

## SUBDIVISIONS

SHREVEPORT SUBDIVISION— Deramus Yard to Alexandria.....	122.1 Miles
BATON ROUGE SUBDIVISION— Alexandria to North Baton Rouge.....	106.2 Miles
NEW ORLEANS SUBDIVISION— North Baton Rouge to New Orleans.....	80.1 Miles
HOPE SUBDIVISION— Hope to Shreveport.....	108.1 Miles
MINDEN SUBDIVISION— Minden to Pineville Jct.....	115.5 Miles
TEXAS SUBDIVISION— Deramus Yard to Dallas.....	209.2 Miles
<b>LOUISIANA &amp; ARKANSAS Mileage</b> .....	<b>741.2 Miles</b>

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

T. F. Hooper, Trainmaster, Hope, Texas, and Minden Subdivisions..	Shreveport, La.
B. M. Deaver, Supt. of Safety and Rules Examiner....	Shreveport, La.
H. F. Bailey, Term. Trainmaster.....	Shreveport, La.
J. E. Norwood, Term. Trainmaster.....	Baton Rouge, La.
B. R. Amis, Term. Trainmaster.....	New Orleans, La.
T. P. Martin, Traveling Engineer.....	Shreveport, La. Traveling Engineer has authority of Trainmaster
J. E. Gregg, Asst. Trainmaster.....	Shreveport, La.
F. C. Guelfo, Chief Dispatcher.....	Shreveport, La.
R. U. Bird, Dispatcher.....	Shreveport, La.
B. J. Hall, Dispatcher.....	Shreveport, La.
H. E. Bond, Dispatcher.....	Shreveport, La.
S. R. Welch, Dispatcher.....	Shreveport, La.

# KANSAS CITY SOUTHERN LINES

LOUISIANA & ARKANSAS  
RAILWAY COMPANY

## ALL SUBDIVISIONS

# TIME TABLE NO. 46

EFFECTIVE AT 12:01 A.M.  
SUNDAY, SEPT. 15, 1968

**FOR EMPLOYEES ONLY**

R. J. BLAIR,  
Vice-President and General Manager,  
Kansas City, Mo.

R. D. FRETWELL,  
Asst. General Manager,  
Kansas City, Mo.

D. F. NICOLA,  
Supt. of Transportation,  
Shreveport, La.

R. E. CANTY,  
Superintendent (North of Lobdell)  
Shreveport, La.

J. L. DEVENEY  
Superintendent (Lobdell & South)  
Baton Rouge, La.

J. WEBB,  
Asst. Superintendent,  
Shreveport, La.

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

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

Same will apply for passengers who require medical attention.

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

**Baton Rouge, Louisiana**  
Dr. J. T. Lewis  
502 Reymond Building  
Baton Rouge, Louisiana

Dr. C. A. Waggenspack, Jr.  
4665 North Boulevard  
Baton Rouge, Louisiana

Doctors Robert and Geheber  
410 Convention Street  
Baton Rouge, Louisiana

**Alexandria, Louisiana**  
Dr. W. L. Murrell  
Murrell Clinic & Hospital  
Murray and 16th Streets  
Alexandria, Louisiana

**Greenville, Texas**  
Dr. Wm. Cantrell  
Greenville Medical and Surgical Clinic  
4311 Wesley Street  
Greenville, Texas

**New Orleans, Louisiana**  
Drs. J. M. Lyons, D. Baker & M. D. Paine  
Hibernia Bank Building  
New Orleans, Louisiana

**Minden, Louisiana**  
S. W. Pittman, M.D. and  
G. G. Daniel, M.D.  
427 Homer Road  
Minden, Louisiana

**OFFICIAL WATCH INSPECTORS**

National Railway Time Service Co.,  
General Time Inspector.....Memphis, Tenn.  
Alexandria, La.....Patton's Jewelers  
Alexandria, La.....Schnack Jewelry  
Baton Rouge, La.....Johnson-Bailey Jewelry  
Cullen, La.....Hudson Jewelry  
Greenville, Tex.....Winans & Son, Jewelers  
Hope, Ark.....Stewart Jewelry  
Metairie, La.....DeGruy's Jewelry  
Minden, La.....Bryan's Jewelry  
New Orleans, La.....Frantz & Company  
Shreveport, La.....Clarke's Jewelers  
Shreveport, La.....Martin's Jewelry (System Time Inspector)  
Shreveport, La.....John Martin (Traveling Inspector)  
Winnfield, La.....Baum Jewelry

**LOCATION OF STANDARD CLOCKS**

Deramus Yard:	Hope
Yard Office	Cullen
Roundhouse	Minden
Dispatcher's Office	Winnfield
Shreveport Union Depot	Alexandria
Hunt	North Baton Rouge
New Orleans NOUPT	West Yard

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

## SPECIAL INSTRUCTIONS: ALL POINTS

K. C. S. Rules, and special instructions of the Kansas City, Shreveport and Gulf Terminal Co. will govern the movement of trains and engines between Franklin St.-Commerce St. Jcts. and North Wye Switch and between Franklin St.-Commerce St. Jcts. and South Wye Switch, see page 5.

Between L&A Jct., Red Jct., and Silver Lake Jct., trains and engines will be governed by StLSW Ry. timetable, rules and special instructions.

Between Texas Jct., and South Wye Sw. (Shreveport), trains and engines will be governed by K.C.S. lines rules, timetable and special instructions.

Between Mansura Jct. and Lobdell Jct., trains and engines will be governed by T&P-L&A Rys. joint time table, rules and instructions.

Between KCS Jct. and New Orleans Passenger Station and while on N.O.U.P.T. Ry. tracks, trains and engines will be governed by N.O.U.P.T. Ry. rules and instructions.

When occupying MKT Ry. tracks at Hunt and Greenville, trains and engines will be governed by MKT Ry. time table, rules and special instructions.

Between Farmersville and Dallas, trains will be governed by GC&SF Ry. time table and rules.

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

No. 65 and No. 35 are SUPERIOR to No. 36

No. 23 is SUPERIOR to No. 68

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

Inferior class trains, extra trains and engines will clear No. 1, No. 2, No. 201 and No. 202 at least 10 minutes. Rules 86 and S-89 addition.

Except where other restrictions require a slower speed, Passenger trains will not exceed 50 MPH, and Freight trains 20 MPH while meeting or passing another train occupying a siding.

All trains will not exceed 40 MPH passing train order signal where train orders are to be delivered.

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

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

The engine whistle shall be sounded as prescribed by Rule 14-L and the engine bell shall be rung at the whistling post 1320 feet or one quarter of a mile from road crossing or street and shall be kept ringing until the engine or lead car shall have crossed such road crossing or street or until the train or cars have stopped.

If stop is made within one quarter of a mile of road crossing or street, when the engine is again started engine whistle shall be sounded as prescribed by Rule 14-L and engine bell shall be rung continuously until engine or lead car shall have crossed such road crossing or street.

Rule "L"—Trainmen and enginemen are cautioned that there are structures alongside of tracks at stations and elsewhere which do not provide clearance for a man to ride on top or side of cars or engines and they must inform themselves with locations of such structures.

Where car capacity of sidings or other tracks is shown, it is figured on the basis of 48 feet per car. On sidings, allowance is made for 4 unit diesel engine and caboose, but not on other tracks.

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

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

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

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

## HIGH WATER:

Maximum depth of water, over top of rail, through which equipment may be handled is as follows, except where greater depths are authorized by proper authority:

Diesel engines .....	4 inches
Passenger cars .....	9 inches
Freight cars .....	25 inches

When trains are operated through water, a maximum speed of five (5) mph must not be exceeded. A greater depth than four (4) inches should not be authorized for Diesel engines. If authority is given to operate air-conditioned passenger cars through a greater depth than nine (9) inches, proper inspection should be made to ascertain if the apparatus required to be cleaned and dried.

## TRAINS HANDLING

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

KCS 2685 through 2699 are good for 65 mph,  
KCS 400 Class, L&A 36017 and 36148 are good for maximum speed.

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

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

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

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

Scale Test Cars, not to exceed 35 MPH and must be handled on rear of train. Cars less than 40 feet in length (including scale test cars) must not be trained next to Hydrocushion 60, high cubical box, auto loader racks, piggy backs, large tanks, or any car 50 feet in length or longer.

KCS or L&A wreckers, boom down (except KCS wreckers No. 05 and No. 06), not to exceed 25 mph.

Wreckers, pile drivers and other machinery on its own wheels, equipped with boom, must be handled in train with boom in trailing position except as otherwise authorized by Superintendent, except KCS Pile Driver-Clamshell No. 090 may be handled with boom in lead position for short distances, when necessary, to a point where machine can be turned.

Trains handling cars loaded with ore moving from Mobile, Ala. to Lone Star, Tex., must not exceed 35 mph.

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

## KCS WRECKERS NO. 05 AND NO. 06

Except as otherwise restricted by AUTHORIZED TRAIN SPEEDS, yard limits, train orders, slow boards, slow flags, general orders, special instructions or other proper notices, KCS wreckers No. 05 and No. 06 to be handled as follows:

Between Shreveport and Farmersville, not to exceed 25 MPH except:

Not to exceed 10 MPH over Bridge T-49, (Cypress Creek).

Not to exceed 15 MPH over Bridge T-86.8  
Bridge T-86.9

**KCS WRECKERS NO. 05 AND NO. 06—Continued**

Not to exceed 20 MPH from MP T-62 to MP T-76.  
 Between Shreveport and Minden, not to exceed 30 MPH.  
 Between Hope and Minden, not to exceed 25 MPH except:  
 Not to exceed 15 MPH over Bridge 17.1  
 Bridge 71.7  
 Between Minden and Winnfield, not to exceed 25 MPH.  
 Between Winnfield and Alexandria, not to exceed 30 MPH  
 except:  
 Not to exceed 10 MPH over Red River Bridge 681.8, Alexandria.  
 Between Shreveport and Alexandria (Shreveport Subdivision),  
 not to exceed 30 MPH, except:  
 Not to exceed 15 MPH over Bridge 649.5  
 Bridge 650.0  
 Not to exceed 10 MPH over Red River Bridge 681.8, Alexandria.  
 Between Alexandria and Baton Rouge, not to exceed 25 MPH  
 except:  
 Not to exceed 10 MPH over Atchafalaya River Bridge 729.2,  
 Simmesport.  
 Between Baton Rouge and New Orleans, not to exceed 30 MPH.

