1.81											
C-313	0.20											
C-313	0.0											
136.06												
				Daily	Daily			Daily	Daily Except Sunday	Daily Except Sunday		

TRAIN No. 1 IS SUPERIOR TO TRAIN No. 6

NORTHERN DISTRICT—SOUTHWARD

Station Numbers	Distances from Hope	TIME TABLE No. 32		Capacity of tracks in cars		FIRST CLASS		SECOND CLASS					
		Takes Effect August 15, 1943		Sliding	Other Tracks	3	5	15	69	65	51	93	
		STATIONS				Shreveporter	The Flying Crow	Freight	Freight	Freight	Freight	R. I. Freight	
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
0	0	C	HOPE	FY	Yard	L 5 15 AM		L 6 30 PM	L 9 45 AM				
6	6.29		COLER		80	5 25		6 45	10 00				
11	11.20		PATMOS	*P	25	5 32		6 56	10 10				
15	14.63		BAKER		39	5 38		7 05	10 17				
23	22.83	C	STAMPS	WY	Yard	5 51		7 50	10 35				
			St. L. S. W. Ry X-ing										
	6.22												
29	29.05		McKAMIE	*	75	21	6 02		8 05	10 48			
34	33.62		EXPERIMENT		79		6 09		8 17	10 58			
41	41.06		TAYLOR	*P	28	10	6 19		8 32	11 13			
48	47.71	D	SPRING HILL		70	37	6 32		8 50	11 27			
56	55.45		SAREPTA	P	34	3	6 45		9 19	11 43			
61	60.98	D	COTTON VALLEY		65	102	6 55		9 55	11 55 AM			
69	69.40		GRIM	P	85		7 08		10 20	12 12 PM			
74	73.49		LONG SPRINGS		40		7 15		10 35	12 22			
78	78.26	C	MINDEN	WFSYT	Yard	A 7 25 AM	L 3 05 PM	10 50 PM	A 12 32 PM	L 12 01 AM			
								1 00 AM					
	78.79		SHREVEPORT JCT.				3 09	1 01		12 03			
83	83.13	D	SIBLEY		80	40	3 18	1 15		12 14			
	83.18		I. C. R. Ry X-ing										
	6.03												
89	89.16		HEFLIN	P	44	5	3 28	1 32		12 26			
93	92.63		FRYBURG		26		3 34	1 42		12 36			
96	95.63		LAWHON	PW	62		3 40	1 51		12 45			
98	98.01	D	JAMESTOWN	P	40	20	3 44	1 59		12 52			
105	105.05	D	CASTOR		40	3	3 55	2 17		1 14			
114	114.29	D	ASHLAND	P	40	65	4 07	2 37		1 35			
118	118.09		SKIDDER		30		4 13	2 48		1 43			
122	122.15	D	CHESTNUT		40	30	4 20	2 58		2 00			
125	124.76		OSHKOSH			32	4 24	3 04		2 06			
130	129.72		GOLDONNA	P	40		4 33	3 16		2 18			
133	133.24		COLDWATER		43		4 40	3 26		2 26			
139	138.87		CALVIN		80		4 50	3 38		2 40			
148	147.77	C	WINFIELD	FWYS	Yard		5 07	4 30		3 00 AM	L 5 30 AM	L 5 55 AM	
	147.99		C. R. I. & P. Ry X-ing										
	148.54		T. & G. Ry X-ing										
	0.92												
157	157.69	D	PACKTON	Y	34	6	5 23	4 52		6 00 AM		6 17	
166	166.40		WILLIANNNA	P	53		5 37	5 12				6 37	
174	173.82	D	DRY PRONG		75	5	5 50	5 29				6 54	
179	178.42		BENTLEY	P	51		5 57	5 40				7 05	
188	188.45		TIOGA		90		6 12	6 03				7 28	
	188.92		M. P. R. Ry X-ing										
	4.86												
	193.78		PINEVILLE JCT.		Yard		A 6 22 PM	A 6 15 AM				A 7 40 AM	
	193.78						Daily	Daily	Daily	Daily	Daily	Daily	Daily

NORTHERN DISTRICT—NORTHWARD

Station Numbers	Distances from New Orleans	TIME TABLE No. 32 Takes Effect August 15, 1943		Capacity of tracks in cars		FIRST CLASS		SECOND CLASS									
				Siding	Other Tracks	4	6	18	16	68	66	52	94				
						Mixed	The Flying Crow	Freight	Freight	Freight	Freight	Freight	R. I. Freight				
						Daily	Daily	Daily	Daily	Daily	Daily	Daily					
STATIONS																	
0	380.38	C	HOPE	FY		Yard	A 11 30 PM		A 5 30 PM		A 3 15 AM						
6	374.09		COLER		80		11 17		5 13		2 59						
11	369.18		PATMOS	P*		25	f 11 07		5 02		2 48						
15	365.75		BAKER		39		11 01		4 49		2 40						
23	357.55	C	STAMPS	WY		Yard	s 10 45		4 30		2 20						
			St. L. S. W. Ry. X-ing				10 30										
29	351.33		McKAMIE	*	75	21	f 10 17		3 52		1 50						
34	346.76		EXPERIMENT		79		10 07		3 40		1 38						
41	339.32		TAYLOR	P*	28	10	s 9 51		3 20		1 18						
48	332.67	D	SPRING HILL		70	37	s 9 37		3 00		12 58						
56	324.93		SAREPTA	P	34	3	f 9 19 15		2 10		12 28						
61	319.40	D	COTTON VALLEY		65	102	s 9 07		1 50 PM		12 13 AM						
69	310.98		GRIM	P	85		8 50		11 55 09 AM		11 50 PM						
74	306.99		LONG SPRINGS		40		8 42		11 00		11 40						
78	302.12	C	MINDEN	WFSYT		Yard	L 8 30 PM	A 8 30 PM	L 10 45 AM	A 7 30 PM	L 11 25 PM	A 12 50 PM					
	301.59		SHREVEPORT JCT						3 24		7 25		12 46				
83	297.25	D	SIBLEY		80	40	s 3 18 5		7 13		12 36						
	297.20		I. C. R. R. X-ing														
89	291.22		HEFLIN	P	44	5	f 3 03		7 01		12 25						
93	287.75		FRYEBURG		26		f 2 56		6 53		12 19						
96	284.75		LAWHON	PW	62		2 51		6 46		12 13						
98	282.37	D	JAMESTOWN	P	40	20	f 2 47		6 40		12 08 PM						
105	275.33	D	CASTOR		40	3	f 2 36		6 27		11 55 AM						
114	266.09	D	ASHLAND	P	40	65	f 2 21		6 10		11 39						
118	262.29		SKIDDER		30		2 14		6 02		11 32						
122	258.23	D	CHESTNUT		40	30	f 2 06		5 54		11 25						
125	255.62		OSHKOSH			32	2 01		5 49		11 19						
130	250.66		GOLDONNA	P	40		f 1 53		5 38		11 09						
133	247.14		COLDWATER		43		1 47		5 30		11 01						
139	241.51		CALVIN		80		f 1 39		5 18		10 48						
148	232.61	C	WINNFIELD	FWYS		Yard	s 1 25		5 07 5		L 10 30 AM	A 10 00 AM	A 4 30 PM				
	232.39		C. R. I. & P. Ry. X-ing														
	231.84		T. & G. Ry. X-ing														
157	222.69	D	PACKTON	Y	34	6	1 09		4 33			L 9 30 AM	4 00				
166	213.98		WILLANNA	P	53		12 55		4 13				3 35				
174	206.56	D	DRY PRONG		75	5	f 12 43		3 49				3 18				
179	201.96		BENTLEY	P	51		12 35		3 37				3 08				
188	191.93		TIOGA		90		12 20		3 17				2 46				
	191.46		M. P. R. R. X-ing														
186.60			PINEVILLE JCT.			Yard	L 12 10 PM		L 3 05 PM				L 2 35 PM				
		193.78				Daily		Daily		Daily		Daily		Daily		Daily	

