

DIVISION OFFICERS

D. HANDY, Superintendent, Fort Worth, Texas.
 E. S. PENNEBAKER, Manager
 L. M. OGILVIE, Asst. Manager
 LLOYD WHITE, Terminal Trainmaster } T.P.-M.P.T.R.R. of N.O.
 L. T. COX, Road Foreman of Engines } New Orleans, La.
 D. L. RINGLER, Master Mechanic, Marshall, Texas

T. E. Griswold	Asst. Superintendent	Ft. Worth, Tex.
J. G. Tucker	Asst. Superintendent	Alexandria, La.
J. E. Harrell	Asst. Superintendent	Alexandria Terminal
R. L. Riggs	Acting Trainmaster Terminals	Ft. Worth and Lancaster Yards
G. A. Alford	Trainmaster Terminals	Texarkana, Tex.
H. G. Jester	Trainmaster	Mineola, Tex.
W. C. Foster	Trainmaster	Marshall, Tex.
T. E. Albright	Road Foreman of Engines	Mineola, Tex.
T. J. Higgins	Road Foreman of Engines	Alexandria, La.

K. R. Woodford	Chief Dispatcher	Ft. Worth, Tex.
A. C. Ogg	Chief Dispatcher	Ft. Worth, Tex.
W. H. Robinson	Chief Dispatcher	Ft. Worth, Tex.
S. Landman	Asst. Chief Dispatcher	Ft. Worth, Tex.
I. S. McIntosh	Asst. Chief Dispatcher	Ft. Worth, Tex.
J. W. McCoy	Asst. Chief Dispatcher	Ft. Worth, Tex.
R. N. Page	Asst. Chief Dispatcher	Ft. Worth, Tex.
F. C. Blair	Dispatcher	Ft. Worth, Tex.
J. A. Low	Dispatcher	Ft. Worth, Tex.
C. Percy	Dispatcher	Ft. Worth, Tex.
R. L. Rice	Dispatcher	Ft. Worth, Tex.
R. Tucker	Dispatcher	Ft. Worth, Tex.
P. E. Harris	Dispatcher	Ft. Worth, Tex.
D. Flanigan	Dispatcher	Ft. Worth, Tex.

R. A. Hawthorne	Chief Dispatcher	Alexandria, La.
R. V. Tims	Chief Dispatcher (Night)	Alexandria, La.
H. M. Hawthorne	Dispatcher	Alexandria, La.
O. B. Sayers	Dispatcher	Alexandria, La.
V. C. Ray	Dispatcher	Alexandria, La.
G. P. Knobloch	Dispatcher	Alexandria, La.



The Texas and Pacific Railway Company

EASTERN DIVISION

TIME TABLE NO. 30

Effective 12:01 a. m., Sunday, JULY 13, 1947

CENTRAL TIME

SUPERSEDING PREVIOUS TIME TABLES

FOR THE INFORMATION AND GOVERNMENT
OF EMPLOYEES ONLY

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

A. J. CHESTER, Vice-President—Operation,
 R. C. PARKER, General Superintendent,
 B. C. JAMES, Assistant Vice-President,
 W. T. LONG, JR., Sup't Transportation,
 C. F. ADAMS, Sup't of Rules and Safety,
 J. P. KELLEY, Train Rules Examiner.

ALEXANDRIA SUB-DIVISION--Westward

Station Numbers	Car Capacity Passing Sidings	Time Table No. 30 EFFECTIVE 12:01 A. M. JULY 13, 1947	FIRST CLASS				SECOND CLASS			
			21	23	715	717	55	359	835	
			Louisiana Limited Passenger Daily	Passenger Daily	Mo. Pac. Passenger Daily	Mo. Pac. Passenger Daily	Red Ball Freight Daily	Mo. Pac. Red Ball Freight Daily	Sou. Pac. Mixed Daily	
STATIONS										
B 0	YARD	NEW ORLEANS	L 11 30PM	L 4 45PM	L 8 30PM					
B 1	YARD	RACE STREET JCT. 15.2	11 32	4 47	8 32		L 2 00AM	L 9 00PM		
B 10	YARD	WEST BRIDGE JCT. 1.0	L 12 22AM	L 5 37PM	L 9 22PM		L 3 01AM	L 9 59PM		
B 11	YARD	N. AVONDALE 1.1	s 12 25	s 5 40	s 9 25		3 15	10 15		
B 12	YARD	WAGGAMAN 7.0	12 27	5 42	9 28		3 20	10 20		
B 19	121	AMA 2.8	12 34	5 49	9 36		3 30 ³⁵⁸	10 36		
B 22	NS	D. LULING 3.7	12 37	5 52	9 39		3 34	10 43		
B 26	87	HAHVILLE 4.9	12 41	5 56	9 43		3 39	10 53		
B 31	84	D. KILLONA 4.6	12 46	6 01	9 48		3 47	11 05		
B 35	86	N. EDGARD 4.7	12 51	6 06	9 53		3 55	11 16		
B 40	125	JOHNSON 6.3	12 56	6 11	9 58		4 03	11 27		
B 46	125	D. VACHERIE 6.8	1 02	f 6 18	10 05		4 15	11 43		
B 62	158	D. ST. JAMES 5.2	1 10	6 25	10 13		4 25	12 01AM		
B 59	125	WINCH 6.4	1 15	6 31	10 19		4 37	12 15		
B 65	145	N DONALDSONVILLE 3.4	s 1 25 ³⁵⁸	s 6 42	f 10 30		4 50	12 30		
B 68	NS	MO OALL 7.2	1 30	6 47	10 34		4 57	12 40		
B 75	NS	D. WHITE CASTLE 3.8	s 1 39	s 6 57	f 10 43		5 07	12 55		
B 79	NS	D. BAYOU GOULA 2.5	1 44	7 02	10 48		5 12	1 00		
B 82	NS	DOVER 3.8	1 47	7 05	10 51		5 16	1 05		
B 85	NS	NO. PLAQUEMINE 4.7	s 1 57	s 7 14	f 11 00		5 25	1 15		
B 80	YARD	N. ADDIS 2.8	s 2 08	s 7 25	f 11 13		6 10	1 50		
B 93	83	MERLIN 4.3	2 13	7 29	11 18		6 17	1 56		
B 97	86	LYNCH 3.9	2 18	7 34	11 23		6 27	2 02		
B 102	86	D. GROSSE TETE 3.4	2 23 ³⁵⁹	f 7 40	11 28		6 37	2 23 ²¹		
B 105	86	D. ROSEDALE 4.9	2 27	f 7 45	11 32		6 45	2 33		
B 109	86	D. MARINGOUIN 3.8	2 32	f 7 54	11 37 ³⁵⁸		6 55	2 42		
B 114	86	LIVONIA 3.3	2 37	f 8 01	11 42		7 06	2 51		
B 118	87	FORDOCHE 4.1	2 42	f 8 07	11 47		7 15	2 57		
B 121	86	ABAN 3.4	2 46	8 12	11 51		7 25	3 03		
B 125	88	RAVENWOOD 5.2	2 51	8 17	11 56		7 35	3 09		
B 129	92	N. MELVILLE 4.5	2 56	s 8 25	f 12 02AM		7 50	3 19		
B 134	91	SAMBO 6.6	3 02	8 32	12 09		8 03	3 40 ²⁶		
B 139	80	D. PALMETTO 6.9	3 07	f 8 37	12 14		8 14	4 12 ⁷¹⁶		
B 146	86	D. ROSA 5.3	3 14	8 45	12 21		8 43 ²⁴	4 25		
B 153	86	D. MOBROWS 5.6	3 21 ²⁶	f 8 53	12 28		9 05	4 38		
B 157	88	NIBOT 7.2	3 27	9 00	12 34		9 13	4 48		
B 163	95E 96W	N. BUNKIE 0.9	s 3 40 ⁷¹⁶	s 9 18	f 12 45		9 21	5 01		
B170A	NS	T. & N. O. JCT.	3 48	9 27	12 55		9 42	5 11	L 12 20PM	
B 170	99	D. CHENEYVILLE 5.8	3 49	s 9 28 ³⁵⁸	12 57		9 53 ⁵⁴	5 13	12 22	
B 177	87	MEEKER 1.6	3 56	9 36	1 04		10 09	5 23	12 35	
B 179	48	D. LECOMPT 3.1	3 58	s 9 40	1 07		10 13	5 25	12 39	
B 182	87	LAMORIE 5.6	4 02	9 45	1 12		10 22	5 31	12 46	
B 187	88	MORELAND 3.1	4 08	9 51	1 18		10 40	5 43	12 57	
B 190	YARD	WILLOW GLEN 1.7	4 11	9 55	1 22	L 3 35PM	10 50	5 48	1 02	
B 192	YARD	N ALEXANDRIA YARD 1.8	4 14	9 58	1 25	3 38	11 00	6 00AM	1 06	
	YARD	S. P. JCT. 0.7	4 17	10 01	1 28	3 41	12 01PM			A 1 15PM
B 195	YARD	N. ALEXANDRIA Passenger Station	A 4 30AM	A 10 10PM	A 1 35AM	A 3 45PM	A 12 15PM			
		200.1	21 Daily	23 Daily	715 Daily	717 Daily	55 Daily	359 Daily	835 Daily	
		Time Over Sub-Division	5.00	5.25	5.05	.10	10.15	9.00	.55	

Time at New Orleans and Race Street Jct. is shown for information only.

Employees of the Texas and Pacific Railway are subject to the Rules, Time Table and Special Instructions of the Public Belt Railroad of the City of New Orleans between Race Street Jct. and West Bridge Jct.

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

Employees of the Texas Pacific-Missouri Pacific Terminal Railroad of New Orleans will be governed by the Rules of the Transportation Department and Time Table of the Texas and Pacific Railway.

No. 21, 23 and 715 may assume their schedule and leave West Bridge Jct. without clearance card but must secure a clearance card at Avondale.

Avondale is train order office for westward trains ONLY.

Alexandria yard is train order office for westward trains originating that point only, but is train order office for all eastward trains.

Race Street Jct. is register station for second class and inferior trains only.

Cheneyville is register station for No. 834 and 835 only.

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

Time at Donaldsonville applies at train order signal.

Time at Addis applies at train order signal.

Time of first-class trains at Alexandria Yard applies to the end of two main tracks, M.P. 192.0.

OTHER PASSENGER TRAIN FLAG STOPS

Trains	Stations	M.P.
22	LeMoyen	148.6

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

Train 23 stop at Ross to discharge passengers from points Melville and east.

No. 715...Vacherie and St. James to discharge passengers from Avondale, New Orleans or beyond.

ALEXANDRIA SUB-DIVISION--Eastward

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Time Table No. 30 EFFECTIVE 12:01 A. M. JULY 13, 1947		FIRST CLASS				SECOND CLASS		
		24	26	716	718	54	358	834
		Passenger Daily	Louisiana Limited Passenger Daily	Mo. Pac. Passenger Daily	Mo. Pac. Passenger Daily	Red Ball Freight Daily	Mo. Pac. Red Ball Freight Daily	Sou. Pac. Mixed Daily
STATIONS								
.0	NEW ORLEANS	A 1 00PM	A 7 15AM	A 7 59AM				
FWY .5	RACE STREET JCT. 15.2	12 47PM	7 05	7 47		A 4 30PM	A 5 30AM	
10.2	WEST BRIDGE JCT. 1.0	11 57AM	A 6 15AM	A 6 57AM		A 3 15PM	A 4 10AM	
W 11.2	AVONDALE 1.1	11 55	s 6 13	s 6 55		3 10	3 55	
12.3	WAGGAMAN 7.0	11 52	6 10	6 52		2 50	3 45	
19.3	AMA 2.8	11 45	6 03	6 45		2 35	3 30 ⁵⁵	
22.1	LULING 3.7	11 42	6 00	6 42		2 30	3 15	
25.8	HAENVILLE 4.9	11 38	5 56	6 38		2 24	3 08	
30.7	KILLONA 4.6	11 33	5 51	6 33		2 15	2 55	
35.3	EDGARD 4.7	11 28	5 46	6 28		2 08	2 45	
40.0	JOHNSON 6.3	11 22	5 40	6 22		1 58	2 35	
46.8	VACHERIE 6.8	11 14	5 33	6 15		1 47	2 20	
53.1	ST. JAMES 5.2	11 07	5 26	6 08		1 33	2 01	
58.8	WINCH 6.4	11 01	5 21	6 02		1 22	1 45	
WY 64.7	N DONALDSONVILLE 3.4	10 53	s 5 13	f 5 55		1 12	1 25 ²¹	
68.1	MC CALL 7.2	10 43	5 06	5 49		1 02	1 10	
75.3	WHITE CASTLE 3.8	10 35	4 58	f 5 41		12 51	1 00	
79.1	BAYOU GOULA 2.5	10 28	4 53	5 36		12 44	12 50	
81.6	DOVER 3.8	10 25	4 50	5 33		12 39	12 45	
85.4	NO. PLAQUEMINE 4.7	10 20	s 4 45	f 5 28		12 32	12 37	
FWT 90.1	ADDIS 2.8	10 10	s 4 37	f 5 18		12 22	12 25	
92.9	MERLIN 4.3	9 57	4 28	5 09		12 15	12 10	
97.2	LYNCH 3.9	9 52	4 23	5 04		12 09	12 03 ^{AM}	
101.1	D... GROSSE TETE 3.4	f 9 46	4 18	4 58		12 01 ^{PM}	11 56	
104.5	D... ROSEDALE 4.9	f 9 40	4 14	4 54		11 55	11 50	
109.4	D... MARINGOUIN 4.9	f 9 33	4 09	4 49		11 48	11 37 ⁷¹⁵	
W 114.3	LIVONIA 3.8	f 9 26	4 04	4 44		11 40	11 15	
118.1	FORDOCHE 3.3	s 9 21	4 00	4 39		11 33	11 05	
121.4	ABAN 4.1	9 16	3 56	4 35		11 28	10 58	
125.5	RAVENWOOD 3.4	f 9 11	3 51	4 30		11 22	10 47	
WY 128.9	N... MELVILLE 5.2	s 9 03	3 46	f 4 23		11 15	10 40	
134.1	SAMBO 4.5	8 57	3 40 ³⁵⁹	4 17		11 07	10 30	
138.6	D... PALMETTO 6.6	f 8 52	3 35	4 12 ³⁵⁹		10 59	10 20	
145.2	D... ROSA 6.9	f 8 43 ⁵⁵	3 28	4 05		10 48	10 10	
152.1	D... MORROWS 5.3	f 8 34	3 21 ²¹	3 54		10 37	10 00	
157.4	NIBOT 5.6	8 27	3 15	3 48		10 30	9 52	
FWY 163.0	N... BUNKIE 7.2	s 8 20	s 3 07	f 3 40 ²¹		10 20	9 42	
170.2	T. & N. O. JOT 0.9	8 02	2 53	3 28		9 54	9 30	
171.1	D... CHENEYVILLE 5.8	s 8 00	2 52	3 27		9 53 ⁵⁵	9 28 ²³	
176.9	MEEKER 1.6	7 52	2 45	3 20		9 40	9 04	
178.5	D... LECOMPTE 3.1	s 7 50	2 43	3 18		9 37	9 01	
181.6	LAMORIE 5.6	7 45	2 39	3 14		9 33	8 55	
187.2	D... MORELAND 3.1	7 39	2 33	3 08		9 25	8 45	
190.3	WILLOW GLEN 1.7	7 35	2 29	3 04	A 10 10AM	9 18	8 35	
FWTY 192.0	N ALEXANDRIA YARD 1.8	7 32	2 26	3 01	10 06	9 15	8 13	
193.8	S. P. JCT 0.7	7 28	2 23	2 58	10 03	8 30	L 8 30PM	
194.5	N... ALEXANDRIA Passenger Station	L 7 25AM	L 2 20AM	L 2 55AM	L 10 00AM	L 8 15AM	L 8 10AM	
200.1	Time Over Sub-Division	5.35	4.55	5.04	.10	8.15	9.00	
		24 Daily	26 Daily	716 Daily	718 Daily	54 Daily	358 Daily	
		834 Daily					.55	

First class trains will run at REDUCED SPEED between West Bridge Jct. and Wagaman and between Willow Glen and Texmo Jct.

Second class and inferior trains and engines may run ahead of overdue first class trains between West Bridge Jct. and Wagaman and between Texmo Jct. and Alexandria yard without train order authority, but will not occupy the main tracks within these limits when it is known a first class train will be delayed.

Employees of the G. O. L., Mo. Pac. and Sou. Pac. Railroads are subject to the Rules, Time Table and Special Instructions of the Texas and Pacific Railway Company while occupying its tracks.

Exception to Rule 95: Between Texmo Jct. and Willow Glen Mo. Pac. and GCL trains when so designated by Mo. Pac. or GCL train orders may display signals for a following section without train order authority from the Superintendent.