**KCS PILE DRIVER-CLAMSHELL NO. 090**

Except as otherwise restricted by AUTHORIZED TRAIN SPEEDS, yard limits, train orders, slow flags, general orders, special instructions or other proper notices, KCS Pile Driver Clamshell No. 090 to be handled as follows:

Not to exceed 30 MPH (25 MPH with boom in lead position) except:  
 Not to exceed 25 MPH (20 MPH with boom in lead position):  
 Between Hope and Winnfield and,  
 Between Shreveport and Farmersville.  
 Not to exceed 15 MPH (10 MPH with boom in lead position) over Bridges:

- 71.7 Minden-Hope Subdivision
- T-49.0 Texas Subdivision
- T-86.8 Texas Subdivision
- T-86.9 Texas Subdivision
- 589.6 Shreveport Subdivision
- 634.2 Shreveport Subdivision
- 680.3 Shreveport Subdivision
- 684.2 Baton Rouge Subdivision
- 715.0 Baton Rouge Subdivision
- 716.7 Baton Rouge Subdivision
- 785.1 Baton Rouge Subdivision
- 790.0 New Orleans Subdivision

Not to exceed 10 MPH over Bridges:  
 681.8 Red River-Alexandria  
 729.2 Athafalaya River-Simmesport

Whenever possible the 090 must be turned so the boom is trailing and entrained as close to the head end as possible, and should not be in rear of train in any event.

**ENGINES**

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

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

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

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

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

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

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

**REGISTER STATIONS**

- Shreveport Union Depot
- Hope
- Minden
- Winnfield
- Alexandria
- North Baton Rouge
- West Yard
- Hunt
- Deramus Yard

**YARD LIMITS**

Shreveport:		Gramercy		Winnfield
Deramus	} one	Norco	} one	Packton
Yard		Shrewsbury		Farmersville
Bossier	} yard	West Yard	} yard	Hunt-Greenville
City		New Orleans		Sulphur Springs
Hinkle		Hope		Winnboro
Alexandria-		Stamps		Pittsburg, Texas
Pineville		Springhill	} one	Daingerfield
Lobdell	} one	Cullen		} yard
North Baton		} yard	Cotton Valley	
Rouge			Minden	
Baton Rouge		Sibley		

**GENERAL ORDER BOOKS:**

Deramus Yard; Yard Office and Roundhouse	Alexandria, Telegraph & RH
Shreveport, Union Depot	North Baton Rouge Yd Off & RH
Minden, Yard Office & RH	West Yard Telegraph & RH
Hunt, Telegraph & RH	New Orleans NOUPT Station & RH
Hope, Freight Office & RH	Veals
Winnfield, Telegraph & RH	Cullen, Telegraph & RH

**AUTOMATIC BLOCK SYSTEM**

Rule 350 and other Rules Applicable will govern.

Sub-division	From (Station)	Mile Post	To (Station)	Mile Post
New Orls..	Just south of Baton Rouge.....	789.9	Shrewsbury.....	862.6

**AUTOMATIC BLOCK SYSTEM**

Operation by signal indication opposing and following movements.

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

Sub-division	Between (Station)	Mile Post	And (Station)	Mile Post
Baton Rouge.....	Lobdell Jct.....	780.7	Bridge Jct.....	785.2

**SPECIAL INSTRUCTIONS**

No. 202 authorized to leave Shreveport Union Depot (Initial Station) without a clearance.

All trains will secure clearance before leaving Minden, Winnfield and Hunt.

Nos. 1 and 2 will register at West Yard and Alexandria by register ticket except when operator West Yard not on duty. No. 1 must stop at yard office and conductor will personally register the train on train register.

No. 202-1 and No. 2-201, will register at Minden by register ticket.

Second class and extra trains will register at Winnfield by register ticket.

All regular trains will receive initial clearance provided for in Operating Rule 83-a, last paragraph, at Bridge Tower telegraph office, at East Jct.

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

## SPECIAL INSTRUCTIONS KCS&GT

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

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

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

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

Engineers will bring trains or engines to full stop at entrance to Union Depot Yard. No portion of train will be moved under train sheds at a speed greater than five (5) miles per hour. Conductors, while backing into Union Depot, or elsewhere, will have charge of the backup hose, and will make use of the air at the rear end of train as necessary to take care of any emergency. A SAFETY STOP will be made by conductor by use of tail hose before occupying or on Wilson's Alley crossing, and will also bring train to a stop before striking bumping post, cars or other obstructions on Union Depot tracks.

Conductor or a trainman will be on rear of train while on terminal tracks.

Train movements must be fully protected against any known condition not covered by the rules, which interferes with their safe passage.

When cars are shoved by an engine, a member of crew must take conspicuous position on the leading car and direct the movement.

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

Engine bell will be rung before starting train or engine and while in motion on terminal tracks.

Train Register and General Order Book and Standard Clock are located at Union Depot. Trains arriving and/or departing Union Depot will register.

L&A No. 202 will make backup movement from Union Depot to Commerce St. Jct., thence heading through old LR&N main track to Silver Lake Jct.

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

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

### SPRING SWITCHES LOCATED AS FOLLOWS:

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

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

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

Normal position of the last switch of the West Crossover at end of double track is hand throw, lined and locked for movements on north leg of wye. Switch at Commerce Street and Crossover in freight house yard, set and locked for Union Depot. Other switches except spring switches will be set and locked for main track.

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

Passenger trains will be equipped with backup hose, or pipe, on rear of train in serviceable condition, and a running test of air will be made immediately after coming onto jointly used or terminal tracks to know that air is working properly through trains.

The glare of electric headlights should be reduced as much as practicable, particularly when their brightness may obscure the vision of people in observation cars, or of passengers going to or from trains.

Conductors will see that passenger car toilet doors are closed and locked while on Terminal tracks.

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

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

Signal indications are as follows:

RED.....Stop.

YELLOW.....Proceed at restricted speed.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

All trains and engines will run at restricted speed not to exceed 20 MPH on east main track between Harriet St. (station sign) and Deramus Yard (south lead switch).

All trains and engines will not exceed 15 mph entire north leg of wye Shreveport.

All trains and engines must approach Jordan, Louisiana and McNeil Streets, KCS&GT tracks, prepared to stop if crossings are not clear of traffic and indication displayed that traffic lights are operating properly. In the absence of proper traffic indicator light, movements over these crossings must be preceded by flagman.

First class trains run at restricted speed between Silver Lake Jct., Red Jct. and Franklin Street Jct.

**TWO MAIN TRACKS** between Franklin St. Jct. and Red Jct., Silver Lake Jct., the current of traffic is on right-hand track in direction of movement.

**SPRING SWITCH:** North Wye is equipped with spring switch. Normal position for north leg of wye. Northward movements may run through points in accordance with Rules 104-A and 104-F.

**BLOCK SIGNAL** indications will govern the following movements in vicinity of North Wye Switch, Shreveport:

Signal No. 6, located between northward main track and north leg of wye, will govern movements to be made from main track onto north leg of wye and from No. 1 yard track onto north leg of wye. When RED aspect on signal is shown, it indicates north leg of wye is occupied.

Signal No. 8, located on pier of T&P-T&NO passenger lead overhead bridge on east side of KCS northward main track to govern all northward movements on northward track.

Signal No. 9, located east of northward main track just south of crossover switch to north leg of wye. This is a repeater of Signal No. 6. Signals 9 and 6 govern southward movements through north leg of wye.

Where stop indication is displayed and does not change to "Proceed at Low Speed" indication within five (5) minutes, movements may proceed under flag protection, but must allow time for flagman to get through block before movement is started.

Ten (10) mph permanent speed restriction signs have been placed on each side of grade crossing, Barkdale Field, MP-564.0, approximately 600 feet from the crossing.

All movements must not exceed 10 mph from the permanent speed restriction sign until the crossing is covered. This means the speed must be down to not exceeding 10 mph when the engine, or leading car, passes the 10 mph sign.

Cars or engines must not be left standing between these signs and the crossing.

**MINDEN:** First class trains run at restricted speed between West wye switch and Minden passenger station.

Second and inferior class and extra trains and engines will keep informed of Minden and Hope subdivision passenger trains moving between West wye switch and Minden passenger station and avoid delay to such trains.

All trains and engines will not exceed 10 MPH, entire train, over South Wye Switch Minden when this switch is lined in normal position.

**WINNFIELD:** First class trains run at restricted speed between overpass MP-146.9 and I.C. crossing, Winnfield.

**PINEVILLE JCT.-ALEXANDRIA JCT.:** First class trains run at restricted speed between Pineville Junction MP-681.4 and Alexandria Junction MP-683.1.

**PINEVILLE-PINEVILLE JCT.:** Trains will not exceed 25 mph between College Drive MP-680.4 Pineville and Pineville Jct., on Shreveport Subdivision and between Melrose Street Extension MP-192.7 and Pineville Jct., on Minden subdivision. (The above does not relieve crews from complying with Rules 93 and 103.)

**NORTH BATON ROUGE—BATON ROUGE:** First class trains run at restricted speed between Bridge Jct. and MP-790.1, Baton Rouge, which is 1,000 feet south of south switch.

**WEST YARD:** First class trains run at restricted speed between Signor and KCS Jct.

Northward trains and engines must not exceed 15 MPH from 500 feet south of Labarre road crossing to Labarre road crossing, unless otherwise restricted.

**PACKTON:** Trains or engines moving through south leg of wye track will not exceed eight (8) mph.

**HUNT-GREENVILLE:** Trains and engines run at restricted speed through Greenville and Hunt Yard, 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 are overdue will be held equally responsible. Trains and engines may proceed ahead of or against overdue superior trains between south end of L&A siding, Greenville, and north switch Hunt Yard, when automatic block signals or indicators display "proceed" or "yellow" indications, being governed by Rule 343 when signals display "stop" indications.

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

All trains move at restricted speed between Mile Post T-174 and Yard Limit Board at north end of Hunt Yard.

#### USE OF TRACKS—TIME APPLIES (Rule 5)

##### MINDEN SUBDIVISION:

**WINNFIELD**—Ruling switch for southward first class trains will be at CR&P Ry. connection switch.

**PACKTON**—Ruling switches are the north and south switches to siding.

##### BATON ROUGE-NEW ORLEANS SUBDIVISION:

Baton Rouge siding is designated as the track parallel to main track between crossover switch MP-789.3 just south of Government Street and south of North Boulevard Street just north of old passenger depot platform.

#### SWITCHES—NORMAL POSITION OF (Rule 104)

**MINDEN:** Shreveport Jct. is for Hope Subdivision main track. West Wye Switch is for Hope Subdivision and is a spring switch. South Wye Switch, Minden, is into south leg of Wye, Minden.