SOUTHWARD—MINDEN DISTRICT—NORTHWARD

SECOND CLASS		FIRST CLASS		Station Numbers	Distances from Hope	TIME TABLE No. 32		Capacity of tracks in cars		FIRST CLASS		SECOND CLASS		
69	17	205	3			Takes Effect		Siding	Other Tracks	4	206	18	68	
Freight	Freight	The Flying Crow	Shreveporter			August 15, 1943				Shreveporter	The Flying Crow	Freight	Freight	
Daily	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Daily					
		L 3 30 PM	L 7 30 AM	78	78.26	C.....	MINDEN	TFWYS	Yard	A 8 16 PM	A 3 05 PM			
L 12 55 PM	L 11 30 PM	3 31	7 31		78.79	D.....	SHREVEPORT JCT.		Yard	8 14	2 56	A 10 20 AM	A 11 09 PM	
1 02	11 42	3 37	7 37	B- 83	82.66	D.....	DOYLINE		18	Conn.	8 07	2 50	10 10	10 59
1 12	11 55 PM	3 43	7 43	B- 87	87.03		GOODWILL		90		8 01	2 44	10 00	10 51
1 22	12 05 AM	3 52	7 51	B- 93	92.71		PRINCETON	P	60	16	7 53	2 36	9 46	10 39
1 30	12 14	3 59	7 58	B- 97	97.45		ADNER		80	4	7 45	2 29	9 35	10 30
A 1 51 PM	A 12 30 AM	A 4 10 PM	A 8 10 AM	B-105	105.12		L. & A. JCT.		Yard		L 7 32 PM	L 2 16 PM	L 9 15 AM	L 10 15 PM
							SILVER LAKE JCT.		Yard		A 7 23 PM	A 2 08 PM	A 9 05 AM	A 10 05 PM
							T. & P. Ry. X-ing							
							0.07							
A 2 07 PM	A 12 45 AM	4 20	8 21	B-108	107.22	C.....	SHREVEPORT YARD	WFST.	Yard		7 22	2 07	L 9 00 AM	L 10 00 PM
		A 4 22 PM	A 8 23 AM	B-108	107.92		FRANKLIN STREET JCT.		Yard		L 7 20 PM	L 2 05 PM		
							0.59							
		4 30 PM	8 30 AM	B-108	108.51		SHREVEPORT UNION DEPOT.				7 15 PM	2 00 PM		
Daily	Daily	Daily	Daily				30.25				Daily	Daily	Daily	Daily

VIDALIA DISTRICT

SOUTHWARD			Station Numbers	Distances from Hope	TIME TABLE No. 32		Capacity of tracks in cars		NORTHWARD			
SECOND CLASS		51			Takes Effect		Siding	Other Tracks	SECOND CLASS		Texas Fast Freight	52
Freight					August 15, 1943				Daily			
Daily		STATIONS		Daily		Daily		Daily				
		L 6 00 AM	157	157.60	D.....	PACKTON	Y	34	15	A 9 30 AM		
						11.74						
		6 38	A-169	169.33	D.....	Mo. Pac. R. R. X-ing		58	105	s 9 01		
				169.34		GEORGETOWN						
		7 08	A-181	180.94		11.60		34		8 30		
						SEARCY						
		7 18	A-184	183.60	D.....	2.66		34	148	s 8 23		
						TROUT	S					
		7 23	A-185	184.51		0.91			66	8 20		
						GOODPINE						
		8 15	A-187	186.48	D.....	1.97		42	45	s 8 15	51	
						JENA	WFY					
						8.71						
		8 36	A-195	195.19		4.76		64	5	7 54		
						RHINEHART						
				199.95		LIFT BRIDGE	Little R.					
		8 54	A-200	200.00	P.....	0.05		55	62	7 36		
						ARCHIE						
		9 17	A-209	209.30	D.....	9.30			70	s 7 11		
						JONESVILLE	Y					
				209.55		0.25						
		9 26	A-211	211.42		LIFT BRIDGE	Black R.					
						1.37						
		9 43	A-218	218.35		WILDSVILLE			8	7 02		
						0.93						
				224.93		FROGMORE	P	51	5	6 45		
						6.58						
						Fisher Lbr. Co. X-ing						
		A 10 04 AM	A-226	225.62	D.....	0.69				L 6 27 AM		
						CONCORDIA JCT.						
						Via Mo. Pac. R. R.						
		A 10 30 AM	A-234	234.30	D.....	8.92				L 6 00 AM		
						VIDALIA	WY					
		Daily				76.94				Daily		

SOUTHWARD-DALLAS DISTRICT-NORTHWARD

SECOND CLASS		Station Numbers	Distances from Dallas	TIME TABLE No. 32 Takes Effect August 15, 1943		Distances from New Orleans	Capacity		SECOND CLASS	
53	Kansas City Dallas Red Ball Freight Daily			STATIONS	Pass Track		Other Track	54	New Orleans Kansas City Red Ball Freight Daily	
				DALLAS		533.80		Yard		
		T-223	0.0	33.05					A 6 30 AM Via G.C.&S.F. By Co.	
		T-185	38.05	FARMERSVILLE	W	495.75	Yard		A 4 15 AM	
		T-178	44.96	G. C. & S. F. Xing FLOYD		488.84	18	10		
		T-172	51.75	HUNT	WFYS	482.05	Yard		L 3 30 AM	
				51.75					Daily	