Exception to Rule 97: Between Alexandria yard and Texmo Jct. trains may run extra with the current of traffic without train order authority; and between Alexandria yard and Willow Glen may run extra without train order authority as authorized by automatic block signal indication.

All second class and extra trains may leave Alexandria passenger station without clearance card. First class trains must secure clearance card at Alexandria Dispatcher's office before leaving Alexandria passenger station.

GCL No. 102 is authorized to assume the schedule of No. 717 Willow Glen to Alexandria without clearance card.

Train No. 834 will secure clearance card at S. P. depot before departure.

- STANDARD CLOCKS:**
- New Orleans
 - Avondale
 - Donaldsonville
 - Addis
 - Melville
 - Bunkie
 - Alexandria Yard
 - Alexandria

OTHER PASSENGER TRAIN FLAG STOPS

Trains	Stations	M.P.
24	LeMoyen	148.6

No. 29; Melville and White Castle to discharge passengers from Alexandria and beyond or receive passengers for Avondale and beyond.

No. 24 stop at points east of Addis to discharge passengers from scheduled stops west of Addis.

No. 716.....St. James and Vacherie to receive passengers for Avondale, New Orleans and beyond.

Eastward trains are superior to trains of the same class in opposite direction; except No. 21 is superior to all Eastward Trains.

SHREVEPORT SUB-DIVISION--Westward

Station Numbers	Car Capacity Passing Sliding	Time Table No. 30 EFFECTIVE 12:01 A. M. JULY 13, 1947	FIRST CLASS							SECOND CLASS		
			21	23	27	29	715	717			55	
			Louisiana Limited Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Mo. Pac. Passenger Daily	Mo. Pac. Passenger Daily			Red Ball Freight Daily	
B 192	YARD	ALEXANDRIA YARD										
B 195	YARD	N. ALEXANDRIA (Passenger Station)	L 4 50AM	L 10 25PM	L 7 35AM		L 1 55AM	L 4 00PM			L 12 15PM	
	YARD	TEXMO JOT	4 53	10 28	7 38		A 2 00AM	A 4 05PM			12 20	
B 204	87	RAPIDES	5 02	10 37	f 7 47 54						12 38	
B 209	80	BOYCE	5 08	s 10 45	s 7 57						12 50	
B 213	87	ROCK	5 14	10 53	f 8 07						1 01	
B 219	87	GALBRAITH	5 21	11 00	f 8 17						1 15	
B 223	NS	CHOPIN	5 25	11 04	s 8 22						1 25	
B 225	87	FERN	5 28	11 07	8 26						1 30	
B 228	87	DERRY	5 32	f 11 11	s 8 33						1 40	
B 236	114	CYPRESS	5 41	s 11 26	A 8 50AM						2 10	
N 5	56	D. NATCHEZ	5 47 24	f 11 32							2 22	
N 11	86E 46W	N. NATCHITOCHES	s 6 00	s 11 45							2 35	
N 18	86	HYAMS	6 10 54	11 55							3 00	
N 23	87	POWHATAN	6 15	f 12 01AM							3 12	
N 30	61	D. LAKE END	6 23	f 12 09							3 35	
N 84	86	HANNA	6 28	f 12 17 26							3 45	
N 40	90	GAHAGAN	6 34	f 12 24							4 00	
N 42	NS	D. HARMON	6 37	f 12 28							4 08	
N 45	86	GRAND BAYOU	6 40	f 12 32							4 15	
N 51	101	WESTDALE	6 48	12 40							4 30	
N 55	71	HOWARD	6 53	12 46							4 44	
N 61	87	D. CASPIANA	7 00	12 54							5 01	
N 67	45	D. GAYLES	7 07	1 03							5 13	
N 72	110	LUCAS	7 14	1 11							5 28	
S 320	YARD	N. CUT OFF JCT.	7 29	1 26	L 11 39AM						5 50	
S 322	YARD	HOLLYWOOD YARD	7 31	f 1 28	f 11 41						A 6 00PM	
S 324	YARD	SHREVEPORT JOT.	7 35	1 32	11 45							
S 327	YARD	SHREVEPORT (Passenger Station)	s 7 50 { 8 10	s 1 45 { 2 10	s 12 01 PM { 2 45 20							
S 324	YARD	SHREVEPORT JOT.	8 17	2 17	2 53							
S 322	YARD	HOLLYWOOD YARD	8 21	f 2 21	f 2 59						L 8 30PM	
S 320	YARD	N. CUT OFF JCT.	8 23	2 23	3 01						8 32	
B 317		REISOR	8 27	2 27	3 05						8 37	
B 321	86	LAKE HAYES	8 32	2 32	3 11						8 42	
B 325	83	GREENWOOD	8 37	2 37	s 3 18						8 50	
B 331	113	D. WASKOM	8 44	2 43 54	s 3 26						9 00	
B 334	56	D. JONESVILLE	8 49	2 47 24	s 3 32						9 05	
B 342	80	D. SCOTTSVILLE	8 59	2 57	s 3 45						9 20	
67	YARD	N. MARSHALL	A 9 15AM	A 3 15AM	A 4 00PM						A 9 45 26 PM	
		169.9	21 Daily	23 Daily	27 Daily	29 Daily	715 Daily	717 Daily			55 Daily	
		Time Over Sub-Division	4.25	4.50	8.25	.04	.05	.05			9.30	

See Page 21 For
Shreveport Sub-Division
Special Instructions

Via
PLEASANT HILL
BRANCH

Eastward trains are superior to trains of the same class in opposite direction, except:

No. 21 is superior to all trains;

No. 23 is superior to Nos. 20 and 24.

Between Shreveport Jct. and T. S. & N. Jct., inbound first class trains are superior to outbound first class trains, except: Nos. 21 and 23 outbound are superior to No. 24 inbound; No. 26 outbound is superior to No. 23 inbound; and No. 27 outbound is superior to No. 20 Inbound.

SHREVEPORT SUB-DIVISION--Eastward

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Location Water, Fuel, Turn-table, Wye, etc.	Miles from New Orleans	Time Table No. 30 EFFECTIVE 12:01 A. M. JULY 13, 1947	FIRST CLASS						SECOND CLASS	
			20	24	26	28	716	718	54	
			Passenger Daily	Passenger Daily	Louisiana Limited Passenger Daily	Passenger Daily	Mo. Pac. Passenger Daily	Mo. Pac. Passenger Daily	Red Ball Freight Daily	
STATIONS										
FWTY	192.0	ALEXANDRIA YARD								
	194.5	N. ALEXANDRIA (Passenger Station) 1.2	A 9 00PM	A 7 10AM	A 2 05AM		A 2 35AM	A 9 45AM	A 8 15AM	
	195.7	TEXMO JOT 1.2	8 50	6 59	1 59		L 2 30AM	L 9 40AM	8 05	
	203.7	RAPIDES 8.0	f 8 41	6 48	1 50				7 47 ²⁷	
	208.8	D. BOYOE 5.1	s 8 31	6 38	1 44				7 29	
	213.9	ROCK 5.1	f 8 24	6 31	1 38				7 21	
	219.6	GALBRAITH 5.7	f 8 14	6 24	1 31				7 12	
	222.7	D. CHOPIN 3.1	s 8 09	6 19	1 27				7 07	
	225.2	FERN 2.5	8 04	6 15	1 24				7 02	
	228.4	D. DERRY 3.2	s 7 57	6 10	1 20				6 57	
FWY	235.9	D. CYPRESS 6.9	L 7 45PM	s 6 00	1 10				6 47	
		4.5								
	5.0	D. NATCHEZ 5.8	s 5 47 ²¹	12 58					6 40	
	10.8	N. NATCHITOCHEES 7.2	s 5 35	12 48					6 25	
	17.6	HYAMS 4.6	5 18	12 35					6 10 ²¹	
	23.0	POWHATAN 7.4	f 5 13	12 30					5 52	
	30.0	D. LAKE END 4.1	f 5 04	12 22					5 42	
	33.7	HANNA 5.5	f 4 59	12 17 ²³					5 36	
	40.0	GAHAGAN 2.6	f 4 52	12 11					5 29	
	42.2	D. HARMON 2.5	f 4 48	12 08					5 25	
W	45.2	GRAND BAYOU 5.5	f 4 44	12 05AM					5 21	
			Via PLEASANT HILL BRANCH							
	50.7	WESTDALE 4.5	4 36	11 59					5 14	
	55.2	HOWARD 5.9	4 31	11 54					5 08	
	61.1	D. OASPIANA 5.9	f 4 24	11 47					5 00	
	67.0	D. GAYLES 5.3	f 4 17	11 40					4 52	
	72.3	LUCAS 7.8	4 11	11 34					4 45	
WY	320.8	N. CUT OFF JCT. 1.1	A 4 36PM	3 58	11 18				4 32	
FWT	321.9	HOLLYWOOD YARD 2.5	f 4 34	3 56	11 16				L 4 30AM	
	324.4	SHREVEPORT JOT. 2.5	4 27	3 52	11 12					
	326.6	SHREVEPORT (Passenger Station) 2.5	s 4 20 ²⁷ (12 55)	s 3 45 3 30	s 11 05 10 50					
	324.4	SHREVEPORT JOT. 2.5	12 42	3 16	10 34					
FWT	321.9	HOLLYWOOD YARD 2.5	f 12 38	f 3 12	10 30				A 3 30AM	
WY	320.8	N. CUT OFF JCT. 1.1	12 35	3 10	10 28	A 11 39AM			3 25	
	318.0	REISOR 2.8	12 30	3 06	10 24	L 11 35AM			3 19	
	321.8	LAKE HAYES 4.3	f 12 24	3 01	10 19				3 12	
	325.5	GREENWOOD 4.2	s 12 17	2 57	10 15				3 05	
	331.1	D. WASKOM 5.6	s 12 08	2 51 ⁵⁴	10 09				{ 2 51 ²⁴ 2 43 ²³	
	334.5	D. JONESVILLE 3.4	s 12 01PM	2 47 ²³	10 05				2 25	
	342.5	D. SCOTTSVILLE 8.0	s 11 50	2 33	9 57				2 15	
FWTY	350.3	N. MARSHALL 7.8	L 11 35AM	L 2 20AM	L 9 45 ⁵⁵ PM				L 2 00AM	
		169.9	20 Daily	24 Daily	26 Daily	28 Daily	716 Daily	718 Daily	54 Daily	
		Time Over Sub-Division	9.25	4.50	4.20	.04	05	.05	6.15	

See Page 21 For
Shreveport Sub-Division
Special Instructions

Eastward trains are superior to trains of the same class in opposite direction; except:
No. 21 is superior to all trains;
No. 23 is superior to Nos. 20 and 24.
Between Shreveport Jct. and T. S. & N. Jct., inbound first class trains are superior to outbound first class trains, except: Nos. 21 and 23 outbound are superior to No. 24 inbound; No. 26 outbound is superior to No. 23 inbound; and No. 27 outbound is superior to No. 20 inbound.

DALLAS SUB-DIVISION--Westward

Station Numbers	Car Capacity Passing Siding	Time Table No. 30 EFFECTIVE 12:01 A. M. JULY 13, 1947	FIRST CLASS							SECOND CLASS			
			1	7	11	15	201	237	501				
		STATIONS	Sunshine Special Passenger Daily	The Southerner Passenger Daily	Sunshine Special Passenger Daily	The Texan Passenger Daily	Sunshine Special Passenger Daily	Passenger Daily	Santa Fe Passenger Daily				
0	Yard	N... TEXARKANA.....	L 5 10AM	L 2 55 ⁶⁰ PM		L 2 00AM	L 5 30AM	L 4 00PM					
2	104	..... NATIONAL.....	5 14	2 59		2 05	5 35	4 05					
8	123	..... SULPHUR.....	5 21	3 06		2 12	5 42	4 13					
15	104	..... SPRINGDALE.....	5 27	3 13		2 19	5 49	4 21					
21	98	..... QUEEN CITY.....	5 34	3 20 ⁶⁷		2 26	5 56	4 31					
24	100	D... ATLANTA.....	5 37	3 24		2 30	6 00	4 40					
31	104	..... BIVINS.....	5 45	3 33		2 38	6 08	4 52					
37	108	..... KILDARE.....	5 52	3 40		2 46 ⁵⁶	6 16	5 03					
44	105	..... PAYNE.....	6 00	3 48		2 55 ⁴	6 24	5 13					
51	112	..... JEFFERSON.....	6 10	3 58		3 05	6 35	5 28					
58	102	..... WOODLAWN.....	6 19	4 06		3 14	6 44	5 38					
67	141	N... MARSHALL.....	6 34	4 20 ⁵	L 9 35AM	3 25 ⁵	7 00	5 50 ⁵					
70	100	..... QUINCY.....	6 40	4 35	9 40	3 35	7 06	6 01					
75	99	..... KEOKUK.....	6 45	4 45	9 45	3 46	7 12	6 14 ²⁶²					
80	100	..... HALLSVILLE.....	6 50	4 50	9 50	3 51	7 18	6 25					
83	100	..... LANSING.....	6 53	4 53	9 53 ²⁶⁶	3 55	7 22 ²³⁸	6 30					
90	Yard	N... LONGVIEW.....	7 10 ²³⁸	5 05	10 05	4 10	7 35 ^{AM}	6 50 ² PM					
94	126	..... GREGGTON.....	7 17	5 11	10 12 ⁶⁰	4 17							
103	106	D... GLADEWATER.....	7 26	5 20	10 22 ⁸	4 26							
107	100	..... WILKINS.....	7 34	5 27	10 32	4 37							
113	104	N... BIG SANDY.....	7 40	5 34	10 40	4 43							
119	29	D... HAWKINS.....	7 46	5 42	10 47	4 50							
124	103	..... FADA.....	7 52	5 49	10 53	4 56							
130	101	..... HOARD.....	7 57	5 59 ²	10 59	5 02							
136	Yard	..... MINEOLA.....	8 05	6 20	11 15	5 15							
138	100	N... MINEOLA YARD...	8 08 ⁶⁰	6 23	11 18	5 18							
143	100	..... SILVER LAKE.....	8 12	6 27	11 23	5 23							
149	89	N... GRAND SALINE...	8 19	6 40	11 33	5 32							
155	100	..... FRUITVALE.....	8 25	6 47	11 40	5 39							
160	107	D... EDGEWOOD.....	8 30	6 52	11 46	5 44							
163	74	..... RUSSELL.....	8 33	7 02 ⁶	11 51	5 48							
167	104	N... WILLS POINT.....	8 43	7 11 ¹⁶	12 01PM	5 59							
172	70	..... COBBS.....	8 50	7 18	12 09	6 07							
176	100	..... ELMO.....	8 55 ⁸	7 23	12 14	6 12							
183	97	N... TERRELL.....	9 02	7 30	12 21	6 20 ⁶⁰							
187	100	..... LAWRENCE.....	9 06	7 42	12 33	6 32							
194	74	D... FORNEY.....	9 14	7 50	12 42	6 40							
199	100	..... MARITH.....	9 21	7 56	12 50	6 46							
202	27	D... MESQUITE.....	9 25	7 59	12 55	6 50							
207	100	..... ORPHANS HOME.....	9 30	8 05	1 02	6 59							
210	64	N... T. & P. JCT.....	A 9 35AM	A 8 12PM	A 1 10PM	A 7 05AM							
215		..... DALLAS Union Terminal	9 50	8 30	1 30	7 25							
	NS	..... U. T. JOT.....	10 00	9 16	2 00	7 40							
216	108	..... BROWDER.....	L 10 01AM	L 9 16PM	L 2 01PM	L 7 41AM							
220	NS	..... EAGLE FORD.....	10 04	9 19	2 04	7 44							
227	94	..... GRAND PRAIRIE.....	10 08	9 23	2 08	7 48							
233	97	..... ARLINGTON.....	10 16	9 31	2 16	7 56							
239	NS	..... HANDLEY.....	10 23	9 38	2 23	8 04							
246	YARD	N... FORT WORTH... (Passenger Station)	10 30	9 45	2 30	8 12							
251	YARD	..... LANCASTER YARD...	A 10 45AM	A 10 00PM L 10 40PM	A 2 45PM L 3 30PM	A 8 25AM							
		248.1	1 Daily	7 Daily	11 Daily	15 Daily	201 Daily	237 Daily	501 Daily				
		Time Over Sub-Division	5.35	7.05	5.10	6.25	2.05	2.50	.50				