**PINEVILLE Jct.,** is for Shreveport subdivision main track, and is a spring switch.

**FARMERSVILLE, GCSF Jct.,** is for L.&A. connection. Movements will be made between L.&A. main track Mile Post T-112 and the Tidewater Refinery under Operating Rule 93. Maximum speed over this track is 15 miles per hour.

**MOVEMENTS OVER MISSISSIPPI RIVER BRIDGE**

Train and engine movements between Lobdell Junction and Bridge Junction will be governed by signal indications for both opposing and following movements. A.B.S. Territory, Rule 400 and other rules applicable will govern.

All signals and power-operated switches are controlled by Control Operator at Bridge Tower. Telephones located Lobdell Jct. switch, West Jct., and Bridge Junction.

When trains or yard engines with cars are stalled on the bridge or approaches thereto, members of crew will be governed by Rule 99(j).

Lighted fuseses will not be thrown off moving trains on bridge or steel structure, but when required to use fuseses 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 Jct., or North Baton Rouge. Air brakes will be handled by the lead engine.

Audible Signal (addition to Rule 14), one short (o) and one long (—) blast of the engine 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 of passenger trains will see that all toilets of the train are locked while train is passing over steel structure of the bridge. Trainmen will unlock toilets immediately after train has passed over the structure.

When a train is stopped at Lobdell to be assisted over the bridge by helper engine, the engineer on road engine must make a 25 pound reduction of brake pipe pressure and cut out brake valve without releasing. This will insure of brakes by helper engine and maintenance of brake pipe pressure by helper engines.

Under no circumstances will train attempt to double over the bridge and leave any part of train on the steel structure in either direction.

Engineers will not use sanders on engines while operating over expansion joints on bridge.

**MOVEMENTS APPROACHING AND OVER ATCHAFALAYA RIVER BRIDGE M.P. 729.2**

Approximately 500 feet from each end of this bridge is a mast equipped with two lights about three feet apart in horizontal position with only one light burning at a time.

The red light will be lighted when the control switch is open or the rails to the draw span unlocked. (See Rule 10-A—Stop.)

If the bridge and control switches are in normal position for train movements the other light will display a Lunar indication. (See Rule 10-B—Proceed at low speed.)

If neither a lunar light nor a red light is lighted or a white light is displayed where the red or the lunar light should be, stop must be made before any part of engine or train passes the signal mast.

If movement is stopped by a red light or by the absence of light or improperly displayed light, a member of the crew must personally contact the bridge tender to obtain permission to proceed, examine the rails to see same in order and explain the situation to the engineer before moving onto the bridge.

A Caution Sign reading, "Drawbridge one mile" equipped with yellow light is located approximately one mile from each end of bridge. Between this Caution Sign and the lights at bridge, all movements must be made at restricted speed in accordance with Rule 98. See definition of Restricted Speed.

There are two gates on south side and one gate on north side of this bridge to control highway traffic over the bridge.

Trains must not move onto the bridge or foul the highway at either end of bridge until flasher lights governing highway traffic (on the end they are approaching from) are known to be working and highway traffic gate or gates are down.

**SPEED RESTRICTIONS**

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track except as otherwise restricted by yard limits, slow orders, slow boards, slow flags, general orders, special instructions or other proper notices: Maximum Speed MPH—Diesel Operation:		
<b>SHREVEPORT SUBDIVISION</b>		
Between Louisiana Jct. and Alexandria.....	58	45
Except: Red River Drawbridge, Shreveport Over Loggy Bayou Bridge, MP- 589.6.....	12	12
Saline River Bridge, MP-634.2....	30 eng. only	30 eng. only
Red River Bridge, Alexandria.....	30 eng. only	30 eng. only
	15	15
<b>BATON ROUGE SUBDIVISION</b>		
Between Alexandria and Simmesport.....	58	45
Between Simmesport and Lettsworth.....	50	30
Except: Atchafalaya River Drawbridge, 729.2 (See Note).....	10	10
Between Lettsworth and Baton Rouge.....	58	45
Except: Between Lobdell Jct. and I. C. R. R. Crossing, MP-787.4.....	25	25
<b>NEW ORLEANS SUBDIVISION</b>		
Between Baton Rouge and Shrewsbury....	75	50
Except: Around curves not restricted by slow boards.....	65	50
Bonnet Carre Spillway Bridge, MP-345.6—, Southward trains from ½ mile north of north end of structure, and northward trains from ½ mile south of south end of struc- ture and trains in both directions over entire structure. Brakes must be applied and speed reduced and brakes released ¼ mile before trains moves onto the bridge...	30	20
Between Shrewsbury and (KCS Jct.) New Orleans.....	45	30
<b>MINDEN AND HOPE SUBDIVISIONS</b>		
Between Hope and MP-71.....	58	40
Between MP-71 and MP-72.....	35	20
Between MP-72 and MP-79.....	58	40
Between MP-79 and MP-114 + 20 Poles....	58	45
Between MP-114 + 20 Poles and MP-120 + 15 poles.....	60	35
Between MP-120 + 15 poles and MP-193...	58	45
Between L&A Jct., and Shreveport Jct.....	58	45
Over Red River Bridge, Alexandria.....	15	15
<b>TEXAS SUBDIVISION</b>		
Between Texas Jct. and Hunt.....	35	35
Except: Cypress Bayou Bridge, MP-T-49..	15	15
Curves at Bridge, MP-T-83.8.....	25	25
Curve at Bridge, MP-T-89.9.....	25	25
Curves between MP-T-92 and MP-T-93, plus 12.....	25	25
Curves between MP-T-109 and MP-T-112.....	25	25
Between Hunt and Farmersville.....	30	30

**ABBREVIATIONS:**

S, Scale. T, Turntable. PH, Telephone. O, Diesel fuel. W, Water. Y, Wye. R, TOF Ramp.

The following letters before figures of schedule indicate: "s" regular stop, "f" flag stop to receive or discharge revenue passengers.

### MAXIMUM SPEED OF TRAINS OVER RAILROAD CROSSINGS

Railroad	Crossing	M. P.	At or Near Station	Not to Exceed M.P.H.	
				Passenger	Freight
Shreveport Subdivision: Mo.Pac. Ry....	Interlocked (Automatic)	678.5	Mallin.....	30 eng. only	20 eng. only
Hope Subdivision: SILSW Ry....	Interlocked (Automatic)	22.8	Stamps.....	20 eng. only	20 eng. only
I.C. Ry..... L.&A. Ry.....	Interlocked Gated	105.4 105.9	L. & A. Jct... Louisiana Jct..	See St. L. S. table and spe	W. Ry. time cial instruc.
Minden Subdivision: I.C. Ry..... I.C. Ry..... Mo.Pac. Ry....	Interlocked Gated Interlocked	83.2 148.6 188.9	Sibley..... Winnfield.... Tioga.....	20 20 20	20 eng. only 20 eng. only 20 eng. only
Baton Rouge Subdivision: Mo.Pac. Ry.... L.&A. Ry..... (Yard)..... T.&P. Ry..... I.C. Ry.....	Gated Gated Gated Gated	682.9 682.9 713.2 787.4	Alexandria... Alexandria... Mansura..... N. Baton Rouge	20 20 20 eng. only 20	20 20 20 eng. only 20
New Orleans Subdivision: I.C. Ry.....	Interlocked (Automatic)	856.4	Kenner.....	25	25
N.O.T. Co.....	Interlocked (Automatic)	862.8	Shrewsbury...	20	20
I.C. Ry.....	Interlocked (Automatic)	864.	South Port... (New Orleans)		10
Texas Subdivision: T.&P. Ry..... SILSW Ry.....	Interlocked Interlocked (Automatic)	T-50.2 T-98.3	North Jefferson Pittsburg...	10 20	10 20
SILSW Ry..... GC&SF Ry....	Gated Gated	T-170.0 T-184.4	Greenville... Farmersville..	10 10	10 10

Speed restriction over SSW Railway crossing MP T-170 is  
10 MPH for engine and 20 MPH for balance of train.

**Work Safely**

### SPEED THROUGH CITY LIMITS

Speed of trains restricted as follows by City Ordinance:

Shreveport** .....	20 mph	Hope .....	8 mph
Bossier City .....	15 mph	Third Street .....	5 mph
Coushatta, Psgr. ....	25 mph	Minden .....	8 mph
Coushatta, Frt. ....	15 mph	Winnfield .....	8 mph
Campiti .....	25 mph	Sulphur Springs .....	12 mph
Alexandria .....	15 mph	Winnsboro .....	20 mph
Baton Rouge .....	8 mph	Pittsburg, Texas .....	20 mph
Kenner .....	25 mph	Hughes Springs .....	10 mph
		Jefferson .....	18 mph

\*\*Shreveport, also, not to exceed 10 MPH for a distance of not less than 300 feet before reaching St. Vincent Avenue crossing until engine or lead car has passed over crossing.

Use of engine whistle may be made (where anti-whistling ordinances are in effect) when there is imminent danger of accident. In any case of impending danger, where it is felt an accident might be avoided by an additional warning, the whistle must be used.

