

DIVISION OFFICERS

J. G. Tucker	Superintendent	Ft. Worth, Tex.
L. M. Ogilvie	Manager	New Orleans Terminal Division New Orleans, La.
A. L. Daigre	Asst. Manager	
Lloyd White	Terminal Trainmaster	Ft. Worth, Tex.
R. E. Gray	Asst. Superintendent	Alexandria, La.
G. W. Stone	Asst. Superintendent	Alexandria Terminal
K. M. Converse	Asst. Superintendent	Ft. Worth, Tex.
E. E. Long	Master Mechanic	Ft. Worth, Tex.
H. L. McDermott	Asst. Master Mechanic	Marshall, Tex.
J. H. Webb	Asst. Master Mechanic	Ft. Worth and Lancaster Yards
R. L. Riggs	Terminal Trainmaster	Texarkana, Tex.
S. R. Wall	Terminal Trainmaster	Mineola, Tex.
E. R. Chaney	Trainmaster	Marshall, Tex.
J. E. Shipp	Trainmaster	Addis, La.
C. A. Boyd	Trainmaster	Mineola, Tex.
B. E. Neal	Road Foreman of Engines	
J. W. McCoy	Chief Dispatcher	Ft. Worth, Tex.
N. W. Derryberry	Asst. Chief Dispatcher	Ft. Worth, Tex.
M. C. Boyd	Asst. Chief Dispatcher	Ft. Worth, Tex.
I. S. McIntosh	Asst. Chief Dispatcher	Ft. Worth, Tex.
R. L. Wisdom	Asst. Chief Dispatcher	Ft. Worth, Tex.
B. J. Bonham	Dispatcher	Ft. Worth, Tex.
D. Flanigan	Dispatcher	Ft. Worth, Tex.
M. P. Livingston	Dispatcher	Ft. Worth, Tex.
R. N. Page	Dispatcher	Ft. Worth, Tex.
R. L. Rice	Dispatcher	Ft. Worth, Tex.
A. M. Underwood	Dispatcher	Ft. Worth, Tex.
R. A. Hawthorne	Chief Dispatcher	Alexandria, La.
R. J. Bates	Dispatcher	Alexandria, La.
W. J. Davis	Dispatcher	Alexandria, La.
F. N. Ducote	Dispatcher	Alexandria, La.
C. J. Dupont	Dispatcher	Alexandria, La.
R. L. Mayeux	Dispatcher	Alexandria, La.
R. J. Mouton	Dispatcher	Alexandria, La.
L. B. Rabalais	Dispatcher	Alexandria, La.

SPEED TABLE

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

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



The Texas and Pacific Railway Company

EASTERN DIVISION

TIME TABLE NO. 58

Effective 12:01 a. m., Sunday, September 3, 1961

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

W. C. FOSTER, Vice-President—Operation,
K. D. HESTES, General Supt. Transportation

Westward-ALEXANDRIA SUB-DIVISION-Eastward

FIRST CLASS				Station Numbers	Car Capacity Passing Sidings	Time Table No. 58 EFFECTIVE 12:01 A. M. SEPTEMBER 3, 1961	Mile Point Location from New Orleans	Location—Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS		
717	21	27	22						28	718	
Mo. Pac. Passenger Daily	Louisiana Eagle Passenger Daily	Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily						Louisiana Daylight Passenger Daily	Mo. Pac. Passenger Daily	
	L 8 00 PM	L 8 05 AM	B 0	.....	NEW ORLEANS Passenger Station	.....	.....	A 6 15 AM	A 8 35 PM	
	s 8 10	s 8 14	.....	.....	CARROLLTON AVE.	.....	.....	s 6 00	s 8 20	
	8 14	8 17	.....	.....	SOUTHPORT	.....	.....	5 52	8 12	
	8 18	8 21	.....	.....	EAST BRIDGE JCT.	.....	.....	5 48	8 08	
	8 35	L 8 36	B 10	YARD	WEST BRIDGE JCT.	10.2	.....	A 5 32 AM	A 7 52 PM	
	s 8 40	s 8 40	B 11	YARD	OTO AVONDALE	11.4	W	s 5 25	s 7 50		
	8 42	8 42	B 12	YARD	WAGGAMAN	12.6	.....	5 14	7 37	
	8 48	8 49	B 19	115	AMA	19.8	.....	5 04	7 31	
	8 51	8 52	B 22	NS	LTO LULING	22.1	.....	5 00	7 28	
	8 54	8 55	B 28	RS 80	HAHNVILLE	25.1	.....	4 57	7 25	
	8 59	9 00	B 31	79	KILLONA	30.1	.....	4 52	7 20	
	9 04	9 05	B 35	RS 81	LTO EDGARD	35.3	.....	4 47	7 14	
	9 08	9 10	B 40	117	JOHNSON	40.0	.....	4 42	7 11	
	9 14	f 9 16	B 46	121	LTO VACHERIE	46.3	.....	4 36	f 7 05	
	9 20	9 23	B 52	148	ST. JAMES	53.1	.....	4 30	6 58	
	s 9 37	s 9 35	B 65	138	OTO DONALDSONVILLE	64.7	Y	s 4 18	s 6 45		
	9 41	9 39	B 68	161	MO CALL	67.8	.....	4 13	6 37	
	s 9 51	s 9 48	B 75	148	LTO WHITE CASTLE	75.8	.....	4 04	s 6 28	
	10 01	9 57	B 82	171	DOVEE	84.2	.....	3 55	6 18	
	s 10 07	s 10 00	B 85	NS	PLAQUEMINE	85.4	.....	s 3 53	s 6 15	
	10 08	10 01	.....	NS	BAYOU BRIDGE	85.57	.....	3 50	6 08	
	10 13	10 05	.....	NS	BR JCT	89.82	.....	3 45	6 01	
	s 10 20	s 10 15	B 90	YARD	OTO ADDIS	90.1	DO-DW	s 3 44	s 6 00		
	10 28	10 21	B 97	RS 81	LYNOX	97.0	.....	3 33	5 46	
	10 33	f 10 26	B 102	81	GROSSE TETE	101.8	.....	3 28	f 5 40	
	10 36	f 10 31	B 105	RS 81	ROSEDALE	105.1	.....	3 25	f 5 36	
	10 40	f 10 37	B 109	81	LTO MARINGOUIN	109.3	.....	3 21	f 5 30	
	10 45	10 42	B 114	NS	LIVONIA	114.1	.....	3 16	5 23	
	10 50	f 10 47	B 118	87	FORDOCHE	119.1	.....	3 11	f 5 18	
	10 55	10 53	B 125	RS 89	RAVENWOOD	124.9	.....	3 06	5 13	
	11 01	s 11 00	B 129	86	LTO MELVILLE	129.5	.....	3 00	s 5 04	
	11 10	f 11 10	B 139	75	LTO PALMETTO	138.5	.....	2 51	f 4 55	
	11 16	f 11 17	B 146	81	LTO ROSA	145.1	.....	2 45	f 4 49	
	11 22	f 11 24	B 153	81	MORROWS	152.0	.....	2 38	f 4 43	
	s 11 40	s 11 40	B 163	227	OTO BUNKIE	163.1	DW-Y	s 2 25	s 4 30		
	11 48	11 47	B170A	NS	T. & N. O. JCT	170.2	.....	2 14	4 09	
	11 49	f 11 48	B 170	95	LTO CHENEYVILLE	171.1	.....	2 13	f 4 08	
	11 54	11 54	B 177	82	MEEKER	177.0	.....	2 07	4 02	
	11 56	f 11 56	B 179	NS	LTO LECOMPTE	178.5	.....	2 05	f 4 00	
	11 59	11 59	B 182	81	LAMOURIE	181.4	.....	2 02	3 56	
	12 04 AM	12 05 PM	B 187	81	MORELAND	187.2	.....	1 56	3 51	
	L 3 13 PM	12 07	B 190	YARD	WILLOW GLEN	190.4	.....	1 53	3 48	A 9 50 AM
	3 16	12 09	B 192	YARD	OTO ALEXANDRIA YD	192.1	{FWTY {DO-DW	1 50	3 46	9 46	
	3 19	12 12	.....	YARD	S. P. JCT	193.8	.....	1 47	3 44	9 43
	A 3 25 PM	A 12 20 AM	B 195	YARD	LTO ALEXANDRIA Passenger Station	194.5	.....	L 1 45 AM	L 3 40 PM	L 9 40 AM
	717 Daily	21 Daily	27 Daily		195.6			22 Daily	28 Daily	718 Daily	
	.12	4.20	4.16		Time Over Sub-Division			4.30	4.55	.10	

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

2. First class trains run at Restricted Speed between West Bridge Jct. and Waggaman, and between Willow Glen and Texmo Jct.

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

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

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

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

See page 21 for additional Special Instructions Alexandria Subdivision.

Westward--SHREVEPORT SUB-DIVISION--Eastward

FIRST CLASS			Station Numbers	Car Capacity Passing Sidings	Time Table No. 58 EFFECTIVE 12:01 A. M. SEPTEMBER 3, 1961	STATIONS	Mile Post Location	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS		
717	27	21							28	22	718
Mo. Pac. Passenger Daily	Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily						Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily	Mo. Pac. Passenger Daily	
			B 192	YARD		...ALEXANDRIA YARD...	192.1	FWTY			
L 3 50PM	L 12 35PM	L 12 40AM	B 196	YARD	LTO	ALEXANDRIA (Passenger Station)	194.5		A 3 25PM	A 1 20AM	A 9 15AM
A 3 55PM	12 38	12 44		YARD		1.28	195.78		3 08	1 10	L 9 05AM
	12 46	12 55 22	B 204	81		7.92	203.7		3 00	12 55 21	
	12 51	1 00	B 209	NS	LTO	BOYCE	208.78		2 55	12 47	
	12 56	1 05	B 214	82		5.12	213.9		2 50	12 42	
	1 07	1 15	B 225	82		11.3	225.2		2 40	12 32	
	1 10	1 18	B 228	NS		3.2	228.40		2 37	12 29	
	1 17	1 25	B 236	101		7.4	235.8		2 29	12 22	
						4.5					
	1 21	1 30	B 241	NS		6.7	5.0		2 24	12 17	
	1 32	1 45	B 247	(82E 42W)	LTO	NATCHITOCHES	11.7	DW	2 15	12 10AM	
	1 40	1 53	B 253	81		6.2	17.9		2 05	11 57	
	1 45	1 58	B 259	NS		5.08	22.98		2 00	11 52	
	1 52 28	2 05	B 266	57		6.92	29.9		1 52 27	11 46	
	1 56	2 09	B 269	NS		3.78	33.68		1 43	11 42	
	2 02	2 15	B 276	85		5.92	39.6		1 37	11 37	
						10.6					
	2 12	2 25	B 287	97		10.6	50.2		1 27	11 27	
	2 22	2 35	B 297	82		12.1	60.8		1 17	11 17	
	2 34	2 47	B 308	98		7.0	72.9		1 05	11 05	
	2 41	3 00	S 315	YARD	CTO	CUT OFF JCT.	320.88	Y	12 55	10 57	
	2 43	3 02	S 316	YARD		1.14	321.97	DW-DW T	12 51	10 55	
	2 49	3 08	S 320	YARD		2.17	324.14		12 45	10 49	
	3 05	3 25	S 322	YARD		2.86	327.00		12 35	10 40	
	3 20	3 40				2.86			12 15	10 28	
						2.86					
	3 29	3 49	S 318	YARD		2.17	324.14		12 02PM	10 11	
	3 36	3 56	S 316	YARD		1.14	321.97	DW-DW T	11 56	10 05	
	A 3 40PM	A 4 00AM	S 315	YARD	CTO	CUT OFF JCT.	320.88	Y	L 11 54AM	L 10 03PM	
						133.8					
717	27	21							28	22	718
Daily	Daily	Daily							Daily	Daily	Daily
.05	3.05	3.20				Time Over Sub-Division			3.81	3.17	.10

See Pages 20
& 21 for
Shreveport
Sub-division
Special
Instructions

Eastward trains are superior to trains of the same class in opposite direction, except: between Cut Off Jet. and TS&N Jct., inbound first class trains are superior to outbound first class trains.

Westward MARSHALL SUB-DIVISION Eastward

FIRST CLASS			Station Numbers	Car Capacity Passing Sidings	Time Table No. 58 EFFECTIVE 12:01 A. M. SEPTEMBER 3, 1961	STATIONS	Location Water, Fuel, Turn-table Wye, etc.	Mile Post Location	FIRST CLASS		
27	21								28	22	
Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily							Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily		
L 3 20PM	L 3 40AM		S 327	YARD		SHREVEPORT Passenger Station	327.0		A 12 15PM	A 10 25PM	
						2.86					
3 29	3 49		S 324	YARD		VC JCT.	324.8		12 02PM	10 11	
3 36	3 56		S 322	YARD		1.14	DW-DW	321.9	11 56	10 05	
						2.17					
L 3 40PM	L 4 00AM		S 320	YARD	CTO	CUT OFF JCT.	320.8	Y	A 11 54AM	A 10 03PM	
						2.8					
3 44	4 04		B 317	NS		4.6	318.0		11 49	9 58	
3 48	4 08		B 321	80		4.5	321.3		11 45	9 53	
3 52	4 12		B 325	NS		5.7	325.8		11 41	9 49	
f 3 58	4 17		B 331	106	LTO	WASKOM	331.5	f	11 34	9 43	
4 02	4 20		B 334	NS		3.2	334.7		11 29	9 40	
4 10	4 27		B 342	78		7.4	342.1		11 21	9 33	
A 4 25PM	A 4 40AM		67	151	CTO	MARSHALL	350.4	DW-DW	L 11 10AM	L 9 20PM	
						8.3					
27	21								28	22	
Daily	Daily								Daily	Daily	
.45	.40					Time Over Sub-Division			.44	.43	

Eastward trains are superior to trains of the same class in opposite direction. See Page 18 for Marshall Subdivision Special Instructions.