See Page 22 For
Dallas Sub-Division
Special Instructions

See Page 8 for Second
Class Train Schedules
Dallas Sub-Division

DALLAS SUB-DIVISION--Eastward

Location--Water, Fuel, Turn-table, Wye, etc.		Miles from Texarkana		FIRST CLASS							SECOND CLASS			
				Time Table No. 30 EFFECTIVE 12:01 A. M. JULY 13, 1947										
				STATIONS										
				2	4	6	8	16	202	238	502			
				Sunshine Special Passenger Daily	Passenger Daily	Louisiana Limited Passenger Daily	The Southerner Passenger Daily	The Texan Passenger Daily	Sunshine Special Passenger Daily	Passenger Daily	Santa Fe Passenger Daily			
FWTY	.0	N	TEXARKANA	A 8 43 ^(265 PM)	A 3 55AM		A 12 45PM	A 11 15PM	A 8 00PM	A 10 10AM				
	1.8		NATIONAL	8 34	3 47 ⁵⁶		12 38	11 06	7 53	9 55				
	8.4		SULPHUR	8 27	3 39		12 30	10 57	7 43	9 42				
	15.0		SPRINGDALE	8 20	3 32		12 22	10 49	7 35	9 29				
	21.2		QUEEN CITY	8 13	3 25		12 15	10 41	7 28	9 17				
	23.8	D	ATLANTA	8 10	3 20		12 10	10 36	7 24 ⁶⁵	9 10				
W MP 32.7	30.7		BIVINS	8 02	3 09		12 02 ^(265 PM)	10 26	7 16	8 54				
	36.9		KILDARE	7 55 ⁶⁵	3 02		11 55	10 18 ²⁶⁵	7 08	8 43				
	43.8		PAYNE	7 47	2 55 ¹⁵		11 48	10 10	6 59	8 30				
W	51.2		JEFFERSON	7 39	2 43		11 40	10 00	6 50	8 20				
	58.3		WOODLAWN	7 30	2 30		11 30	9 50	6 40	8 05				
FWTY	66.7	N	MARSHALL	s 7 20	s 1 20 ²⁰ 1 55	A 9 15PM	s 11 20	s 9 40	s 6 30	s 7 55				
	70.5		QUINCY	7 10	1 48	9 04	11 08	9 25	6 19	7 42				
	75.5		KEOKUK	7 05	1 43	8 58 ⁶⁵	11 03	9 19	6 14 ²³⁷	7 36				
	80.3		HALLSVILLE	7 00	1 38	8 53	10 58 ⁶⁰	9 14 ⁶⁵	6 09	7 30				
	83.2		LANSING	6 57	1 34	8 50	10 55	9 10	6 05	7 22 ²⁰¹				
FWT	89.7	N	LONGVIEW	s 6 47 ²³⁷	s 1 23	s 8 40	s 10 45	s 8 45 ^(267 PM)	L 5 55 ^(267 PM)	L 7 10 ^(1 AM)				
	93.8		GREGGTON	6 37	12 59	8 26	10 32	8 37						
	102.8	D	GLADEWATER	s 6 26	s 12 49	s 8 15	s 10 22 ¹¹	s 8 26						
	107.0		WILKINS	6 21 ⁶⁷	12 37	8 07	10 16	8 20						
W	113.0	N	BIG SANDY	6 15	12 29	8 01	10 10	8 14						
	118.6	D	HAWKINS	6 09	12 22	7 54	10 04	8 07						
	124.4		FADA	6 04	12 15 ⁵⁵	7 48	9 58	8 01						
	129.8		HOARD	5 59 ⁷	12 09	7 42	9 53	7 55						
	136.3		MINEOLA	5 52	12 01 ^{AM}	7 35	9 46	7 48						
FWY	138.1	N	MINEOLA YARD	5 47	11 51 ^(54 65)	7 29 ⁶⁷	9 42	7 43 ⁶⁷						
	142.2		SILVER LAKE	5 43	11 46	7 25	9 38	7 39						
	149.3	N	GRAND SALINE	5 36	11 37	7 17	9 31	7 31						
	154.7		FRUITVALE	5 30	11 25	7 11	9 25	7 25						
	159.6	D	EDGEWOOD	5 25	11 19	7 06	9 20	7 20						
	163.0		RUSSELL	5 22	11 15	7 02 ⁷	9 17	7 16						
W	166.9	N	WILLS POINT	s 5 17	s 11 10	s 6 56	9 12	s 7 11 ⁷						
	171.8		COBBS	5 11	10 58	6 45	9 02	7 00						
	176.3		ELMO	5 07	10 53	6 41	8 55 ¹	6 56						
W	182.4	N	TERRELL	5 01	10 44	6 34	8 46	6 49						
	186.5		LAWRENCE	4 56	10 33 ⁶⁷	6 28	8 41	6 43						
	193.6	D	FORNEY	4 49	10 24	6 21	8 34	6 36						
	199.3		MARITH	4 43	10 15	6 14	8 28	6 29						
W MP 203	202.2	D	MESQUITE	4 40	10 11	6 10	8 25	6 25						
	207.0		ORPHANS HOME	4 35	10 06	6 05	8 20	6 20						
FWTY	209.9	N	T. & F. JCT.	L 4 30PM	L 10 00PM	L 6 00PM	L 8 15AM	L 6 15PM						
			DALLAS Union Terminal	s 4 15 4 00	s 9 45 9 05	s 5 45 5 35	s 7 00 7 50	s 6 00 5 50		A 8 00AM				
	215.0		U. T. JCT.	A 3 54PM	A 9 01PM	A 5 30PM	A 7 47AM	A 5 44PM		A 7 55AM				
W	216.3		BROWDER	3 51	8 55 ⁵⁴	5 28	7 44	5 40		7 52				
	219.6		EAGLE FORD	3 46	8 50	5 23	7 40	5 35		7 49				
	226.6		GRAND PRAIRIE	3 39	8 43	5 15	7 33	5 27		7 41				
	232.8		ARLINGTON	3 32	8 34	5 08	7 26	5 19		7 33				
	239.4		HANDLEY	3 25	8 25	5 01	7 20	5 11		7 25				
WY	245.7	N	FORT WORTH (Passenger Station)	L 3 15PM A 2 30PM	L 8 15PM	L 4 50PM	L 7 10AM A 6 15AM	L 5 00PM		L 7 15AM				
FWT	251.0		LANCASTER YARD	L 2 15PM			L 6 02AM							
	248.1			2 Daily	4 Daily	6 Daily	8 Daily	16 Daily	202 Daily	238 Daily	502 Daily			
	Time Over Sub-Division			5.28	7.40	4.25	5.35	6.15	2.05	3.00	.45			

See Page 22 For
Dallas Sub-Division
Special Instructions

See Page 8 for Second
Class Train Schedules
Dallas Sub-Division

Eastward Trains are superior to trains of the same class in opposite direction; except No. 1 is superior to No. 8.

SECOND CLASS					Location—Water, Fuel, Turn-table, Wye, etc.	Miles from Texasiana	Time Table No. 30 EFFECTIVE 12:01 A. M. JULY 13, 1947				Car Capacity Passing Siding	Station Numbers	SECOND CLASS			
267	265	67	65	55			STATIONS						60	54	56	266
Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily								Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	
L 3 00PM	L 8 43 ² PM	L 2 30PM	L 6 30PM		FWTY	0	N... TEXARKANA...	Yard	0	A 2 55 ⁷ PM		A 4 00AM	A 1 30PM			
3 08	8 50	2 40 ⁶⁰	6 35			1.8	NATIONAL	104	2	2 40 ⁶⁷		3 47 ⁴	1 20			
3 20	9 03	2 53	6 48			8.4	SULPHUR	123	8	2 20		3 30	1 00			
3 32	9 15	3 03	7 00			15.0	SPRINGDALE	104	15	2 00		3 21	12 45			
3 43	9 28	3 20 ⁷	7 12			21.2	QUEEN CITY	98	21	1 45		3 12	12 27			
3 47	9 35	3 30	7 24 ²⁰²			23.8	ATLANTA	100	24	1 35		3 07	12 20			
3 58	9 50	3 42	7 37		W MP 32.7	30.7	BIVINS	104	31	1 15		2 57	12 02 ⁸ PM			
4 08	10 18 ¹⁶	3 53	7 55 ²			36.9	KILDARE	108	37	12 55		2 46 ¹⁵	11 47			
4 20	10 35	4 05	8 05			43.8	PAYNE	105	44	12 35		2 30	11 28			
4 33	10 55	4 20	8 15		W	51.2	JEFFERSON	112	51	12 15 ^{PM}		2 15	11 10			
4 45	11 10	4 35	8 25			58.3	WOODLAWN	102	58	11 55		1 58	10 50			
5 00	11 45	4 50	8 40	L 9 45 ^{PM}	FWTY	66.7	MARSHALL	141	67	11 40	A 2 00 ^{AM}	1 45	10 35			
5 07	12 01 ^{AM}	5 00	8 48	9 55		70.5	QUINCY	100	70	11 20	1 54	1 34	10 20			
5 16	12 15	5 10	8 58 ⁶	10 05		75.5	KEOKUK	99	75	11 10	1 48	1 28	10 10			
5 24	12 30	5 20	9 14 ¹⁶	10 15		80.3	HALLSVILLE	100	80	10 58 ⁸	1 42	1 20	10 00			
5 30	12 40	5 25	9 20	10 20		83.2	LANSING	100	83	10 45	1 38	1 15	9 53 ¹¹			
A 5 55 ²⁰² PM	A 1 00 ⁵⁶ AM	5 40	9 35	10 40	FWT	89.7	LONGVIEW	Yard	90	10 30	1 25	1 00 ²⁶⁵	L 9 30 ^{AM}			
		5 50	9 45	10 50		93.8	GREGGTON	126	94	10 12 ¹¹	1 15	12 49				
		6 05	10 00	11 05		102.8	GLADEWATER	106	103	9 45	1 03	12 38				
		6 21 ²	10 10	11 15		107.0	WILKINS	100	107	9 32	12 56	12 31				
		6 32	10 25	11 30	W	113.0	BIG SANDY	104	113	9 20	12 48	12 24				
		6 42	10 35	11 45		118.6	HAWKINS	29	119	9 10	12 38	12 15				
		6 51	10 44	12 07 ⁵⁶ 12 30 ⁵⁴		124.4	FADA	103	124	9 00	12 30 ⁵⁵	12 07 ⁵⁵ AM				
		6 59	10 53	12 48		129.8	HOARD	101	130	8 50	12 20	11 59				
		7 10	11 05	1 00		136.3	MINEOLA	Yard	136	8 35	12 08	11 45				
		7 25 ⁶ 8 00 ¹⁶	11 20 ⁵⁴ 12 01 ⁵⁶	1 15 ⁵⁴ 1 45 ⁵⁶	FWY	138.1	MINEOLA YARD	Yard	138	8 30 ¹ 8 00	12 01 ⁴ 11 25 ⁶⁵	11 40 ⁶⁵ 11 15				
		8 15	12 15 ^{AM}	1 57		142.2	SILVER LAKE	100	143	7 35	11 13	11 03				
		8 30	12 35	2 13		149.3	GRAND SALINE	89	149	7 25	11 04	10 54				
		8 40	12 52	2 25		154.7	FRUITVALE	100	155	7 13	10 56	10 46				
		8 50	1 05	2 35		159.6	EDGEWOOD	107	160	7 05	10 50	10 40				
		8 57	1 15	2 42		163.0	RUSSELL	74	163	7 00	10 45	10 35				
		9 15	1 30	2 55	W	166.9	WILLS POINT	104	167	6 55	10 38	10 28				
		9 25	1 45	3 03		171.8	COBBS	70	172	6 43	10 31	10 21				
		9 35	1 55	3 11		176.3	ELMO	100	176	6 35	10 25	10 15				
		10 07 ⁵⁶ 10 15 ⁵⁴	2 15	3 25	W	182.4	TERRELL	97	183	6 20 ¹⁵	10 15 ⁶⁷	10 07 ⁶⁷				
		10 33 ⁴	2 28	3 35		186.5	LAWRENCE	100	187	6 08	10 06	9 59				
		11 15	2 50	3 50		193.6	FORNEY	74	194	5 58	9 57	9 50				
		11 30	3 05	4 03		199.3	MARITH	100	199	5 50	9 50	9 43				
		11 40	3 15	4 09	W MP 203	202.2	MESQUITE	27	202	5 46	9 46	9 39				
		11 55	3 30	4 20		207.0	ORPHANS HOME	100	207	5 40	9 40	9 33				
		A 12 30AM	A 4 00AM	A 4 30AM	FWTY	209.9	T. & P. JCT.	64	210	L 5 30AM	L 9 30PM	L 9 20PM				
							DALLAS Union Terminal		215							
		L 1 15AM	L 4 45AM	L 5 00AM		215.0	U. T. JCT.	NS		A 5 05AM	A 9 05PM	A 8 55PM				
		1 30	4 50	5 10	W	216.3	BROWDER	108	216	5 00	8 55 ⁴	8 50				
		1 38	4 55	5 17		219.6	EAGLE FORD	NS	220	4 47	8 45	8 40				
		1 55	5 10	5 30		226.6	GRAND PRAIRIE	94	227	4 35	8 36	8 31				
		2 10	5 25	5 44		232.8	ARLINGTON	97	233	4 25	8 28	8 23				
		2 30	5 40	6 00		239.4	HANDLEY	NS	239	4 15	8 20	8 15				
		A 3 00AM	A 6 00AM	A 6 30AM	WY	245.7	FORT WORTH (Passenger Station)	YARD	246	L 4 00AM	A 8 05PM	L 8 00PM				
					FWT	251.0	LANCASTER YARD	YARD	251							
267 Daily 2.55	265 Daily 4.17	67 Daily 12.80	65 Daily 11.30	55 Daily 8.45			248.1			60 Daily 10.55	54 Daily 5.55	56 Daily 8.00	266 Daily 4.00			
Time Over Sub-Division																

See Pages
6 and 7 For
First Class
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Westward

BONHAM SUB-DIVISION

Eastward

SECOND CLASS		FIRST CLASS		Station Numbers	Car Capacity Passing Sidings	Time Table No. 30 EFFECTIVE 12:01 A. M. JULY 13, 1947		Miles from Texarkana	Location, Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS		SECOND CLASS	
57		31				STATIONS	32				50		
Red Ball Freight Daily Except Sunday		Passenger Daily								Passenger Daily		Red Ball Freight Daily Except Sunday	
L 4 00AM		L 3 00PM	0	YARD	N	TEXARKANA	.0	FWTY	A 8 00PM		A 1 30PM		
4 30		f 3 08	A 5	87		NASH	5.1		f 7 45		1 10		
		3 17	A 12	NS		LONE STAR	11.8		7 35				
5 05		s 3 21	A 15	86	D	HOOKS	14.8		s 7 30		12 50		
		s 3 26	A 17	NS		RED RIVER	16.9		s 7 19				
5 40		s 3 35	A 22	86	D	NEW BOSTON	22.0	W	s 7 11		12 30PM		
6 35		s 3 55	A 34	86	D	DE KALB	34.2		s 6 54		11 45		
		s 4 10	A 44	86	D	AVERY	44.4		s 6 38		11 10		
7 05		s 4 20	A 53	96	D	ANNOVA	52.5	W	s 6 28		10 45		
7 35		s 4 35	A 61	106	D	CLARKSVILLE	61.0		s 6 15		10 15		
8 05		f 4 45	A 68	NS		BAGWELLS	68.1	W	f 6 01		9 50		
8 40		s 5 00	A 74	86	D	DETROIT	74.2		s 5 53		9 22 57		
9 22 50		s 5 09	A 81	86	D	BLOSSOM	81.0		s 5 43		8 40		
9 50		s 5 30 32	A 91	YARD	D	PARIS	91.0	FW	s 5 30 31		7 55		
10 30		s 5 48	A 100	86	D	BROOKSTON	99.7	WMPM	s 4 55		7 00		
11 05		f 5 57	A 106	NS		PETTY	106.1		f 4 46		6 35		
11 40		s 6 10	A 112	86	D	HONEY GROVE	112.0		s 4 38		6 15		
12 23PM		f 6 18	A 117	NS		WINDOM	117.2		f 4 26		5 55		
12 35		f 6 25	A 122	86		DODDS	121.8		f 4 19		5 40		
12 45		A 6 35PM	A 128	YARD	D	BONHAM	128.1	FWT	L 4 10PM		L 5 20AM		
A 1 00PM													
57 Daily Except Sunday		31 Daily				128.1			32 Daily		50 Daily Except Sunday		
9.00		3.35				Time Over Sub-Division			3.50		8.10		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION

Between St. L-S. W. Ry. crossing, Bonham Sub-Division connection with K. C. S. Ry. near Compress, and Texarkana Passenger Station, ALL TRAINS AND ENGINES will move at reduced speed and will not exceed a maximum speed of ten (10) miles per hour.

All trains and engines must approach St. L-S. W. Ry. and Bonham Sub-Division connections, Texarkana, prepared to stop unless switches and signals are right and the track is clear.

Employees of the St. L-S. W. Ry and K. C. S. Ry. are subject to the Rules, Time Table and Special Instructions of the Texas and Pacific Railway while occupying its tracks.

STANDARD CLOCKS:
Texarkana
Bonham

No. 31 and 32 will stop on flag at Leary, East Gate Red River, Malta, Oak Grove and High.
No. 31 will stop at West Gate to Red River Ordnance Training Center, approximately M.P. A-19 on request from passengers to detrain at that point.