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



## SHREVEPORT SUBDIVISION—Deramus Yard to Alexandria

Capacity of Other Tracks, Location Water, Fuel Stations, Turntables, Track Scales and Wyes.	<b>SOUTHWARD</b>				Capacity of Sidings. Station Numbers.		<b>TIME TABLE</b> No. 46 Effective Sunday, Sept. 15, 1968				Mile Post Location.	Office Calls.	<b>NORTHWARD</b>	
	SECOND CLASS	FIRST CLASS					FIRST CLASS	SECOND CLASS						
	77 Merchandise Special	1 Southern Belle					2 Southern Belle	42 Manifest Freight						
	Daily	Daily					Daily	Daily						
	Lv 5.45PM							DERAMUS YARD 3.0		553.3	SY		Ar 1.00PM	
	See K.C.S. Ry. Time Table							HARRIET ST. 3.0		556.3			See K.C.S. Ry. Time Table	
								NORTH WYE SW. 0.4		559.3				
								<b>SHREVEPORT UNION DEPOT</b> 0.3		559.8				
Yard								FRANKLIN STREET JCT. 0.4		560.1				
Yard								COMMERCE STREET JCT. 0.3		560.5				
Yard	6.18PM							SILVER LAKE JCT. 0.4		560.8			12.05PM	
				S.L.S. Ry. Rules	W. les			RED JUNCTION 0.5		561.2	St. Ry.	L.S.W. Rules		
	6.23							LOUISIANA JUNCTION 7.5		561.7			11.57AM	
8	6.34		118	C-9				CURTIS 8.3		569.2			11.46	
4	6.48			C-17				ELM GROVE 8.0		577.5			11.33	
	7.02		62	C-26				NINOCK 6.6		585.5			11.21	
29				C-32				EAST POINT 12.3		592.1			11.10	
52	7.32		36	C-44				COUSHATTA 11.4		604.4	CO		10.53	
2				C-56				GRAPPE'S BLUFF 5.9		615.8			10.39	
10	8.03		210	C-62				CAMPTI 6.9		621.7	CI		10.30	
12	8.17			C-69				CLARENCE 5.8		628.6			10.20	
38	8.28			C-75				ST. MAURICE 7.9		634.4			10.11	
19	8.43		29	C-82				MONTGOMERY 9.2		642.3			10.01	
15	9.01			C-92				ALOHA 5.8		651.5			9.47	
86	9.12		113	C-97				COLFAX 16.8		657.3	CF		9.39	
	9.43		97	C-114				BARRETT 4.4		674.1			9.16	
								Mo. Pac. Crossing 0.1		678.5				
			20	C-119				MALLIN 2.0		678.6				
Y Yard	9.54			C-121				PINEVILLE 0.8		680.6			9.07	
Yard	9.58	Lv 2.43AM						PINEVILLE JUNCTION 0.5		681.4		Ar 2.27AM	9.05	
RWOS Yard	Ar 1.03PM	Ar 2.45AM		194				ALEXANDRIA		681.9	AD	Lv 2.25AM	9.00AM	
	Daily	Daily						128.6				Daily	Daily	
	4.18	0.02						Time on Subdivision				0.02	4.00	

Refer to Minden Subdivision. Schedules of Second Class Trains Nos. 65 and 66 and R.I. Nos. 35 and 36 will operate between Pineville Jct. and Alexandria on Shreveport Subdiv. under Rule 93. As matter of information, time at Alexandria for these 4 trains listed below:

- No. 65 arrive Alexandria 11:10 p.m.
- No. 35 arrive Alexandria 6:35 a.m.
- No. 66 leave Alexandria 6:25 a.m.
- No. 36 leave Alexandria 4:00 p.m.

**Tracks not shown on face of time table**

	Station No.	Mile No.	Car Capacity
Blenheim	C-6	565.5	12
Mayers	C-12	571.5	2
Caplis	C-13	572.5	19
Taylorstown	C-14	573.5	11
Crichton	C-35	594.6	3
Lin	C-68	627.4	16
Crews	C-78	633.0	9

**COMMUNICATION SERVICE:**

Deramus Yard—Continuous  
 Coushatta—7A-4P, Except Sat., Sun., Hol.  
 Campti & Colfax—7A-4P, Except Sat., Sun., Hol.  
 Alexandria—8A-4P, 10P-6A, Daily.

**BATON ROUGE SUBDIVISION—Alexandria to North Baton Rouge**

Capy. Other Tracks, S, T, PH, O, W, Y R	SOUTHWARD				Mile Post Location.	TIME TABLE No. 46 Effective Sunday, Sept. 15, 1968	Station Numbers.	Office Call.	NORTHWARD			
	SECOND CLASS	FIRST CLASS	Capacity of Sidings.	FIRST CLASS					SECOND CLASS			
	77 Merchandise Special Daily	1 Southern Belle Daily		2 Southern Belle Daily					42 Manifest Freight Daily			
RWOS Yard	STATIONS											
	Lv 10.18PM	Lv 3.05AM	681.9	ALEXANDRIA	194	AD	Ar 2.05AM	Ar 8.35AM				
			682.9	1.0 Mo. Pac. Crossing. L. & A. Crossing.								
		3.10	683.1	ALEXANDRIA JCT.			2.00					
7	10.35	3.20	49 691.1	8.0 LATANIER	C-131		1.50	8.18				
21	10.51	3.31	109 700.5	9.4 BIJOU	C-141		1.39	8.04				
10	11.03	3.40	82 708.6	8.1 HESSMER	C-149		1.30	7.53				
30	11.09	3.45	29 712.8	4.2 MANSURA	C-153	SU	1.25	7.47				
			713.2	0.4 T. & P. Crossing.								
	Ar 11.10PM	Ar 3.46AM	713.5	0.3 MANSURA JCT.			Lv 1.24AM	Lv 7.45AM				
21	See T&P-L&A Subdivision Joint Time Table	See T&P-L&A Subdivision Joint Time Table	16 717.3	3.8 MOREAUVILLE	C-157		See T&P-L&A Subdivision Joint Time Table	See T&P-L&A Subdivision Joint Time Table				
26			98 720.4	3.1 HAMBURG	C-160							
			81 727.7	7.3 HYDE	C-167							
48			728.1	0.4 SIMMESPORT	C-168	FN						
44			250 733.2	5.1 KELLER	C-173							
			46 735.9	2.7 LETTSWORTH								
			91 742.6	8.7 BATCHELOR								
			28 750.9	8.3 MORGANZA								
Y			91 760.9	10.0 NEW ROADS		JC						
			44 768.3	7.4 GLYNN								
			44 775.4	7.1 CHAMBERLIN								
42			171 779.9	4.5 LOBDELL								
			Lv 2.03AM	Lv 5.10AM	780.7	0.8 LOBDELL JCT.			C-226		Ar 11.59PM	Ar 5.50AM
					781.5	0.8 WEST JCT.			C-227			
			784.8	3.3 EAST JCT.	C-229	X						
		5.20	785.2	0.4 BRIDGE TOWER	C-230		11.50					
			787.4	0.4 BRIDGE JCT.								
Connection WOSY Yard R	Ar 2.35AM	Ar 5.25AM	788.1	2.2 Ill. Cent. Crossing. 0.7 NO. BATON ROUGE	C-231		Lv 11.45PM	Lv 5.25AM				
	Daily	Daily		106.2			Daily	Daily				
	4.17	2.20		Time on Subdivision			2.20	3.10				

Current Joint Time Table of the T&P-L&A Subdivision will govern the movement of trains between Mansura Jct. and Lobdell Jct.

**Communication Service**

Alexandria—3A-4P, 10P-6A, Daily  
Mansura—3A-5P, Except Sat., Sun., Hol.  
Bridge Tower—Continuous

**Tracks not shown on face of time table.**

Sta. No.	Ml. No.	Car Capy.
La. Forest Prod.	698.3	21
Belledeau	C-144 704.4	24
Legonier	C-170 730.1	80
Port Jct.	781.6	Conn. Dual control switch

## NEW ORLEANS SUBDIVISION—NORTH BATON ROUGE TO NEW ORLEANS

Capy. Other Tracks, S, T, PH, O, W, Y, R	<b>SOUTHWARD</b>		Capacity of Sidings.	Mile Post Location.	<b>TIME TABLE</b> No. 46 Effective Sunday, Sept. 15, 1968		Station Numbers.	Office Calls.	<b>NORTHWARD</b>	
	<b>SECOND CLASS</b>	<b>FIRST CLASS</b>			<b>FIRST CLASS</b>	<b>SECOND CLASS</b>				
	77 Merchandise Special	1 Southern Belle			2 Southern Belle	42 Manifest Freight				
	Daily	Daily			<b>STATIONS</b>				Daily	Daily
RWOSY Yard	Lv 2.50AM	Lv 5.40AM		788.1	NO. BATON ROUGE		C-231		Ar 11.30PM	Ar 4.55AM
Yard	3.00	5.43	18	789.2	1.1 BATON ROUGE 5.5		C-234		11.26	4.45
	3.15	5.50	126	794.7	ESSEN 5.7		C-240		11.18	4.22
13				800.4	KLEINPETER 2.5		C-245			
10	3.28	5.58	40	802.9	BULLION 2.1		C-247		11.10	4.00
9				805.0	PRAIRIEVILLE 5.5		C-250			
41	3.50	6.06	115	810.5	GONZALES 4.9		C-255	BN	11.02	3.50
			20	815.4	SORRENTO 2.7		C-260			
	4.07	6.15	107	818.1	BARMEN 10.3		C-263		10.53	3.32
R YS 248	4.22	6.30	87	828.4	GRAMERCY 6.7		C-273	GY	10.42	3.16
Y 149	4.38	6.39		835.1	RESERVE 4.3		C-280	RS	10.34	3.04
41	5.01	6.47	118	839.4	MONTEGUT 1.7		C-284		10.26	2.55
14		6.50		841.1	LA PLACE 5.7		C-286		10.23	2.52
118	5.20	6.59	91	846.8	NORCO 7.7		C-291	NO	10.14	2.42
	5.35	7.08	118	854.5	FRELSEN 1.9		C-299		10.05	2.28
I.C. Ry. Orleans Jct. 28				856.4	Ill. Cent. Crossing 1.1					
Yard	5.50	7.13	36	857.5	KENNER 5.1		C-302		10.00	2.23
		7.22		862.6	SHREWSBURY 0.2		C-307			
Connection R WOSY Yard	Ar 6.10AM	7.35		862.8	N. O. T. Crossing 1.6					
		7.37		864.4	WEST YARD 0.6		C-309	FD	9.50	Lv 2.00AM
		7.40		865.0	K. C. S. JCT. 0.9				9.40	
		8.00AM			CARROLLTON AVE 2.3		C-313		9.38	
					NEW ORLEANS 80.1		C-313		Lv 9.30PM	
	Daily	Daily			Time for Subdivision				Daily	Daily
	3.20	2.20							2.00	2.55

**Communication Service**

Gonzales—9A-6P, Ex. Sat., Sun., Hol.  
 Gramercy—8A-5P, Daily.  
 Reserve—7A-4P, Ex. Sun.  
 Norco—8A-5P, Except Sun., Hol.  
 West Yard—9:30P-8:30A, Daily

**SPECIAL FIRE PREVENTION**

**BONNET CARRE SPILLWAY—Bridge MP 845.6**  
 Firefighting equipment and telephones are located near each end of bridge with instructions as to use are posted inside each equipment house.  
 Should a fire be discovered while train is on bridge, the train will be moved to where it will not obstruct movement of firefighting equipment.

**Conditional Flag Stop**

Nos. 1 and 2 will stop on flag at Kenner for revenue passengers to or from Baton Rouge or beyond.