SOUTHWARD-TEXAS DISTRICT-NORTHWARD

SECOND CLASS		Station Numbers	Distances from Dallas	TIME TABLE No. 32 Takes Effect August 15, 1943		Distances from New Orleans	Capacity		SECOND CLASS	
55	53			STATIONS	Pass Track		Other Track	54	56	
				HUNT (Greenville)	WFYS	482.05		Yard	A 3 00 AM	A 5 00 AM
				S. S. W. and T. & N. O. Xing						53
				CAMPBELL	P	471.56	75		2 15	4 10
				CUMBY		464.85	35	9	1 53	3 48
				BRASHEAR		458.68	26		1 31	3 33
				SULPHUR SPRINGS	D	450.81	43	Yard	1 05	3 15
				COMO		441.48	44	18	12 35	3 55
				PICKTON		436.22	50		12 17	AM 2 44
				WINNSBORO	D	428.20		Yard	11 52	PM 2 22
				SCROGGINS		421.80	27		11 27	1 57
				NEWSOME	P	418.91	27		11 18	1 48
				LEESBURG	P	415.50	31		11 10	1 40
				PITTSBURG	D	408.85	34	Yard	10 55	1 25
				FAKER		404.67	34		10 45	1 15
				CASON	P	399.00	21	14	10 30	1 00
				DAINGERFIELD	D	393.12	31	17	10 15	12 45
				HUGHES SPRINGS	D	386.82		Yard	9 55	12 25
				PATMAN		381.48	45		9 40	12 10
				AVINGER	D	377.93	30	16	9 30	12 01 AM
				LASSATER		371.56	46		9 12	11 42 PM
				NEWLINE		365.83	45		8 55	11 25
				BURFORD		362.71		85	8 47	11 17
				NORTH JEFFERSON	C	360.81		27	8 42	11 12
				JEFFERSON	D	359.80	28	28	8 40	11 10
				BALDWIN	P	352.13	50	15	8 22	10 52
				KARNACK	D	347.30		80	8 11	10 41
				FOX		345.87	74		8 08	10 38
				LEIGH	P	342.45		33	8 00	10 30
				LEMO		338.74	80		7 50	10 20
				WASKOM	D	332.66	21	26	7 36	10 06
				LORRAINE	Y	331.44	60		7 34	10 04
				GREENWOOD	D	327.02	34	20	7 22	9 52
				NICHOLS		321.40	30		7 05	9 35
				JEWELLA		316.12	58		6 50	9 20
				SHREVEPORT YARD	C	311.42		Yard	L 6 30 PM	L 9 00 PM
				170.63					Daily	Daily

SOUTHWARD—ANGOLA DISTRICT—NORTHWARD

				TIME TABLE No. 32		Takes Effect		August 15, 1943		Capacity of tracks in cars			
				Distance from St. Francisville	Station Numbers	STATIONS		Distance from North Baton Rouge	Siding	Other Tracks			
						16.60	D-181				D.....	ANGOLA.....	YW
				15.34	D-182	.....	TUNICA.....		10	5			
				10.11	D-188	.....	PLETTENBERG.....						
				0.19	D-198	D....	ST. FRANCISVILLE.....		23				
							I. C. R. R. X-ing.....						
					D-219	.....	HAMRICK.....		3.18	18			
					D-220	.....	SCOTLAND.....		2.90	70			
							I. C. R. R. X-ing.....		2.60				
					C-230	.....	BRIDGE JUNCTION.....		1.32				

SPECIAL INSTRUCTIONS

3. Standard Clocks:

Hope	West Yard
Minden	Shreveport Yard
Winnfield	Shreveport Union Depot
Packton	Greenville Round House
Alexandria	Hunt
North Baton Rouge	Hughes Springs

5. The time of all trains at Packton applies to the Vidalia District Junction switch.

Mail Cranes Between Stations:	M. P.
Shreveport District—McDade	C-19.52
Northern District	37.40
Northern District	65.48
New Orleans District	C-257.56

Water Tanks Between Stations:	
Northern District	50.0
Northern District	129.00
Shreveport District	C-60.56
Shreveport District	C-75.10

72. Northward trains are superior to trains of the same class in the opposite direction, except No. 53 is superior to No. 54 between Farmersville and Hunt.

72 (a) Train No. 1 is superior to train No. 6.

82. Between L. & A. Junction and Silver Lake Junction trains will be governed by the St. Louis Southwestern Railway Co. time-table and rules.

Between Commerce Street Junction, and Shreveport Union Depot trains will be governed by Kansas City, Shreveport and Gulf Terminal Co. time-table and rules.

Between Hamburg and Latex Junction trains will be governed by T. & P. Railway Co. time-table and rules.

Between Torras Junction and Lobdell Junction trains will be governed by T. & P. Railway Co. time-table and rules.

Between Spring Street Junction and Jewella trains will be governed by Illinois Central time table and rules.

Between Concordia Junction and Vidalia trains will be governed by Missouri Pacific Railroad Co. time-table and rules.

Between Farmersville and Dallas trains will be governed by G. C. & S. F. time-table and rules.

83(a). All trains must secure clearance card Form 163 before leaving Minden, Winnfield, Alexandria, North Baton Rouge and West Yard.

Trains originating at Commerce Street Junction will secure clearance card Form 163 at Shreveport Yard.

83 (b). Train Registers:

Hope	North Baton Rouge
Minden	Shreveport Yard
Winnfield	Concordia Junction
Packton	Hughes Springs
Alexandria	Hunt
West Yard	

When a train is restricted for an opposing extra train, at a register station, the restricted train must not leave unless the extra train can be seen or a train order is received superseding or annulling the restriction, or stating that the extra train has arrived.

Nos. 3 and 4 will register at Hope by register ticket.

Nos. 1, 2, 5 and 6 will register at West Yard and North Baton Rouge by register ticket.

Nos. 1, 2, 3, 4, 205 and 206 will register at Shreveport Yard by register ticket.

Nos. 5 and 6 will register at Winnfield telegraph office and at Packton by register ticket.

Nos. 3, 4, 206-5 and 6-205 will register at Minden telegraph office by register ticket.

93. Yards:

All trains will run at restricted speed between Silver Lake Junction and Franklin Street Junction.

Second and Third Class and Extra trains and Yard Engines will keep clear of Minden District Passenger trains between Shreveport Junction and Minden Passenger Station.

All trains will run at restricted speed between Shreveport Junction and switch at north end of Old Main Track, Minden.

Normal position of switch at Shreveport Junction will be lined for Minden District.

End of track 1000 feet south of I. C. Crossing.

SPECIAL INSTRUCTIONS—CONTINUED

93. Yards: (Continued)

All trains will run at restricted speed between Pineville Junction and Mile Post C-123 plus 10 poles in Alexandria Yard.