Southward THE DENISON & PACIFIC SUBURBAN RAILROAD Northward

SECOND CLASS		Station Numbers	Car Capacity Passing Sidings	Time Table No. 30 EFFECTIVE 12:01 A. M. JULY 13, 1947		Location, Water, Fuel, Turn-table, Wye, etc.	SECOND CLASS	
175	167			STATIONS	170		176	
Red Ball Freight Daily	Red Ball Freight Daily				Red Ball Freight Daily	Red Ball Freight Daily		
L 8 00AM	L 10 00PM	F 7	YARD	N	DENISON	WY	A 4 00AM	A 8 00PM
A 8 30AM	A 10 30PM	A 151	108		SHERMAN JCT.	Y	L 3 30AM	b 7 30PM
					7.3			
175 Daily	167 Daily						170 Daily	176 Daily
0.30	0.30				Time Over Sub-Division		0.30	0.30

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

Nos. 170 and 175 will handle passengers.
Employees of the Texas and Pacific Railway will be governed by the Rules, Time Table and Special Instructions of the K. O. and G. Ry. while operating within yard limits, Denison.
STANDARD CLOCK:
Denison

WHITESBORO SUB-DIVISION--Southward

Station Numbers	Car Capacity Passing Sidings	Time Table No. 30		FIRST CLASS					SECOND CLASS				
		EFFECTIVE 12:01 A. M.		31	311	325	327	167	175	371	375	381	
		JULY 13, 1947											
		STATIONS		Passenger Daily	M-K-T Texas Special Passenger Daily	M-K-T Flyer Passenger Daily	M-K-T Bluebonnet Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily	M-K-T Bullet Freight Daily	M-K-T Klipper Freight Daily	M-K-T Komet Freight Daily	
A 128	YARD	D	BONHAM	L 6 45PM					L 11 00PM				
A 134	NS		EOTOR	f 6 53					11 20				
A 139	NS		SAVOY	f 7 01					11 37				
A 140	86		ANTLERS	f 7 04					11 42				
A 142	NS	N	BELLS	s 7 09					11 47				
A 151	102		SHERMAN JCT.	f 7 22				L 10 45PM	L 11 30AM				
A 155	NS	N	SHERMAN	s 7 45				10 55	8 55				
A 160	103		GRAAO	f 7 54				11 10	9 10				
A 165	20		SOUTH MAYDE	f 8 01				11 23	9 24				
A 166	103		THORNE	f 8 04				11 27	9 27				
A 173	YARD	N	WHITESBORO	s 8 20	L 8 15AM	L 8 40PM	L 7 00AM	11 55	9 50	L 3 30AM	L 1 45PM	L 3 45PM	
A 179	87	D	COLLINSVILLE	f 8 28	8 24	8 49	7 09	12 10AM	10 05	3 45	2 10 ³²	3 56	
A 186	87	D	TIOGA	f 8 37	8 31	8 56	7 16	12 23	10 18	3 58	2 30	4 06	
A 191	85	N	PILOT POINT	f 8 47	8 38	9 03	7 23	12 35	10 30	4 08	2 38	4 15	
A 198	72	D	AUBREY	f 8 56 ³⁷⁴	8 45	9 10 ³⁷⁴	7 30	1 00 ¹⁷⁰ 1 22 ¹³⁷²	10 50 ³⁷⁸	4 21	2 49	4 25	
A 204	85		MINGO	f 9 04 ³⁷⁶	8 52 ³²⁸	9 17 ³⁷⁶	7 37	1 40	11 10	4 32	2 58	4 34 ¹⁷⁶	
A 209	N-86 S-50	N	DENTON	s 9 15	s 9 02	s 9 27	s 7 45	1 53	11 25	4 41	3 10	4 50 ³¹²	
A 216	86		ARGYLE	f 9 25	9 12	9 37	7 54	2 07	11 45	4 55	3 23	5 03	
A 220	65		SMOOTS	f 9 31	9 17	9 47 ³²⁴	7 59	2 13	11 53	5 03	3 30	5 11	
A 225	87	D	ROANOKE	f 9 41 ³²⁴	9 25 ³⁷⁸	9 58	8 06	2 21	12 03PM	5 24	3 39 ¹⁷⁶	5 19	
A 230	104		KELLER	f 9 51	9 31	10 05	8 11 ³²⁶	2 29	12 11	5 44	3 47	5 27	
A 235	54		WATAUGA	f 9 58	9 37	10 12	8 17	2 37	12 20	5 54	3 56	5 36	
A 240	114	N	HODGE	f 10 04	9 43	10 18	8 22	2 45	12 40 ³²	6 05	4 10 ³¹²	5 50	
A 241	YARD		BELT JCT	f 10 07	9 46	10 21	8 25	2 48	12 48	6 08	4 13	6 01	
			FORT WORTH Peach Street	f 10 12	9 50	10 25	8 29	2 55	12 53	A 6 15AM	A 4 20PM	A 6 15PM	
A 244		N	FORT WORTH Passenger Station	A 10 20PM	A 9 55AM	A 10 30PM	A 8 35AM	A 3 00AM	A 1 00PM				
			116.3	31	311	325	327	167	175	371	375	381	
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
			Time Over Sub-Division	3.35	1.40	1.50	1.35	4.15	14.00	2.45	2.35	2.30	

NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION

Employees of Missouri Kansas & Texas Railroad are subject to the Rules, Time Table and special Instructions of the Texas and Pacific Railway while occupying its tracks.

Two main tracks in service between 17th Street and Peach Street, Fort Worth.

South switch at end of Whitesboro Sub-Division two main tracks 17th Street, Fort Worth located 200 feet north of Interlocking Tower and switch controlled by Towerman.

Hand-throw switches 17th Street, Fort Worth will be handled by member of crew using them and left in normal position as indicated by targets and lights.

Trains or engines moving to or from 17th Street, Fort Worth from any route will approach prepared to stop unless switches are right and track clear.

Two tracks west of wye, in service between Passenger Station tracks and Whitesboro Sub-Division main track south of 17th Street, Fort Worth and Passenger trains and Engines entering and leaving Passenger Station will use the right hand track in direction moving unless otherwise directed by Interlocking signals; switches controlled by the Towerman.

Freight trains and engines moving between 17th Street and Lancaster Yard through the route to Passenger Station will use the outbound track from Passenger Station from the connection with Whitesboro Sub-Division main track south of 17th Street to the connection with Dallas Sub-Division main track just west of South Main Street Subway.

Southward trains or engines enroute to the West Yard and Lancaster Yard will use the crossover from southward to northward main track just south of 17th Street Crossing, thence Outbound track from Passenger Station to the connection with Dallas Sub-Division main track just west of South Main Street Subway.

First Class trains will run at REDUCED SPEED between 17th Street and Peach Street, Fort Worth.

Second Class and inferior trains and engines may run ahead of overdue first class trains between Fort Worth (Passenger Station) and Fort Worth (Peach Street) without train order authority, but will not occupy the main tracks within these limits when it is known a first class train will be delayed.

WHITESBORO SUB-DIVISION--Northward

11

Location Water, Fuel, Turn-table, Wye, etc.	Miles from Texarkana	Time Table No. 30 EFFECTIVE 12:01 A. M. JULY 13, 1947	FIRST CLASS				SECOND CLASS									
			32	312	324	326	170	176	372	374	376	378				
			Passenger Daily	M-K-T Texas Special Passenger Daily	M-K-T Limited Passenger Daily	M-K-T Flyer Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily	M-K-T Fast Freight Daily	M-K-T Packer Freight Daily	M-K-T Rocket Freight Daily	M-K-T Freight Daily				
STATIONS																
FWT	128.1	D.....	BONHAM	A 4 00PM				A 4 20AM								
	133.6		5.5 ECTOR	f 3 50				3 59								
	139.2		5.6 SAVOY	f 3 42				3 48								
	140.4		1.2 ANTLERS	3 40				3 43								
	141.6	N.....	1.4 BELLS	s 3 37				3 39								
Y	151.2		9.6 SHERMAN JOT	3 21				3 15 ¹⁷⁵	A 7 15PM							
	154.6	N.....	3.4 SHERMAN	s 3 15				2 55	6 55							
	159.6		5.0 GRACO	2 50				2 40	6 40							
	165.0		5.4 SOUTH MAYDE	f 2 43				2 25	6 25							
	166.3		1.3 THORNE	2 40				2 22	6 22							
FWY	173.1	N.....	6.9 WHITESBORO	s 2 30	A 5 45PM	A 10 50PM	A 9 40AM	2 05	6 05	A 2 30AM	A 10 30PM	A 10 40PM	A 11 55AM			
	179.5	D.....	6.4 COLLINSVILLE	f 2 10 ³⁷⁵	5 31	10 41	f 9 30	1 45	5 45	2 09	10 10	10 25	11 35			
	186.1	D.....	6.8 TIOGA	f 2 02	5 20	10 34	f 9 20	1 29	5 30	1 45	9 55	10 10	11 20			
W	191.5	N.....	5.4 PILOT POINT	s 1 55	s 5 13 ¹⁷⁶	10 27	s 9 12	1 15	5 13 ³¹²	1 34	9 35	10 00	11 10			
	198.4	D.....	6.9 AUBREY	f 1 45	5 05	10 19	f 9 02	1 00 ¹⁶⁷	4 50	1 22 ¹⁶⁷	{ 9 10 ³²⁵ 8 56 ³¹	{ 9 45 9 04 ³¹	{ 10 50 ¹⁷⁵ 10 20			
W	204.5		6.1 MINGO	f 1 37	4 57	10 11	8 52 ³¹¹	12 45	4 34 ³⁸¹	1 10	8 28	{ 9 17 ³²⁵ 9 04 ³¹	{ 10 20 10 02			
Y	209.1	N.....	4.6 DENTON	s 1 30	s 4 50 ³⁸¹	10 05	s 8 45	12 33	4 15	1 01	8 18	8 35	10 02			
	216.3		7.2 ARGYLE	f 1 13	4 37	9 52	8 33	12 15	3 58	12 42	8 03	8 18	9 48			
	220.4		4.1 SMOOTS	1 08	4 32	9 47 ³²⁵	8 28	12 05AM	3 48	12 34	7 56	8 11	9 40			
W	225.4	D.....	5.0 BOANOKOKE	f 1 00	4 26	9 41 ³¹	f 8 21	11 54	3 39 ³⁷⁵	12 24	7 48	8 03	9 25 ³¹¹			
	230.3		4.9 KELER	f 12 52	4 21	9 36	f 8 11 ³²⁷	11 38	3 30	12 14	7 40	7 55	9 09			
	235.5		5.2 WATAUGA	12 45	4 15	9 30	8 00	11 25	3 22	12 04 AM	7 32	7 47	9 02			
	240.0	N.....	4.5 HODGE	12 40 ¹⁷⁵	4 10 ³⁷⁵	9 25	7 55	11 15	3 15	11 55	7 25	7 40	8 55			
	241.2		1.2 BELT JOT	12 37	4 07	9 22	7 52	11 12	3 11	11 51	7 21	7 37	8 51			
	243.2		2.0 FORT WORTH Peach Street	12 33	4 03	9 18	7 48	11 05	3 05	L 11 45 PM	L 7 15 PM	L 7 30 PM	L 8 45 AM			
WY	244.4	N.....	1.2 FORT WORTH Passenger Station	L 12 30 PM	L 4 00 PM	L 9 15 PM	L 7 45 AM	L 11 00 PM	L 3 00 PM							
			116.3	32 Daily	312 Daily	324 Daily	326 Daily	170 Daily	176 Daily	372 Daily	374 Daily	376 Daily	378 Daily			
			Time Over Sub-Division	3.30	1.45	1.35	1.55	5.20	4.15	2.45	3.15	3.10	3.10			

NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION

Exception to Rule 97: Between Fort Worth and Hodge trains may run extra without train order authority.

Fort Worth (Passenger Station) is train order office for first class trains only. All trains will register at Hodge by register ticket. MKT Nos. 324 and 327 will register at Whitesboro by register ticket.

Hand-throw crossover switches, M.P. 240.6, just south depot Hodge, are electrically locked, release of which controlled by Operator Hodge.

Both switches crossover between two main tracks north 9th Street crossing Ft. Worth electrically locked.

North switch No. 4 track, just north 9th Street crossing Ft. Worth electrically locked, and derails opposite each other on No. 4 and North Lead tracks, located approximately 169 feet south of switch, are pipe connected and are operated by switch lever.

STANDARD CLOCKS:

Bonham Ft. Worth (Passenger Station)
Whitesboro
Hodge

OTHER PASSENGER TRAINS FLAG STOPS

Train **Stations**
No. 311.....Pilot Point to discharge revenue passengers from north of Denton and to receive revenue passengers for regular stops of No. 311 and MKT Nos. 11 and 1 south of Fort Worth.
No. 324.....Pilot Point and Whitesboro to discharge passengers from Ft. Worth and points south and to receive passengers for Kansas City and beyond.
No. 325.....Collinsville, Tioga and Aubrey to discharge passengers from north of Denton and to receive passengers for regular stops of Nos. 25 and 5 south of Ft. Worth. Any station to discharge passengers from M-K-T No. 33 into Whitesboro.

Train **Stations**
No. 327.....Pilot Point to discharge revenue passengers from north of Denton or west of Whitesboro or to receive revenue passengers for Ft. Worth or regular stops for Nos. 25 and 5 south of Ft. Worth. Any station to discharge passengers from north of Muskogee and from Frisco No. 507.
No. 312.....Pilot Point and Collinsville to discharge passengers from Denton and south and to receive passengers from regular stops of No. 2 north of Denton.
No. 326.....Any station to load and unload parcel post.

Westward

SHREVEPORT SUB-DIVISION

Eastward

		FIRST CLASS		Station Numbers	Car Capacity Passing Stations	Pleasant Hill Branch		Miles from New Orleans	Location—Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS	
		27				Time Table No. 30				20	
		Passenger Daily		EFFECTIVE 12:01 A. M.		JULY 13, 1947				Passenger Daily	
				STATIONS							
	L	8 55AM	B 236	YARD	D	CYPRESS	235.0	FWY	A	7 40PM	
	f	9 00	B 240	NS		WEAVER	239.5		t	7 29	
	s	9 12	B 246	26		PROVENCAL	246.1		s	7 17	
	s	9 25	B 253	39	D	ROBELINE	253.0		s	7 02	
	s	9 38	B 259	38	D	MARTHAVILLE	259.3		s	6 47	
	s	10 00	B 269	29	D	PLEASANT HILL	268.8		s	6 27	
	s	10 10	B 275	30	D	PELLOAN	274.9		s	6 11	
	s	10 18	B 279	33	D	OXFORD	279.0		s	6 03	
	s	10 28	B 287	30	D	SOUTH MANSFIELD	287.4		s	6 47	
	s	10 50	B 294	38	D	GRAND OAK	294.5		s	5 28	
	s	11 05	B 302	35		GLOSTER	302.4		s	5 13	
	s	11 20	B 309	NS		STONEWALL	308.8	W-MP305	s	4 58	
	s	11 27	B 312	NS	D	KEITHVILLE	312.4		s	4 52	
	A	11 35AM	B 317	NS		REISOR	318.0		L	4 42PM	
						82.1					20
						Time Over Sub-Division					Daily
											2.58

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

Southward

TEXARKANA SUB-DIVISION

Northward

		SECOND CLASS		Station Numbers	Car Capacity Passing Stations	Time Table No. 30		Miles from T. S. & N. Jct.	Location—Water, Fuel, Turn-table, Wye, etc.	SECOND CLASS	
		49				EFFECTIVE 12:01 A. M.				48	
		Mixed Monday Wednesday Friday		JULY 13, 1947		STATIONS		Mixed Tuesday Thursday Saturday			
	L	8 00AM	0	YARD	N	TEXARKANA	71.8	FWTY	A	1 30PM	
	f	8 30	T 62	11		BOYD	61.9		f	1 00	
	f	9 00	T 55	34	D	FOUKE	55.4		f	12 35PM	
	f	9 40	T 43	38	D	DODDLEDGE	42.8		f	11 55	
	f	10 00	T 37	28		IDA	36.8		f	11 35	
	f	10 20	T 32	NS		MIRA	32.3	W	f	11 15	
	f	10 45	T 28	28	D	HOSSTON	28.0		f	10 50	
	f	11 05	T 23	40	D	GILLIAM	23.3		f	10 25	
	f	11 30	T 18	20	D	BELCHER	18.1		f	10 00	
	f	11 50	T 14	15	D	DIXIE	14.0		f	9 40	
	f	12 15PM	T 7	12		CASH POINT	7.3		f	9 15	
	A	1 00PM		YARD		T. S. & N. JCT		Y	L	8 30AM	
	A	1 15	S 324	YARD		SHREVEPORT JCT				8 15	
	A	1 30PM	S 322	YARD		HOLLYWOOD YARD		FWT	L	8 00AM	
						76.4					48
						Time Over Sub-Division					Tuesday Thursday Saturday
											5.30

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

OTHER PASSENGER TRAIN
FLAG STOPS

Trains	Stations	Mile Post
20-27	Victoria	342.4
20-27	Shamrock	354.7
20-27	Boleyn	362.2

Between St. L.-S. W. Ry. crossing, Bonham Sub-Division connection with K. C. S. Ry. near Compress and Texarkana Passenger Station, ALL TRAINS AND ENGINES will move at reduced speed and will not exceed a maximum speed of ten (10) miles per hour.