DALLAS SUB-DIVISION--Westward

Time Table No. 58
EFFECTIVE 12:01 A.M.
SEPTEMBER 3, 1961

FIRST CLASS

STATIONS

Station Numbers	Car Capacity Passing Station	STATIONS	221	1	501	7	237	3					
			South Texas Eagle Passenger Daily	West Texas Eagle Passenger Daily	Santa Fe Passenger Daily	The Westerner Passenger Daily	Passenger Daily	Passenger Daily					
0	Yard	CTO. TEXARKANA	L 3 10 AM	L 3 40 AM		L 3 00 PM	L 3 35 PM	L 12 45 AM					
2	96	..... NATIONAL.....	3 14	3 44		3 04	3 39	12 49					
8	150	..... SULPHUR.....	3 21	3 51 4		3 11	3 46	12 56					
15	96	..... SPRINGDALE.....	3 28	3 57		3 17	3 53	1 02					
21	148	..... QUEEN CITY.....	3 33 4	4 02		3 22	f 3 58	1 07					
24	92	..... ATLANTA.....	3 36	4 05		s 3 27	s 4 03	s 1 12					
31	150	..... BIVINS.....	3 43	4 12		3 36	f 4 11	1 21					
37	98	..... KILDARE.....	3 50	4 19		3 43	f 4 19	1 28					
44	155	..... PAYNE.....	3 56	4 25		3 49	4 27	1 34					
51	101	..... JEFFERSON.....	4 03	4 32		s 4 00	s 4 36	1 41					
58	149	..... WOODLAWN.....	4 10	4 39		4 10	f 4 45	1 50					
67	160	CTO. MARSHALL	s 4 25	s { 4 47 5 05		s { 4 20 4 50	s { 4 55 5 10	s 2 15 4					
70	92	..... QUINCY.....	4 30	5 10		4 57	5 15	2 20					
75	151	..... KEOKUK.....	4 34	5 14		5 01	5 20	2 25					
80	94	..... HALLSVILLE.....	4 39	5 19		5 06	f 5 26	2 30					
88	148	..... LANSING.....	4 41	5 21		5 08	5 30	2 38					
90	Yard	CTO. LONGVIEW	A 4 55 AM	s 5 35		s 5 25	A 5 45 PM	s { 2 45 3 05					
94	152	..... GREGGTON.....		5 41		5 31		3 11					
103	151	..... GLADEWATER.....		s 5 51		s 5 45		s 3 21					
113	152	CTO. BIG SANDY		6 05		s 6 00		3 36					
119	NS	..... HAWKINS.....		6 10		s 6 08		3 40					
124	152	..... FADA.....		6 15		6 15		3 45					
130	96	..... HOARD.....		6 20		6 20		3 50					
136		..... MINEOLA.....		s 6 29		s 6 33		s 4 03					
	Yard	..... MW CROSSOVER.....		6 30		6 34		4 04					
138		CTO. MINEOLA YARD		6 31		6 35		4 06					
143	94	..... SILVER LAKE.....		6 35		6 39		4 10					
149	154	..... GRAND SALINE.....		6 43		s 6 57 2		4 18					
160	153	..... EDGEWOOD.....		6 52		s 7 07		4 26					
167	157	..... WILLS POINT.....		s 7 02		s 7 20		4 35					
176	151	..... ELMO.....		7 11		7 27		4 44					
183	94	..... TERRELL.....		s 7 17		s 7 33		4 50					
187	151	..... LAWRENCE.....		7 26		7 42		4 57					
194	NS	..... FORNEY.....		7 31		7 48		5 04					
199	148	..... MARITH.....		7 37		7 54		5 10					
202	NS	..... MESQUITE.....		s 7 40		s 8 00		s 5 13					
207	92	..... SCOTTDALE.....		7 45		8 05		5 18					
210	151	CTO. T. & P. JOT		A 7 49 AM		A 8 10 PM		A 5 23 AM					
215		..... DALLAS Union Terminal.....		s { 8 10 8 35	L 8 15 PM	s { 8 30 9 15		s { 5 45 6 10					
	NS	..... U. T. JOT.....		L 8 39 AM	L 8 16 PM	L 9 16 PM		L 6 11 AM					
216	101	..... BROWDER.....		8 43	8 19	9 19		6 14					
220	NS	..... EAGLE FORD.....		8 47	8 23	9 23		6 18					
227	93	..... GRAND PRAIRIE.....		s 8 54	8 31	s 9 31		s 6 26					
233	93	..... ARLINGTON.....		s 9 02	8 38	s 9 39		s 6 35					
239	NS	..... HANDLEY.....		9 10	8 45	9 46		6 42					
246	Yard	CTO. FORT WORTH (Passenger Station).....		A 9 20 AM L 10 05 AM	A 9 00 PM	A 10 00 PM L 10 30 PM		A 7 00 AM					
251	Yard	..... LANCASTER YARD.....		A 10 15 AM		A 10 40 PM							
		248.1	221	1	501	7	237	3					
			Daily	Daily	Daily	Daily	Daily	Daily					
		Time Over Sub-Division	1.45	5.40	.45	7.00	2.10	6.15					

**See Pages 19 &
20 For Dallas
Sub-Division
Special
Instructions**

Two Main Tracks

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

DALLAS SUB-DIVISION--Eastward

Location--Water, Fuel, Turn-table, Wye, etc.		Miles From Texarkana		FIRST CLASS								
				Time Table No. 58 EFFECTIVE 12:01 A. M. SEPTEMBER 3, 1961								
				STATIONS								
		238	8	502	2	222	4					
		Passenger Daily	The Western Passenger Daily	Santa Fe Passenger Daily	West Texas Eagle Passenger Daily	South Texas Eagle Passenger Daily	Passenger Daily					
FWT DW-DO	.0	CTO..TEXARKANA.....		A 11 30AM	A 12 15PM		A 10 30PM	A 11 05PM	A 4 15AM			
	1.3	..... NATIONAL		11 10	12 04PM		10 20	11 01	4 01		
	7.9	..... SULPHUR		11 02	11 57		10 13	10 55	3 51		
	14.8	..... SPRINGDALE		10 49	11 50		10 06	10 49	3 40		
	20.4	..... QUEEN CITY.....		f 10 37	11 45		10 00	10 43	3 33	221	
	23.6	..... ATLANTA		s 10 30	11 41		9 55	10 40	s 3 20		
	31.2	..... BIVINS		f 10 12	11 33		9 46	10 33	3 07		
	37.5	..... KILDARE		f 10 01	11 26		9 39	10 26	3 00		
	43.5	..... PAYNE		9 48	11 19		9 32	10 19	2 53		
	50.7	..... JEFFERSON		s 9 37	11 12		9 24	10 11	s 2 45		
58.7	..... WOODLAWN.....		f 9 21	11 04		9 14	10 04	2 30			
TY DW-DO	66.3	CTO..MARSHALL.....		s 9 10	s 10 55		s 9 05 s 8 45	s 9 55	s 2 15	3		
	70.5	..... QUINCY		8 53	10 39		8 38	9 49	1 53		
	75.3	..... KEOKUK		8 48	10 35		8 34	9 45	1 48		
	80.5	..... HALLSVILLE		8 43	10 30		8 29	9 40	1 43		
	82.9	..... LANSING		8 40	10 28		8 26	9 38	1 40		
FWT DW-DO	89.6	CTO..LONGVIEW.....		L 8 30AM	s 10 20		s 8 16	L 9 30PM	s 1 30 s 1 15			
	93.8	..... GREGGTON			10 09		8 06		1 05		
	102.8	..... GLADEWATER		s 9 59			s 7 56		s 12 55		
	113.8	CTO..BIG SANDY.....			9 46		7 42		s 12 38			
	118.6	..... HAWKINS			9 42		7 37		12 33		
	124.2	..... FADA			9 37		7 31		12 28		
	130.0	..... HOARD			9 32		7 26		12 23		
	136.1	..... MINEOLA		s 9 25			s 7 18		s 12 15		
	136.9	..... MW CROSSOVER			9 21		7 12		12 06		
	138.1	CTO..MINEOLA YARD.....			9 20		7 11		12 05			
Y DW-DO	142.2	..... SILVER LAKE			9 16		7 07		12 01AM		
	150.0	..... GRAND SALINE.....			9 08		6 57		s 11 46		
	158.8	..... EDGEWOOD			9 00		6 48		11 38		
	167.4	..... WILLS POINT			8 51		s 6 39		s 11 28		
	175.9	..... ELMO			8 42		6 29		11 13		
	181.9	..... TERRELL			8 35		s 6 22		s 11 05		
	187.0	..... LAWRENCE			8 30		6 15		10 57		
	193.7	..... FORNEY			8 23		6 09		f 10 50		
	199.1	..... MARLITH			8 17		6 03		10 43		
	202.2	..... MESQUITE		s 8 14			s 6 00		s 10 40		
DO-Y	207.0	..... SCOTTDALE			8 10		5 55		10 35		
	209.1	CTO..T. & P. JCT.....			L 8 05AM		L 5 50PM		L 10 30PM			
	214.8	..... DALLAS Union Terminal			s 7 50 s 7 30	A 7 45AM	s 5 35 s 5 10		s 10 15 s 9 20		
	216.1	..... U. T. JCT.....			A 7 23AM	A 7 40	A 5 06PM		A 9 15PM		
	216.1	..... BROWDER			7 20	7 38	5 02		9 09		
	220.2	..... EAGLE FORD			7 16	7 33	4 58		9 04		
	226.4	..... GRAND PRAIRIE.....			s 7 09	7 26	s 4 51		s 8 56		
	232.7	..... ARLINGTON			s 7 02	7 18	s 4 43		s 8 48		
	239.3	..... HANDLEY			6 55	7 10	4 35		8 40		
	245.9	CTO..FORT WORTH..... (Passenger Station)			L 6 45AM A 6 15AM	L 7 00AM	L 4 25PM A 3 40PM		L 8 30PM			
251.1	..... LANCASTER YARD.....			L 6 00AM		L 3 20PM					
		248.1		238	8	502	2	222	4			
				Daily	Daily	Daily	Daily	Daily	Daily			
		Time Over Sub-Division		3.00	5.30	.45	6.05	1.35	7.45			

See Pages 19 &
20 For Dallas
Sub-Division
Special
Instructions

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

Southward **WHITESBORO SUBDIVISION** Northward

		Time Table No. 58			
		EFFECTIVE 12:01 A. M.			
		SEPTEMBER 3, 1961			
Station Numbers	Car Capacity Passing Sidings	STATIONS		Miles from Texarkana	Location Water, Fuel, Turn-table, Wye, etc.
A 128	YARD	LTO	BONHAM	128.1	
A 134	NS		ECTOR	133.6	
A 139	NS		SAVOY	139.2	
A 142	NS		BELLS	141.6	
A 151	30		SHERMAN JCT	151.2	Y
A 155	NS	CTO	SHERMAN	154.6	
A 160	96		GRACO	159.6	
A 165	19		SOUTHMAYDE	165.0	
A 173	YARD	LTO	WHITESBORO	173.1	Y
A 179	80		COLLINSVILLE	179.5	
A 191	81		PILOT POINT	191.5	
A 198	66		AUBREY	198.4	
A 209	145	LTO	DENTON	209.1	Y
A 216	80		ARGYLE	216.3	
A 225	80		ROANOKE	225.4	
A 230	94		KELLER	230.3	
A 235	49		WATAUGA	235.5	
A 240	106	CTO	HODGE	240.0	
A 241	YARD		BELT JCT	241.2	
			FORT WORTH Peach Street	243.2	
A 244		CTO	FORT WORTH Passenger Station	244.4	Y DW-DO
		116.3			
		Time Over Sub-Division			

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

See Page 19 for Whitesboro Subdivision Special Instructions.

Southward **D. & P. S. SUBDIVISION** Northward

		Time Table No. 58			
		EFFECTIVE 12:01 A. M.			
		SEPTEMBER 3, 1961			
Station Numbers	Car Capacity Passing Sidings	STATIONS		Location Water, Fuel, Turn-table, Wye, etc.	
F 7	YARD	CTO	DENISON	WY	
A 151	30		SHERMAN JCT	Y	
		7.3			
		Time Over Sub-Division			

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

Employees of the Texas and Pacific Railway will be governed by the Rules, Timetable and Special Instructions of the K.O.&G. Rwy. while operating within yard limits, Denison.

Standard Clock: Denison.

Southward **TEXARKANA SUB-DIVISION** Northward

		Time Table No. 58			
		EFFECTIVE 12:01 A. M.			
		SEPTEMBER 3, 1961			
Station Numbers	Car Capacity Passing Sidings	STATIONS		Miles from T. S. & N. Jct.	Location Water, Fuel, Turn-table, Wye, etc.
0	YARD	CTO	TEXARKANA	71.8	FWTY
T 55	18		FOUKE	55.4	
T 43	17		DODDRIDGE	42.8	
T 37	28		IDA	36.8	
T 28	35		HOSSTON	28.0	
T 23	40	LTO	GILLIAM	23.3	
T 18	20		BELCHER	18.1	
T 14	15		DIXIE	14.0	
T 7	12		CASH POINT	7.3	
	YARD		T. S. & N. JCT		Y
	YARD		VC JCT		
S 322	YARD		HOLLYWOOD YARD		FT
		76.4			
		Time Over Sub-Division			

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

See Page 20 for Texarkana Sub-Division Special Instructions.

Westward **BONHAM SUB-DIVISION** Eastward

		Time Table No. 58			
		EFFECTIVE 12:01 A. M.			
		SEPTEMBER 3, 1961			
Station Numbers	Car Capacity Passing Sidings	STATIONS		Miles from Texarkana	Location Water, Fuel, Turn-table, Wye, etc.
0	YARD	CTO	TEXARKANA	.0	FWTY DW-DO
A 5	32		NASH	5.1	
A 12	NS		LONE STAR	11.8	
A 15	32	LTO	HOOKS	14.8	
A 17	NS		RED RIVER	16.9	
A 22	32	LTO	NEW BOSTON	22.0	
A 34	32	LTO	DE KALB	34.2	
A 44	32		AVERY	44.4	
A 53	92	LTO	ANNONA	52.5	
A 61	101	LTO	CLARKSVILLE	61.0	
A 74	32		DETROIT	74.2	
A 91	YARD	LTO	PARIS	91.0	
A 112	32	LTO	HONEY GROVE	112.0	
A 128	YARD	LTO	BONHAM	128.1	
		128.1			
		Time Over Sub-Division			

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

Between T&P-KCS Interlocking Texarkana and Texarkana (passenger station and freight yard) there is no superiority of trains and all trains and engines within these limits must move at restricted speed, not exceeding 15 miles per hour. Within these limits, freight trains, yard engines and other engines must, immediately upon the approach of scheduled passenger trains, clear route for their movement; yard engines and other engines must give way to freight trains as promptly as possible.