All trains will flag the following street crossings in New Orleans Terminal:

At Hagan Avenue, Broad, Galvez, Claiborne, Magnolia, Palm, Hamilton and Cypress Streets.

Trains and Engines run at restricted speed through Greenville and Hunt Yards expecting to find main track occupied. The moving train or engine will be held responsible. Trains or engines standing or moving under obscure conditions unprotected by flagman, ample distance for safety, when superior trains overdue will be held equally responsible.

All trains stop and flag Jewella Road, Velva Street, Claiborne Avenue, Mansfield Road and Louisiana Street crossings in Shreveport Yard.

Passenger trains and Yard engines will come to a full stop Barksdale Boulevard or Highway No. 71, Bossier City flagman or switchman precede the engine or cars with stop signal. Freight trains must not exceed a speed of five (5) miles per hour over this crossing.

All trains between Shreveport Yard and Jewella register by telephone to I. C. Yard Office.

Following rules and regulations will cover operation over Mississippi River Bridge, Baton Rouge, among others:

When trains or yard engines with cuts of cars are stalled on the bridge or approaches thereto, members of the crew will be governed by Rule 99. Flagman must immediately leave the train and proceed the required distance with sufficient fuseses and flagging equipment as prescribed by the rules.

Lighted fusees will not be thrown off moving trains on the Mississippi River Bridge or steel structure, but when required to use fusees for protection must be placed by hand in such a manner so there will be no danger of fire on the structure.

When helper engine is coupled to a train on the head end the air must be tested before leaving Lobdell Junction or North Baton Rouge. Air brakes will be handled by the lead engine.

Audible Signal Rule 14 (One short (o) and one long (—)) blasts of the locomotive whistle when the train is moving, is a signal for engineman on second engine of double header to cut in air and handle the brakes.

Conductors in charge of passenger trains will see that all toilets of the train are locked while train is passing over steel structure of the Mississippi River bridge. Trainmen will unlock toilets immediately after train has passed over the structure.

Yard Limits:

Hope: Mile Post 0.00 end of track to Mile Post 1.39, 2,500 feet south of south switch.

Stamps: Mile Post 20.26 to Mile Post 24.53.

Spring Hill: Mile Post 46.89, 2,500 feet north of north siding switch to Mile Post 52.50.

Cotton Valley: Mile Post 59.85 to Mile Post 62.89, 2,500 feet south of Faulks Spur.

Minden: Mile Post 75.47 to Mile Post 82.16 and Mile Post B-84.

Sibley: Mile Post 82.33, 2,500 feet north of north switch to Mile Post 84.20, 2,500 feet south of south siding switch.

Yard Limits (Continued)

Chestnut: Mile Post 121.16, 2,500 feet north of north siding switch to Mile Post 123.55.

Winnfield: 2,500 feet north of Mile Post 144.29 to Mile Post 153.20.

Packton: Mile Post 156.23, 2,500 feet north of north siding switch, to Mile Post 158.44, 2,500 feet south of south wye switch and Mile Post A-158.42, 2,500 feet south of south wye switch.

Alexandria: Mile Post 190.93 and C-118-57 to Mile Post C-125.

Torras Junction: Mile Post C-173.48 to Torras Junction switch.

Baton Rouge: Lobdell Jct. switch Mile Post C-224.85 and Mile Post D-216.19, 1000 feet north of north switch Hamrick to Mile Post C-234.28.

Gramercy: Mile Post C-271.37 to Mile Post C-273.40.

Reserve: 2,500 feet south of south wye switch to 2,500 feet north of north wye switch.

Norco: Mile Post C-290.43 to Mile Post C-292.89.

New Orleans: Mile Post C-306.26 to End of track.

Shreveport: Mile Post B-103.69 and C-5.87 to and including all tracks in Shreveport Yard.

Colfax: Mile Post C-99.72 to Mile Post C-96.30.

Searcy-Trout-Goodpine-Jena: 2,500 feet north of north siding switch at Searcy to Mile Post A-187.59, 2,500 feet south of south switch of south leg of wye at Jena.

Jonesville: Mile Post A-208.39, 2,500 feet north of north wye switch at Jonesville to Mile Post A-210.37, 2,500 feet south of south end of Bridge A-209.5.

Princeton, La., 2,500 feet north of Refinery track switch to 2,500 feet south of south Passing track switch.

Farmersville: Mile Post T-184.41, 2,500 feet south of Oil Mill track switch to end of track.

Hunt-Greenville: Mile Post T172.54, 3,500 feet north of north switch Hunt to mile post T169.05, 3,500 feet south of T. & N. O. Crossing.

Sulphur Springs: Mile Post T141.61, 2,500 feet north of north switch to Mile Post T139.47, 3,500 feet south of south switch.

Winnboro: Mile Post T118.82, 3,000 feet north of New Oil Mill Switch to Mile Post T115.71, 2,500 feet south of south switch at Eser.

Pittsburg: Mile Post T99.50, 3,300 feet north of north Log Track Switch to Mile Post T97.62, 2,500 feet south of south switch.

Daingerfield: Mile Post T82.05, 2,500 feet south of south passing track switch to Mile Post T83.32, 2,500 feet north of north passing track switch.

Hughes Springs. Mile Post T-78.76, 2.50 feet north of north switch Veals to Mile Post T75.20, 3500 feet south of south turn table switch Hughes Springs.

Avinger: Mile Post T68.07, 3,000 feet north of north House Track switch to Mile Post T66.19, 3,300 feet south of Planer Track Switch.

Jefferson: Mile Post T53 plus 14 poles, 4500 feet north of North Burford switch to Mile Post T-47.

Karnack: Mile Post T-34.00 to Mile Post T-37.79.

SPECIAL INSTRUCTIONS—CONTINUED

Yard Limits (Continued)

Waskom: Mile Post T22.81, 2,500 feet north of north passing track switch to Mile Post T-19.86, 4,500 feet south of south passing track switch, Lorraine.

Capacity of Stem of Wye:

Minden—726 feet. Engine and ten passenger cars.

98. Junctions:

Normal position of switches at Hamburg Junction and Latex Junction, Torras Junction and Lobdell Junction will be for L. & A. main track.

Draw and Lift Bridges:

Red River Shreveport, Red River Alexandria, Atchafalaya, Simmesport, Little River M. P. A.-199.9, Black River M. P. A-209.5, New Basin Canal, New Orleans.