All trains and engines must approach St. L.-S. W. Ry. and Bonham Sub-Division connections, Texarkana, prepared to stop unless switches and signals are right and the track is clear.

Employees of the St. L.-S. W. Ry. and K. C. S. Ry. are subject to the Rules, Time Table and Special Instructions of the Texas and Pacific Railway while occupying its tracks.

Time shown at Shreveport Junction and Hollywood Yard for information only.

Nos. 48 and 49 will register at Hollywood Yard.

STANDARD CLOCKS:
Texarkana
Hollywood Yard

Southward

ALEXANDRIA SUB-DIVISION

Northward

13

THIRD CLASS		SECOND CLASS	FIRST CLASS		Location—Water, Fuel, Turn-table, Wye, etc.	Station Numbers	AVOUELLES AND NEW ROADS BRANCHES		Miles from Addis	Car Capacity Passing Sidings	FIRST CLASS		SECOND CLASS	THIRD CLASS	
87	437	477	405	401			Time Table No. 30				402	406	442	436	86
Local Freight Tuesday, Thursday, and Saturday		L. & A. Freight Daily Except Sunday	L. & A. Freight Daily	L. & A. Passenger Daily			EFFECTIVE 12:01 A. M. JULY 13, 1947				L. & A. Passenger Daily	L. & A. Passenger Daily	L. & A. Freight Daily	L. & A. Freight Daily Except Sunday	Local Freight Monday, Wednesday, and Friday
STATIONS															
L 4 45AM					FWY	B 163	N.....	BUNKIE.....	109.2	YARD					A 8 15AM
5 05						V 42	.....	EVERGREEN.....	104.5	9					7 52
5 20						V 38	D.....	COTTONPORT.....	100.3	27					7 40
5 35						W 1	.....	LONGBRIDGE.....	97.0	12					7 25
5 45						W 3	.....	MANSURA JCT.....	94.0	NS					7 13
5 50						W 4	D.....	MANSURA.....	93.5	13					7 10
6 10						W 9	D.....	MARKSVILLE.....	88.8	14					6 50
6 40						W 4	D.....	MANSURA.....	84.1	13					6 20
A 6 45AM						W 3	.....	MANSURA JCT.....	83.6	NS					L 6 15AM

**VIA LOUISIANA AND ARKANSAS RAILWAY
BETWEEN MANSURA JCT. AND HAMBURG**

L 7 10AM	L 2 01PM	L 11 04PM	L 7 13PM	L 3 16AM		V 30	D.....	HAMBURG.....	76.6	51	A 2 24AM	A 10 52AM	A 7 41AM	A 8 33PM	A 5 50AM
7 24	2 19	11 18	7 21	3 24		V 23	.....	HYDE.....	69.3	92	2 16	10 44	7 26	8 08	5 36
A 7 25 ^{AM}	A 2 21PM	A 11 19PM	A 7 22PM	A 3 25AM			.....	LATEX JCT.....	69.2	NS	L 2 15AM	L 10 43AM	L 7 25 ^{AM}	L 8 05PM	L 5 35AM
						Y V 22	D.....	SIMMESPORT.....	68.9	NS					

**VIA LOUISIANA AND ARKANSAS RAILWAY
BETWEEN TORRAS JCT. AND SIMMESPORT**

L 8 05AM	L 2 56PM	L 11 40PM	L 7 40PM	L 3 38AM	WY	D 61	N.....	TORRAS JCT.....	60.9	NS	A 2 01AM	A 10 27AM	A 7 05AM	A 7 05PM	A 5 00AM
8 13	3 04	11 47	7 45	3 43		D 58	.....	LETTSWORTH.....	57.2	54	1 56	10 22	6 50	6 55	4 50
8 25	3 21	12 01AM	7 53	3 51		D 51	.....	BATOEFELOR.....	50.3	105	1 48	10 14	6 38	6 40	4 30
8 55	3 40	12 15	8 02	4 00 ⁸⁶		D 42	D.....	MORGANZA.....	42.0	52	1 39	10 04	6 23	6 22	4 00 ⁴⁰¹
9 20	4 15	12 33	8 13	4 13	Y	D 33	D.....	NEW ROADS.....	32.0	100	1 28	9 52	6 05	6 02	3 00
9 43 ⁴⁰⁶	4 35	12 46	8 22	4 21		D 25	D.....	GLYNN.....	24.7	52	1 19	9 43 ⁸⁷	5 50	5 42	2 15
10 25	4 55	1 10 ⁴⁰²	8 31	4 29		D 18	D.....	CHAMBERLIN.....	17.6	52	1 10 ⁴⁷⁷	9 34	5 38	5 25	1 59
10 45	5 15 ⁴³⁶	1 43	8 37	4 34		D 13	.....	LOBDELL.....	12.8	100	1 04	9 28	5 30	5 15 ⁴³⁷	1 50
10 50	A 5 20PM	A 1 46 ⁸⁶	A 8 38PM	A 4 35AM			.....	NO. LOBDELL JCT.....	12.3	NS	L 1 03AM	L 9 27AM	L 5 25AM	L 5 10PM	1 46 ⁴⁷⁷
11 10						D 10	.....	ANCHORAGE.....	9.9	22					1 15
11 20						D 8	D.....	PORT ALLEN.....	7.8	35					12 55
A 11 59AM						FWT B 90	N.....	ADDIS.....	0	YARD					L 12 10AM

87 Tuesday, Thursday, and Saturday	437 Daily Except Sunday	477 Daily	405 Daily	401 Daily				109.2			402 Daily	406 Daily	442 Daily	436 Daily Except Sunday	86 Monday, Wednesday, and Friday
7.14	3.19	2.42	1.25	1.19			Time Over Sub-Division				1.21	1.25	2.16	3.23	8.05

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

Employees of the L. & A. Railway are subject to the Rules, Time Table and Special Instructions of the Texas and Pacific Railway while occupying its tracks. Employees of the Texas and Pacific Railway are subject to the rules, Time Table and Special Instructions of the Louisiana and Arkansas Railway while occupying its tracks.

Train movements between Bunkie and Mansura Jct., between Hamburg and Latex Jct., and between Torras Jct. and Addis, will be handled by L. & A. Dispatcher and over signature of the L. & A. Trainmaster, in accordance with the Rules, Time Table and Special Instructions of the Texas and Pacific Railway Company. Normal position switches at Latex Jct., Torras Jct., and Lobdell Jct., will be for L. & A. Main track

Exception to Rule 83 (a).

When train order signal Lobdell Jct. indicates proceed L. & A. No. 2 may assume schedule No. 402; L. & A. No. 6 may assume schedule No. 406; L. & A. No. 36 may assume schedule No. 436 and L. & A. No. 42 may assume schedule No. 442 and leave Lobdell Jct. without clearance card.

When train order signal Hamburg indicates proceed L. & A. No. 1 may assume schedule No. 401; L. & A. No. 5 may assume schedule No. 405; L. & A. No. 37 may assume schedule No. 437 and L. & A. No. 77 may assume schedule No. 477 and leave Hamburg without clearance card.

STANDARD CLOCKS:

Bunkie
Addis

Westward

ALEXANDRIA SUB-DIVISION

Eastward

SECOND CLASS		Location—Water, Fuel, Turn-table, Wye, etc.	Miles from Donaldsonville	Thibodaux Branch		Station Numbers	Car Capacity Passing Sidings	SECOND CLASS	
	73			Time Table No. 30 EFFECTIVE 12:01 A. M. JULY 13, 1947				72	
Local Daily Except Sunday				STATIONS				Local Daily Except Sunday	
	L 11 15PM	FWY	.0	N.....	DONALDSONVILLE.....	B 65	YARD	A 9 45PM	
	L 11 30PM		2.4		GEARY.....	B 67	NS	A 9 30PM	
	11 45		3.9		PALO ALTO.....	H 3	10	9 15	
	12 01AM		8.1		KESSLER.....	H 8	NS	9 00	
	12 20		11.4	D.....	PAINCOURTVILLE.....	H 11	7	8 50	
	12 40		14.3		MUNSONS.....	H 14	NS	8 40	
	12 50	Y	15.4	D.....	NAPOLEONVILLE.....	H 15	NS	8 35	
	12 55		16.6		RATLIFF.....	G 12	NS	8 30	
	1 35		25.0		LABADIEVILLE.....	G 20	NS	8 00	
	1 55		29.9		ROGER.....	G 25	10	7 50	
	A 2 10AM	Y	33.5	D.....	THIBODAUX.....	G 29	YARD	L 7 30PM	
	73 Daily Except Sunday				33.5			72 Daily Except Sunday	
	1.55			Time Over Sub-Division				2.15	

Thibodaux Branch Trains will keep ENTIRELY OUT OF THE WAY of all trains on Main Tracks between Donaldsonville and Geary. Time at Donaldsonville is Shown for Information Only
No. 73 may assume schedule at Geary on clearance card received at Donaldsonville.
Standard Clock: Donaldsonville.

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

ALEXANDRIA SUB-DIVISION
Westward Eastward

SECOND CLASS		Location—Water, Fuel, Turn-table, Wye, etc.	Miles from Bunkie	Ville Platte Branch		Station Numbers	Car Capacity Passing Sidings	THIRD CLASS	
	85			Time Table No. 30 EFFECTIVE 12:01 A. M. JULY 13, 1947				84	
Local Daily Except Sunday				STATIONS				Local Daily Except Sunday	
	L 12 01PM	FWY	.0	N.....	BUNKIE.....	B 163	YARD	A 4 15PM	
	12 15		4.2		EOLA.....	L 3	NS	3 55	
	12 35		9.4		ST. LANDRY.....	L 9	28	3 30	
	1 05		16.1		TATE COVE.....	L 15	NS	2 55	
	A 1 30PM	Y	20.6	D.....	VILLE PLATTE.....	L 20	51	L 2 30PM	
	85 Daily Except Sunday				20.6			84 Daily Except Sunday	
	1.29			Time Over Sub-Division				1.45	

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

STANDARD CLOCK:
Bunkie

ALEXANDRIA SUB-DIVISION
Southward Northward

SECOND CLASS		Location—Water, Fuel, Turn-table, Wye, etc.	Miles from Melville	Opelousas Branch		Station Numbers	Car Capacity Passing Sidings	SECOND CLASS	
	91			Time Table No. 30 EFFECTIVE 12:01 A. M. JULY 13, 1947				90	
Local Daily Except Sunday				STATIONS				Local Daily Except Sunday	
			10.9		GORDON SPUR.....	V 11	NS		
			7.8		BAYOU CURRENT.....	V 9	28		
			4.3		ELBA.....	V 4	23		
	L 11 15PM	FWY	.0	N.....	MELVILLE.....	B 129	YARD	A 10 00PM	
	11 35		7.2		WILLIAMSON.....	X 7	17	9 20	
	12 10AM		15.1		PORT BARRE.....	X 15	18	8 55	
	12 45	W	24.1	D....	OPELOUSAS.....	X 23	15	8 20	
	1 10		31.5		LEWISBURG.....	X 32	16	7 50	
	1 45		36.0	D....	CHURCH POINT.....	X 36	23	7 30	
	2 05		40.8		BRANCH.....	X 41	NS	7 00	
	2 30		48.4	D.....	RAYNE.....	X 49	19	6 35	
	A 3 15AM	WY	56.6	D.....	CROWLEY.....	X 57	YARD	L 6 01PM	
	91 Daily Except Sunday				67.5			90 Daily Except Sunday	
	4.00			Time Over Sub-Division				3.59	

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

STANDARD CLOCK:
Melville

Special Instructions

ALL SUB-DIVISIONS

Exception to Rule 87: Clearance of Trains within Automatic Block System Limits. At meeting points, second-class and inferior trains must clear the main track not less than five minutes before the leaving time of a first-class train. At meeting points between other trains, the inferior train must clear the main track before the leaving time of the superior train.

Exception to Rule 92: Within Automatic Block System limits a train may arrive at a station in advance of its schedule arriving time.

Road Foreman of Engines has the authority of Trainmaster.

Where flag stops are shown trains will stop for revenue passengers only. (Exception to these instructions is made to trains Nos. 20, 27, 23 and 24 at Hollywood Yard.)

Passenger cars and occupied outfit cars must not be "kicked" or "dropped" against other cars. Other cars must not be "kicked" or "dropped" into a track on which occupied passenger or outfit cars are standing.

A running switch must not be made with cars containing inflammables, explosives or other dangerous articles.

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

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

Water and fuel oil cranes equipped with switch locks must be kept locked when not in use.

Freight Trains and yard engines with freight cars will not use passenger tracks, Alexandria, Shreveport, Marshall and No. 1 Passenger track Longview.

AUTOMATIC BLOCK

- Automatic Block Signal Rules effective:
Westbridge Jct. to Texmo Jct., M.P. B-196-2.
Cut Off Jct. to Mile Post 71.3, east of Lucas.
Shreveport (Passenger Station M.P. B-327-3) to Marshall.
Dallas Sub-Division.
Whitesboro Sub-Division between Whitesboro and Ft. Worth Interlocking.

- Certain color light Block Signals, with or without Number Plates, in addition to displaying aspects, provided by Rules, may display the following aspects and indications:

ASPECTS.	INDICATION
Yellow over Yellow.	Proceed preparing to stop at second signal.
Red over Lunar White, or Red over Red over Lunar White.	Proceed at Restricted Speed without stopping expecting to find route occupied and prepared to stop short of obstruction.

- Certain color light Block Signals, equipped with Number Plates, which govern the approach to a Block Signal located at a diverging route power-operated switch may display the following aspect and indication:

ASPECT.	INDICATION
Red over Yellow.	Proceed preparing to enter diverging route at next signal.

- Exception to Rule 287: When a color light Block Signal displays:
Red light with letter "S", or
Red over Red light with letter "S":
Indication is: "Stop and throw switch." After switch has been thrown be governed by indication displayed by the signal.

- A train or engine entering the main track, or passing from two main tracks to single track at a spring switch not protected by block signals or block indicator signals must, when necessary, protect the movement.

INTERLOCKING WHISTLE SIGNAL CODE

<u>Cut Off Jct.</u>	
Route to inbound main track and to Marshall	0000
Route to main track towards Natchitoches	00
Route to Yard	0
<u>Texarkana</u>	
Dallas Sub-Division, Main Track	00
Bonham Sub-Division	{ East 0 00 West 0 00
Texarkana Sub-Division	{ North 0 00 South 0 00
<u>Big Sandy</u>	
Main Track	00
Passing Siding	0 00
Transfer Track	0 00
<u>Terrell</u>	
Main Track	00
Passing Siding	0 00
<u>T. & P. Junction</u>	
T. & P. Main track, either direction, eastward or westward	00
Wye track entering or leaving T. & P. Yard west of T. & N. O. crossing	0 00
Crossover from old T. & P. main track to Passing siding in either direction	00 00
Storage Track	0 00
T. & P. Track B-1	0 00
T. & P. Track B-2	0 00
T. & P. Track B-3	0 00
T. & P. Track B-4	0 00
<u>Bells</u>	
M. K. T. Crossing	00
<u>Sherman</u>	
T. & N. O. crossing for main track	00
T. & N. O. crossing for passing siding	0 00
<u>Opelousas</u>	
Main Track	00
Diverging Route	0

YARD LIMITS

Alexandria and Shreveport Sub-Divisions

New Orleans } One Yard	Melville	Kreso	} One Yard
Mile Post 13.0	Bimmesport	Cut Off Jct.	
Donaldsonville	Bunkie	Shreveport	
Torras	Cypress	Agura	
Plaquemine	Indian Village Branch } One Yard	Willow Glen	} One Yard
Addis		Alexandria Yard	
Lobdell	Lobdell Jct. } One Yard	Texmo Jct	

Dallas Sub-Division

Texarkana } One Yard	Longview	} One Yard	Mineola	} One Yard
National	Greggton		Mineola Yard	
Marshall	Camps		Grand Saline	
Terrell				
East Dallas	West Dallas		Fort Worth	} One Yard
Dallas	Eagle Ford		Lancaster Yard	

Whitesboro-Bonham-Texarkana Sub-Divisions

Texarkana } One Yard	Whitesboro	} One Yard
Argo	Denton	
Paris	Hodge	
Bonham	Belt Jct.	} One Yard
Denison	Fort Worth	
Sherman Jct. } One Yard	Lancaster Yard	
Sherman		

FIRE PROTECTION

- Loose fire-bricks removed from fire pan must be retained in the boot underneath the fire pan while engine is running and when removed must be cooled to avoid fire.
- Engines standing without fire must have safety valve in oil tank closed and oil not allowed to run into the pan or underneath the engine.