**Tracks not shown on face of time table.**

	Sta. No.	Mi. No.	Car Copy.
Wallace Co.	C-256	811.6	12
McElroy	C-264	820.6	48
Good Hope	C-292	848.2	Conn.
Gulf States		836.0	39
St. Joe Paper		836.1	40
Signor	C-306	861.5	8

HOPE SUBDIVISION—SHREVEPORT TO HOPE

Copy. Other Tracks, S, T, PH, O, W, Y R	SOUTHWARD			Capacity of Sidings.	Distance from Hope.	TIME TABLE No. 46 Effective Sunday, Sept. 15, 1968	Station Numbers.	Office Calls.	NORTHWARD		
	SECOND CLASS		FIRST CLASS						FIRST CLASS	SECOND CLASS	
	23	69	201						202	68	24
	Freight	Freight	Southern Belle						Southern Belle	Freight	Freight
Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily						
STATIONS											
WYO Yard	Lv 11.00PM	Lv 7.30AM		0	HOPE	1	Q		Ar 12.35PM	Ar 7.00PM	
	11.12	7.42		6.4	COLER	6			12.23	6.50	
24	11.20	7.50		11.2	PATMOS	11			12.15	6.44	
	11.26PM	7.56		14.6	BAKER	15			12.07PM	6.39	
Yard Connection	12.01AM	8.15		22.8	STAMPS	23	UD		11.50AM	6.25	
					St. L. S. W. Crossing						
11	12.15	8.30		29.1	McKAMIE	29			11.31	6.02	
	12.24	8.40		34.1	EXPERIMENT	34			11.23	5.54	
10	12.37	8.53		41.2	TAYLOR	41			11.10	5.43	
Yard	12.50	9.05		47.7	SPRINGHILL	48	RD		10.56	5.33	
WO Yard	1.05	9.10		50.3	CULLEN	50	AU		10.50	5.25	
	1.15	9.20		55.5	SAREPTA	56			10.40	5.00	
87	1.30	9.45		61.0	COTTON VALLEY	61	CA		9.45	4.52	
	1.46	10.01		69.5	GRIM	69			9.17	4.40	
WYOS Yard	2.15	10.40		78.8	SHREVEPORT JUNCTION		KN		9.00	4.25	
				79.3	MINDEN						
				79.3	MINDEN PASSENGER STATION						
		Lv 5.01AM			SOUTH WYE SW				Ar 12.24AM		
	2.17	10.42	5.03	79.2	WEST WYE SW				12.22	8.38	
7	2.25	10.50	5.09	83.4	DOYLINE	B-83			12.17	8.31	
	2.32	10.57	5.15	98	GOODWILL	B-87			12.13	8.25	
41	2.42	11.07	5.22	92.5	PRINCETON	B-93			12.07	8.15	
8	2.52	11.17	5.29	85	ADNER	B-97			12.01AM	8.05	
Yard	3.05AM	11.32AM	5.40AM	105.1	L & A JUNCTION	B-105			11.50PM	7.45AM	
	SEE St. L. S. W. Time Table	SEE St. L. S. W. Time Table	SEE St. L. S. W. Time Table	105.4	Ill. Cent. Crossing				SEE St. L. S. W. Time Table	SEE St. L. S. W. Time Table	
				105.9	L & A Crossing				SEE St. L. S. W. Time Table	SEE St. L. S. W. Time Table	
Yard	3.20AM	11.50AM	5.50AM	106.2	LOUISIANA JUNCTION				SEE St. L. S. W. Time Table	SEE St. L. S. W. Time Table	
				106.7	RED JUNCTION				SEE St. L. S. W. Time Table	SEE St. L. S. W. Time Table	
Yard				107.1	SILVER LAKE JUNCTION	B-108			11.44PM	7.35AM	
				107.8	COMMERCE STREET JUNCTION				11.40		
Yard				108.1	FRANKLIN STREET JUNCTION				11.34		
					SHREVEPORT UNION DEPOT				Lv 11.30PM		
	See K.C.S. Ry. Time Table	See K.C.S. Ry. Time Table			NORTH WYE SW				See K.C.S. Ry. Time Table	See K.C.S. Ry. Time Table	
Ar 4.00AM	Ar 12.30PM				HARRIET ST.				See K.C.S. Ry. Time Table	See K.C.S. Ry. Time Table	
	Daily	Daily Ex. Sun.	Daily		DERAMUS YARD		SY		Lv 7.00AM	Lv 3.00PM	
	5.00	5.00	1.04		114.6				Daily	Daily Ex. Sun.	
					Time on Subdivision				0.58	5.35	
									4.00		

No. 23 is superior to No. 68

Communication Service			Tracks not shown on face of time table		
Sta. No.	Mi.	Car Copy.	Sta. No.	Mi.	Car Copy.
Hope—7:30A-3:30P, Ex. Sun.—			Dunwhite	1	1.6
10:30P-6:30A, Daily			Anthony	3	2.5
Stamps—7:59A-4:59P, Ex. Sat., Sun., Hol.			Herbert	21	21.1
Spg. Hill—8A-5P, Ex. Sat., Sun., Hol.			Lerch	30	30.1
Cullen—Continuous			Bussey	37	37.4
Cotton Valley—7A-4P, Ex. Sat., Sun., Hol.			D.P.C.	61-B	62.0
Minden—2:30P-6:30A, Daily			Dayson	62-B	62.3
			Treat	60	62.8
			Invincible	63	63.2
			Dorchest	72	72.0
			Ferguson	B-102	101.9
			PH. Hinkle	B-104	104.8
			Yard		

**MINDEN SUBDIVISION—MINDEN TO PINEVILLE JUNCTION**

Capy. Other Tracks, S, T, PH, O, W, Y R	SOUTHWARD			Capacity of Sidings.	Distance from Hope.	TIME TABLE No. 46 Effective Sunday, Sept. 15, 1968	Office Calls.	Station Numbers.	NORTHWARD		
	SECOND CLASS		FIRST CLASS						FIRST CLASS	SECOND CLASS	
	65 Manifest Freight	35 R. I. Freight	1 Southern Belle						2 Southern Belle	66 Manifest Freight	36 R. I. Freight
Daily	Daily	Daily			STATIONS			Daily	Daily	Daily	
WYOS Yard	Lv 7.00PM				78.8	MINDEN.....	KN	78	Ar 10.40AM		
Yard	7.05		Lv 12.24AM		79.2	0.4 SOUTH WYE SW.....			Ar 5.01AM	10.35	
34 Connection	7.15		s 12.30	65	79.3	0.1 MINDEN PASSENGER STATION.....			s 5.00		
20	7.30		12.35	65	83.2	3.9 SIBLEY.....		83	4.52	10.28	
7			12.43	37	89.3	6.1 Ill. Cent. Crossing.....		89	4.46	10.18	
	7.43		12.50	54	92.5	3.2 HEFLIN.....		93			
26	7.50		12.55	33	95.5	3.0 FRYEBURG.....		96	4.39	10.07	
	8.05		1.03	33	98.1	2.6 LAWHON.....		98	4.35	10.02	
22	8.20		1.13	35	105.1	7.0 JAMESTOWN.....		105	f 4.27	9.50	
14	8.35		1.21	35	114.3	9.2 CASTOR.....		114	4.17	9.32	
	8.50		1.29	33	122.2	7.9 ASHLAND.....		122	4.08	9.20	
WOS Yard	9.30	Lv 5.00AM	s 1.50	58	129.8	7.6 CHESTNUT.....		130	3.59	9.06	
Connection					138.9	9.1 GOLDONNA.....		139	3.47	8.50	
Y-8	9.55	5.20	2.01	27	147.8	0.8 CALVIN.....		148	s 3.35	8.30	Ar 5.30PM
	10.10	5.35	2.11	46	148.6	9.1 WINNFIELD.....		157	3.20	7.50	5.10
8	10.23	5.50	2.19	59	157.7	8.8 Ill. Cent. Crossing.....		166	3.10	7.30	4.55
16	10.31	6.00	2.24	43	166.5	4.7 PACKTON.....		174	3.00	7.15	4.40
9	10.50	6.15	2.35	76	173.9	7.4 WILLANNA.....		179	2.53	7.05	4.30
Yard	Ar 11.05PM	Ar 6.30AM	Ar 2.43AM		178.6	4.7 DRY PRONG.....		188	2.35	6.45	4.15
	Daily	Daily	Daily		188.4	9.8 BENTLEY.....			Daily	Daily	Daily
	4.05	1.30	2.19		188.9	0.6 TIOGA.....			2.34	4.10	1.25
					193.8	4.9 Mo. Pac. Crossing.....					
						4.9 PINEVILLE JUNCTION.....			Lv 2.27AM	Lv 6.30AM	Lv 4.05PM
						115.0					
						Time on Subdivision					

**No. 65 and No. 35 are superior to No. 36**

**Communication Service**

Minden—230P-630A, Daily  
 Castor—7A-4P, Ex. Sat., Sun., Hol.  
 Winnfield—7A-3P—10P-6A, Daily

**Tracks not shown on face of time table.**

	Sta. No.	Ml. No.	Car Capy.
Ogden .....	88	87.9	8
Anderson .....	104	104	20
Roy .....	107	107.4	83
Intl. Paper Co. ....	130	130.6	19
Placid Oil Co. ....	131	131.5	21
Coldwater .....	133	133.4	7
Carla .....	145	144.9	Conn