Railroad Crossings at Grade:

District	M. P.	Other Railroad	Gated against	Not gated Interlocked
New Orleans	C-231.53	ICRR	Gate to be left as last used by either line.	
"	C-280.07	CaneRR	-----	Not gated
"	C-300.47	ICRR	-----	Interlocked
"	C-306.88	NOTRR	-----	Not gated
"	C-310.84	I. C. R. R.	To be left as last used	
Northern	22.83	StLSW	L&ARy	-----
"	83.16	I. C. R. R.	Gate to be left as last used	
"	147.99	CRI&PRy	CRI&PRy	-----
"	148.54	T&GRy	T&GRy	-----
"	188.92	MPRR	L&ARy	-----
Shreveport	C-0.08	T&PRy	-----	Not gated
"	C-118.57	MPRR	-----	Automatic
"	C-122.96	MPRR	MPRR	Not gated
"	C-153.21	T&PRy	Gate to be left as last used by either line.	
Vidalia	A-169.33	MPRR	L&ARy	Gated
"	A-184.18	TCLCo	TCLCo	Gated
"	A-224.93	FLCo	FLCo	Gated
Dallas	T-185.22	GC&SFRy	-----	Full Stop
Texas	T-170.15	SLSWRy	-----	Full Stop
"	T-169.71	T&NORy	-----	Full Stop
"	T-98.26	SLSWRy	-----	Full Stop
"	T-50.17	T&PRy	-----	Automatic
"	T-49.16	T&PRy	-----	Full Stop
"	T-21.67	T&PRy	-----	Full Stop
"	T-14.41	T&PRy	-----	Automatic
"	West Shreveport	T&PRy	-----	Full Stop
Angola	D-220.13	ICRR	-----	Automatic
	D-197.60	ICRR	ICRR	Gated

98 (d). Enginemen must test the air brakes at least one mile before reaching railroad crossings, junctions and before going down heavy grades and other hazardous places, and in case they do not hold, must at once signal for brakes. Such test to be made by applying the brakes with sufficient force to ascertain whether they are working properly.

99. Extract from the Regulations of the Louisiana Public Service Commission:

When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals, a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail, when the conditions require it. The front of a train must be protected in the same way when necessary by front brakeman. If the front brakeman is not available, the fireman must act in his place.

A sufficient distance to insure full protection requires that flagman shall go back to a point one-fourth of a mile from the rear of his train, where he must place one torpedo on the rail. He must then continue to go back at least one-half mile from the rear of his train and place two torpedoes on the rail, not more than two rail lengths apart; he may then return to within one-fourth mile from the rear of his train, and remain there until recalled. Should a train be seen or heard approaching, he must remain until it arrives. When he comes in, he will remove the torpedo nearest to train, but the two torpedoes must be left on the rail as a caution signal to following train.

The recall of a flagman is the most critical period, and when there is not a clear view of at least one-half mile, train must move forward a sufficient distance to insure safety, before flagman is recalled.

During foggy or stormy weather, or in the vicinity of obscure curves or descending grades, or when other conditions require it, the flagman will increase the distance. When the train is flagged, the engineman must obtain a thorough explanation of the cause, stopping if necessary.

(a) Between sunset and sunrise, the flagman shall, immediately after he leaves his train, light a red fusee and carry it with him back one-quarter of a mile to the point where he places the first torpedo, and must leave a burning fusee at the same point as the first torpedo.

(b) Should the speed of a train be reduced and its rear thereby endangered, making it necessary to check following train before a flagman can get off, a lighted fusee must be thrown off the train on the track at intervals to insure safety of the leading train.

(c) When a flagman is sent out with specific instructions affecting the rights of trains, such instructions must be in writing.

(d) When a flagman is sent to a station on a train, he will ride on the engine, and engineman must stop and let him off at the first switch.

Above Rule to be applied for the protection of trains within the State of Louisiana in addition to Rule 99.

SPECIAL INSTRUCTIONS—CONTINUED

101. Speed Restrictions:

All trains must not exceed a speed of 20 miles per hour at the crossing entrance to Barksdale Field.

Except where lower speed is required:	MILES PER HOUR	
	Passenger Trains	Freight Trains
Corporate limits of Shreveport	20.	20.
Red River Bridge Shreveport draw	12.	12.
Between Louisiana Junction and MP C-27	55.	40.
Except passenger trains with Diesel Locomotive	65.	0.
On curve MP C-26 to C-26 X 5	40.	30.
Between MP C-27 and C-28 X 15	40.	30.
Over Loggy Bayou bridge MP C-29.61 Eng. only	30.	20.
Between MP C-28 X 15 and Pineville	55.	40.
Except passenger trains with Diesel Locomotive	65.	0.
Corporate limits of Coushatta	25.	15.
Corporate limits of Campiti	25.	25.
Between MP C-47 x 10 and C-47 x 20	40.	30.
Over Saline River bridge C-74.21 Eng. only	30.	20.
MP Crossing MP C-118.57	30.	20.
Red River bridge Alexandria draw	5.	5.
Corporate limits of Alexandria	8.	8.
Between Alexandria and Torras Junction	55.	40.
Except passenger trains with Diesel Locomotive	65.	0.
Atchafalaya River bridge Simmesport	10.	10.
Mississippi River bridge between Lobdell and Bridge Junction, over steel structure	25.	25.
Northward trains over approach to bridge	25.	25.
Southward trains over approach to bridge	30.	30.
Corporate limits of Baton Rouge	8.	8.
I. C. Crossing MP C-300.47	25.	25.
Between Baton Rouge and Shrewsbury	60.	40.
Except passenger trains with Diesel Locomotive	70.	0.
Between Shrewsbury and New Orleans	45.	30.
Corporate limits of Kenner	25.	25.
New Basin Canal bridge New Orleans draw	5.	5.
Between Liberty street and White street New Orleans	10.	10.
Between White street and City limits New Orleans	20.	20.
Poydras Street Crossing New Orleans	5.	5.
Corporate limits of Hope	8.	8.
Third Street Crossing, Hope	5.	5.
Corporate limits of Minden	8.	8.
Corporate limits of Winnfield	8.	8.
Between Hope and Minden	50.	30.
Except between MP 71 and MP 72	35.	20.
Between Minden and MP 124	50.	35.
Between MP 124 and Alexandria	50.	30.
Between MP B-79 and L&A Junction	50.	30.
Between Packton and Concordia Jct.	40.	25.
Little River bridge M. P. A-171.8 Eng. only	20.	20.
Bridge A-196.6 Eng. only	15.	15.
Bridge A-198.0 Eng. only	15.	15.
Lift bridge Little River M. P. A-199.9 Eng. only	10.	10.
Lift bridge Black River M. P. A-209.5 Eng. only	10.	10.
Between MP T- 6 and T- 93	25.	25.
Between MP T- 93 and T-116	35.	35.
Except on curves	25.	25.
Between MP T-116 and T-127	25.	25.
Between MP T-127 and T-133	35.	35.
Between MP T-133 and T-185	30.	30.
Cypress Bayou, Bridge T-49.0	15.	15.
Timber Trestle, Bridge T-81.9	15.	15.
Corporate limits of Greenville	10.	10.
Corporate limits of Sulphur Springs	18.	18.
Corporate limits of Winnsboro	20.	20.
Corporate limits of Pittsburg	16.	16.