EASTERN DIVISION

Special Instructions
ALL SUB-DIVISIONS

MAXIMUM SPEEDS

Alexandria Sub-Division

Between	Miles per hour	
	Passenger	Freight
West Bridge Jct.—Alexandria	55	50
Except:		
Between M.P. 68 and M.P. 64.8—Eastward Track	60	
Between M.P. 120 and M.P. 129	50	
D-10 and H-2 class engines	50	
Mo. Pac. 5200 class engines	50	
Mo. Pac. 1200 class engines	45	45
Geary-Thibodaux, except around curves at Geary, just east Palo Alto, and Godchaux connection	30	30
Around curves, Geary, just east Palo Alto and Godchaux connection	15	15
Addis—Lobdell Jct.	40	25
Lobdell Jct.—Torras Jct.	55	40
Latex Jct.—Hamburg	50	35
Mansura Jct.—Marksville—Longbridge	30	15
Longbridge—Bunkie	30	25
Melville—Gordon Spur	30	25
Melville—M.P. 20 Opelousas Branch	30	15
M.P. 20 Opelousas Branch—Crowley	30	25
Bunkie—Ville Platte	50	25

Shreveport Sub-Division

Alexandria-Shreveport via Natchitoches	55	45
Except:		
Over East wye switch, Cut Off Jct. M.P. 7.1	15	15
D-10 and H-2 class engines	50	
Reisor-Cypress via Pleasant Hill Branch	40	25
Cut Off Jct.—Marshall	70	60
Except:		
D-5 and D-9 Engines	30	30
D-10 Engines	50	50
G-1-B and G-1-C Engines	35	35
H-2 and I-1 Engines	60	

Dallas Sub-Division

Texarkana-Fort Worth	70	60
Except:		
Over Shreveport Sub-Division junction switch and on main track around curve Marshall passenger station	15	15
Around curve on siding Marshall passenger station	30	30
D-5 and D-9 Engines	30	30
D-10 Engines	50	50
G-1-B and G-1-C Engines	35	35
H-2 and I-1 Engines	60	
Mo. Pac. Engines 1101 to 1125, inclusive	45	45
Mo. Pac. 1200 class engines	45	45
Mo. Pac. 1400 and 1500 engines	40	40

Bonham Sub-Division

Texarkana—M. P. A-33	55	40
Except:		
D-5 and D-9 Engines	30	30
D-10 Engines	50	50
G-1-B and G-1-C Engines	35	35
M. P. A-31-Bonham	50	30
Except:		
D-5 and D-9 Engines	30	30
G-1-B and G-1-C Engines	35	35

Whitesboro Sub-Division

Bonham—M. P. A-173	50	25
Except:		
D-5 and D-9 Engines	30	30
G-1-B and G-1-C Engines	35	35
Mile Post A-173—Ft. Worth	65	55
Except:		
D-5 and D-9 Engines	30	30
D-10 Engines	50	50
G-1-B and G-1-C Engines	35	35
H-2 and I-1 Engines	60	
MKT 700, 800 and 900 Engines	35	35
Other MKT Engines	35	35

Texarkana Sub-Division

T. & N. Jct.—Texarkana	35	25
D. & P. S. R. R.		
Sherman Jct.—Denison	35	30

RAILROAD GRADE CROSSINGS

Alexandria Sub-Division

Location	Intersection Railroad	Miles per hour	
		Passenger	Freight
M.P. B-10.2	P. B.-T. & N. O.	(Interlocked)	
M.P. B-114.9	Gulf Coast Lines	(Automatic Interlocked)	
M.P. 182.4	C.R.I.&P. Ry	(Automatic Interlocked)	

Avoyelles and New Roads Branches

M.P. D-10.6	Gulf Coast Lines	(Gate)	25	15
M.P. D-12.4	Gulf Coast Lines		25	15
M.P. W-3.9	L. & A. Ry.	(Gate)	25	15

Opelousas Branch

M.P. X-23.6	T. & N. O. Ry. & G. C. L.		25	15
Interlocked: No towerman on duty between hours 6:30 A.M. and 9:00 A.M. and between 5:00 P.M. and 10:30 P.M.				
M.P. X-48.7	T. & N. O. Ry.	(Interlocked)	25	15

Ville Platte Branch

M.P. L-3.6	T. & N. O. Ry.		25	15
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Shreveport Sub-Division

M.P. B-211.6	J. A. Bentley Lbr. Co.	(Interlocked)		
M.P. 4.7	Lucas Cut-off—K. C. S. Ry.	(Automatic Interlocked)		
M.P. 5.9	Lucas Cut-off—T.&N.O. Ry	(Automatic Interlocked)		
M.P. B-325.2	I.C. RR	(Automatic Interlocked)	20	15
(Shreveport)				
M.P. B-322.1	L. & A. Ry	(Automatic Interlocked)		

Pleasant Hill Branch

M.P. B-217.4	K. C. S. Ry.	(Interlocked)	25	15
M.P. B-212.9	T. & N. O. Ry.	(Automatic Interlocked)	15	15

Dallas Sub-Division

Texarkana Yard	St. L.-S. W. Ry	(Interlocked)		
M.P. 2.4	K. C. S. Ry.—I. C. C. Co.	(Automatic Interlocked)	30	30
M.P. 51.2	L. & A. Ry.	(Interlocked)		
(All signals controlled by Operator, Marshall)				

Big Sandy	St. L.-S. W. Ry.	(Interlocked)		
M.P. 136.9	M. K. T. R. R.	(Interlocked)		
Terrell	T. & N. O. R. R.	(Interlocked)		
M.P. 209.9	T. & N. O. R. R.	(Interlocked)		
M.P. 212.1	G. C. & S. F. Ry.	(Automatic Interlocked)	20	20
West Dallas	{ M. K. T. R. R. St. L.-S. W. Ry }	(Interlocked)		
Fort Worth	{ C. R. I. & G. Ry. M. K. & T. R. R. }			
Yard	{ G. C. & S. F. Ry. T. & N. O. R. R. }	(Interlocked)	10	10

Bonham Sub-Division

Texarkana	St. L.-S. W. Ry. South End Yd.	(Interlocked)		
Texarkana	St. L.-S. W. Ry.	(Gate)		
Texarkana	K. C. S. Ry.	(Interlocked)		
M.P. A-91.7	{ G. C. & S. F. Ry. T. & N. O. Ry. }	(Automatic Interlocked)	20	20

Whitesboro Sub-Division

Bells	M. K. T. R. R.	(Interlocked)		
Sherman	T. & N. O. R. R.	(Interlocked)		
Sherman	M. K. T. R. R.	(Not Protected)		
M.P. A-238.1	St. L.-S. W. Ry.	(Automatic Interlocked)		
Fort Worth	{ M. K. T. R. R. G. C. & S. F. Ry. }	(Interlocked)	20	20
Yard	{ T. & N. O. R. R. }	(Interlocked)	10	10

A maximum speed of 25 miles per hour for passenger trains and 20 miles per hour for freight trains will not be exceeded over cane crossings.

Special Instructions

ALL SUB-DIVISIONS

Trains of mixed freight and passenger equipment will not exceed maximum freight train speed; cabooses are considered freight equipment. Trains of deadhead passenger equipment will not exceed maximum freight train speed unless authorized.

Trains handling cars loaded with crude oil will not exceed maximum speed 40 miles per hour, and when handling scale test cars will not exceed a maximum speed of 45 miles per hour. Conductor keep engineer advised when crude oil or scale test car in train.

Trains handling cars equipped with arch bar trucks or wooden underframes (except cabooses) will not exceed maximum speed of 45 miles per hour, but all speed restrictions of less than 45 miles per hour must be complied with.

Trains handling Steam Wrecking Derricks Boom in forward position, self-propelled pile drivers, Ledgerwood, Brown hoists, and other machinery of similar description, also steam pile drivers moving under their own power, must not exceed maximum speed of 30 miles per hour on straight track, and 18 miles per hour on curves.

Light engines in road movement, either freight or passenger, and engines handling cabooses or rider cars only, not otherwise restricted by time-table or special instructions, will not exceed a maximum speed of 40 miles per hour.

Yard engines in service, running forward or backward with or without cars, and road engines in service running backward with or without cars or when shoving cars ahead of engine, must not exceed maximum speed of 20 miles per hour, except on New Roads, Avoyelles, Pleasant Hill Branches and Texarkana Sub-Division 15 miles per hour, and 12 miles per hour over all other branch lines.

DRAW BRIDGES

Location	Name	Miles per hour	
		Passenger	Freight
M.P. B-85.5	Bayou Plaquemine	35	25
M.P. B-101.1	Grosse Tete Bayou	35	25
M.P. B-122.5	Melville	35	25
M.P. H-15.9	Bayou Lafourche-Napoleonville	5	5

Plaquemine, Grosse Tete, and Melville Draw Bridges are protected by Interlocking Plant Signals and Derails.

STEAM WRECKING DERRICKS WITH BOOM IN

TRAILING POSITION

	Miles per hour	
	Straight Track	Curves
West Bridge Jct. to Cut Off Jct. via Natchitoches	35	20
Cut Off Jct. to Marshall	40	30
Texarkana to Ft. Worth, Dallas Sub-division	40	30
Texarkana to M.P. A-83, Bonham Sub-division	40	30
Mile Post A-83 to Whitesboro, Bonham-Whitesboro Sub-Division	35	25
Whitesboro to Ft. Worth, Whitesboro Sub-Division	40	30
Addis-Torras	25	15
Cypress to Reisor, via Pleasant Hill	25	15
Other sub-divisions and branch lines	18	13

CITY SPEED ORDINANCES

Alexandria and Shreveport Sub-Divisions

Station	Miles per hour	Station	Miles per hour
White Castle	13	Thibodaux	15
Plaquemine	25	New Roads	15
Bunkie	45	Morganza	35
Cheneyville	35	Rayne	30
Lecompte	45	Crowley	5
Alexandria	40	Ville Platte	5
Natchitoches	30	Pleasant Hill	5
Shreveport	20	Grand Cane	25

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

Dallas Sub-Division

Atlanta	35	Terrell	40
Longview to Court St.	40	Dallas	13
Gladewater	40	Arlington	40
Mineola	40	Grand Prairie	30
Grand Saline	40	Ft. Worth	18

Whitesboro-Bonham-Texarkana Sub-Divisions

Clarksville	30	Pilot Point	30
Honey Grove	25	Denton	30
Bonham	25	Ft. Worth	18
Sherman	20		

Do not exceed speed of 10 miles per hour over Church Street Crossing, Paris. Passenger trains moving over Church Street Crossing, Paris, between hours 7:00 a.m. and 3:45 p.m. will come to a stop and protect movement over this crossing when not protected by flagman.

No. 16 TURN OUTS

Maximum Speed 30 Miles Per Hour

Station	Mile Post	Number of Turn-Outs	Description
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Alexandria Sub-Division

Waggaman	B-12.3	1	End Drill Track
Johnson	B-39.4	1	East End Siding
Donaldsonville	B-64.3	1	Crossover
Donaldsonville	B-64.3	1	Crossover
Addis	B-89.3	1	End two main tracks

Shreveport Sub-Division

Cut Off Jct.	B-320.3	1	West Entrance to Interlocker-Hollywood Yard
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Dallas Sub-Division

National	0.7	1	East End Siding
National	1.3	1	West End Siding
Sulphur	7.4	1	East End Siding
Sulphur	2.8	1	West End Siding
Springdale	14.3	1	East End Siding
Springdale	18.3	1	West End Siding
Queen City	20.2	1	East End Siding
Queen City	21.3	1	West End Siding
Atlanta	22.1	1	East End Siding
Atlanta	24.1	1	West End Siding
Bivins	29.4	1	East End Siding
Bivins	31.4	1	West End Siding
Kildare	36.9	1	East End Siding
Kildare	38.0	1	West End Siding
Payne	42.2	1	East End Siding
Payne	44.2	1	West End Siding
Jefferson	50.1	1	East End Siding
Jefferson	51.2	1	West End Siding
Woodlawn	57.9	1	East End Siding
Woodlawn	58.9	1	West End Siding
Marshall	65.6	1	East End Siding
Marshall	66.9	1	West End Siding
Quincy	70.0	1	East End Siding
Quincy	71.0	1	West End Siding
Keokuk	75.1	1	East End Siding
Keokuk	76.1	1	West End Siding
Halleville	80.1	1	East End Siding
Halleville	82.6	1	West End Siding
Lansing	82.6	1	East End Siding
Lansing	82.6	1	West End Siding
Longview	82.4	1	East End Water Track
Greggton	93.2	1	East End Siding
Greggton	94.6	1	West End Siding
Gladewater	101.7	1	East End Siding
Wilkins	104.3	1	East End Siding
Wilkins	107.3	1	West End Siding
Big Sandy	114.0	1	West End Siding
Orphans Home	104.5	1	East End Siding
Orphans Home	107.5	1	West End Siding
T. & P. Jct.	109.2	1	East End Siding
T. & P. Jct.	109.3	1	Belt Line Connections
Browder	115.6	2	East End Siding
Browder	116.6	4	West End Siding
Grand Prairie	124.6	2	East End Siding
Grand Prairie	125.3	2	West End Siding
Arlington	132.1	2	East End Siding
Arlington	134.1	2	West End Siding
Ft. Worth	144.3	1	East End Siding Westward Main

15 miles per hour must not be exceeded entering or leaving other turn-outs.

EASTERN DIVISION

Special Instructions

ALL SUB-DIVISIONS

SPRING SWITCHES

Station	Mile Feet	Location Track	Facing Point Direction	Normal Position
Alexandria Sub-Division				
Waggaman	12.2	End drill track	Eastward	Main track
Johnson	22.4	East end siding	Westward	Main track
St. James	52.4	East end siding	Westward	Main track
Donaldsonville	62.9	East end siding	Westward	Main track
Addis	82.2	End two main tracks	Eastward	Eastward track
Alexandria Yard	120.2	GCL connection	Eastward	Main track
Alexandria Yard	120.4	End of drill track	Westward	Main track
Alexandria Yard	121.0	East end crossover	Westward	Main track
Alexandria Yard	122.0	End two main tracks	Westward	Westward track
Alexandria	124.2	East end crossover	Westward	Eastward Main track
Alexandria	124.2	West end crossover	Eastward	For cross-over
Alexandria	124.2	East end passenger track	Westward	Westward Main track

Shreveport Sub-Division

Alexandria	124.0	West end passenger track	Eastward	Passenger track
Texmo Jct.	125.2	End two main tracks	Eastward	Eastward track
Texmo Jct.	125.2	Mo. Pac. Southward Main track	Westward	Main track
Lucas	1.2	West end siding	Eastward	Main track
Hollywood Yard	222.2	End drill track No. 1	Outbound	Inbound Main track
Shreveport Jct.	224.5	End two main tracks	Outbound	Outbound Main track
TS&N Jct.	226.5	West Wye	Eastward	For movement to Texarkana Sub-Division Main track
TS&N Jct.	T-0.5	North Wye	Southward	Must be lined as necessary for facing point movements. May be left as used and trailed through from either leg of wye.
McNell St.	326.0	East Wye	Westward	For Market St. main track
McNell St.	326.0	West end passenger main	Eastward	Passenger Main
Reisor	312.0	Junction switch	Westward	Main track

Dallas Sub-Division

National	1.2	West End Siding	Eastward	Main track
Marshall	64.2	East End Crossover	Westward	Main Track
Hoard	120.6	West End Siding	Eastward	Main track
Mineola Yard	127.5	Cross-over East End Yard	Westward	Main Track
Mineola Yard	128.0	West End Pull-out	Eastward	Main track
Grand Saline	142.9	East End Siding	Westward	Main Track
Wills Point	166.7	East End Siding	Westward	Main Track
Wills Point	167.5	West End Siding	Eastward	Main track
Elmo	176.7	East End Siding	Westward	Main Track
Elmo	176.7	West End Siding	Eastward	Main track
Terrell	181.2	East End Siding	Westward	Main Track
Forney	192.2	East End Siding	Eastward	Main Track
Orphans Home	202.2	East End Siding	Westward	Main Track

Whitesboro Sub-Division

Fort Worth	A-242.2	End of two main tracks, Peach Street	Southward	Southward Main track
Hodge	222.2	North End Siding	Southward	Main Track

Maximum speed trains or engines moving in the trailing point direction through a spring switch 20 Miles Per Hour unless otherwise restricted.

When a signal governing a movement in facing point direction of spring switch indicates "Stop" or "Stop and Proceed" switch must be tested by hand and switch points examined and known to fit properly before proceeding.

Rail sand must not be used or water allowed to run from any locomotive between signals governing movement over spring switches.