Standard Clocks: Texarkana and Bonham.

Westward

THIBODAUX SUB-DIVISION

Eastward

Time Table No. 58
EFFECTIVE 12:01 A. M.
SEPTEMBER 3, 1961

STATIONS

Location—Water, Fuel, Turn-table, Wye, etc.	Miles from Donaldsonville	STATIONS	Station Numbers	Car Capacity Passing Sidings
	2.4	GEARY	B 67	NS
	3.9	PALO ALTO	H 3	10
	8.1	KESSLER	H 8	NS
	11.4	PAINCOUBTVILLE	H 11	7
	14.3	MUNSONS	H 14	NS
	15.4	NAPOLEONVILLE	H 15	NS
	16.6	RATLIFF	G 12	NS
	25.0	LABADIEVILLE	G 20	NS
Y	33.5	THIBODAUX	G 29	YARD

33.5

Time Over Sub-Division

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

Westward

PLEASANT HILL SUB-DIVISION

Eastward

Time Table No. 58
EFFECTIVE 12:01 A. M.
SEPTEMBER 3, 1961

STATIONS

Station Numbers	Car Capacity Passing Sidings	STATIONS	Mile Post Location	Location—Water, Fuel, Turn-table, Wye, etc.
B 236	YARD	CYPRESS	235.9	
N 3	NS	WLAVER	239.5	
N 10	23	PROVENCAL	246.1	
N 17	39	LTO ROBELINE	253.0	
N 23	38	LTO MARTHAVILLE	259.3	
N 33	29	LTO PLEASANT HILL	268.8	
N 39	30	PELICAN	274.9	
N 43	33	OXFORD	279.0	
N 52	30	LTO SOUTH MANSFIELD	287.4	
N 59	38	LTO GRAND CANE	294.5	
N 66	35	GLOSTER	302.4	
N 73	NS	STONEWALL	308.8	
N 76	NS	KEITHVILLE	312.4	
B 319	NS	REISOR	318.0	

32.1

Time Over Sub-Division

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

Southward

AVOYELLES SUB-DIVISION

Northward 7

Time Table No. 58
EFFECTIVE 12:01 A. M.
SEPTEMBER 3, 1961

STATIONS

Location—Water, Fuel, Turn-table, Wye, etc.	Station Numbers	STATIONS	Miles from Addis	Car Capacity Passing Sidings
Y	B 163	OTO...BUNKIE	105.1	YARD
DW	V 42	EVERGREEN	100.4	9
	V 38	LTO OOTONPORT	96.2	27
	W 1	LONGBRIDGE	92.9	12
	W 3	MANSURA JOT	89.9	NS
	W 4	MANSURA	89.4	13
	W 9	LTO MARKSVILLE	84.7	14
	W 4	MANSURA	80.0	13
	W 3	MANSURA JOT	79.5	NS
		MOREAUVILLE	75.7	17
	V 30	HAMBURG	72.6	103
	V 23	HYDE	65.8	86
	V 22	SIMMESPORT	64.9	NS
		KELLER	59.8	145
	D 58	LETTSWORTH	57.1	54
	D 61	BATCHELOR	50.2	105
	D 42	MORGANZA	41.9	52
Y	D 33	NEW ROADS	31.9	100
	D 25	GLYNN	24.6	52
	D 18	CHAMBERLIN	17.5	52
	D 13	LOBDELL	12.7	100
		LOBDELL JOT	12.2	NS
	D 10	ANCHORAGE	9.9	22
	D 8	LTO PORT ALLEN	7.8	35
DW-D0	B 90	OTO...ADDIS	.0	YARD

105.1

Time Over Sub-Division

Northward trains are superior to trains of the same class in opposite direction.
See page 22 for Avoyelles Subdivision Special Instructions.

Southward

CHURCHPOINT SUB-DIVISION

Northward

Time Table No. 58
EFFECTIVE 12:01 A. M.
SEPTEMBER 3, 1961

STATIONS

Location—Water, Fuel, Turn-table, Wye, etc.	Mile Post Location	STATIONS	Station Numbers	Car Capacity Passing Sidings
Y	163.1	OTO...BUNKIE	B 163	YARD
DW	3.6	EOLA	L 3	NS
	8.8	ST. LANDRY	L 9	23
	15.5	TATE COVE	L 15	NS
	20.0	VILLE PLATTE	L 20	51
	26.7	LEDOUX	L 27	20
	24.1	OPELOUSAS	X 23	15
	31.5	LEWISBURG	X 32	16
	35.9	CHURCH POINT	X 36	23

48.4

Time Over Sub-Division

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

EASTERN DIVISION

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

ABBREVIATIONS

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

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

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

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

The following letters placed in column provided in timetable indicate:

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

Road foreman of Engines has the authority of Trainmaster.

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

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

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

When a single scale test car is handled in a train, same must be located next ahead of the caboose, except that a single scale test car may be handled at any location in a local freight train which has a consist not exceeding forty cars.

When two or more scale test cars are handled in the same train, such cars must be spaced three cars apart and handled in rear of train with rear scale test car next ahead of caboose, except that two or more scale test cars may be handled at any location in a local freight train which has a consist not exceeding forty cars, so long as the scale test cars are spaced three cars apart.

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

Pipe, poles or lumber loaded on open top cars with load above top of car must not be handled in train next to engine or caboose.

Freight trains and yard engines with freight cars will not use passenger tracks Shreveport Psgr. station.

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

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

Engines must not be put on live rail of track scales.

TRAIN ORDER OFFICES

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

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

Edgard	9:00 A.M. to 6:00 P.M.
Vacherie	7:00 A.M. to 4:00 P.M.
Maringouin	7:00 A.M. to 4:00 P.M.
Melville	7:00 A.M. to 4:00 P.M.
Cheneyville	9:00 A.M. to 6:00 P.M.
Alexandria	8:00 A.M. to 5:00 P.M. Daily
Boyce	7:30 A.M. to 4:30 P.M.
Natchitoches	7:45 A.M. to 3:45 P.M. Daily
	11:45 P.M. to 7:45 A.M. Daily
Robeline	7:30 A.M. to 4:30 P.M.
Sou. Mansfield	9:00 A.M. to 6:00 P.M.
Marksville	7:00 A.M. to 4:00 P.M.

TRAIN ORDER OFFICES

Whitesboro	10:00 PM to 6:00 AM and 8:00 AM to 4:00 PM daily
Paris	8:00 AM to 5:00 PM daily except Sunday.
Bonham	6:00 AM to 2:00 PM and 3:00 PM to 11:00 PM daily except Saturday and Sunday.
Bonham	6:00 AM to 2:00 PM Saturday.
Denton	6:30 AM to 2:30 PM and 4:30 PM to 12:30 AM Daily.

1. Light will be displayed continuously in train order signal Denton and indication must be observed and complied with the same as at a continuous office. The absence of a light in this train order signal at any time must be regarded as a Stop indication and train after stopping and ascertaining no operator on duty, may proceed without a clearance on permission of train dispatcher in these words:

"No orders for (train) at Denton. Proceed without a clearance."

Any member of crew may obtain this permission but other members of crew must be informed of the permission before leaving.

GENERAL ORDER STATIONS

New Orleans Psgr. Station	Alexandria Roundhouse
New Orleans Race St. Yard	Alexandria Dispatchers Office
New Orleans TP-MP Roundhouse	Cut Off Jct.
Addis	Hollywood Yard
Alexandria Yard	Hollywood Roundhouse
Texarkana Yard Office	Dallas Downtown Yard Office
Texarkana Roundhouse	Ft. Worth East Yard
Marshall Telegraph Office	Ft. Worth Passenger Station
Marshall Yard Office	Ft. Worth Coach Yard
Longview Telegraph Office	Ft. Worth West Yard
Longview Yard Office	Lancaster Yard Roundhouse
Longview Roundhouse	Lancaster Yard Sub Yard Office
Mineola Yard	Lancaster Yard Hump Office
Mineola Roundhouse	Bonham
Grand Saline	Denison KOG-MKT Offices
East Dallas Yard Office	Whitesboro
East Dallas Roundhouse	Mart I-GN Yard Office
Dallas Union Terminal	

YARD LIMITS

Texarkana	} One Yard	Mineola	} One Yard	T.&P. Jct.	} One Yard
National		Mineola Yard		Dallas	
Marshall	} One Yard	Grand Saline	U. T. Jct.		
Longview		Terrell	Browder		
Greggton		Fort Worth	Eagle Ford		
Camps		Lancaster Yard			
Texarkana	} One Yard	Whitesboro			
Argo		Denton			
Paris	} One Yard	Hodge	} One Yard		
Bonham		Belt Jct.			
Denison		Fort Worth			
Sherman Jct.		Lancaster Yard			
Sherman					
New Orleans	} One Yard	Simmesport	} One Yard	Kreso	} One Yard
Mile Post 17.0		Bunkie		Cut Off Jct.	
Donaldsonville				Shreveport	
				Agurs	
Plaquemine	} One Yard	Willow Glen	} One Yard	Alexandria Yard	} One Yard
Indian Village Branch		Texmo Jct.			
Addis					
Cypress (Pleasant Hill Subdivision)					
Lobdell	} One Yard	Mansura Jct.	} One Yard		
Lobdell Jct.		Mansura			
Anchorage		Marksville			
Fort Allen					

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

MAXIMUM SPEEDS

All Subdivisions

	Miles per hour	
	Maximum freight train speed	Maximum freight train speed
Trains of mixed freight and passenger equipment. (Cabooses are freight equipment)		
Trains of deadhead passenger equipment		
Trains handling scale test cars; conductor will keep engineer advised when such cars in train	45	
Trains handling cars equipped with arch-bar trucks or wooden underframes (except cabooses), and not otherwise restricted	45	
Light engines in road movement, freight or passenger, and engines handling cabooses, or rider cars, and not otherwise restricted	40	
Trailing movement through a spring switch with points lined against movement.	30	
When not otherwise restricted, normal speed may be resumed after leading wheels have passed through switch points.		
Engines (yard or road service) with cars ahead of engine in direction of movement: Dallas, Marshall, Alexandria and Shreveport Sub-Divisions	20	
All over Subdivisions	15	
Engines in yard service, with or without cars, and not otherwise restricted: Dallas, Marshall, Alexandria and Shreveport Subdivisions	40	20
All Other Subdivisions	15	15
Diesel engines, series 1500 and 2000, and foreign line diesel engines of similar construction, when running with operating control compartment not on leading end, and not otherwise restricted	40	20
Trains handling steam wrecking derricks, boom in trailing position, not otherwise restricted:	Straight Track	Curves
Dallas and Marshall Subdivisions	40	30
Alexandria and Shreveport Subdivisions	35	30
Bonham and Whitesboro Subdivisions, except between MP A-83 and Whitesboro	40	30
Between MP A-83 and Whitesboro	25	25
Pleasant Hill Subdivision	25	15
All other Subdivisions	18	12
Trains handling steam wrecking derricks, boom in forward position; self-propelled pile drivers, ladderwoods, Brown-hoist and other machinery of similar description; also steam pile drivers moving under own power; not otherwise restricted	30	18
Maximum speed at which diesel units below may be operated when not otherwise restricted; this maximum speed does not authorize operation at speed higher than maximum train speed.		
	M.P.H.	
E-7 and E-8, series 2000	79	
F-7, series 1500 except listed below	65	
F-7 Units 1500A, 1501A, 1581A, 1582A, 1531B, 1532B, 1533B, 1534B	79	
GP Units, series 1100	65	
SW and NW series 1000	60	
SW, series 800	60	

Marshall Sub-Division

	Miles per hour	
	Passenger Trains	Freight Trains
Between		
Cut Off Jct.—Marshall	75	60

Dallas Sub-Division

Texarkana-Fort Worth	75	60
Except:		
Around curve Marshall Passenger station;		
Main track	30	30
Sliding	15	15
On south track between UT Jct. and Ft. Worth	45	45

Bonham Sub-Division

Texarkana—M. P. A-83	45	35
M.P. A-83—Bonham	40	30
Except:		
Over Church St. Crossing, Paris	10	10

Whitesboro Sub-Division

Bonham—M. P. A-173	40	25
Mile Post A-173—Fl. Worth	60	55

Texarkana Sub-Division

T. S. & N. Jct.—Texarkana	25	25
Except between:		
M. P. T-2 and M. P. T-25	15	15
M. P. T-34 and M. P. T-35	15	15
M. P. T-37 and M. P. T-39	20	20
M. P. T-46 and M. P. T-49	20	20

MAXIMUM SPEEDS—Continued

	Miles per hour	
	Passenger	Freight
Between		
Sherman Jct.—Denison	40	40
Except:		
Around and through turnouts		
Sherman Jct. wye	15	15
Alexandria Subdivision		
West Bridge Jct.—Mile Post 161	70	60
Mile Post 161—Alexandria	70	50
Shreveport Subdivision		
Alexandria-Shreveport	55	45
Except between Cut Off Jct. and Texmo Jct.	70	60
Thibodaux Subdivision		
Geary-Thibodaux	30	30
Except around curves Geary, just east Palo Alto and Godchaux connection	15	15
Over all cane crossings	25	20
Avoyelles Subdivision		
Addis-Lobdell Jct.	25	25
Longbridge-Marksville	18	18
Longbridge-Bunkle	25	25
Churchpoint Subdivision		
Bunkle-Churchpoint	25	25
Except:		
Around curve, M.P. 20.4, South Ville Platte	15	15
Around curves between 1650 feet north and 500 feet south of MoP Lines crossing, Opelousas	15	15
Pleasant Hill Subdivision		
Reisor-Cypress	25	25

DRAW BRIDGES

		Miles per hour	
		Passenger	Freight
Location	Name		
M.P. B-35.5	Bayou Plaquemine	25	25
M.P. 95	Intra-Coastal Canal	35	25
M.P. 101.0	Bayou Grosse Tate	60	60
M.P. B-125.5	Melville	35	25
M.P. H-15.9	Bayou Lafourche—Napoleonville	6	6
M.P. D-6.5	Port Allen	25	25

Plaquemine, Intra-Coastal Canal and Melville draw bridges are protected by interlocking signals and Derails.