101. Speed Restrictions—Continued.

Except where lower speed is required

MILES PER HOUR

	Passenger Trains	Freight Trains
Between Angola and St. Francisville	20.	15.
Bayou Sara Creek Bridge MP D-194.31 Eng. only	10.	10.
Trains being assisted by helpers	10.	10.
Over crossovers, junctions and siding switches through sidings and scale tracks	10.	10.
Engines backing up light or with cars	15.	15.
Corporate limits of Hughes Springs	10.	10.
Corporate limits of Jefferson	18.	18.
Bonnet Carre Spillway Bridge and approaches	30.	20.
Engine crew and head brakeman will look back frequently watching train and must be alert to respond to any signal that may be given from rear of train. Trainmen must be stationed on rear of train to observe and be prepared to stop train if necessary.		
Maximum speed Engines 559 and 560	40.	40.
Maximum speed Engines 526, 529 and 532	25.	25.
Engines 559 and 560 over Bridges C-49.31 and C 102.24	25.	25.
South Switch or South Yard spring switch Minden	10.	10.

Train or engine moving in direction of trailing point may trail thru spring switch without stopping; if stop is made before entire train or engine has passed point of switch, backward movement must not be made until switch is properly lined. This switch may be thrown by hand and if so used switch lever should be operated slowly with uniform pressure. Running switches must not be made over spring switch. Sand must not be used while moving over this switch.

TRAINS HANDLING:

	Miles per Hour
Pile drivers, steam shovels, derricks	20.
American ditcher	20.
Yard clam shell cranes with four wheel rigid trucks loaded on flat cars	20.
Scale test cars with M.C.B. trucks	25.
Locomotive clam shell cranes with M.C.B. trucks	20.
(Locomotive clam shell booms should be detached, water tanks drained and moved whenever practicable, rear of machine should face toward front of train.)	
Steam (wrecking) derricks	20.
Jordan spreaders and ditchers	20.
Texas and Dallas Districts, American ditcher and spreader	15.
Texas and Dallas Districts, Scale Test Cars with M. C. B. trucks	20.
Texas and Dallas Districts, steam derricks, pile drivers and steam shovels:	
MP T- 6 to MP T-185	20.

Passenger trains handling freight cars must not exceed maximum speed of freight trains, except upon authority of Superintendent.

Dead engines with side rods in position, main rods disconnected, 20 miles per hour.

Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of side rods down on authority of Superintendent. They must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency in which case must be turned at first available point.

TONNAGE RATING

ENGINE NUMBERS	200 to 207, inc., 90, 91, 95, 98, 99	500 to 511, inc., 800-806	490-491- 494-526	100 to 106, inc.	544, 551 to 556, Inc.	561 and 562	559-560, 563 to 565, inc.
New Orleans-Shreveport District—Northward New Orleans to Alexandria Tons	2500	3500	3750	4500	5200	6000	5500
New Orleans-Shreveport District—Southward Alexandria to New Orleans Tons	2500	3500	3750	4500	5200	6000	5500
The above applies except between Lobdell and Bridge Jct. the rating is— Northward Tons	1100	1450	1700	2000	2200	2500	2300
Southward Tons	900	1300	1450	1700	1900	2200	2000
Shreveport District—Northward Alexandria to Aloha Tons	3050	4000	4250	5000	5500	5900	5700
Aloha to Shreveport Tons	2350	3200	3450	4300	4600	5000	4800
Shreveport District—Southward Shreveport to Aloha Tons	2350	3200	3450	4300	4600	5000	4800
Aloha to Alexandria Tons	3000	4000	4250	5000	5500	5900	5700
Northern District—Northward Stamps to Hope Tons	1470	1950	2200	2070	2550	3300	3100
Cotton Valley to Stamps Tons	2000	2415	2665	3160	3500	4000	3800
Minden to Cotton Valley Tons	1400	1900	2150	2475	2750	3300	3100
Oshkosh to Minden Tons	1300	1650	1900	2385	3000	3500	3300
Winnfield to Oshkosh Tons	1150	1450	1700	2025	2500	3000	2800
Alexandria to Winnfield Tons	1375	2000	2250	2700	3000	3200	3000
Northern District—Southward Hope to Stamps Tons	1400	1850	2100	2070	2550	3300	3100
Stamps to Cotton Valley Tons	2100	2415	2665	3150	3500	4000	3800
Cotton Valley to Minden Tons	1400	1650	1900	2250	2650	3300	3100
Minden to Chestnut Tons	1250	1550	1800	2025	2350	2900	2700
Chestnut to Winnfield Tons	1500	1900	2150	2500	2750	3200	3000
Winnfield to Alexandria Tons	1250	2000	2250	2430	2850	3300	3100
Minden District—Northward Shreveport to Minden Tons	1700	1900	2150	2600	2850	3500	3200
Minden District—Southward Minden to Shreveport Tons	1500	1900	2150	2600	3200	3800	3500
Angola District—Northward Baton Rouge to Angola Tons	2500	2900	3150	4350	4850	5250	5050
Angola District—Southward Angola to Baton Rouge Tons	2500	2900	3150	4350	4850	5250	5050
Vidalla District—Northward Vidalia to Rhinehart Tons	2100	2415	2665	5500	5500	5900	5700
Rhinehart to Georgetown Tons	1500	1900	2150	2450	3000	3400	3200
Georgetown to Packton Tons	2225	2500	2750	3300	4000	4400	4200
Vidalla District—Southward Packton to Georgetown Tons	2225	2500	2750	3300	4000	4400	4200
Georgetown to Rhinehart Tons	1625	1900	2150	2450	3000	3400	3200
Rhinehart to Vidalia Tons	2500	3000	3250	5500	5500	5900	5700

TONNAGE RATING

ENGINE NUMBERS		172, 177, 297-392- 396	200-207, 90-91-95, 98-99	425-500- 511	490-491, 494-526, 800-806	100-106	544-556
Texas and Dallas Districts—Northward							
Shreveport to Jefferson	Tons	1000	1050	1600	1800	2100	2400
Jefferson to Hughes Springs	Tons	1000	1050	1600	1800	1900	2200
Hughes Springs to Winnsboro	Tons	665	715	1300	1300	1500	1700
Winnsboro to Hunt	Tons	1000	1050	1700	1900	2000	2500
Hunt to Dallas	Tons	900	950	1800	2000	2100	2500
Texas and Dallas Districts—Southward							
Dallas to Farmersville	Tons	900	950	1800	1850	1900	2400
Farmersville to Hunt	Tons	900	950	2000	1900	2300	2800
Hunt to Winnsboro	Tons	1000	1050	1700	1800	2000	2500
Winnsboro to Daingerfield	Tons	1100	1250	1500	1550	1600	2000
Daingerfield to Hughes Springs	Tons	650	700	1100	1150	1200	1450
Hughes Springs to Jefferson	Tons	1000	1050	1700	1800	1900	2200
Jefferson to Shreveport	Tons	1000	1050	1750	1900	2100	2700