SPECIAL INSTRUCTIONS GOVERNING POWER-OPERATED SWITCHES

Alexandria Sub-Division

Power-operated switch at each end crossover west end siding Donaldsonville, M.P. 64.2 and at crossover end Two Main Tracks Donaldsonville, M.P. 64.8 and the signals in connection therewith controlled by operator Donaldsonville.

Shreveport Sub-Division

Power-operated switch leading from westward main track to Mo. Pac. North ward main track Texmo Jct. and signals in connection therewith controlled by T&P Train Dispatcher, Alexandria.

(Continued Next Column)

SPECIAL INSTRUCTIONS GOVERNING POWER-OPERATED SWITCHES—Continued

Dallas Sub-Division

Spring switch at west end National; power-operated switch at east end National; switch and signals east end National controlled by towerman Texarkana; signals at west end National controlled by Operator Marshall.

Power-operated switches at each end passing sidings Sulphur to Lansing, Inclusive, and Greggton to Wilkins inclusive and signals in connection therewith controlled by Operator Marshall.

Power-operated switch at east end Water Track Longview and west end Longview, M.P. 90.1 and the signals in connection therewith controlled by Operator Longview.

Power-operated switch at west end siding Big Sandy and the signals in connection therewith controlled by Operator Big Sandy.

Power-operated switch west and siding Orphans Home and signals in connection therewith controlled by Towerman, T&P Jct.

Power-operated switch east end siding T&P Jct., and signals in connection therewith are a part of and are included in the Interlocking T&P Jct.

Power-operated switches between Browder and Dallas Union Terminal and the signals in connection therewith are controlled by Signalman at North Tower, Dallas Union Terminal, and form a part of the Dallas Union Terminal Interlocking.

Power-operated switches at east end siding Fort Worth and at each end of sidings, Arlington Grand Prairie and Browder and the signals in connection therewith controlled by Train Dispatcher Fort Worth.

Whitesboro Sub-Division

Power-operated switch and deraul south end Drill Track Belt Jct., and at south end siding Hodge; Switches, deraul and signals in connection therewith controlled by operator, Hodge.

Power-operated switch at Junction of the T&P and MK&T main tracks at Whitesboro and signals in connection therewith controlled by operator Whitesboro.

1. Should a train or engine approach a power-operated switch and find it not lined for the movement to be made, a member of crew must communicate with train dispatcher or operator.
2. If permission is given to proceed, all power-operated switches located in the block governed by that signal must be examined and points known to fit properly before proceeding over such switches.
3. When a signal governing a movement over a power-operated switch indicates "STOP" except as authorized by Authority Card, Form 157 and Rule 663, movements must not be made over switch until switch is placed in hand throw position and engineman notified.
4. Rail sand must not be used or water allowed to run from any locomotive between signals governing movements over power-operated switches.

STREET AND HIGHWAY CROSSING SIGNALS

Flashing-light and wig-wag signals located at street and highway crossings protect main track movements only. Before permitting train, engine or cars to pass over such crossings on auxiliary tracks, movements must be protected by flagman. Reverse movements, or forward movements after making reverse movements must be protected by flagman on both main and auxiliary tracks.

Flashing-light and wig-wag signals on two main tracks at Claiborne Avenue, Mansfield Road and Midway Street crossings between Shreveport Jct. and Hollywood Yard are operated by trains and engines moving with the current of traffic only. Trains and engines moving against the current of traffic must protect these crossings before passing over.

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

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

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

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

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

Special Instructions

ALL SUB-DIVISIONS

SPECIAL INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS AND ENGINES BY BLOCK SIGNALS

1. In the following designated territory trains and engines will be governed by block signals whose indications will supersede the superiority of trains as provided for in Rules 261 and 269 inclusive:

Between West Bridge Jct. and Avondale.

Between end two main tracks Donaldsonville, M. P. 64.8 and east end siding Donaldsonville, M.P. 62.9.

Between Willow Glen and end of two main tracks Alexandria Yard, Mile Post B-192.0.

Between east end siding Lucas and Cut Off Jct. Interlocking.

Between Cut Off Jct. Interlocking and junction switch, Reisor.

Between Texarkana and West End Siding Big Sandy.

Between East and West end siding Terrell.

Between T&P Jct. and east end siding Orphans Home.

Between U.T. Jct. and east end siding Fort Worth Yard.

Between North switch siding Hodge and end two main tracks Peach Street, Fort Worth.

2. When permission to proceed is given as provided in Rule 265, all power-operated switches located in the block governed by that signal must be examined and points known to fit properly before proceeding over such switches.

3. When permission is given to a conductor or engine foreman by telephone under rule 267, the conductor or engine foreman must repeat to the train dispatcher or operator the track or tracks to be used, working limit on such track or tracks and the time limit and receive the response "OK" and the time before such permission is acted on.

4. Exception to Rule 266 and 266 (b):

(a). Between West Bridge Jct. and Avondale, engines may enter the main track at a handthrow switch where there is no signal to authorize the movement and use the main track without permission of the Train Dispatcher, but must clear first-class trains sufficiently in advance to avoid delay by block or interlocking signals, and must give way to other trains as promptly as possible.

(b). Yard engines may use the main track between Texarkana and the west end siding National; between U. T. Jct. and the west end siding Browder, and yard engines and engines in charge of Hostlers may use the main track between west end Water Track and west end Longview, M. P. 90.1, without securing permission from the Train Dispatcher, but must clear first-class trains sufficiently in advance to avoid delay by block or interlocking signals, and must give way to other trains as promptly as possible.

(c). Yard engines leaving the main track at M&ET yard and Darco Plant, Marshall must report themselves clear of main track and secure permission before again occupying main track.

(d). Northward, or inbound I-GN trains may enter and cross over main track at Junction switch, west end passenger platform Longview, without permission from Train Dispatcher when switches are seen to be lined for the movement and a proceed signal with a green flag by day, or green light by night, received from vicinity of Junction switch.

(e). These exceptions to rule do not modify observance of Rules 104, 511 and 513.

5. Exception to Rule 97: Extra trains may be run without train orders between Texarkana and Big Sandy and between U. T. Jct. and Fort Worth (Passenger station); clearance card at initial station as prescribed by Rule 83 (a) will authorize the movement and identify the train as an extra. An extra train originating at a station not an open train order office may leave without a clearance card.

A westward train authorized to run extra from a Shreveport Sub-Division station to a Dallas Sub-Division station west of Marshall may leave Marshall without a clearance card when westward train order signal Marshall indicates proceed.

6. Eastward trains or engines moving from Alexandria Yard through crossover at Mile Post B-191.0 or end of Drill track Mile Post B-190.4 will not obstruct main track until operator Alexandria yard has been notified by a member of crew and proper signal indication displayed.

7. Annunicator system, of the miniature semaphore type, governing trains leaving Texarkana located on train shed post immediately west of stairway tracks 4, 5, and 6 for Passenger Trains and on post at extreme west end Passenger Track 6 for freight trains. Conductor will push button located on miniature signal case which will indicate to Towerman Texarkana that train is ready to depart; and the train must wait until miniature semaphore signal clears. If miniature signal does not clear promptly, notify Towerman Texarkana and be governed by his instructions.

8. When a train announces ready to leave Texarkana, the Towerman will notify Train Dispatcher and be governed by his instructions.

9. The signalman at North Tower, Dallas Union Terminal, will report to the train dispatcher Fort Worth the departure of westward trains, also the westward movement of yard engines when such movements are to Browder or beyond.

10. When necessary to use train order in connection with movements between U. T. Jct. and Fort Worth the following station names will refer to crossovers located as follows:

<u>Station</u>	<u>Location</u>
Handley	M.P. 239.1
Cloudy	M.P. 222.0
Eagle Ford	M.P. 220.0
Harrys	M.P. 217.5
Harrys	M.P. 217.3

11. Yard Engines moving between Fort Worth and Belt Jct. or Hodge will not leave Peach Street, Belt Jct. or Hodge until operator has been notified by foreman of the move to be made and proper signal indication displayed.

12. Yard engines doing work at Belt Jct., Hodge or at Compress track north of Peach Street Fort Worth must not occupy main track until permission is obtained from operator and proper signal indication displayed. Telephones for communicating with operator Hodge are located at Second Street Fort Worth, south end of Drill track Belt Jct. and at north and south crossover at Hodge.

Special Instructions

ALL SUB-DIVISIONS

MARS OSCILLATING SIGNAL LIGHT

T&P passenger diesel engines 2000 to 2007, inclusive, and Mo. Pac. passenger diesel engines 7005 to 7013, inclusive, are equipped with Mars Oscillating Signal Light just above the standard headlight, and arranged to display either an oscillating white or red light.

The following will govern the use of the oscillating signal light:

Mars oscillating signal light will be displayed between hours of sunset and sunrise and during daylight hours when weather conditions, such as fog, rain, snow, sand, etc. would impair vision and obscure the observance of an approaching train. Oscillating white light will be displayed except when the display of oscillating red light is required by these special instructions.

When a train becomes disabled or makes a sudden stop due to unusual occurrence, or when an adjacent track is obstructed, or there is possibility of adjacent track being obstructed, if oscillating red light is not displayed automatically, enginemen must immediately display it by manual operation, and then extinguish standard headlight.

A train on adjacent track must stop before passing red oscillating light, ascertain the cause and be governed by conditions.

When protection of front of train is required, enginemen will immediately display oscillating red light, then extinguish standard headlight.

When occupying main track in meeting an opposing train, oscillating red light will be displayed and the standard headlight will be extinguished. Oscillating red light may be extinguished after, or when the switch has been set for the opposing train to enter siding. When the oscillating red light is extinguished, standard headlight must be displayed dim as required by Rule 17, paragraph (b).

Enginemen finding oscillating red light displayed by an opposing train must stop before passing red light, ascertain the cause and be governed by conditions.

Display of red oscillating light does not relieve enginemen or trainmen from protecting front of train when required by Rule 99, nor from the protection of adjacent tracks when required by Rule 102.

If red oscillating light has been displayed automatically and the necessity for its display no longer exists, enginemen must extinguish it.

When standing at terminals and use of oscillating red light is not required, it must be extinguished.

Special Instructions

SHREVEPORT SUB-DIVISION

First Class trains will run at Reduced Speed between Texmo Jct. and Willow Glen.

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

Time at Shreveport Jct. applies at end of two main tracks, M.P. B-324.4.

Inbound EASTWARD first class trains, and outbound WESTWARD first class trains must secure clearance card and check on register Cut Off Jct.

First Class trains must secure clearance card at Alexandria Dispatchers office before leaving Alexandria Passenger station; all second class and extra trains may leave Alexandria Passenger station without clearance card.

Exception to Rule S-83: Eastward trains departing Reisor on Shreveport Sub-division may leave Reisor without ascertaining whether all trains due, which are superior or of the same class, have arrived or left.

Exception to Rule 83 (a): Mo. Pac. No. 101 is authorized to assume schedule of No. 718 and Mo. Pac. No. 103 is authorized to assume schedule of No. 716 Texmo Jct. to Alexandria without clearance card.

No. 27 arriving Reisor on Pleasant Hill Branch may assume schedule of No. 28 and leave Reisor without clearance card, and an Eastward Extra train originating at Reisor may leave Reisor without clearance card.

Exception to Rule 95: Between Texmo Jct. and Willow Glen Mo. Pac. and GCL trains when so designated by Mo. Pac. or GCL train orders may display signals for a following section without train order authority from the Superintendent.

Exception to Rule 97: Between Alexandria Yard and Texmo Jct. trains may run extra with the current of traffic without train order authority.

Between Reisor and Cut Off Jct. trains may run extra without train order authority.

Between Texmo Jct. and Alexandria Yard second class and inferior trains and engines may run ahead of overdue first class without train order authority, but will not enter these limits when it is known a first class train will be delayed.

Alexandria is register station for first class trains only.

Cypress is register station for Nos. 20, 23 and 27 only.

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

Interlocking Rules govern movement within Home Signal limits Texmo Jct.; all signals controlled by T&P Train Dispatcher, Alexandria.

When a signal Texmo Jct. displays a Red light with letter "S" indication is: "Stop and throw switch." After switch or switches have been thrown for intended movement train or engine will be governed by indication displayed by the signal. Hand throw switches Texmo Jct. must not be thrown for an intended movement when signal governing movement does not display a Red light with letter "S."

When a train or engine finds a "stop" indication displayed for a route to be used a member of crew must communicate by telephone with T&P Train Dispatcher and authority to proceed may be given by telephone; before proceeding it must be known the route is properly lined for the movement.

East end crossover, Mile Post 195.7, Texmo Jct. electrically locked.

L&A main track switches breaking out of T&P. main track, Mile Post B-330.6 electrically locked. Operating instructions inside of electric lock case.

Between Shreveport Jct. and Shreveport (Passenger Station.)

All trains and engines move at Reduced Speed (proceed prepared to stop short of train or obstruction) between Shreveport Jct. and Mile Post 1, Texarkana Sub-Division, and Shreveport (Passenger station).

Should a train or engine find automatic block signals 325.3 or 325.4 at Texas Ave. displaying "Stop and proceed" the train or engine must not obstruct the crossing until it is known crossing flashers are operating. Flasher signals may be set in operation manually by using push button located on signal mast on each side of crossing. Push button must be held down until engine or car moves onto and obstructs the crossing.

Inbound first class trains will use Texarkana Sub-Division main track from TS&N Jct. to North Wye switch and back around wye into Passenger station. Outbound movement will be straight-away over main track.

Between Shreveport Jct. and Shreveport (Passenger station) second and inferior class, extra trains and engines may run ahead of overdue first class trains without train order authority, but will not enter these limits when it is known a first class train will thereby be delayed.

Second and inferior class, extra trains and engines will not foul main track between Shreveport Jct. and Shreveport (Passenger station) on the time of first class trains without permission from Train Dispatcher, Alexandria.

Second and inferior class, extra trains and engines, including yard engines of foreign lines making interchange movements, will not foul automatic block circuits, or main track between Shreveport Jct. and McNeil Street, or block circuit north of North Wye switch until it has been ascertained all overdue first class trains have arrived and departed.

Dispatchers telephones located as follows:

End two main tracks, Shreveport Jct.

East end yard tracks, Shreveport Jct.

Between IC and KCS Interchange connections, near Culpepper Street.

TS&N Jct.

West end Passenger Shed near McNeil Street.

City telephone 1000 feet north of North Wye switch, Texarkana Sub-Division.

Employees of the I.C., K.C.S., L.&A., and Mo. Pac. Railroads are subject to the Rules, Time Table and Special Instructions of the Texas and Pacific Railway while occupying its tracks.

Employees of the Texas and Pacific Railway performing service on L.&A. tracks in Lorraine yard limits, east of Waskom, will be governed by the Rules, Time Table and Special Instructions of the L. & A. Ry. while occupying its tracks, protecting movements as required by rules.

Standard Clocks: Marshall, Hollywood Yard, Cut Off Jct. Alexandria.

Other Passenger Train Flag Stops.

Trains	Stations	Mile Post
20-24-27	Zimmerman	B-211.7
20-27	Montrose	B-232.2
24	Armistead	N-37.3

Nos. 20-27 Lena, M.P. B-216.9. Regular Stop.

No. 21 Gahagan: to discharge passengers from Addis and beyond.

No. 23 Zimmerman: to discharge passengers from Alexandria and points east and to receive passengers for Natchitoches and points beyond where scheduled to stop or flag. Chopin: to discharge passengers from points east of Alexandria.

No. 26 Gahagan: to receive passengers for Addis or beyond.

Special Instructions

DALLAS SUB-DIVISION

Schedule meeting point Nos. 2 and 237 applies at Water track, Longview.

Time of first class westward trains Marshall applies at Shreveport Sub-Division junction switch.

Time at Dallas shown for information only.

Time at Grand Prairie and Arlington applies at Station.

Time arrival and departure Nos. 501 and 502 Ft. Worth (Passenger Station) applies at G.C.&S.F. Passenger Station.

Time of departure Lancaster Yard and arrival Ft. Worth Nos. 2 and 8 shown for information only.

Time of departure Ft. Worth and arrival Lancaster Yard Nos. 7 and 11 shown for information only.

Mineola Yard is train order office for Second and inferior class trains only.

No. 501 and westward trains originating at Dallas (Union Terminal) must secure clearance card at Dallas (Union Terminal) train order office.

Ft. Worth (Passenger Station) is a train order office for first-class trains and all other trains originating at that point; other trains may leave that station without clearance card.

Marshall register station for Nos. 6, 11, 54 and 55 only.

Longview register station for Nos. 201, 202, 237, 238, 265, 266 and 267 only.

Mineola Yard register station for second class and inferior trains only.

All trains will register at T&P Jct. by register ticket.

Dallas (Union Terminal) register station for Nos. 501 and 502 only.

Ft. Worth (Passenger Station) is a register station for first-class trains and trains originating or terminating at that station.