RAILROAD GRADE CROSSINGS

	Miles per hour	
	Passenger	Freight
Alexandria Subdivision		
M.P. B-10.2 P. E.-T. & N. O. (Interlocked)		
M.P. B-114.9 MoP Lines (Automatic Interlocked)		
M.P. B-182 Rock Island Lines (Automatic Interlocked)		
Shreveport Subdivision		
M.P. 3.7 Lucas Cutoff KCS Ry. (Automatic Interlocked)		
M.P. 5.9 Lucas Cutoff T&NO Ry. (Automatic Interlocked)		
M.P. B-325.2 (Shreveport) IC RR. (Automatic Interlocked)	20	15
Avoyelles Subdivision		
M.P. D-10.4 Port Commission RR	25	15
M.P. D-10.6 MoP Lines (Gate)	25	15
M.P. D-12.4 MoP Lines (Interlocked) See note	15	15
M.P. W-3.9 L.&A. Ry. (Gate)	15	15
Note: Interlocking signals M.P. D-12.4 controlled by MoP Operator, Anchorage.		
Churchpoint Subdivision		
M.P. L-3.6 T. & N. O. Ry.	15	15
M.P. X-23.5 T&NO-MoP Lines (Automatic Interlocked)	15	15
Pleasant Hill Subdivision		
M.P. B-287.4 K. C. S. Ry. (Interlocked)	20	20
M.P. B-312.0 T. & N. O. Ry. (Automatic Interlocked)	15	15

1. Automatic Interlocking, T&P-KCS crossing, MP N-3.7, Shreveport Subdivision: T&P release box equipped with indicator lights prescribed by Rule 344 which functions as follows:

- (a). If a KCS interlocking signal is clear for movement of a KCS train or engine, indicator light over release button will be out (not burning).
- (b). To operate T&P release and change route for a T&P movement over crossing, pull release button out and hold for approximately ten (10) seconds, or until indicator light over release button lights "Red"; then close and lock release cabinet. T&P interlocking signal should then clear in approximately 3 minutes.

If operation of T&P release button does not cause indicator light to burn "Red", flag protection must be provided against KCS movements before crossing is obstructed by a T&P train or engine.

2. Automatic Interlocking, T&P-IC RR, M.P. B-325.2 Shreveport Subdivision: Absolute signals for movement on T&P route

Railroad Grade Crossings, continued on page 10

EASTERN DIVISION

SPECIAL INSTRUCTIONS
ALL SUB-DIVISIONS

RAILROAD GRADE CROSSINGS—continued

normally display Stop, and on the approach of a train or engine on T&P route change to a Proceed indication after a period of 30 seconds if no train or engine is using crossing on IC route.

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

Length of track release sections in advance of Absolute signals; West of crossing 150 feet; east of crossing 210 feet.

Indicator light in service over door of concrete signal house at intersection of crossing. Light not illuminated (out) when signals on IC route display a proceed indication and lighted when signals on IC route display Stop indication.

When a train or engine is stopped by a stop indication and has stood on track release section for approximately 30 seconds and the Absolute signal does not change to a proceed indication, movement may be made over the crossing as follows:

A member of crew must go to the crossing, and if there is no train or engine approaching on IC route, such member of crew will give hand proceed signal to T&P train or engine and such train or engine may pass the absolute signal displaying Stop, prepared to stop before fouling the IC route. If when the T&P train or engine passes the Absolute signal, the indicator light becomes illuminated, the member of crew at crossing in position to observe indicator light will give an additional or second hand signal to proceed, and train or engine may then proceed through interlocking limits on authority of such hand signal.

If when T&P train or engine passes the Absolute signal, the indicator light does not become illuminated, the member of crew at crossing must give hand STOP signal and crossing must not be obstructed until flag protection has been provided against trains or engines on IC route.

Should a train or engine be approaching on the IC route, hand signals must not be given to a train or engine on T&P route to proceed until the train or engine on IC route has moved through the interlocking, or has been flagged and stopped clear of the interlocking.

3. Automatic Interlocking T&P-T&NO-MoP crossing, MP X-23.5, Churchpoint Subdivision equipped with separate time releases with indicator lights and push buttons for T&P-MoP crossing and for T&P-T&NO crossing. T&P-MoP release located southeast of T&P-MoP crossing and T&P-T&NO release located southeast of T&P-T&NO crossing.

Should a train or engine be stopped by a Stop indication, Rule 292 and no immediate conflicting movements be evident, a member of crew must operate the designated time release. The following instructions posted in release boxes:

"To operate push button, press button and hold 5 seconds before releasing, then wait 3 minutes. If Absolute signal continues to indicate STOP, be governed by Rule 344."

After time release has been operated and Absolute Signal continues to indicate STOP, Rule 292, indicator light illuminated will denote signals on conflicting routes display Stop indication.

When Absolute signal governing movement indicates Stop, Rule 292, no movement may be made through interlocking on authority of indicator lights without first operating time release.

4. T&P-KCS Interlocking, MP 287.4, Pleasant Hill Subdivision: Manually controlled by hand-operated time release and electrically locked switch stand pipe connected to derails on T&P route. Interlocking normally lined for KCS movement.

Operation for movement on T&P route: Member of crew open door of metal box containing time release and if indicator light displays "Green", turn knob of time release clockwise until movement stops and hold in this position for a period of approximately 5 seconds, release knob and close and lock door.

When white light of electrical lock mechanism on switch stand, which is pipe connected to derails on T&P route displays a "white" light, operate switch stand to remove derails from T&P route; after switch stand has been operated and derails off, absolute signal governing movement on T&P route will display Green, Rule 281.

RAILROAD GRADE CROSSINGS

If indicator light in metal release box displays "Red", this indicates a KCS train or engine is approaching crossing and time release must not be operated until KCS movement has moved through interlocking, or has stopped clear of KCS interlocking signals.

Dallas Sub-Division

Location	Intersection Railroad	Miles per hour	Miles per hour	
			Passenger	Freight
Texarkana yard... M.P. 2.4	St. L. S. W. Ry. (Interlocked) K. C. S. Ry.-I. C. C. Co. (Automatic Interlocked)		50	40
M.P. 51.2	L. & A. Ry. (Interlocked) (All signals controlled by Operator, Marshall)			
Big Sandy... M.P. 209.9	St. L. S. W. Ry. (Interlocked) 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 Yard	{ C. R. I. & G. Ry. M. K. & T. R. R. 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. (Automatic Interlocked) T. & N. O. Ry. } (Interlocked)		20	20

Whitesboro Sub-Division

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

1. T&P-MKT Automatic Interlocking, MP 141.8, Whitesboro Subdivision: When an Absolute signal governing T&P movement displays Stop, Rule 292, no movement must be made over crossing without first operating T&P Time Release. T&P Time Release in box southeast of crossing equipped with push button and indicator light. Miniature semaphore indicator marked "T&P" on mast below T&P time release box; vertical position of semaphore arm indicating no MKT conflicting movement approaching crossing.

When a T&P Absolute signal indicates Stop, push button time release must be operated as prescribed by Rule 344; after release operated and T&P indicator lighted, T&P train or engine may proceed over crossing as provided in Rule 344.

If a T&P train or engine on T&P route in either direction, after receiving a Proceed indication, does not enter interlocking limits within a period of ten (10) minutes, the absolute signal governing T&P movement will automatically change to Stop indication. Both T&P Absolute signals equipped with a push button in signal mast. If there is no MKT movement approaching crossing, operation of push button on signal mast on signal displaying stop should restore indication to Proceed.

If a southward T&P train or engine has moved through interlocking and a northward reverse movement is required to return to train standing north of Southward Absolute signal, operation of push button on northward Absolute signal should result in northward Absolute signal displaying Red over Lunar, Rule 290, provided there is no MKT conflicting movement approaching crossing.

SPECIAL INSTRUCTIONS GOVERNING POWER-OPERATED SWITCHES

Alexandria Subdivision

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

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

East end crossover, west end siding Donaldsonville, M.P. 64.3
East end siding, McCall, M.P. 67.0
Thibodaux Subdivision connection with McCall siding, M.P. 67.0

Shreveport Subdivision

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

Continued Page 11

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

SPECIAL INSTRUCTIONS GOVERNING POWER-OPERATED SWITCHES

Avoyelles Subdivision

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

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 signals in connection therewith controlled by Operator Marshall.

All power-operated switches Longview and signals in connection therewith controlled by Operator, Longview.

Power-operated switches at each end passing sidings Greggton, to Hoard, inclusive; and signals in connection therewith, except switches and signals at east end siding Big Sandy, controlled by Operator, Marshall.

Switches and signals at east end Big Sandy siding controlled by Operator Big Sandy and are part of Interlocking, T&P-StLSW crossing, Big Sandy.

Power-operated switch at east end North Track, Mineola MP 136.0, and both ends MW Crossover, MP 136.9; switches and signals in connection therewith controlled by Operator Marshall.

Power-operated switches and absolute signals in connection therewith, west end pull-out track, Mineola Yard, MP 138.9, and at each end sidings, Silver Lake to Scottdale, inclusive, controlled by dispatcher, Fort Worth.

Power-operated switches and absolute signals in connection therewith at east and west end siding, T&P Jct., controlled by Operator, T&P Jct. Power-operated switches at west end siding T&P Jct. and at T&P-T&NO connection, T&P Jct. and all absolute signals in connection therewith, are a part of Interlocking, T&P Jct.

Power-operated switches U.T. Jct. and at east end U.T. track No. 1, and signals in connection therewith, are controlled by Operator at North Tower, Dallas Union Terminal Interlocking and are a part of North Tower Interlocking. Interlocking North Tower, Dallas Union Terminal begins at Signal Bridge, 2 poles east of M. P. 215.

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

Whitesboro Sub-Division

Power-operated switch and derail south end Drill Track Belt Jct., and at south end siding Hodge; Switches, derail 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.

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.

LIMITS OF CONTROL OPERATORS

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

Location	Between
Cut Off Jct.	Interlocking and Jct. switch Reisor.
Texarkana	T&P-StLSW Interlocking and west end siding National.
Marshall	West end siding National and east end Water Track Longview and from M.P. 90.1, Longview yard to MW Crossover, M.P. 136.9.
Longview	East end water track and M.P. 90.1, Longview yard.
Fort Worth	MW Crossover, M.P. 136.9 and east end siding, T&P Jct. M.P. 208.3 and from UT Jct. Interlocking and east limits Interlocking, Fort Worth M.P. 245.6.
T&P Jct.	East end siding, T&P Jct. M.P. 208.3 and T&P Jct. Interlocking.
Hodge	Peach Street, Fort Worth and north end siding, Hodge.

SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES BY BLOCK SIGNALS

Dallas-Marshall & Whitesboro Subdivisions

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

- Cut Off Jct. Interlocking and Junction Switch, Reisor;
- T&P-StLSW Interlocking, Texarkana and Interlocking limits, T&P Jct.
- UT Jct. Interlocking and East Interlocking Limits, Fort Worth, MP 245.6
- Peach Street Ft. Worth and north end siding Hodge.

2. Between:
T&P-StLSW Interlocking, Texarkana, and west end siding National;

yard engines and other engines may enter the main track at a hand-operated switch without authority from the control operator. Engines entering the main track within these limits without authority from the control operator, or having entered these limits on signal indication at other than a hand-operated switch, must not occupy the main track when it is known a first class train will be delayed and must give way to other trains promptly.

3. Yard engines clearing the main track at M&ET Connection or at Darco Plant, Marshall, must report clear of the main track and must have authority from the control operator at Marshall before again entering the main track.

4. Between east interlocking limits, Fort Worth, MP 245.6 and east end siding, Fort Worth, MP 244.2; trains and engines, after complying with requirements of paragraphs 4a or 4b, may:

- (a) Enter a main track at a hand-operated switch where there is no signal to authorize same.
- (b) Make reverse movements.

without flag protection and without track and time limits prescribed by Rules 402 and 404.

4a. Trains and engines must not enter North or South Track at electrically locked hand-operated switches, MP 244.95, vicinity of Tennessee Avenue, East Yard, Fort Worth, until:

- (c) A member of crew has communicated with train dispatcher and secured clock time limits to use track or tracks involved.
- (d) Yardmaster has communicated with train dispatcher and secured clock time limits to use track or tracks involved and Yardmaster has informed crew of the train or engine of such clock time limits.

4b. At the five (5) non-electrically locked hand operated main track switches vicinity of Boaz Street Underpass, west end East Yard, Fort Worth, trains or engines must not enter either main track (North or South Track) when it is known a first class train will be delayed.

4c. All trains and engines using North or South Track within these limits:

- (e) Authorized by signal indications, Rules 290 and 291
- (f) By permission of train dispatcher, per Rule 350
- (g) As provided for in these instructions

must move fulfilling the requirement of Low Speed and in addition thereto, expecting to find track obstructed without flag protection.

4d. Yard engines within these limits must give way to all trains promptly on approach.

4e. These instructions do not relieve trains or engines from complying with block or interlocking signals at either end of the limits specified in paragraph 4, or while within these limits, and such operating rules, block signal rules and interlocking rules as are not modified herein, remain in effect.

5. Yard engines must not enter the main track at Hodge, Peach Street Ft. Worth, or any point between, until control operator has been notified by engine foreman of the move to be made and proper signal indication displayed. Yard engines doing work on main track at Hodge, Belt Jct., or compress track north of Peach Street Ft. Worth, must not occupy main track until authorized by control operator Hodge, with track and time limits as prescribed by rule 402.

6. Authority to enter the main track at a hand-operated switch, not authorized by signal indication, as provided in Paragraphs 2, 3, 4 and 5, does not modify compliance of rule 104 (15).

Continued Page 12.

SPECIAL INSTRUCTIONS

ALL SUB-DIVISIONS

SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES BY BLOCK SIGNALS—Continued

7. Extra trains may be run without train orders as provided for by rules 88 (a) and 401, between:

Texarkana and T&P Junction;
Cut Off Jct. and Reisor;
U.T. Jct. and Ft. Worth.