CONNECTIONS

Hope	Missouri Pacific R. R. St. L.-S. F. Ry.	New Orleans	I. C. R. R. N. O. T. Co. M. P. R. R. La Southern Ry.	T. & P. Ry. L. & N. R. R. G. M. & O. R. R. T. & N. O. R. R. Southern Ry.
Stamps	St. L. S. W. Ry.			
Sibley	I. C. R. R.	Shreveport	T. & P. Ry. I. C. R. R.	T. & N. O. R. R. K. C. S. Ry. St. L. S. W. Ry.
Winnfield	C. R. I. & P. Ry. T. & G. Ry.	Georgetown	Missouri Pacific R. R.	
Chestnut	L. & N. W. R. R.	Concordia Junction	Missouri Pacific R. R.	
Alexandria	T. & P. Ry. Missouri Pacific R. R. C. R. I. & P. Ry. T. & N. O. R. R. T. & P. Ry.	Vidalia	Missouri Pacific R. R. I. C. R. R. Mississippi Central Ry.	
Torras		Farmersville	G. C. & S. F. Ry.	
Hamrick	South Shore Ry.	Greenville	T. & N. O. R. R. St. L. S. W. Ry.	M.-K.-T. Ry.
Scotland	I. C. R. R.	Pittsburg	St. L. S. W. Ry.	
Baton Rouge	M. P. R. R. I. C. R. R.	Jefferson	T. & P. Ry.	
Orleans Junction	I. C. R. R.	Dallas	C. R. I. & G. Ry. F. W. & D. C. Ry. St. L.-S. F. Ry. G. C. & S. F. Ry. M.-K.-T. of Tex. Ry.	St. L. S. W. Ry. T. & P. Ry. Texas Electric Ry. T. & N. O. R. R.
Simmesport	T. & P. Ry.			

COMPANY SURGEONS

Shreveport, La.:								New Orleans, La.: Continued
Dr. A. A. Herold	Chief Surgeon	Montgomery, La.:				Dr. A. R. Crebbin	Oculist	
Dr. J. E. Heard	Division Surgeon	Dr. N. M. Brian	Local Surgeon			Dr. J. S. Faulk	Dentist	
Dr. John L. Scales	Oculist	Colfax, La.:				Dr. G. A. Caldwell	Consulting Orthopedic Surgeon	
Dr. J. A. Wilkinson	Aurist & Laryngologist	Dr. J. W. Woodall	Local Surgeon					
Drs. Rougon, Stamper & Womack	Urologists	Dr. D. B. Donaldson	Local Surgeon			Dr. J. T. Crebbin	Consulting Aurist and Laryngologist	
Dr. J. R. Anderson	Roentgenologist	Alexandria, La.:				Dr. Taylor Segue (Colored)	Dentist	
Dr. W. R. Mathews	Pathologist	Dr. R. B. Wallace	Acting Division Surgeon					
Dr. W. W. Smith	Dermatologist	Dr. B. M. Wilson	Oculist & Aurist			Georgetown (Rochelle, La.):		
Dr. L. W. Gorton	Consulting Oculist and Aurist	Dr. R. E. McGill	Local Surgeon			Dr. J. W. Scott	Local Surgeon	
		Dr. W. L. Murrell	Division Surgeon					
Dr. H. W. Boggs	Local Surgeon	Dr. R. B. Wallace	District Surgeon			Good Pine, La.:		
Dr. M. D. Hargrove	Local Surgeon	Dr. J. H. Landrum	Resident Surgeon			Dr. J. M. Kittrell	Local Surgeon	
Dr. T. J. Smith	Local Surgeon	Dr. W. B. Corley	Local Dentist					
Dr. E. B. Flake	Local Surgeon	Bijou, La.:				Ferriday, La.:		
Dr. T. R. Simpson	Local Surgeon	Dr. E. Denux	Local Surgeon			Dr. E. M. Campbell	Local Surgeon	
Dr. S. C. Barrow	Consulting Radiologist	Mansura, La.:				Greenville, Texas:		
Dr. W. P. Butler	Consulting Pathologist	Dr. Kirby A. Roy	Local Surgeon			Dr. W. C. Morrow	Division Surgeon	
Dr. P. R. Gilmer	Chest Consultant	Marksville, La.				Dr. W. B. Reeves	District Surgeon	
Dr. C. R. Gowen	Chest Consultant	Dr. J. C. Goldner	Local Surgeon			Dr. T. C. Strickland	Oculist & Aurist	
Dr. L. D. Roach	Consulting Dentist	Bordelonville, La.:				Dr. Joe Beeton	Local Surgeon	
Dr. J. S. Bernhard	Local Dentist	Dr. R. J. Ducote	Local Surgeon			Dr. E. P. Goode	Local Surgeon	
Dr. J. C. Hardin	Local Dentist	Morganza, La.:				Dr. W. P. Phillips	Local Surgeon	
Dr. J. E. Scott	Local Dentist	Dr. J. W. Plauche	Local Surgeon			Drs. F. M. Parker, Jr. & Sr.	Local Dentists	
Dr. D. R. Isom	Local Dentist	New Roads, La.:				Neer and Lybrand	Ambulance Operators	
Dr. W. H. Clark (Colored)	Local Dentist	Dr. J. C. Roberts	Local Surgeon			Dallas, Texas:		
		St. Francisville, La.:				Dr. Jay L. Touchstone	Local Surgeon	
Hope, Ark.:		Dr. M. A. Walker	Local Surgeon			Drs. Dunlap & Dunlap	Local Surgeons	
Dr. P. B. Carrigan	Local Surgeon	Baton Rouge, La.:				Dr. Robert B. Giles	Local Surgeon	
Dr. G. E. Cannon	Local Surgeon	Dr. T. Jeff McHugh	Consulting Surgeon			Dr. Marvin D. Bell	Local Pathologist	
Dr. Don Smith	Local Surgeon	Dr. J. J. Robert	Acting Division Surgeon			Dr. David B. Davis	Oculist & Aurist	
Stamps, Ark.:		Dr. L. F. Lorio	Local Oculist & Aurist			Farmersville, Texas:		
Dr. L. T. Strange	Local Surgeon	Dr. Lester J. Williams	Local Roentgenologist			Dr. J. D. Burt	Local Surgeon	
Dr. F. E. Baker	Local Surgeon	Dr. H. J. Babin	Local Dentist			Dr. W. C. Wright	Local Surgeon	
Dr. A. W. Keith	Local Surgeon	Dr. W. R. Eidson	Local Surgeon			Sulphur Springs, Texas:		
Taylor, Ark.:		Dr. J. J. Noto	Local Surgeon			Dr. Earl Stirling	Local Surgeon	
Dr. W. H. Horn	Local Surgeon	Dr. B. V. Baranco	Local Surgeon			Como, Texas:		
Springhill, La.:		Dr. H. W. Pickell	Local Surgeon			Dr. T. E. McGarity	Local Surgeon	
Dr. R. Butler	Local Surgeon	Dr. H. C. Hatcher	Local Surgeon			Pickton, and Winnsboro, Texas:		
Cotton Valley, La.:		Gonzales, La.:				Dr. R. E. Burrus	Local Surgeon	
Dr. John Pugh	Local Surgeon	Dr. Meyer Epstein	Local Surgeon			Pittsburg, Texas:		
Minden, La.:		Sorrento, La.:				Dr. R. Y. Lacy	Local Surgeon	
Dr. S. M. Richardson	District Surgeon	Dr. G. S. St Amant	Local Surgeon			Dr. L. H. Pitt	Local Dentist	
Dr. S. F. Martin	District Surgeon	Gramercy, La.:				Cason, Texas:		
Dr. R. E. Smith	Oculist & Aurist	Dr. Paul E. Johnson	Local Surgeon			Dr. T. A. Russell	Local Surgeon	
Dr. W. G. Banks	Dentist	Norco, La.:				Daingerfield, Texas:		
Dr. T. A. Richardson	Local Surgeon	Dr. J. E. Clayton	Local Surgeon			Dr. D. J. Jenkins	Local Surgeon	
Ashland, La.:		Dr. Paul Landry	Local Surgeon			Dr. D. R. Baber	Local Surgeon	
Dr. F. F. Wimberly (of Ringgold)	Local Surgeon	La Place, La.:				Hughes Springs, Texas:		
Winnfield, La.:		Dr. W. F. Guillotte	Local Surgeon			Dr. A. E. Starnes	Local Surgeon	
Dr. S. C. Fittz	District Surgeon	Kenner, La.				Dr. H. L. D. Jenkins	Local Surgeon	
Dr. J. F. Faith	Local Surgeon	Dr. L. J. Genella	Local Surgeon			Avinger, Texas:		
Dr. J. S. McClane	Dentist	New Orleans, La.:				Dr. H. H. Gee	Local Surgeon	
Dry Prong, La.:		Dr. Henry Leidenheimer	Division Surgeon			Jefferson, Texas:		
Dr. D. B. Donaldson	Local Surgeon	Dr. H. B. Gessner	District Surgeon			Dr. W. S. Terry	Local Surgeon	
Bossier City, La.:		Dr. T. Searcy Parker	Local Surgeon			Waskom, Texas:		
Dr. D. C. McCuller	Local Surgeon	Dr. C. Gordon Johnson	Local Surgeon			Dr. H. H. Vaughan	Local Surgeon	
Coushatta, La.:		Dr. Roy W. Wright	Local Surgeon			Greenwood, La.:		
Dr. L. S. Huckabay	Local Surgeon	Dr. C. L. Brown	Aurist			Dr. F. A. Baker	Local Surgeon	
Campti-Clarence, La.:		Dr. J. L. Sharp	Urologist					
Dr. Jos. Bath (of Natchitoches)	Local Surgeon							
Dr. J. N. Brown-Campti	Local Surgeon							