Between St.L.-S.W. Ry. crossing, Bonham Sub-Division connection with K.C.S. Ry. near Compress, and Texarkana Passenger station, ALL TRAINS AND ENGINES must move at REDUCED SPEED and will not exceed a maximum speed of ten (10) miles per hour.

First Class trains must run at REDUCED SPEED between East switch Water Track and Fredonia Street Longview; and between the east end siding Ft. Worth and Ft. Worth (Passenger station).

All Trains and Engines must approach St.L.-S.W. Ry. and Bonham Sub-Division connections, Texarkana, prepared to STOP unless the switches and signals are right and the track clear.

Second class and inferior trains, yard and other engines may run ahead of overdue EASTWARD first class trains between mile Post 250, Lancaster Yard, and east end siding Ft. Worth, Mile Post 244.2, without train order authority, but will not occupy the main track within these limits when it is known a first class train will be delayed.

Second class and inferior trains may run ahead of overdue WESTWARD first class trains between east end siding Ft. Worth, Mile Post 244.2, and Mile Post 250, Lancaster Yard, without train order authority.

Yard and other engines may run ahead of overdue WESTWARD first class trains between east end siding Ft. Worth, Mile Post 244.2, and Mile Post 250, Lancaster Yard, without train order authority, but will not occupy the main track within these limits when it is known a first class train will be delayed.

Electric Locked Hand-throw Switches: Main track hand-throw switches at east end Drill Track Greggton and all main track hand-throw switches between this location and east end siding Big Sandy are electrically locked. Electric lock on switch at west end Drill Track Greggton is manually controlled by Operator Marshall; all other electric locks are automatically controlled.

Employees of the FW&DC, GC&SF, I-GN, KCS, M-K-T, StLSF&T and T&NO Railways are subject to the Rules, Time-Table and special Instructions of the Texas and Pacific Railway while occupying its tracks.

Between U. T. Jct. and T&P Jct. employes of the Texas and Pacific Railway are subject to the Rules, Time Table and Special Instructions of the T&NO RR and to Rules and Special Instructions of the Union Terminal Co., Dallas while occupying their tracks.

Standard Clocks: Texarkana, Marshall, Longview, Mineola Yard, Dallas Yard, Dallas Union Terminal, Ft. Worth (Passenger station).

OTHER PASSENGER TRAIN FLAG STOPS

Train	Stations
No. 1.....	Atlanta: to receive passengers for El Paso and beyond. Jefferson: to receive passengers for Dallas and beyond. Mineola: to discharge passengers from Texarkana and to receive passengers for Dallas and beyond. Terrell: to discharge passengers from points north of Texarkana.
No. 2.....	Terrell: to discharge passengers from El Paso and beyond and to receive passengers for Texarkana and beyond. Mineola: to discharge passengers from Dallas and beyond and to receive passengers for Texarkana and beyond. Jefferson: to discharge passengers from Dallas and beyond. Atlanta: to discharge passengers from El Paso and beyond.
No. 4.....	Edgewood to discharge passengers from Dallas and beyond and to receive passengers for Marshall and beyond. Hawkins: to discharge passengers from El Paso and beyond and to receive passengers for St. Louis, Memphis or New Orleans and beyond. Angler: to discharge passengers from Dallas and beyond. Queen City: to discharge passengers from Longview and points west.
No. 6.....	Forney and Hawkins: to discharge passengers and to receive passengers destined to points scheduled to stop or flag. Grand Saline: to discharge passengers from Dallas and beyond and to receive passengers for Marshall and beyond. Big Sandy: to receive passengers for Shreveport and beyond.
No. 7.....	Hallsville: to receive passengers for west of Longview. Jarvis College: to receive or discharge passengers to or from Texarkana, Shreveport, Dallas and beyond. Angler: On Saturdays, Sundays and Mondays to receive passengers for Dallas and beyond. Mesquite: on Thursdays for mail. Grand Prairie to discharge passengers from Texarkana and east or from Shreveport and east.
No. 8.....	Terrell, Wills Point and Mineola: to discharge passengers and to receive passengers destined points scheduled to stop. Jefferson: to discharge passengers from west of Ft. Worth and to receive passengers for Texarkana and points beyond.
No. 11.....	Hawkins: to discharge passengers from New Orleans and beyond and to receive passengers for El Paso and beyond. Angler: Mondays only to receive passengers Dallas and beyond. Grand Saline: to discharge passengers from Shreveport and beyond and to receive passengers for Dallas and beyond. Forney: to discharge passengers from Shreveport and beyond and to receive passengers for Fort Worth and beyond. Arlington: to discharge passengers from Shreveport, Texarkana and beyond, and to receive passengers for points west of Ft. Worth. Grand Prairie: to receive passengers destined beyond Ft. Worth and to discharge passengers from Shreveport and east.
No. 15.....	Stop on flag at all points between Texarkana and Dallas to discharge passengers from Texarkana, Shreveport and beyond. Atlanta, Big Sandy and Grand Saline: to receive passengers for Dallas and beyond. Grand Prairie: To discharge passengers from points east of Dallas and from connections at Dallas. Arlington: to discharge passengers ticketed to Arlington from connecting lines and originating Texarkana and Shreveport and points east thereof.
No. 16.....	Grand Saline: to discharge passengers from Dallas and beyond and to receive passengers for Marshall and beyond where scheduled to stop. Big Sandy: to receive passengers for Texarkana and beyond. Atlanta: to discharge passengers from Dallas and beyond.
No. 201.....	Atlanta and Jefferson: to discharge passengers from points north of Texarkana and pick up passengers for Marshall, Longview and I-GN points.
No. 202.....	Atlanta: to receive passengers for points north of Texarkana and to discharge passengers from I-GN points south of Longview.
No. 237.....	Lodi and Domino: to receive and discharge passengers. Queen City, Bivins, Kildare, and Lodi: to load or unload mail, parcel post or express.
No. 238.....	Hallsville: to discharge passengers from points on I-GN south of Longview and to receive passengers for points north of Marshall. Lodi and Domino: to receive and discharge passengers. Lodi, Kildare, Bivins and Queen City: to load or unload mail, parcel post or express.

HOSPITAL

DR. CARL McCURDY, Chief Surgeon
DR. ALDEN COFFEY, District Surgeon

Marshall, Texas
Fort Worth, Texas

LOCAL SURGEONS

NAME	LOCATION	NAME	LOCATION
Dr. R. B. Harrison	New Orleans	Dr. E. W. Grumbles	Atlanta
Dr. W. D. Phillips	New Orleans	Dr. Wm. S. Terry	Jefferson
Dr. J. M. Lyons (Assoc.)	New Orleans	Dr. J. T. McRee	Longview
Dr. Floyd M. Hindelang	McDonoghville	Dr. L. N. Markham	Longview
Dr. C. F. Gelbke	Gretna	Dr. J. C. McKean	Gladewater
Dr. J. D. Kjrns	Luling	Dr. Carl Nichols (Assoc.)	Gladewater
Dr. J. R. Fernandez	Edgard	Dr. Chas. S. Bloom	Gladewater
Dr. D. T. Martin	Donaldsonville	(Assoc.)	Gladewater
Dr. Percy LeBlanc	Donaldsonville	Dr. P. D. Reynolds	Big Sandy
(Associate)	Donaldsonville	Dr. J. C. McKean	Hawkins
Dr. J. P. Musso	White Castle	Dr. Carl Nichols (Associate)	Hawkins
Dr. L. E. Meyer	Thibodaux	Dr. A. P. Buchanan	Mineola
Dr. Eugene Holloway	Plaquemine	Dr. T. B. Reed (Alternate)	Mineola
Dr. J. R. Spedale	Plaquemine	Dr. V. B. Cozby	Grand Saline
Dr. W. H. Wagley	Maringouin	Dr. R. W. Cozby	Grand Saline
Dr. Gordon Morgan	Melville	(Associate)	Grand Saline
Dr. K. A. Roy	Mansura	Dr. B. B. Brandon	Edgewood
Dr. A. M. Abramson	Marksville	Dr. H. T. Fry	Wills Point
Dr. Leonel L. Kahn	Rayne	Dr. W. F. Alexander	Terrell
Dr. H. L. Gardiner	Crowley	Dr. G. H. Alexander	Terrell
Dr. John S. Bailey	Church Point	(Associate)	Terrell
Dr. W. R. Lastrapes	Opelousas	Dr. D. H. Hudgins	Forney
Dr. W. W. Pugh	Napoleonville	Dr. P. C. Shands	Mesquite
Dr. R. B. Thompson	Ville Platte	Dr. A. R. Thomasson	Dallas
Dr. P. B. Landry	Port Allen	Dr. O. W. Gibbons	Dallas
Dr. J. C. Roberts	New Roads	Dr. R. A. Trumbull	Dallas
Dr. Charles A. Havard	Morrows	Dr. S. M. Hill	Dallas
Dr. E. C. Jones	Bunkie	Dr. H. V. Copeland	Grand Prairie
Dr. M. J. Hair	Lecompte	Dr. F. L. Harvey	Arlington
Dr. B. C. Blake	Lecompte	Dr. W. C. Foster	Handley
Dr. R. B. Wallace	Alexandria	Dr. J. F. McVeigh	Fort Worth
Dr. Ralph Lampert	Alexandria	Dr. A. D. Ladd	Fort Worth
Dr. B. N. Sewell	Boyce	Dr. W. D. Marrs (Assoc.)	Ft. Worth
Dr. S. S. Williams	Zimmerman	Dr. R. L. Stow (Assoc.)	Ft. Worth
Dr. E. H. Jordan	Robeline	Dr. J. W. Shoemaker	North Fort Worth
Dr. H. M. Frothro	Pleasant Hill	(Associate)	North Fort Worth
Dr. W. B. Hewitt	Mansfield	Dr. E. B. McGee	New Boston
Dr. H. P. Curtis (Associate)	"	Dr. C. S. Crew	DeKalb
Dr. F. O. Brinkley	Gloster	Dr. R. W. Payne	Clarksville
Dr. R. S. Roy	Lake Bnd	Dr. H. R. Smith	Detroit
Dr. L. S. Huckaby	Grand Bayou	Dr. M. A. Walker	Paris
Dr. H. M. Phelps	Natchitoches	Dr. J. J. Cappleman	Honey Grove
Dr. J. G. Yearwood	Gayles	Dr. J. M. Donaldson	Bonham
Dr. A. A. Herold	Shreveport	Dr. Jack Saunders	Bonham
Dr. J. E. Heard (Assoc.)	"	Dr. H. I. Stoutt	Sherman
Dr. N. Judson Bender (Assoc.)	"	Dr. D. C. Enloe (Assoc.)	Sherman
Dr. Paul D. Abramson (Assoc.)	"	Dr. Paul Pierce	Denison
Dr. H. B. Murry	Texarkana	Dr. G. W. Greer	Whitesboro
Dr. L. J. Kosminsky	Texarkana	Dr. J. D. Harvey	Tlaga
Dr. Charles A. Smith	Texarkana	Dr. W. C. Kimbrough	Denton
Dr. J. D. Nichols	Atlanta	Dr. A. H. Bugg	Belcher
		Dr. T. B. Tooke	Belcher
		Dr. Alfred Kellett	Doddridge

OCULISTS

Dr. C. L. Brown (Ear, Nose & Throat)	New Orleans
Dr. Wm. B. Clark (Eyes only)	New Orleans
Dr. Shelby R. Gaines (Assoc. eyes only)	New Orleans
Dr. Ben Fendler	Alexandria
Dr. J. A. Wilkinson	Shreveport
Dr. T. E. Fuller	Texarkana
Dr. A. W. Roberts	Texarkana
Dr. V. R. Hurst	Longview
Dr. O. M. Marohman, Jr. (Assoc.)	Longview
Dr. S. F. Harrington	Dallas
Dr. W. M. Knowles	Dallas
Dr. Walker & Mitchell	Fort Worth
Dr. J. W. Eschenbrenner	Ft. Worth
Dr. I. C. Bates (Associate)	Sherman
Dr. Henry B. Scates	Bonham
Dr. Thomas H. Hunt	Paris

TIME SERVICE

NATIONAL RAILWAY TIME SERVICE COMPANY
Chicago, Ill.

LOCAL WATCH INSPECTORS

NAME	HEADQUARTERS	TERRITORY
Wm. Frantz Co.	New Orleans	New Orleans to Bunkie, Thibodaux, New Roads, Opelousas, Avoyelles and Ville Platte Branches.
Babins Jewelers	Algiers	Local.
R. G. Babin	Gretna	Local.
Sidney George	Thibodaux	Local.
Joseph Dechary	Plaquemine	Local.
W. T. Culpepper	Crowley	Local.
Bunkie Jewelry Store	Bunkie	Local.
C. A. Schnack Jewelry Co.	Alexandria	Boyce to Bunkie.
E. P. Griffin	Mansfield	Local.
Bryan's Jewelry	Shreveport	Local.
Youngblood Jewelry Co.	Shreveport	Lena to Relsor via Shreveport, Texarkana Sub-Division and Pleasant Hill Branch.
G. W. Haltom	Ft. Worth	Ft. Worth to Relsor and to Texarkana.
G. W. Haltom	Ft. Worth	Ft. Worth to Sherman.
J. B. Rockwell	Denison	Sherman to Texarkana.
Gem Jewelry Shop	Texarkana	Local.
J. F. Lents	Marshall	Marshall.
McCarley's Jewelry Store	Longview	Longview.
A. C. Flynt	Mineola	Mineola.
Dallas Watch Co.	Dallas	Local.
Johnny Clingsmith	Dallas	Local.
W. J. McCray	Denton	Denton.
Brannon's	Bonham	Bonham.

STRUCTURES THAT WILL NOT CLEAR A MAN ON TOP OR SIDE OF CAR

Sub-Division	Location	Structure
Alexandria	Plaquemine	Train shed
Alexandria	M.P. B-128.8	Melville Bridge
Shreveport	M.P. B-109.8	Bridge
Shreveport	Shreveport	Bridge 326.1 Anna Street
Dallas	M.P. 64.81	Overhead—Road
Dallas	M.P. 65.40	Overhead—Road
Dallas	Dallas U. T.	Oak Cliff Viaduct
Dallas	Ft. Worth	Street Car Viaduct
D. & P. S. R. R.	Passenger Station	Shed over platforms between tracks
	Denison:	
	Texas St.	Overhead Bridge
	Hull St.	Overhead Bridge
	M-K-T Crossing	Overhead Bridge
	Munson St	Overhead Bridge

All employees are cautioned when switching cotton platforms, station platforms and industry tracks as a number of platforms and buildings at various places will not clear a man on top or side of cars.

SPEED TABLE

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

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Mins.	Sec.		Mins.	Sec.		Mins.	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	6
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			

SAFETY RULES GOVERNING EMPLOYEES IN TRAIN, ENGINE, AND YARD SERVICE

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

THE FOLLOWING IS PROHIBITED:

- (1) Going between moving cars or engines to couple, uncouple or adjust air hose, stop air leaks, or operate knuckle lock pins.
- (2) Lining or adjusting draw bars or opening draw bar knuckles with hand or foot while cars or engines are in motion.
- (3) Alighting from or boarding a moving engine or car from a position between the rails, or a rapidly moving train or engine.
- (4) Riding on foot board of engine between engine and cars when pushing cars, or when coupling engine to cars.
- (5) Riding on ends or inside of cars containing loads which are liable to shift from impact when coupling is made, or during ordinary train movement.
- (6) Riding on draw bars, ladders, hand holds, or any other appurtenances on the facing ends of cars when such cars are being pushed.
- (7) (a) Giving signal to move an engine or 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 engine.
(d) Enginemen drifting down too close to switches that are to be thrown.
- (8) Staking or poling out cars when practicable to avoid it. When done, employe should follow the push pole.
- (9) Permitting any car with a defective or missing hand hold to be moved or set out without first notifying all employes on the train and making wire report to the Superintendent.
- (10) Pushing cars or backing engines over public crossings at grade without signal from member of crew on leading car, rear of engine tank, or on crossing. Crossings must be approached prepared to stop.
- (11) Leaving cars standing on tracks too near street or highway crossings. Cars must be left at least sixty (60) feet away from crossing where possible.
- (12) Hanging dope pails on hand holds, door guides, or side or end ladders of cars.
- (13) Hanging squirt hose over or through locomotive hand holds, or in gangways between engine and tender, except where brackets have been provided to retain in such a position it will not be mistaken for a hand hold.
- (14) Tightening packing nuts on lubricator glasses or water gauge glasses while there is any pressure within the glasses.
- (15) Opening blow off of cylinder cocks near a building, street, highway, or in any location where escaping steam and water may cause injury or inconvenience to persons or damage to property. Starting and shutting off injectors on engines which have overflow pipes outside of ash pan without first ascertaining that no one is near or liable to injury.
- (16) Riding on locomotive (footboards, pilots, or elsewhere) or on cars or trains in yards by employes whose duties do not require them to do so unless authorized by proper authority.
- (17) Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.