Clearance at initial station as prescribed by rule 401 and supplement thereto will authorize the movement and identify the train as an extra.

A westward extra train originating at a station on the Marshall subdivision east of Marshall and enroute to a Dallas subdivision station west of Marshall, may leave Marshall without a clearance when westward train order signal governing movement indicates proceed, "No Orders", Rule 230.

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

Maintenance of Way machines such as pile drivers, burro cranes, weed burners and mowers, ballast plows and tampers, track brooms, and other similar machines used on rails for maintenance work must not occupy main track within territory where Rules 400 to 406, inclusive are in effect except on authority of track and time limits prescribed by Rule 402.

9. Annunciator 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.

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

11. 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.

Shreveport and Alexandria Subdivisions

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

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

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

East end siding Lucas and Cut Off Jet. Interlocking.

2. Between West Bridge Junction interlocking and Eastward Absolute Signal MP 11.6, 1800 feet west of Avondale depot, trains and engines may occupy the main track on the time of a first class train without train order authority and without flag protection under the following conditions:

- When authorized by a proceed indication of a block signal governing movement into these limits.
- When authorized to enter these limits by permission of Control Operator, West Bridge Junction, per Rule 350.
- At a hand-operated switch where there is no signal to govern movement to main track when it is known or ascertained a first class train will not be delayed.

First class trains run at Restricted Speed, not exceeding 20 MPH, within these limits, expecting to find main track occupied without flag protection.

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

AUTOMATIC BLOCK SYSTEM.

1. Automatic Block System and Rules in effect on the Dallas, Marshall, Alexandria, & Shreveport Subdivisions and between Ft. Worth and Whitesboro on the Whitesboro Subdivision.

2. Absolute Signals prescribed by Rule 292 will be identified by the absence of number Plates.

AUTOMATIC BLOCK SYSTEM—Continued

Stop and Proceed Signals prescribed by Rule 291 will be designated by Number Plates attached to signal or signal mast.

Block Indicators prescribed by Rule 355 will be designated as Block Indicators by a trapezoid metal plate with black letter "I" on white background attached to the signal.

3. Block and Interlocking signal aspects as prescribed on page 97 of Uniform Code of Operating Rules, amended to read as follows:

Rule.	Aspect.	Name	Indication.
282	Yellow over Yellow	Approach over Medium	Proceed, reducing to 40 MPH before reaching the next signal.
285	Yellow- Yellow over Red	Approach	Proceed immediately reducing to 40 MPH, or slower if necessary, prepared to stop before reaching next signal. Reduction to 40 MPH must start at signal and must not be exceeded to next signal.

Note at bottom of page 97 is amended to read:

Aspect prescribed by Rule 286 (Red over Yellow) may be used on an Approach signal to repeat indication of the next signal.

When a signal governing approach to an Absolute signal at a diverging route displays Red over Yellow, Rule 286, train or engine will proceed reducing to 30 MPH before reaching the Absolute signal at diverging route and be prepared to enter diverging route at the Absolute signal.

4. Indication of Block or Interlocking signals do not supersede train orders, and except as provided for by special instructions in certain defined yard limits, do not supersede requirement to move at Restricted Speed when required to do so by Rule, train order or special instructions.

5. Within yard limits where Automatic Block System Rules are in effect; authority provided in Rule 93 that the main track may be used without protection against second and inferior trains, extra trains and engines does not modify or supersede requirement of a block signal rule, indication or special instruction requiring protection of the movement.

6. Exception to Rule 350, page 102, Uniform Code of Operating Rules prescribing that communication with train dispatcher is not required only modifies Paragraph (1) of Rule 350 and does not require communication with train dispatcher or control operator:

(a). Before operating time release control of an Absolute signal at an interlocking and there is a block signal governing movement at end of interlocking limits displaying a Clear or Approach indication prescribed in Rule 345.

(b). When authorized by Rule 402 (Track and Time Limit Rule) to pass a Stop indication, Rule 292, after stopping.

(c). When making switch movements within yard limits outside of territory where Rules 400 to 406, inclusive, are in effect.

This exception to Rule 350 that communication is not required in yard limits does not modify requirement for protection against both following and opposing trains and engines when a signal governing movement into a main track displays a Stop indication, and does not modify requirement for protection against opposing trains and engines when stopped on main track by a stop indication and then proceeding beyond the Stop indication.

7. In territory where Automatic Block System is in effect: When entering main track at a non-electrically locked hand-operated switch, or at a spring switch:

(a). Where there is no signal governing movement,

(b). Where signal governing movement indicates Stop, Rule 292, or Stop, then Proceed at Low Speed, Rule 291,

(c). Where block indicator indicates "Block Occupied,"

the main track must not be obstructed until protection has been afforded against following trains and engines, and also against opposing trains and engines unless relieved of protection against opposing movement as provided for in Rule 350.

8. The following units of equipment equipped with flanged wheels and operated on rails are defined as equipment which does not actuate Block, Interlocking and Street-Highway protection system signals:

(a). Motor, hand and trailer cars,

(b). Maintenance of Way machines such as pile drivers, burro cranes, weed burners and mowers, ballast plows and tampers, track brooms and other similar machines used on rails for track maintenance work.

(c). Rail detector test cars, rail oilers, welders and grinders.

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**SPECIAL INSTRUCTIONS
ALL SUBDIVISIONS**

AUTOMATIC BLOCK SYSTEM—Continued

AUTOMATIC BLOCK SYSTEM—Continued

Rule 99 (J) is not applicable for the flag protection of any of the units of equipment above named.

Such equipment, except as provided for Sperry Rail Detector cars in Paragraphs 8(a) and 8(b), are prohibited from using:
(d). Block and Interlocking signals as authority for movement or flag protection.
(e). Street-highway crossing protection signal systems as protection against vehicular traffic.

When a trainman or yardman is designated as a pilot for a unit of equipment defined herein, such unit of equipment must not occupy main track in territory where Rules 400 to 406, inc., are in effect except on authority of Track and Time limits prescribed by Rule 402.

8. (a). Sperry Rail detector test cars, when testing rail, must not:
(f). Occupy main track within territory where Rules 400 to 406, inc., are in effect except on authority of Track and Time limits prescribed by Rule 402.

(g). At manually controlled interlockings: Move into or through interlocking limits except on permission of operator in charge of interlocking.

(h). At automatic Interlockings: Move into or through such interlocking limits until Signal Department representative has actuated interlocking signals against movements on conflicting routes and employe in charge of Sperry car so notified.

8 (b). Sperry Rail Detector test cars, equipped with two trucks of 4 wheels each, when not testing rail, may use:

(j). Block signal indication for movement in territory where Rules 400 to 406, inc., are in effect:

(k). Signals of street-highway crossing protection systems for protection against vehicular traffic complying with rules and special instructions governing trains and engines over such crossings.

(m). At manually operated Interlockings: Use interlocking signal indications for movement into or through interlocking limits.

(n). At Automatic Interlockings: Must before moving into or through such interlockings, operate time release and observe indicator lights in release box. If indicator lights in release box do not indicate signals on conflicting routes are at Stop indication, flag protection as required by Rule 344 must be provided on conflicting routes.

8 (c). Sperry rail detector test cars equipped with two trucks of 4 wheels each must observe and comply with all restrictive block and interlocking signal rules and indications the same as a train or engine when moving on or using any track.

9. Except as provided for Sperry Rail Detector test cars in Paragraphs 8 (a) and 8 (b), Maintenance of Way machines (Paragraph 8, item "b" and Rail oilers, welders, grinders and light test cars (Paragraph 8 item "c" will be governed by the following:

(o). At automatic interlockings: Before moving into or through such interlocking, operate time release and observe indicator lights in release box. If indicator lights in release box do not indicate signals on conflicting routes are at Stop indication, flag protection as required by Rule 344 must be provided on conflicting routes.

(p). In territory where Rules 400 to 406, inc., are in effect: Must not occupy main track except on authority of Track and Time limits as prescribed by Rule 402.

10. When a unit of equipment in Paragraph 8, items "a", "b" or "c" is occupying and moving on main track on authority of Track and Time limits prescribed by Rule 402, such unit of equipment must move fulfilling requirement defined in definition of "Low Speed".

11. Within operating limits of automatic street-highway crossing signal systems, switches must not be left open nor cars left standing in circuits longer than necessary thereby causing excessive operation of the crossing signals.

12. Main track movements at the following No. 16 turnouts are designated as "Diverging route" movements and diverging route block signal aspects will be displayed for facing point movements:

- (a). West end Marshall siding, MP 67.16
- (b). On South track, east end Browder siding, MP 215.6
- (c). On South track, west end Browder siding, MP 216.6

13. Absolute Block-Interlocking signal, Cut Off Jct. governing eastward trains and engines from Reisor toward Hollywood Yard and Shreveport equipped with Third Unit to display the following aspects and indications:

<u>Aspects</u>	<u>Indications</u>
Yellow over Red, Rule 285	For movement on main track
Red over Red over Green	Proceed at Restricted Speed on track AO only.
Red over Red over Lunar, Rule 290	For all other routes except main track and AO track.
Red over Red	Stop.

14. When car capacity of a passing siding has prefix "RS" before a train capacity of such siding (Example RS-81) use of such siding for meeting an opposing train is restricted to following requirements:

(a) The inferior train must clear the main track at such siding with entire train at or before time (in timetable or train order) the opposing train is due to leave the next siding.

(b) By train order meeting point, Form S-A, only.

When a train occupies the main track at such restricted siding on a train order meeting point, Form S-A, or fails to clear main track at a restricted siding for any reason, a member of crew must, when communication is available, report its arrival at the restricted siding to train dispatcher.

No block indicators or signals governing movement to main track at sidings with prefix "RS". Trains or engines clearing main track at such sidings will be governed by Rules 99 (e) and 104 (15) before again entering main track and by Rule 353.

15. Special block signal circuit control points at insulated joints at clearance point on main track and on sidings at the following locations:

- West end siding Rosa.
- East and west end sidings Rapides to Cypress, inclusive.
- East end EAST siding, Natchitoches.
- West end WEST siding, Natchitoches.
- East and west end sidings Hyams to Caspiana, inclusive.

The lining of siding switch for movement into or out of siding or the movement of train, engine or car beyond insulated joints at clearance point on main track or on siding at above locations actuate all opposing signals from that end of siding to the next adjacent siding and causes such signals for an opposing train to display their most restrictive indication.

16. Absolute Signal, Cut Off Jct. Interlocking, governing trains and engines moving eastward from Reisor towards Hollywood yard and Shreveport equipped with third unit to display following aspects and indications:

<u>Aspects.</u>	<u>Indications.</u>
Yellow over Red, Rule 285.	For movement on main track.
Red over Red over Green.	Proceed at Restricted Speed on Track A-O only.
Red over Red over Lunar, Rule 290.	For all other routes except main track and track A-O.
Red over Red, Rule 292.	Stop.

17. VC Jct.: Signal 324.2 governing movement from VC Drill track to main track through spring switch, VC Jct., equipped with key time release for use of switch key.

When main track signal 324.0 displays a Proceed indication and Signal 324.2 displays Stop indication, operation of key time release of Signal 324.2 will cause stop indication to be displayed on Signal 324.0 and after time release interval provided, Signal 324.2 should display a proceed indication.

18. Alexandria: Eastward Two Unit Block Signal 194.8, just west of Madison Street governs eastward movement on Eastward Main Track and also through crossover to Westward Main Track. When the west switch of this crossover is lined for crossover movement, signal will display Red over Lunar, Rule 290, for crossover movement if there is no conflicting movement on Westward Main Track. If signal does not display Red over Lunar aspect at the expiration of a two minute interval, the Westward Main Track must not be obstructed without protection, unless it can be seen that there is no conflicting movement approaching on the Westward Main Track, or that such movement is stopped.

Lunar aspect added to Signal 194.7; governing westward movements on Westward Main Track over crossover spring switch at MP 194.8.

Eastward Block Signal 194.4 on Westward Main track, just east of Murray Street, governs movement through crossover just

EASTERN DIVISION

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

AUTOMATIC BLOCK SYSTEM—continued

east of Murray Street from Westward track to Eastward track. When this signal displays Stop, then Proceed, Rule 291, the Eastward Main track must not be obstructed without protection unless it can be seen there is no conflicting movement approaching on Eastward track, or that such movement is stopped.

When Absolute Signal governing eastward movement from east end Passenger station tracks through spring switch to Westward Main track displays "Stop", Rule 292, and no train or engine is observed approaching on Westward Main track, a member of crew will operate release push button located on the signal and wait two minutes for signal to clear. Should signal fail to clear, the Westward track must not be obstructed without protection, unless it can be seen there is no conflicting movement approaching on Westward track, or that such movement is stopped.

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

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

The "T" sign marked "30" at west switch Marshall siding MP 67 pole 5, governing eastward movements applies to both Dallas and Marshall Subdivision trains on curves in Dallas and Marshall Subdivision main track vicinity of Marshall Passenger Station.

Miles per Hour		Restriction Begins		Restriction Ends	
Psg. Trains	Other Trains	Mile Post	Poles	Mile Post	Poles
Dallas Sub-Division					
70		11	3	11	15
70		12	24	13	4
70		15	13	15	25
70		17	32	18	14
35	35	23	21	23	32
55	55	30	29	31	13
50	50	36	13	38	0
65		39	23	39	32
70		42	10	42	22
60		45	2	45	20
30	30	50	8	51	18
65		53	0	53	27
60		53	27	54	1
70		56	14	56	24
65		59	0	59	9
70		59	9	60	23
70		62	1	62	10
60		65	15	66	13
30	30	66	13	67	5
50	50	67	5	67	31
65		67	31	68	33
65		80	10	80	24
65		84	28	85	1
30	30	89	5	90	29
40	40	102	21	102	33
60		112	29	113	3
70		125	30	126	28
40	40	136	0	136	14
70		139	28	141	8
40	40	148	34	149	19
35	35	166	11	167	2
40	40	182	7	183	11
50	50	193	9	193	23
50	50	194	23	196	13
40	40	207	34	208	30
50	50	216	18	216	41 (Note 1)
60		224	27	225	26
50	50	225	26	225	48
30	30	225	48	226	41
50	50	226	41	227	34
60		227	34	228	21
65		230	1	230	11
70		230	11	230	46
40	40	232	30	233	6
60		233	30	233	48
40	40	239	12	242	20
45	45	242	20	244	19
30	30	248	1	251	18 (Note 2)
30	30	248	1	248	3 (Note 3)

Note 1. Applies North Track only.
 Note 2. Applies on Eastward Track.
 Note 3. Applies on Westward Track.