TEXAS SUBDIVISION—DERAMUS YARD TO DALLAS

Capacity of Other Tracks, Location Water, Fuel Stations, Turntables, Track Scales and Weighs.	SOUTHWARD					TIME TABLE No. 46 Effective Sunday, Sept. 15, 1968	Mile Post Location.	Office Calls.	NORTHWARD		Communication Service
	SECOND CLASS		Capacity of Sidings.	Station Numbers.	Distance from Dallas.				SECOND CLASS		
	53 Manifest Freight	57 Manifest Freight							54 Manifest Freight	58 Manifest Freight	
	Daily	Daily							Daily	Daily	
WTYS YARD	Lv	4.00AM	T-223	0	DALLAS 37.8	223.1	RH	Ar	2.30AM	Continuous	
		Via G. C. & S. F. Ry.							Via G. C. & S. F. Ry.		
YARD	Lv	5.30AM	T-185	37.9	FARMERSVILLE G. C. S. F. Crossing 0.1	185.3	FV			9.30 A.-5.30 P. 11.59 P.-7.59 A. Daily.	
11				44.6	G. C. S. F. JUNCTION 6.7	185.2		Ar	12.45AM		
R WSO YARD	Lv	7.50AM	T-178	51.5	FLOYD 6.9	178.5				5A-1P-5P-1A Daily Except on Sunday 5A-1A	
Connection			T-172	52.9	HUNT—Greenville 1.4	171.6	A	Ar	10.50PM		
				62	St. L. S. W. Crossing 9.1	170.2					
8		8.17	T-161	62.0	CAMPBELL 6.8	161.2			10.23		
		8.31	T-154	68.6	CUMBY 6.6	154.5			10.10		
YARD		8.42	T-148	75.2	BRASHEAR 7.5	147.8			9.59		
6		8.56	T-140	82.8	SULPHUR SPRINGS 9.0	140.3	XN		9.45	8A-5P Except Sat., Sun. & Hol.	
		9.13	T-131	92.2	COMO 4.3	130.7			9.29		
		9.22	T-126	97.3	PICKTON 8	125.8			9.20		
YARD		9.37	T-118	105.4	WINNSBORO 6.4	117.7	WO		9.04	8A-5P Except Sat., Sun. & Hol.	
		9.48	T-111	111.8	SCROGGINS 2.8	111.3			8.53		
22		9.52	T-108	114.6	NEWSOME 3.1	108.5			8.48		
9		9.58	T-105	117.6	LEESBURG 7.0	105.4			8.42		
YARD		10.11	T-98	124.6	PITTSBURG St. L. S. W. Crossing 4.1	98.3	H		8.29	8A-5P Except Sat., Sun. & Hol.	
		10.20	T-94	128.7	FAKER 5.4	94.2			8.20		
14		10.30	T-89	134.3	CASON 6.3	88.8			8.10		
37		10.40	T-83	140.5	DAINGERFIELD 4.2	82.6	DG		8.00	7A-4P Except Sat., Sun. & Hol. 11.00A-8P Except Sat., Sun. & Hol.	
T. & N. Ry. Conn. Yard		10.50	T-79	144.7	VEALS 2.1	78.4	V		7.52		
10 YARD		10.55	T-76	146.8	HUGHES SPRINGS 8.9	76.3			7.49		
7		11.12	T-67	155.7	AVINGER 6.3	67.4			7.33		
11		11.23	T-61	161.9	LASSATER 8.9	61.1			7.20		
57		11.39	T-52	170.9	BURFORD 1.9	52.2			7.01		
86		11.43	T-50	172.8	NORTH JEFFERSON 0.1	50.3			6.58		
Connection				172.9	T. & P. Crossing 0.9	50.2					
YARD		11.47AM	T-49	173.8	JEFFERSON 7.6	49.3	JN		6.55	7.30A-4.30P Except Sat., Sun. & Hol.	
		12.03PM	T-42	181.4	BALDWIN 4.9	41.7			6.40		
21		12.12	T-37	186.3	KARNACK 1.2	36.8			6.31		
		12.15	T-35	187.7	FOX 13.6	35.6			6.28		
		12.43	T-4	201.3	HAMMOCK 3.7	3.7			6.02		
	Ar	12.55PM	T-0	205.0	TEXAS JCT. 4.2	0.0 KCS 549.1		Lv	5.55PM		
YARD	Ar	1.15PM	554	209.2	DERAMUS YARD } VIA KCS Ry.	553.3	SY	Lv	5.45PM	Continuous	
	Daily	Daily			209.2			Daily	Daily		
	5.25	2.20			Time on Subdivision			5.05	2.35		

Tracks not shown on face of time table.

	Sta. No.	Mi. No.	Car Copy.		Sta. No.	Mi. No.	Car Copy.
Blanchard Spur	T-1	T-0.29	23	Gillis	T-85	T-85.3	32
Shipp	T-6	T-5.8	22	Tidewater	T-112	T-112	Wye Yard
Wilkes Spur	T-64	T-63.3	Conn	Eser	T-116	T-116.4	Wye 44
				Thermo	T-135	T-134.7	13

## TONNAGE RATING

SUBDIVISION	Direction	FROM STATION	TO STATION	PSGR. ENGS. 6, 12, 23 25, 27, 29	DIESEL FREIGHT ENGINES			
					1500	1750	2250	3000
NEW ORLEANS and BATON ROUGE	North	New Orleans.....	Alexandria.....	3500	4500	5000	7200	10000
		Bridge Jct. ....	Lobdell.....	1450	1880	2090	3010	3530
	South	Alexandria.....	New Orleans....	3550	4500	5000	7200	10000
		Lobdell.....	Bridge Jct. ....	1300	1650	1900	2640	3300
SHREVEPORT	North	Alexandria.....	Aloha.....	3550	4500	5000	7200	10000
		Aloha.....	Shreveport.....	3200	3900	4500	6240	8200
	South	Shreveport.....	Aloha.....	3200	3900	4500	6240	8200
		Aloha.....	Alexandria.....	3550	4500	5000	7200	10000
HOPE	North	Shreveport.....	Minden.....	1900	2630	3060	4210	
		Minden.....	Taylor.....	2415	3080	3560	4930	
		Taylor.....	Stamps.....	3515	5080	5600	8130	
		Stamps.....	Hope.....	2000	3000	3490	4800	
	South	Hope.....	Stamps.....	2000	3000	3490	4800	
		Stamps.....	Cullen.....	2550	4550	5250	7280	
		Cullen.....	Cotton Valley...	2415	3080	3570	4930	
		Cotton Valley...	Minden.....	1650	2550	2950	4080	
		Minden.....	Shreveport.....	1900	2850	3300	4560	
MINDEN	North	Alexandria.....	Winnfield.....	2000	2480	2990	3970	
		Winnfield.....	MP 125.....	1450	2325	2700	3720	
		MP 125.....	Sibley.....	1659	2700	3120	4320	
		Sibley.....	Minden.....	2050	4200	4850	6720	
South	Minden.....	Chestnut.....	1550	2250	2600	3600		
	Chestnut.....	Winnfield.....	1900	2480	2870	3970		
	Winnfield.....	Alexandria.....	2000	2550	2960	4080		
TEXAS	North	Shreveport.....	Jefferson.....	1850	2100	2430	3360	
		Jefferson.....	Hughes Springs.	1700	1700	1960	2720	
		Hughes Springs.	Hunt.....	1750	1580	1830	2530	
		Hunt.....	Dallas.....	1800	1700	1960	2720	
	South	Dallas.....	Farmersville....	1800	1580	1830	2530	
		Farmersville....	Hunt.....	2200	1800	2080	2880	
		Hunt.....	Winnsboro.....	1750	1580	1830	2530	
		Winnsboro.....	Hughes Springs.	1500	1450	1680	2320	
		Hughes Springs.	Jefferson.....	1700	1700	1960	2720	
		Jefferson.....	Baldwin.....	2150	3000	3470	4800	
		Baldwin.....	Shipp.....	2150	2500	2900	4000	
		Shipp.....	Shreveport.....	2150	4000	4630	6500	

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

Tonnage rating for 1500 class engines will be the same as shown in the 1750 H.P. column, except will be 2200 tons northbound and 2050 tons southbound over Mississippi River Bridge.

1100, 1200 and 1300 class engines will not be operated in unison with 1500, 1750, 2250 or 3000 H.P. engines except on authority of Supt. of Machinery.

1000 H.P. Engines: 1100-1102, 1114, 1125, 1126, 1200-1226.

1200 HP. Engines: 1300-1315.

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

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

2250 H.P. Engines: 100-119.

3000 H.P. Engines: 600-621.

### CLASSIFICATION OF ENGINES

CLASS	Unit Numbers	Tractive Power in Pounds	Weight on Drivers in Pounds	Total Weight on Loco. Loaded in Pounds	Cooper's Rating Per Unit
Diesel-Passenger.....	6, 12, 23, 25, 27, 29	55,675	222,700	334,050	E-40
" Freight.....	30-A-B	122,425	489,700	489,700	E-50
" ".....	31-B	123,400	493,600	493,600	E-50
" ".....	32-A-B	123,485	493,940	493,940	E-50
" ".....	33-A	62,050	248,200	248,200	E-50
" ".....	33-B	59,150	236,600	236,600	E-50
" ".....	45	63,300	253,200	253,200	E-50
" ".....	50-A-B-C	169,890	679,560	679,560	E-46
" ".....	51-B-C	169,582	678,330	678,330	E-46
" ".....	53-B-C-D	169,676	678,705	678,705	E-46
" ".....	54-A-B-C	169,905	679,590	679,590	E-46
" ".....	55-C	170,004	680,160	680,160	E-46
" ".....	56-B-C-D	170,175	680,700	680,700	E-46
" ".....	57-B-C-D	169,957	679,830	679,830	E-46
" ".....	58-A-C-D	230,700	922,800	922,800	E-46
" ".....	59-B-C-D	172,687	690,750	690,750	E-46
" ".....	70-A-B-C	179,600	718,400	718,400	E-46
" ".....	71-A-B-C	177,900	711,600	711,600	E-46
" ".....	72-A-B-D	230,450	921,800	921,800	E-46
" ".....	73-A-B-D	234,520	938,080	938,080	E-46
" ".....	74-B-C-D	234,550	938,200	938,200	E-46
" ".....	75-A-B-C-D	231,550	926,200	926,200	E-46
" ".....	76-A-B-C-D	239,300	957,200	957,200	E-46
" ".....	77-B-C	119,600	478,400	478,400	E-46
" ".....	78-B-C	115,250	461,100	461,100	E-46
" ".....	79-B	57,800	231,200	231,200	E-46
" GP-7 Gen. Pur.....	150-162	60,672	243,046	243,046	E-49
" GP-9 Gen. Pur.....	163-165	61,275	245,100	245,100	E-49
" GP-30 Gen. Pur.....	100-119	64,500	258,000	258,000	E-52
" SD-40 Spec. Duty.....	600-621	96,898	404,925	404,925	E-54

### PERMANENT ENGINE NUMBERS AND MAXIMUM SPEED UNLESS OTHERWISE RESTRICTED

Eng. No.	Unit No.	Max. Speed	Eng. No.	Unit No.	Max. Speed	Eng. No.	Unit No.	Max. Speed	Eng. No.	Unit No.	Max. Speed
6	6	79 MPH	30†	30 (a)	65 MPH	70	70 (a)	65 MPH	84	57 (d)	65 MPH
12†	12	" "	32†	32 (a)	" "	71†	71 (a)	" "	85†	58 (d)	" "
23†	23	" "	33	33 (a)	" "	72†	72 (a)	" "	86†	59 (d)	" "
25†	25	" "	50	50 (a)	" "	73†	73 (a)	" "	87†	70 (c)	" "
27†	27	" "	94	54 (a)	" "	75†	75 (a)	" "	88	71 (c)	" "
29†	29	" "	95	58 (a)	" "	76†	76 (a)	" "	89	72 (d)	" "
						80†	53 (d)	" "	90†	73 (d)	" "
						83†	56 (d)	" "	91†	74 (d)	" "
									92†	75 (d)	" "
									93†	76 (d)	" "
									100-119	100-119	" "
									150-165	150-165	" "
									600-621	600-621	" "