WATCH INSPECTORS

National Railway Time Service, General Inspectors

YOUNGBLOOD JEWELRY CO., Shreveport, La.	SCHNACK JEWELRY CO., Alexandria, La.
E. P. STEWART, Hope, Ark.	JOHNSON-BAILLY, Baton Rouge, La.
H. H. BARNES, Minden, La.	WM. FRANTZ & CO., New Orleans, La.
J. W. PERDUE, Winnfield, La.	H. S. WINANS & SON, Greenville, Texas.

LOUISIANA & ARKANSAS RAILWAY

CONDENSED SCHEDULES OF PASSENGER AND FREIGHT TRAINS

SOUTHWARD					TIME TABLE No. 32 Takes Effect Aug. 15, 1943 STATIONS	NORTHWARD										
FREIGHT			PASSENGER			PASSENGER			FREIGHT							
55	69	15	53	77		3	5	1	2	6	4	42	54	16	68	18	56
				L 6 00 PM		L 2 00 PM	L 11 00 PM	Shreveport...	A 7 15 AM	A 4 30 PM		A 12 50 PM				
				9 55		6 35	2 15 AM	Alexandria...	3 55	12 05 PM		8 50				
				2 35 AM		9 30	8 00 AM 5 15	Baton Rouge...	1 00 AM	9 25		4 22				
				A 6 00 AM		A 11 35 PM	A 7 30 AM	New Orleans...	L 10 45 PM	L 7 00 AM		L 1 45 AM				
	L 9 45 AM	L 6 30 PM			L 5 15 AM			Hope.....			A 11 30 PM		A 11 30 PM	A 3 15 AM	A 5 30 PM	
	10 35	7 50			5 51			Stamps.....			10 45 10 30		10 45 10 30	2 20 AM	4 30 PM	
	12 32 PM 12 55	10 50 PM 1 00 AM			7 25 7 30			Minden.....			8 30 8 16		8 30 7 30	11 25 11 09	10 45 10 20	
		4 30						Winnfield...					5 07			
		6 25 AM						Alexandria...					L 3 00 PM			
	A 2 07 PM	A 12 45 AM			A 8 30 AM			Shreveport...			L 7 15 PM			L 10 00 PM	L 9 00 AM	
			L 11 45 PM					Dallas.....				A 6 30 AM				
			1 50					Farmersville..				4 15				
L 8 30 AM			2 40 5 00					Greenville...				3 30 3 00				5 00
10 04 AM			6 34					Sulphur Springs				1 05 AM				3 15
12 20 PM			8 50					Pittsburg....				10 55				1 25 AM
2 45			11 04					Jefferson....				8 40				11 10
A 5 40 PM			1 30 PM 6 00 PM					Shreveport...				6 30 PM 2 07 PM				L 9 00 PM
			A 6 00 AM					New Orleans..				L 1 45 AM				
			1 00 AM					Minden.....				12 55 PM 12 50				
			5 30					Winnfield...				10 30 10 00				
			A 10 30 AM					Vidalia.....				L 6 00 AM				