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SIGNALS (cont'd)

Miles per Hour		Restriction Begins		Restriction Ends	
Psg. Trains	Other Trains	Mile Post	Poles	Mile Post	Poles
Marshall Sub-Division					
65		326	7	326	17
65		333	23	334	1
65		336	24	336	33
65		340	24	340	32
65		344	20	345	14
65		346	26	347	5
30	30	350	3	350	13
Bonham Sub-Division					
30	30	60	20	61	12
30	30	90	16	90	18
25	25	111	20	112	13
25	25	128	3	128	25
Whitesboro Sub-Division					
25	25	128	3	128	25
20	20	153	25	155	23
30	30	173	8	173	24
50	50	186	8	186	17
50	50	188	14	189	2
20	20	191	15	192	4
45	35	203	10	203	20
20	20	207	33	210	4
50	50	211	34	212	3
45	35	221	0	222	0
55		228	20	228	30
35	35	241	25	242	4
D. & P. S. Sub-Division					
30	30	1	11	1	15
10	10	6	16	6	21
Alexandria Sub-Division					
25	25	75	8	75	17
15	15	84	19	85	33
35	25	94	33	95	1
60		101	0	101	1
35	25	128	8	128	23
20	20	162	20	163	12
35	35	170	11	170	30
45	45	178	12	179	7
40	40	193	10	195	28
Shreveport Sub-Division					
40	40	193	10	195	28
15*	15*	195	28	195	31
40	40	B-235	4	N-1	4
25	25	N-10	1	N-12	0
55	55	N-12	19	N-13	30
55	55	2 (Note)	15	2 (Note)	19
30	30	7 (Note)	3	7 (Note)	20
20	20	S-322	30	T-0	0
*Applies only to Eastward track. Note: Between Lucas and Cut Off Jet.					
Pleasant Hill Sub-Division					
6	6	268	26	269	12
25	25	294	3	294	14
Churchpoint Sub-Division					
6	6	L-19	11	L-20	*
* 3164 feet south MP L-20:					

TURN-OUTS

Kind			Miles per hour
No. 16			30
All other turn-outs			15
Location of No. 16 Turn-outs			
Station	Mile Post	Number of turn-outs	Description
Alexandria Sub-Division			
Waggaman	B-12.6	1	End Drill track
Johnson	B-39.4	1	East end siding
Donaldsonville	B-64.3	1	Crossover west end siding
Marshall-Shreveport Subdivisions			
Cut Off Jet	B-320.8	1	West entrance to Interlocker, Hollywood yard.

Location of No. 16 Turn-Outs (Continued on page 15)

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

TURN-OUTS—Continued

Dallas Sub-Division

Station	Mile Post	Track	Facing Point Direction	Normal Position
National	0.7	1	East End Siding	
National	1.8	1	West End Siding	
Sulphur	7.4	1	East End Siding	
Sulphur	8.6	1	West End Siding	
Springdale	14.3	1	East End Siding	
Springdale	15.3	1	West End Siding	
Queen City	20.2	1	East End Siding	
Queen City	21.2	1	West End Siding	
Atlanta	22.1	1	East End Siding	
Atlanta	23.1	1	West End Siding	
Bivins	30.4	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	43.2	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	65.46	1	East End Siding	
Marshall	67.16	1	Main Track 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	
Hallsville	80.1	1	East End Siding	
Hallsville	81.0	1	West End Siding	
Lansing	82.6	1	East End Siding	
Lansing	83.6	1	West End Siding	
Longview	88.4	1	East End Water Track	
Greggton	93.2	1	East End Siding	
Greggton	94.6	1	West End Siding	
Gladewater	104.0	1	East End Siding	
Gladewater	105.5	1	West End Siding	
Big Sandy	114.5	1	West End Siding	
Fada	123.4	1	East End Siding	
Fada	124.9	1	West End Siding	
Hoard	129.5	1	East End Siding	
Hoard	130.6	1	West End Siding	
Mineola	138.0	1	East End North Track	
Mineola Yard	138.9	1	West End Pull-out	
Silver Lake	141.7	1	East End Siding	
Silver Lake	142.7	1	West End Siding	
Grand Saline	149.6	1	East End Siding	
Grand Saline	161.1	1	West End Siding	
Edgewood	158.0	1	East End Siding	
Edgewood	159.6	1	West End Siding	
Wills Point	166.7	1	East End Siding	
Wills Point	168.2	1	West End Siding	
Elmo	175.1	1	East End Siding	
Elmo	176.7	1	West End Siding	
Lawrence	186.3	1	East End Siding	
Lawrence	187.7	1	West End Siding	
Marith	198.3	1	East End Siding	
Marith	199.8	1	West End Siding	
Scottdale	206.5	1	East End Siding	
Scottdale	207.6	1	West End Siding	
T&P Jct.	208.3	1	East End Siding	
T&P Jct.	209.9	1	Belt Line Connections	
Browder	215.6	2	East End Siding	
Browder	216.6	4	West End Siding	
Grand Prairie	224.6	2	East End Siding	
Grand Prairie	225.5	2	West End Siding	
Arlington	233.1	2	East End Siding	
Arlington	234.1	2	West End Siding	
Ft. Worth	244.2	1	East End Siding—North Track	
Lancaster Yard	248.00	2	Both Main Tracks	
Lancaster Yard	260.10	1	Eastward Main Track	
Lancaster Yard	261.29	1	Eastward Main Track	

SPRING SWITCHES

Location

Station	Mile Post	Track	Facing Point Direction	Normal Position
Alexandria Sub-Division				
Waggaman	13.3	End drill track	Eastward	Main track
Johnson	15.4	East end siding	Westward	Main track
St. James	52.4	East end siding	Westward	Main track
Donaldsonville	62.9	East end siding	Westward	Main track
McCall	65.5	West end siding	Eastward	Main track
Addie	91.0	West end west siding	Eastward	Main track
Bunkie	161.92	East end siding	Westward	Main track
Bunkie	164.12	West end siding	Eastward	Main track
Alexandria Yard	190.3	MoP connection	Eastward	Main track
Alexandria Yard	190.4	End of drill track	Westward	Main track
Alexandria Yard	192.1	End two main tracks	Westward	Westward track
Alexandria	194.3	East end crossover	Westward	Eastward track
Alexandria	194.3	West end crossover	Eastward	For cross-over
Alexandria	194.3	East end passenger track	Westward	Westward track

SPRING SWITCHES

Station	Mile Post	Track	Facing Point Direction	Normal Position
Shreveport Sub-Division				
Alexandria	194.6	West end passenger track	Eastward	Passenger track
Alexandria	194.8	East end crossover	Westward	Westward track
Texmo Jct.	195.78	End two main tracks	Eastward	Eastward track
Texmo Jct.	195.78	Mo. Pac. Southward main track	Westward	Main track
Lucas	72.35	East end siding	Westward	Main track
Lucas	1.2	West end siding	Eastward	Main track
VC Jct.	324.14	End VC Drill Track	Outbound	Main track
TS&N Jct.	T-0.5	North Wye	Eastward	Note 1
TS&N Jct.	326.5	West Wye	Southward	Note 2
McNeil St.	326.8	East Wye	Westward	For Market St. main track
McNeil St.	326.9	West end passenger main	Eastward	Passenger Main

Note 1. May be left as used and trailed through from either leg of wye. When necessary must be lined for facing point movement.
Note 2. For Texarkana Subdivision main track.

Texarkana Sub-Division

TS&N Jct.	T-0.5	North Wye	Eastward	Note 1
TS&N Jct.	326.5	West Wye	Southward	Note 2

Note 1. May be left as used and trailed through from either leg of wye. When necessary must be lined for facing point movement.
Note 2. For Texarkana Subdivision main track.

Marshall Sub-Division

Reisor	313.0	Junction Switch	Westward	Main track
Lake Hayes	320.84	East End Siding	Westward	Main track
Lake Hayes	321.69	West End Siding	Eastward	Main track
Waskom	330.9	East End Siding	Westward	Main track
Waskom	332.0	West End Siding	Eastward	Main track
Scottsville	341.9	East End Siding	Westward	Main track
Scottsville	342.7	West End Siding	Eastward	Main track
Marshall	347.3	East End Siding	Westward	Main track
Marshall	349.3	West End Siding	Eastward	Main track

Dallas Sub-Division

National	1.8	West End Siding	Eastward	Main track
Marshall	66.2	East End Crossover	Westward	Main track
Terrell	181.3	East End Siding	Westward	Main track

Whitesboro Sub-Division

Fort Worth	A-243.2	End of two main tracks, Peach Street	Southward	Southward Main track
Hodge	239.3	North End Siding	Southward	Main track
Denton	209.5	South End Siding	Northward	Main track

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

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

SPECIAL INSTRUCTIONS GOVERNING ELECTRICALLY LOCKED HAND-OPERATED SWITCHES

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

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

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

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

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

EASTERN DIVISION

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

SPECIAL INSTRUCTIONS GOVERNING ELECTRICALLY LOCKED HAND-OPERATED SWITCHES

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

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

OPERATING RULES

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

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

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

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

Rule 11. Fusee Signals: Sixth paragraph amended to read: Any signal given with a fusee burning RED by other than a member of crew must be regarded as a STOP signal.

Rule 12: Hand, Flag and Lamp signals: Paragraph (j) amended to read: When signals given by hand, flag or lamp cannot be plainly seen due to distance signal is to be conveyed, adverse weather or other conditions, fusee may be used for giving hand signals prescribed by this rule, except fusees burning YELLOW must not be used by train or yardmen for giving hand signals within interlocking limits.

Rule 19. Markers: Exception to: on Dallas and Marshall Subdivision round reflector type markers showing red to rear, yellow to front and no reflection to sides authorized for use as markers as prescribed by Rule 19. On Alexandria and Shreveport Subdivisions round reflector type markers showing red to rear, yellow to front and no reflection to sides authorized for use as markers as prescribed by Rule 19 on passenger trains ONLY.

T&NO trains between T&NO Junction and SP Junction, Alexandria Subdivision, may display one marker lamp on top of caboose cupola unlighted by day, lighted by night displaying RED to rear and GREEN to front, instead of two marker lamps prescribed by Rule 19. Standard headlight may be displayed dim on train standing clear of main track to identify reflector markers on rear of another train for which its movement is restricted.

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

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

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

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

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

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

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

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

Rule 83: Texarkana, Fort Worth, Alexandria (Passenger Station), Cut Off Junction, Shreveport (Passenger Station) and Avondale are register stations for first class trains only. Such trains may register at Cut Off Junction and Avondale by register ticket.

OPERATING RULES—Continued

Marshall and Longview are register stations only for first class trains originating or terminating at those stations.

Lancaster Yard, Mineola Yard, Bonham, Whitesboro, Alexandria Yard and Race Street, New Orleans, discontinued as register stations.

Rule 87. Exception to: After providing flag protection as prescribed by Rule 87, an inferior train at a siding for a superior train may occupy the main track against the superior train when authorized to do so by a train order in the following form:

"After providing flag protection at or before time required, Extra 1500 West may occupy the main track at a siding between A and D for No 22."

The superior train will, unless otherwise instructed by the flagman of the inferior train, pull into siding for the inferior train. Should conditions require and the flagman so instructs, the superior train will pull by and back into siding for the inferior train.

This order applies only at a siding between the stations named in the order and does not apply at either of the stations named in the order.

Train dispatcher will issue such orders to both the superior and inferior trains concerned.

Rule 99. Between Ft. Worth and TP-MKT Jct. Switch Whitesboro, Whitesboro Subdivision, and between Ft. Worth and Texarkana, Dallas Subdivision, following exception in effect.

When a train or engine is on a main track with at least two automatic block signals to the rear; the requirements of first paragraph of Rule 99 with respect to dropping lighted red fusees from a moving train, or the leaving of unattended red fusees at rear of train when a movement is started after having been stopped, is not required.

This exception does not modify or eliminate the use of lighted red fusees if, or when required:

- (a). By flagman of a standing train or engine to stop an approaching train or engine.
- (b). When entering onto a main track and required by Rule 99 (e) or 104 (a).
- (c). When required by Rule 99 (g) for the protection of trains or engines moving on adjacent tracks.
- (d). By flagmen of work train extras, or flagmen of any equipment which does not actuate the block signals.

Exception to Rule 99: (Not applicable in Louisiana) In territory where movement of trains and engines is governed by block signals whose indications supersede the superiority of trains as prescribed by Rules 400 to 406, inclusive:

When a train is standing on a main track with rear of train:

- (a) Within absolute signal limits of an interlocking.
- (b) At a station or siding and the first block signal to rear of such train is an absolute signal governing movement of following trains and engines;

flag protection against following trains and engines on that track is not required.

When the term absolute signal is used in these instructions, it refers to a block or interlocking signal without a number plate.

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

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

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

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

Rule 104. Within yard limits where block signals are in service; when authorized by yardmaster, a train, yard or hostler crew may leave a main track switch, or switches on a crossover out of a main track, open and unattended.

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

OPERATING RULES—Continued

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

Except while movement through them is being made:

- (1). Switches connecting other than a main track with a siding must be left lined for movement on siding.
- (2). Switches of crossover between two main tracks, or between a main track and other than a main track must be kept lined against a crossover movement except as follows:
 - (a). When main track switch of such crossover is a spring switch or a power-operated switch, the other switch of crossover will be kept lined and locked for crossover.
 - (b). When crossover is one end of a siding, the inside switch will be kept lined for movement to or from siding to main track.
- (3). Switches of crossovers between two tracks, neither of which is a main track, must be left with both switches of crossover lined for or against a crossover movement.

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

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

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

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

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

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

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

One Red flag, One white flag, One white light, Six torpedoes and Six Red Fuseses.

Rule 506 (4) Supplement to: In addition to the requirement of this rule, no person, except officer and employes of this company whose duties require, must be allowed to ride on rear platforms of passenger trains.