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

### WRECKERS

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

Diesel Units Equipped With Boiler	Diesel Units With Steam Connection But No Boiler
6, 12, 23 25, 27, 29 30-A 31-B 32-A, 32-B 33-A, 33-B 76-B, 76-C 77-B	59-B, 59-C 70-B 71-B 72-B 73-B 74-B, 74-C 75-B, 75-C



**WEIGHT OF EMPTY PASSENGER CARS**

CLASS	Numbers	Length In Feet	Tons
Baggage and Express.....	6	71	71
" " ".....	14-29	74	44
" " ".....	85	74	64
" " ".....	81	80	68
" " ".....	82	80	70
" " ".....	83	78	68
" " ".....	400, 401	54	29
" " ".....	36017	54	26
" " ".....	36148	54	28
Mail-Baggage-Express.....	30-33	71	71
" " ".....	34	85	68
" " ".....	68-69	85	48
Chair-Coach, A. C.....	255-259	85	52
" " ".....	251-254, 260	85	61
" " ".....	261-266	85	68
" " ".....	270-279	85	64
Tavern-Lounge, A. C.....	40-43	85	60
Lounge-Diner, A. C.....	52	80	98
Diner A. C.....	56, 59	85	69
Sleeping Car, A. C.....	Harvey Couch,	85	64
	Col. Fordyce,	85	64
	Stuart Knott,	85	64
	Arthur Stilwell,	85	64
	Wm. Buchanan,	85	64
Official Car.....	Kay See	84	104
" ".....	Tolmak	84	104

**LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS**

Car Number	Journal Size	Load Limit at Rail	Weight of Car	Carrying Capacity of Car
14-29	6 x11	168,000	88,000	80,000
81	5 1/2 x10	187,400	137,400	60,000
82	5 x 9	190,000	140,040	50,000
83	5 x 9	187,000	137,000	50,000
85	5 1/2 x10	188,100	128,000	60,000
400	5 1/2 x10	130,000	60,500	70,000
401	5 1/2 x10	130,000	57,800	70,000
36017	5 1/2 x10	130,000	51,600	70,000
36148	5 1/2 x10	130,000	55,400	70,000

**RECAPITULATION OF PASSENGER EQUIPMENT**

Baggage and Express .....	25
Mail-Baggage-Express .....	7
Chair-Coach, Air Conditioned .....	26
Lounge-Diner, Air Conditioned .....	1
Diner, Air Conditioned .....	2
Tavern-Lounge, Air Conditioned .....	4
Sleeping Car, Air Conditioned .....	5
Official Cars .....	2
<b>Total.....</b>	<b>72</b>

**SPEED TABLE**

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

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

**Cabooses Number**

300-332	33
352-355	4
359-386	28
389	1
619	1
658	1

**TOTAL 68**

LOUISIANA & ARKANSAS RAILWAY

CONDENSED SCHEDULES OF FAST FREIGHT AND PASSENGER TRAINS

SOUTHWARD					TIME TABLE No. 46 Effective Sun., Sept. 15, 1968	NORTHWARD						
FREIGHT						PAS- SENGER	FREIGHT					
23	69	65	53	77	1	STATIONS	2	42	54	66	68	24
Ar 4.00AM	Ar 12.30PM	Lv 5.00PM	Ar 1.15PM	Lv 5.45PM	Lv 11.30PM	SHREVEPORT	Ar 6.05AM	Ar 1.00PM	Lv 5.45PM	Ar 12.30PM	Lv 7.00AM	Lv 3.00PM
2.15	10.40AM	7.00			12.30AM	MINDEN	5.00			10.40AM	9.00	4.25
12.07AM	8.15					STAMPS					11.50AM	6.25
Lv 11.00PM	Lv 7.30AM					HOPE					Ar 12.36PM	Ar 7.00PM
		9.30			1.50	WINNFIELD	3.35			8.30		
					2.45		2.25					
		Ar 11.10PM		10.18PM	3.05	ALEXANDRIA	2.05AM	9.00AM		Lv 6.25AM		
				2.50AM	5.25	BATON ROUGE	11.45PM	5.25				
					5.40		11.30	Lv 2.00AM				
				Ar 6.10AM	Ar 8.00AM	NEW ORLEANS	Lv 9.30PM					
						JEFFERSON						
				11.47AM		DAINGERFIELD			6.55			
				10.40		SULPHUR SPRINGS			8.00			
				8.56		GREENVILLE			9.45			
				7.50		FARMERSVILLE			10.50			
				6.20		DALLAS			11.55PM			
				5.30					12.45AM			
				Lv 4.00AM					Ar 2.30AM			

**PRACTICE  
SAFETY  
CONSTANTLY.**

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

**SPECIAL SAFETY RULES FOR EMPLOYEES IN TRAIN ENGINE  
AND YARD SERVICE IN ADDITION TO RULE 510**

1. Safety is of first importance in the discharge of duty.
2. Avoid all risks. Watch for unsafe conditions and correct and report them.
3. Look both ways before crossing any track. Avoid crossing track in front of movement after signal is given to move. Do not stand or walk on track when avoidable.
4. Step over rails, frogs, switch guard rails, interlocking machinery or connections and not on them. Do not sit on rails or ties or take refuge under car.
5. Look out for approaching movements and alight outside of rails when getting off engine or car.
6. When alighting from or boarding rear end of freight train, use rear platform of caboose.
7. When boarding or alighting from a locomotive, caboose, or car face in, as on a ladder. Observe footing and clearances before alighting from moving or standing engine or car. Keep firm grip on handhold until foot is firmly placed on ground or other support when engine or car is standing.
8. Employees are prohibited from riding or walking on roof of any moving car.
9. Do not ride on facing end of leading car or trailing end of rear car when possible to avoid it.
10. When riding side of car, keep a close watch for unsafe clearances.
11. Before going under or between standing cars or engines, first see or know they will not be moved. Otherwise obtain suitable protection. No signal should be given to move engine or cars when anyone is under or between.
12. Do not ride on footboard on forward end in direction engine is moving.
13. Do not ride on buffer plates, drawbars, brake beams, brake wheels, end ladders, and on end of car containing load that may shift.
14. Firm grip and safe foothold are essential to safety when on sillstep, side ladder, end platform, or in transferring or changing position.
15. When alighting from moving equipment extreme care should be exercised. Avoid getting off in an awkward manner that will result in strains or sprains.
16. When engineman sees or knows that ground man is about to get on or off, he will regulate speed down to point of assured safety. Consider the footing, visibility and other conditions.
17. In setting or releasing brakes, be alert to the hazard of slipping or losing hold, sudden lurch, stop or start of car, brake club breaking or slipping, brake chains kinking or overlapping, also grabbing or kicking of brake. (Study the peculiarities and proper handling of different types of brakes.) Pressure on brake should be exerted toward body of car. Do not hold brake tension by hand—use the dog and ratchet.
18. Leave cars in clear and tied down to avoid possibility of fouling other tracks or man on side of car. Do not leave cars standing on tracks too near street or highway crossing, preferably 75 feet away from the crossing.
19. Be prepared constantly for sudden start or stop and for the shock of brake or slack action.
20. Use cut-lever to uncouple cars. If lever is inoperative, tie the movement down before crossing to opposite side.
21. It is prohibited to use foot or hand to adjust drawbar, knuckle or lock pin while car or locomotive is in motion or when another car is approaching within a car length.
22. Angle cocks will be closed before uncoupling air hose when there is pressure in train line. When setting brakes by turning angle cock, keep firm grip on hose.
23. Do not place hands, feet, or any part of body between inside end of car and lumber, pipe, or other lading likely to shift. Keep clear of unsecured drop end doors. Do not use gate of a gondola for handhold.
24. Slack cuts apart half car length before going between couplers to make adjustments of knuckles or for other purposes.
25. Do not attempt to cross track close in front of moving engine or car.
26. Wear safe shoes and other apparel, and use suitable clear (or Calobar) goggles when needful to protect against sand, cinders, or other eye hazards.
27. Keep feet in clear of the path of counterweights on ground throw switch levers. Do not handle switch stand lever when switch is being run through.
28. A habit of too much idle conversation across cab or caboose may contribute to serious accident.
29. Keep the mind on the work and have a clear and mutual understanding of the moves to be made.

**DIESEL LOCOMOTIVE HAZARDS**

30. Enginemen and others will use hard rubber or non-metallic cased flashlights in and around Diesel locomotives.
31. Never place hands or face near main generator or any high voltage equipment while it is working under load.
32. Do not smoke or have open flame in engine room.
33. Rings and wrist watches will not be worn while working around electrical equipment.
34. Fuses will not be pulled while under load.
35. High voltage cabinet will not be opened while Diesel Engine is running, other than idling.
36. Stepping out of side doors of moving Diesel units to platform or other side elevation is prohibited.
37. At any time an engine is overheated or shut down for mechanical defect, no handhold cover plate should be removed until sufficient time has elapsed to permit engine to cool down sufficiently to prevent possibility of an explosion (minimum one hour).
38. Passage will not be made through nose door of units when locomotive is in motion, EXCEPT when equipped with safety chains and such chains are in place. Extreme caution must be exercised when making this passage.

**THE FOLLOWING IS ALSO PROHIBITED:**

- (a) Giving signal to move an engine of cars and then crossing track in front of movement.
- (b) Giving signal to move an engine or cars without first placing switch in proper position.
- (c) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engines.
- (d) Engineman drifting down too close to switches that are to be thrown.
- (e) 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.
- (f) Permitting any car with a defective or missing handhold to be moved or set out without first notifying all employees on the train and making wire report to the Superintendent. Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.