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

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

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

No. 2 Eng 900 wait at C until 8:30 A.M.
for Extra 600 West

No. 2 take siding C for Extra 600 West

Special rules governing.

When a superior train is directed by train order form S-E (wait order) to take siding for another train, such instructions, unless annulled by a subsequent train order, are in effect after the time

OPERATING RULES—Continued

stated in the order has expired and the superior train must approach the designated point at restricted speed prepared to stop, expecting to find the inferior train on the main track between the siding switches without flag protection and must take the siding if the inferior train is at the designated point.

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

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

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

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

Train Order, Form Y.—Authorized on Whitesboro Subdivision between Bonham and Sherman Junction only and is authorized on all other Subdivisions except Dallas Subdivision.

RADIO RULES

1. Employes must provide themselves with a copy, be conversant with and comply with Rules and Instructions governing the Operation of Railroad Radio Communication System effective January 1, 1956.

2. Except as provided for in Radio System Communication Rule No. 15, Operators are prohibited from using radio communication system to inform crews of trains or engines of contents of any train orders for their trains, or any other train and are also prohibited from advising crews of approaching trains of the indication of their train order signal. Train and engine crews are prohibited from requesting such information by radio communication system.

SPECIAL SAFETY RULES

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

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

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

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

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

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

MOTOR CARS AND ROADWAY MACHINES

1. The following equipment with flanged wheels and operated on track rails are defined as "track cars."

- (a). Motor, hand and trailer cars.
- (b). Maintenance of Way machines such as burro cranes, weed burners and mowers, ballast plows and tampers, track brooms and other similar machines operated on track for maintenance or construction purposes.
- (c). Rail testing cars, rail oilers, rail welders and grinders.

2. Rules and Instructions applicable to Use of Motor Cars, Hand Cars, etc. now in effect will be applicable to all machines or cars to which the designation "track car" is applicable.

3. Maximum speed at which all self-propelled equipment defined as track cars may be operated when moving under their own power:

Sperry rail test cars with two trucks of four wheels each.....	40 mph
Light inspection cars, center load.....	25 mph
Gang track cars without trailer cars.....	20 mph
Gang track cars with trailer cars.....	15 mph
All other self propelled machines defined as track cars	25 mph

Conditions that govern the stopping of such equipment must be taken into consideration and govern the speed at which the machine is operated.

Track cars must be operated at all times expecting other track cars moving in either direction on the track being used.

4. Employe in charge of track cars must operate, or require such cars to be operated at a speed, according to conditions that will permit stopping short of a switch not properly lined, an obstruction, and/or other track cars moving in either direction on the track being used.

INTERLOCKING WHISTLE SIGNAL CODE

Cut Off Jct.

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

Texarkana

Dallas Sub-Division, Main Track.....	00 --
Bonham Sub-Division.....	{ East..... 0 -- 00 West..... 0 --
Texarkana Sub-Division.....	{ North..... 0 -- South..... 0 --

Big Sandy

Main Track	00 --
Passing Siding	0 -- 0
Transfer Track	0 --

T. & P. Junction

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 -- 0
Crossover from old T. & P. main track to Passing siding in either direction.....	00 -- 0
Storage Track	0 -- 0
T. & P. Track B-1.....	0 -- 0
T. & P. Track B-2.....	0 --
T. & P. Track B-3.....	0 --
T. & P. Track B-4.....	0 --

INTERLOCKING WHISTLE SIGNAL CODE—Continued

Dallas Union Terminal

Levee Track to Main Track.....00 --

Sherman

T. & N. O. crossing from main track.....00 --
T. & N. O. crossing for passing siding.....0 -- 0

MARSHALL SUBDIVISION

1. Train orders and clearances in connection with train movements will be issued by and over the signatures of the train dispatcher at Alexandria.

2. Time at Hollywood Yard, VC Jct., Shreveport (Psg. Station) for information only.

3. Unless otherwise specified in train orders, Marshall is defined for train order purposes as follows, and the time of timetable schedules and time in train orders apply:

- (a). First Class trains: Marshall Passenger Station.
- (b). All other trains: Marshall siding.

4. Trains and engines may occupy Marshall Subdivision main track between west switch, Marshall siding, MP B-349.3 and Dallas Subdivision junction switch, Marshall MP B-350.44 on the time of a first class train without train order authority and without flag protection under the following conditions:

(a) When authorized by indication of absolute signal at Junction switch, MP B-350.44 or at west end of Marshall siding, MP B-349.3.

(b) When authorized by permission of Control Operator per rule 350 to enter these limits.

(c) At a hand operated switch where there is no signal to govern movement when it has been ascertained a first class train will not be delayed.

A first class train using Marshall Subdivision main track between west switch Marshall siding, MP B-349.3 and Dallas Subdivision Jct. switch, Marshall, MP B-350.44 under following signal indications or authority:

- (d) Stop signal (Red) Rule 292
- (e) Low Speed Signal (Red over Lunar) Rule 290

(f) Permission of control operator prescribed by Rule 350 in addition to fulfilling requirements of Low Speed, not exceeding 15 MPH, must also run expecting to find main track obstructed without flag protection.

An eastward train or engine moving against a westward first class train to Marshall siding (Marshall Subdivision) as provided in these instructions, upon arrival at west end Marshall siding, must head in siding unless holding train order authority to proceed beyond that point for the first class train.

5. Exception to Rule 83 (a): Eastward trains departing Reisor on Marshall Subdivision may leave Reisor without ascertaining whether all trains due, which are superior, have arrived or left.

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

SPECIAL INSTRUCTIONS

WHITESBORO SUBDIVISION

1. Time of M-K-T trains Whitesboro applies at T&P-MKT Junction switch Whitesboro.

2. No train order signal at Whitesboro. All trains must secure clearance unless such train has been delivered train order reading—"This clears (train) at Whitesboro".

3. Second class and inferior trains and engines may run ahead of first class trains between Ft. Worth (Passenger Station) and Ft. Worth (Peach Street) 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.

4. Two Main tracks in service and Rule D-81 in effect between west Interlocking limits, Fort Worth Passenger Station and west end Lancaster Yard, MP 251.45.

Two Main tracks in service and Rule D-81 in effect between 17th Street and Peach Street, Fort Worth.

South switch at end Two Main Tracks 17th street, 200 feet north of Interlocking Tower, power-operated; switch and signals controlled by Towerman, Ft. Worth Interlocking.

4. (a) Two tracks around wye in service between Passenger Station tracks and Whitesboro Subdivision main tracks 17th Street, Ft. Worth; power-operated switches and signals in connection therewith controlled by Towerman, Ft. Worth Interlocking.

Passenger trains and engines entering or leaving Passenger Station will, unless otherwise routed by interlocking signals, use the right hand track in direction moving.

Freight trains and engines moving between 17th Street and Lancaster Yard via route to Passenger Station will, unless otherwise routed by interlocking signals, use Outbound Track between end of Two Main Tracks 17th Street and connection to Dallas Subdivision main tracks, west of South Main Street subway.

Southward trains or engines enroute to West Yard or Lancaster Yard will, unless otherwise routed by interlocking signals, use crossover from Southward to Northward Main Track 17th Street, thence Outbound Track around wye to connection with Dallas Subdivision main tracks, west of South Main Street subway.

5. Between Ft. Worth and Hodge, extra trains may be run without train orders, as provided by rules D-88, 88(a), and 401.

6. Trains originating at Lancaster Yard must not leave without a clearance.

7. Fort Worth is a train order office for trains originating at that station only; other trains may leave Fort Worth without a clearance.

8. Rule 99 (j) is effective on the Whitesboro Subdivision between Ft. Worth and T&P-MKT junction switch, Whitesboro.

9. Both switches of crossover between Two Main Tracks north of 9th Street Crossing Ft. Worth electrically locked.

North switch No. 4 track, just north 9th Street, Ft. Worth electrically locked; derails opposite each other on No. 4 and North Lead Tracks, located approximately 160 feet south of this switch, are pipe connected and operated by switch lever.

Both switches of crossover, M.P. 240.6, just south depot Hodge, electrically locked and electric locks controlled by Operator Hodge.

Normal position main track switch, south end Sherman Jct. siding, M.P. 151.4, lined and locked for movement to and from siding; target will display RED when lined for siding, GREEN when lined for main track.

10. Employees of Missouri Kansas Texas Railroad are subject to the Rules, Timetable and Special Instructions of the Texas and Pacific Railway while occupying its tracks.

11. Standard Clocks: Ft. Worth (Passenger Station), Hodge Whitesboro and Bonham.

DALLAS SUBDIVISION

Two Main tracks in service and Rule D-81 in effect between west Interlocking limits, Fort Worth Passenger Station and west end Lancaster Yard, MP 251.45.

Two Main tracks in service and Rule D-81 in effect between 17th Street and Peach Street, Fort Worth.

First class trains run at Restricted Speed between east end of siding, east end Ft. Worth and Passenger Station Fort Worth and between Passenger Station, Fort Worth and end of Two Main tracks, MP 251.45, west end Lancaster Yard.

Rule 93. Exception to within Longview and West Dallas yards:

(1) In the following designated territory, extra trains and engines entering and using a block on a:

Clear signal Rule 281,
Approach Medium signal Rule 282, or
Medium Clear signal Rule 283

may accept such indication to supersede the requirement of Rule 93 to move at Restricted Speed within the limits of the block governed

(a). Between yard limit boards, MP 88 and MP 98 pole 16 (Longview-Greggton-Camps yard limits).

(b). Between yard limit boards, MP 214.9 and MP 220.8 (UT Jet-Browder-Eagle Ford yard limits).

In the above territory, trains and engines will be governed by the following:

(2). An extra train or engine entering and using a block on other than indications prescribed by Rules 281, 282 or 283, must move at Restricted Speed as prescribed by Rule 93 until leading wheels pass another signal displaying an indication prescribed by Rule 281, 282 or 283.

(2-a). A train or engine having entered a block on a proceed indication and stops, or is delayed, must move at Low Speed as prescribed by Rule 330.

(3). When an Absolute Signal governing the use of a block displays "Stop" Rule 292, a train or engine must not enter that block without flag protection against opposing trains or engines, except:

(a). Upon verbal advice from Train Dispatcher or Control Operator in the words: "There is no opposing train or engine in the block."

(b). To enter track and time limits as prescribed by Rule 402.

(c). When within track and time limits prescribed by Rule 402.

(4). A train or engine having passed beyond the limits of a block must not back into, or re-enter such block without flag protection against opposing trains or engines, except:

(a). When within track and time limits prescribed by Rule 402.

(b). As provided for in Rule 404.

(5). When entering a main track, or crossing from one main track to another, at an electrically locked hand-operated switch, not authorized by a block or interlocking signal indication, trains and engines must obtain track and time limits as prescribed by Rule 400, and in addition if conditions require a three (3) minute or more time interval before switch is released for hand operation, protection must be afforded a sufficient distance to stop trains or engines moving at Low Speed before fouling the main track.

(6). Such operating, interlocking and block signal rules as are not modified by these instructions remain in force.

Rule 99 (j) is effective on the Dallas subdivision.

Rule 375 (10). Exception to: Control Operator Marshall may, when conditions or work requires, grant track and time limits between:

(1) East switch Bivins and west switch Queen City

(2) East switch Woodlawn and west switch Payne

(3) East switch Big Sandy and west switch Greggton.

Rules 400, 402 and 404: Exception to:

1. After a train has arrived and stopped on main track between Eastward Absolute Signals M.W. Crossover, MP 136.9 and Westward Absolute Signals west end Pull-out Track, MP 138.9, Mineola Yard,

(Continued on page 20)

SPECIAL INSTRUCTIONS

DALLAS SUBDIVISION—continued

an engine may, without authority of Control Operator and without Track and Time Limits prescribed by Rules 400 and 402:

- (a). Enter main track at hand-operated switches of crossovers at east and west leads Mineola Yard.
- (b). Move in either direction at Low Speed without flag protection within these limits.
- (c). Make reverse movements within these prescribed limits to switch train or hostile engine of train standing on main track within these limits.

2. Movements from a location within these limits to the main track beyond Absolute Signals MW crossover or beyond Absolute Signals at west end Pull-out track, or movements into these prescribed limits from a location west of Absolute Signal Pull-out track, or east of Absolute Signal at MW Crossover may be made only:

- (d). By a proceed block signal indication.
- (e). By permission prescribed by Rule 350.
- (f). By authority of Track and Time Limits prescribed by Rule 402.

Between T&P-StLSW Interlocking Texarkana and Texarkana (passenger station and freight yard) there is no superiority of trains and all trains and engines within these limits must move at restricted speed, not exceeding 15 miles per hour. Within these limits, freight trains, yard engines and other engines must, immediately upon the approach of scheduled passenger trains, clear route for their movement; yard engines and other engines must give way to freight trains as promptly as possible.

Time at Dallas is shown for information only.

Time of Nos. 501 and 502 at Ft. Worth applies at G.C.&S.F. passenger station.

Times of departure Ft. Worth and arrival Lancaster Yard Nos. 1 and 7, and departure Lancaster Yard and arrival Ft. Worth Nos. 2 and 8 are shown for information only.

Time at Gladewater applies at station.

Mineola Yard is a train order office for all except first class trains. No train order signal at Mineola Yard. All trains except first class must secure clearance before leaving Mineola—Mineola Yard limits unless such train has been delivered train order reading—"This clears (train) at Mineola Yard".

Trains may leave T&P Jct without a T&P clearance when T&P train order signal indicates proceed, Rule 230, for the direction of movement, except that trains originating at, or turning at East Dallas Yard, must secure clearance and train orders, if required, before leaving T&P Jct.

Dallas (Union Terminal) is a register station for Nos. 501 and 502 only. No. 501 and other trains originating there must secure a clearance at Dallas (Union Terminal) train order office.

Fort Worth is a train order office for first class trains and other trains originating at that station only; other trains may leave Ft. Worth without a clearance.

Trains originating at Lancaster Yard must not leave without a clearance.

Santa Fe trains between Dallas and Ft. Worth may display at night markers with red and yellow lights, instead of red and green. The yellow lights so displayed have the same meaning as do the green lights prescribed by Rule 19.