**THE PROPER INTERPRETATION OF EACH AND EVERY RULE AND TRAIN ORDER IS THE ONE THAT WILL INSURE THE GREATEST DEGREE OF SAFETY TO EACH EMPLOYEE AND HIS FELLOW MAN.**

20 A multilevel or graduated scale of Per Diem is in effect and rates are based on car values, in 9 groups, as follows:

GROUP	CAR VALUE	RATE PER CAR PER DAY
1	\$ 1,000 and less	\$ 2.16
2	\$ 1,001 to \$ 5,000	\$ 2.79
3	\$ 5,001 to \$10,000	\$ 3.58
4	\$10,001 to \$15,000	\$ 4.50
5	\$15,001 to \$20,000	\$ 6.15
6	\$20,001 to \$25,000	\$ 7.11
7	\$25,001 to \$30,000	\$ 9.00
8	\$30,001 to \$35,000	\$10.18
9	\$35,001 and over	\$12.18

KANSAS CITY SOUTHERN REPORTING MARKS K C S

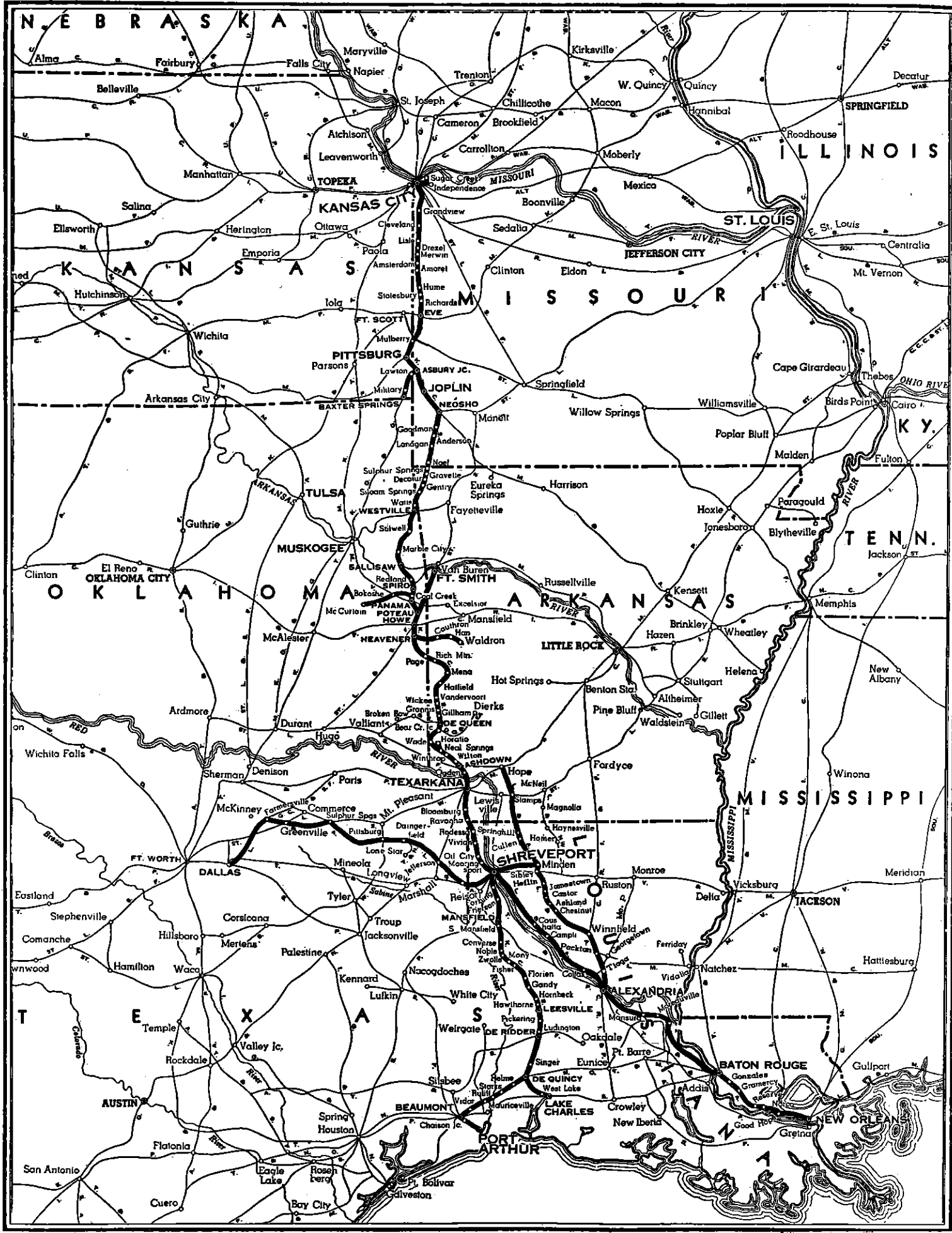
CAR SERIES PD				CAR SERIES PD			CAR SERIES PD			CAR SERIES PD					
Begin	End	Grp.		Begin	End	Grp.	Begin	End	Grp.	Begin	End	Grp.			
100	—	199	4	800	—	874	3	20896	—	20896	1	20981	—	20981	2
500	—	599	3	960	—	966	4	20912	—	20912	3	20983	—	20995	2
940	—	959	5	1000	—	1000	2	20979	—	20980	3	20997	—	21016	2
999	—	999	1	1002	—	1023	2	20982	—	20982	3	21018	—	21076	2
1001	—	1001	3	1025	—	1028	2	20996	—	20996	3	21078	—	21089	2
1024	—	1024	3	1030	—	1039	2	21017	—	21017	3	21091	—	21114	2
1029	—	1029	3	1041	—	1045	2	21077	—	21077	3	21116	—	21169	2
1040	—	1040	3	1047	—	1051	2	21090	—	21090	3	21171	—	21231	2
1046	—	1046	3	1054	—	1057	2	21115	—	21115	3	21233	—	21236	2
1052	—	1052	3	1059	—	1059	2	21170	—	21170	3	21238	—	21290	2
1058	—	1058	3	1061	—	1069	2	21232	—	21232	3	21292	—	21300	2
1060	—	1060	3	1071	—	1074	2	21237	—	21237	3	24000	—	24019	1
1070	—	1070	3	1076	—	1082	2	21291	—	21291	3	24450	—	24474	3
1075	—	1075	3	1084	—	1089	2	21301	—	21301	3	25140	—	25140	2
1083	—	1083	3	1091	—	1099	2	24020	—	24449	2	25157	—	25157	2
1090	—	1090	3	1101	—	1122	2	25000	—	25139	1	25219	—	25219	2
1100	—	1100	3	1124	—	1158	2	25146	—	25153	1	25297	—	25297	2
1123	—	1123	3	1160	—	1167	2	25184	—	25202	1	25300	—	25799	3
1159	—	1159	3	1169	—	1169	2	25222	—	25293	1	27000	—	27019	3
1168	—	1168	3	1171	—	1195	2	25299	—	25299	1	27032	—	27166	3
1170	—	1170	3	1197	—	1202	2	26000	—	26999	2	27187	—	27188	4
1196	—	1196	3	1212	—	1213	4	27020	—	27031	2	28320	—	29176	1
1204	—	1211	3	1400	—	1699	3	27167	—	27186	4	29501	—	29554	1
1300	—	1399	4	1710	—	1731	4	27400	—	27649	3	29900	—	29949	3
1700	—	1704	4	1750	—	1799	4	29400	—	29461	3	30450	—	30458	1
1732	—	1749	5	1900	—	1935	2	29575	—	29839	2	31086	—	31116	4
1800	—	1879	3	2300	—	2399	4	29950	—	29999	2	40023	—	40039	2
2000	—	2099	5	2600	—	2699	4	31000	—	31085	3	50000	—	50081	2
2400	—	2599	3	3400	—	3538	3	40000	—	40022	2	52043	—	52045	3
2700	—	2769	5	3700	—	3753	3	40040	—	40087	3	56000	—	56299	4
3550	—	3551	4	3800	—	3809	2	52000	—	52040	2	60018	—	60020	4
3754	—	3798	4	3900	—	3904	5	55000	—	55097	2	60065	—	60067	6
3810	—	3811	3	5025	—	5099	3	60000	—	60017	3	60099	—	60099	6
4800	—	4924	4	5140	—	5145	5	60021	—	60025	5	60105	—	60112	9
5100	—	5139	4	5184	—	5193	5	60068	—	60098	5	100005	—	122998	5
5150	—	5167	4	5450	—	5499	5	60100	—	60104	8	150002	—	150240	5
5194	—	5449	4	5557	—	5594	4	72000	—	72054	1	201006	—	201529	3
5500	—	5549	4	5700	—	5979	2	147001	—	147192	4	300004	—	302341	4
5595	—	5699	3	6000	—	6742	2	200000	—	200999	4	302350	—	302848	4
5980	—	5994	3	6875	—	6974	3	400009	—	403997	3	500003	—	502995	4
6800	—	6874	4	8000	—	8011	5	600008	—	602990	5	603007	—	603244	3
7000	—	7979	2	14000	—	14199	2	16000	—	17749	1	603252	—	603309	3
8994	—	8994	4	14400	—	14400	4	20800	—	20893	1	700002	—	700053	6
14200	—	14329	3	14500	—	14699	4	20894	—	20894	2				
14401	—	14409	3	15500	—	15599	2	20901	—	20911	2				
200	—	299	3	17750	—	19399	2	20913	—	20978	2				

LOUISIANA AND ARKANSAS REPORTING MARKS L&A

3001	—	3255	1	4039	—	4269	1	12089	—	36199	1				
3256	—	3355	2	4279	—	9498	2								

Per diem rate on KCS bi-level rack cars is \$15.25 per day.  
Per diem rate on KCS tri-level rack cars is \$17.50 per day.

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



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ST. LOUIS

PITTSBURG

JOPLIN

TULSA

FT. SMITH

LITTLE ROCK

TEXARKANA

SHREVEPORT

MONROE

LAKE CHARLES

PORT ARTHUR

JEFFERSON CITY

MUSKOGEE

DE QUEEN

SHOON

MANSFIELD

DE RIDDER

DE QUINCY

BEAUMONT

CAPE GIRARDEAU

POPULAR BLUFF

PARAGOULD

WHEATLEY

STUTTGART

VICKSBURG

JACKSON

ALEXANDRIA

BATON ROUGE

NEW ORLEANS

Alma

Fairbury

Falls City

Maryville

Kirkville

W. Quincy

Decatur

Belleville

Napier

Trenton

Chillicothe

Macon

Hannibal

SPRINGFIELD

Manhattan

Atchison

Leavenworth

St. Joseph

Camden

Brookfield

Roadhouse

Salina

Herington

Ottawa

Cleveland

Sedalia

St. Louis

Centralia

Ellsworth

Emporia

Paola

Lia

Boonville

Mexico

Mt. Vernon

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