Freight trains and yard engines with freight cars will not use passenger track Marshall and No. 1 passenger track Longview.

Extra trains, yard and other engines may run ahead of Eastward First Class trains between end of Two Main Tracks, MP 251.45, Lancaster Yard and Interlocking limits, Fort Worth, without train order authority, but will not occupy main track within these limits when it is known a first class train will be delayed.

Extra trains may run ahead of Westward First Class trains between Fort Worth Interlocking limits and Mile Post 250, Lancaster Yard without train order authority. Yard and other engines may run ahead of Westward First class trains between Fort Worth Interlocking limits and Mile Post 250, Lancaster Yard, without train order authority, but will not occupy main track within these limits when it is known a first class train will be delayed.

Extra trains, yard and other engines may run ahead of Westward First Class trains between spring switch, Mile Post 250, Lancaster Yard and end of Two Main Tracks MP 251.45 Lancaster Yard without train order authority, but will not occupy main track

DALLAS SUBDIVISION—continued

within these limits when it is known a first class train will be delayed.

Employees of the FW&DC, GC&SF, MoP, KCS, MKT, SLSF&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., employees of the Texas and Pacific Railway are subject to the rules, time-table, and special instruction of the T&NO RR and to rules and special instructions of the Union Terminal Co., Dallas, while occupying their tracks.

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

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

TEXARKANA SUBDIVISION

1. Stations Hollywood Yard and VC Jct. shown as information only. Texarkana Subdivision extends from Texarkana to T.S.&N. Jct.

2. Train orders and clearances in connection with train movements will be issued by and over signatures of train dispatchers at Alexandria.

3. Use of Markers prescribed by Rule 19 is not required on trains operating on Texarkana Subdivision between Texarkana and TS&N Junction.

4. Between T&P-StLSW Interlocking Texarkana and Texarkana passenger station and freight yard there is no superiority of trains and all trains and engines within these limits must move at Restricted Speed not exceeding 15 miles per hour. Within these limits freight trains, yard engines and other engines must, immediately on approach of scheduled passenger trains, clear route for their movement; yard engines and other engines must give way to freight trains as promptly as possible.

5. Employees of the StLSW and KCS Ry. are subject to the Rules, Timetable and Special Instructions of the Texas & Pacific Ry. while occupying its tracks.

6. Standard Clocks: Texarkana and Hollywood Yard.

SHREVEPORT SUBDIVISION

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

2. MoP No. 131 may assume schedule of No. 718 at Texmo Jct. without clearance.

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

Extra trains may leave Alexandria Passenger Station without a clearance.

3. Time of eastward trains Texmo Jct. applies at connection to MoP Southward main track; time westward trains Texmo Jct. applies at connection to MoP Northward track.

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

- (a). Crossover, MP 321.97, Hollywood Yard office, "Hollywood Crossover."
- (b). Crossover, MP 322.36, Roundhouse, "Roundhouse Crossover."
- (c). Crossover, MP 323.79, between Mansfield Road and Claiborne Avenue.—"Claiborne Ave. Crossover."

Continued on Page 21)

SPECIAL INSTRUCTIONS

SHREVEPORT SUBDIVISION—continued

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

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

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

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

Hand-operated switches within absolute signal limits Texmo Jct. must not be lined for a movement until signal governing displays indication prescribed by Rule 292-A, or on permission of T&P train dispatcher. When signal governing displays indication "Stop, Open the Switch" Rule 292-A, the train or engine will then be governed by indication displayed by signal after switch is lined for intended route.

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

8. Movements between VC Jct. and Shreveport Passenger Station:

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

First class trains In and Outbound run at Restricted Speed between VC Jct. and Shreveport Passenger Station and while using wye tracks and Texarkana Subdivision main track.

Extra trains and engines, including yard engines of foreign lines making interchange movements, will not foul automatic block signal circuits on TS&N wye or north of North Wye switch until it is known or ascertained that a first class train will not be delayed.

Yard engines, including yard engines of foreign lines making interchange movements, will not foul main track between VC Jct. and Shreveport Passenger Station to do work or switching until it has been ascertained whether or not overdue first class trains have passed and there is sufficient time to perform work or switching without delay to the first class trains.

Between VC Jct. and Shreveport Passenger Station, extra trains and engines may run ahead of first class trains without train order authority when it is known or ascertained there is sufficient time to do so without delay to the first class train.

Dispatchers telephones located:

- East and west end yard tracks, Shreveport Jct. yard.
- Between IC and KCS Interchange connections, near Culpeper St.
- West end Passenger Shed near McNeil Street.

9. The track parallel to and immediately east of main track between Roundhouse Crossover, MP 322.36 and connection to main track at Spring Switch, MP 324.14 in service as a Drill track and designated as "VC Drill Track." Connection with main track at Spring Switch, MP 324.14 designated as timetable station "VC Jct".

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

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

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

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

Example (b). "No. 28 eng 2010 Outbound may use VC Drill track VC Jct. to Roundhouse Crossover."

Under example (b) the train may use either the main track or the VC Drill track between the points named.

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

Shreveport Subdivision—continued

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

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

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

ALEXANDRIA SUBDIVISION

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

Passenger Trains:

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

Illinois Central RR between East Bridge Jct. and Southport.

New Orleans Union Passenger Terminal RR between Southport and New Orleans Passenger Station.

Freight Trains:

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

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

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

Illinois Central RR between East Bridge Jct. and Southport.

New Orleans Union Passenger Terminal RR between Southport and New Orleans Passenger Station.

7. Unless otherwise specified in train orders, at stations named below, train orders and time of schedules and time in train orders, apply as follows:

- Donaldsonville..... At Passenger Station.
- Bayou Bridge..... At Plaquemine Drawbridge, MP 85.57.
- BR Jct..... At west switch South track MP 89.82
- Addis..... At Passenger Station.
- Livonia..... East end of Interchange Track.
- Alexandria Yard..... First Class trains; at end of Two Main tracks, MP 192.1.

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

MoP No. 132 may assume schedule of No. 717 at Willow Glen without clearance.

Extra trains may leave Alexandria Passenger Station without clearance.

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

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

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

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

12. Extra Trains may be run without train orders:

- (a). With current traffic between Texmo Jct. and Alexandria Yard as provided by Rule D-88 without clearance.
- (b). Between Alexandria Yard and Willow Glen as provided by Rules 88 (a) and 400 without clearance.
- (c). Between Donaldsonville and McCall as provided by Rules 88 (a), 400 and 401.

Alexandria Subdivision, continued on page 22.

SPECIAL INSTRUCTIONS

ALEXANDRIA SUBDIVISION—Continued.

13. The track parallel to and immediately south of main track between MP 89.82 (2400 feet east Addis station) and connection to main track at MP 85.44, just east Plaquemine Drawbridge Interlocking, in service as Drill track and is designated as "South Track."

West switch, MP 89.82 designated as Timetable Station "BR Jct."

Plaquemine Drawbridge, MP 85.57, designated as Timetable station "Bayou Bridge."

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

13. (a). Engines may use the "South Track" without train order authority the same as any other track within yard limits.

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

- (1) Between Bayou Bridge and MP 86 (just west of Myrtle Grove) to do work or clear other trains.
- (2) When authorized by train order in either of the following forms:

Example (a). Extra 400 East has right over opposing trains on "South track" BR Jct. to Bayou Bridge.

Example (b). Extra 800 West MAY use "South track" Bayou Bridge to BR Jct.

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

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

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

14. 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 timetable of the Texas Pacific Railway.

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

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

AVOYELLES SUBDIVISION

Schedule of a regular train on Avoyelles Subdivision only applies via Marksville when schedule designates a schedule time at Marksville.

Train order authority for extra trains between a station north of Mansura Jct. and a station south of Mansura Jct. only applies via Marksville when so specified in the train order.

Main track between Mansura Jct., and Marksville may be used by authority of Rule 98.

No train order signal Marksville. Trains may leave Marksville without a clearance. Non-restricting train orders only may be issued at Marksville and delivery of such orders must be accompanied by a clearance.

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

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

AVOYELLES SUBDIVISION—Continued

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

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

OTHER PASSENGER TRAIN FLAG STOPSDallas Subdivision

Train	Stations
No. 1.....	Atlanta: discharge passengers from north of Texarkana and receive passengers for Dallas and beyond. Jefferson: discharge passengers from north of Texarkana and receive passengers for Dallas and beyond. Grand Saline: Discharge passengers from St. Louis or Shreveport and beyond and receive passengers for Dallas and beyond. Forney: discharge passengers from St. Louis or Shreveport and beyond and receive passengers for Ft. Worth and beyond.
No. 2.....	Forney and Hawkins: discharge passengers and receive passengers where scheduled stop or flag. Grand Saline: discharge passengers from Dallas and beyond and receive passengers for Marshall and beyond where scheduled stop. Big Sandy: receive passengers for Marshall and beyond where scheduled stop. Jefferson: to discharge passengers from Dallas and beyond and receive passengers for Texarkana and beyond. Atlanta: to discharge passengers from Dallas and beyond and to receive passengers for north of Texarkana.
No. 3.....	Jefferson: To receive passengers destined south of Longview and for Dallas 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 and beyond. Angler: to discharge passengers from Dallas and beyond. Queen City: to discharge passengers from Longview and points west.
No. 7.....	Hallsville: to receive passengers for west of Longview. Angler: On Saturdays, Sundays and Mondays to receive passengers for Dallas and beyond.
No. 8.....	Terrell and Wills Point: to discharge passengers and to receive passengers destined points scheduled to stop. Atlanta and Jefferson: to discharge passengers from Dallas and beyond.
No. 221.....	Atlanta and Jefferson: to receive passengers destined south of Longview where MoP No. 21 scheduled to stop.
No. 222.....	Atlanta and Jefferson: to discharge passengers from 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 MoP 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.

Alexandria Subdivision

No. 21.....	Melville: to discharge passengers from Avondale and beyond or receive passengers for Alexandria and beyond.
No. 22.....	Melville and Whitecastle; to discharge passengers from Alexandria and beyond, or receive passengers for Avondale and beyond.
No. 27.....	Livonia: to discharge passengers from Avondale and beyond, or receive passengers for Alexandria and beyond. Boyce: to discharge passengers from Bunkie and beyond, or receive passengers for Natchitoches and beyond. Derry and Powhatan: to discharge passengers from Alexandria and beyond, or receive passengers for Shreveport and beyond.
No. 28.....	Powhatan and Derry: to discharge passengers from Shreveport and beyond, or receive passengers for Alexandria and beyond. Boyce: to discharge passengers from Natchitoches and beyond, or receive passengers for Bunkie and beyond. Livonia: to discharge passengers from Alexandria and beyond, or receive passengers for Avondale and beyond.

TIME SERVICE

NATIONAL RAILWAY TIME SERVICE COMPANY

Chicago, Ill.

LOCAL WATCH INSPECTORS

NAME	HEADQUARTERS	TERRITORY
Houston Watch Co.	Houston	Ft. Worth to Reisor and to Texarkana
Houston Watch Co.	Houston	Ft. Worth to Sherman
J. B. Riddle	Ft. Worth	Local
J. B. Rockwell	Denison	Local
Parks Credit Jewelers	Texarkana	Local
Morrison Jewelers	Marshall	Local
Carolane Co. Jewelers	Longview	Local
A. C. Flint	Mineola	Local
Tyler Jewelers	Dallas	Local
Roy D. Humble Jewelers	Dallas	Local
Leverington Custom Jewelers	Dallas	Local
McKee Jewelers	Dallas	Local
Skinners Jewelry	Arlington	Local
Bonham Jewelry Co.	Bonham	Local
Wm. Frantz Co.	New Orleans	Note 1
John F. Oser	Algiers	Local
Gordon Jewelers	Gretna	Local
Joseph Dechary	Plaquemine	Local
Morros Auto Parts	Bunkie	Local
Geo. N. Adams	Alexandria	Local
Atkins Jewelry Co.	Alexandria	Local
C. A. Schnack Jewelry Co.	Alexandria	Boyce to Bunkie
Martin and Herbert	Shreveport	Note 2
Clarkes Jewelry Company	Shreveport	Note 3

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

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

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

HOSPITAL

Dr. H. P. Bray, Chief Surgeon.....Marshall, Texas

LOCAL SURGEONS

NAME	LOCATION	NAME	LOCATION
Dr. A. A. Herold	Shreveport, La.	Dr. J. M. Lyons	New Orleans
Dr. A. A. Herold, Jr.	Shreveport, La.	Dr. Dan D. Baker	New Orleans
Dr. I. R. Fowler	Waskom	Dr. M. D. Paine	New Orleans
Collom and Carney Clinic	Texarkana	Dr. Kerne Corsell	New Orleans
Dr. H. E. Murry	Texarkana	Dr. F. M. Hindelang	Gretna
Dr. Chas. A. Smith	Texarkana	Dr. J. W. Atkinson	Gretna
Dr. J. D. Nichols	Atlanta	Dr. M. G. Huff	Luling
Dr. E. W. Grumbles	Atlanta	Dr. J. R. Fernandes	Edgard
Dr. T. K. Nichols	Atlanta	Dr. S. R. Campbell	St. James-Vacherie
Dr. B. Joslin	Atlanta	Dr. Percy Le Blanc	Donaldsonville
Dr. Wm. S. Terry	Jefferson	Dr. J. P. Musso	White Castle
Dr. Frank V. Mondrik	Longview	Dr. R. A. Morvant	Thibodaux
Dr. Carl Nichols	Gladewater	Dr. J. R. Spedale	Plaquemine
Dr. E. R. Moser	Gladewater	Dr. E. L. Majors	Rosedale
Dr. R. O. Moore	Mineola	Dr. E. E. Merse	Melville
Dr. James M. Williams	Mineola	Dr. Henry J. Kaufman, Jr.	Cottonport
Dr. V. B. Cozby	Grand Saline	Dr. A. M. Abramson	Marksville
Dr. Geo. Marsh, Jr.	Grand Saline	Dr. S. R. Abramson	Marksville
Dr. R. D. McKay	Edgewood	Dr. John S. Bailey	Church Point
Dr. Horace A. Baker	Wills Point	Dr. Fred J. Mayer	Opelousas
Dr. R. M. Galloday (Assoc.)	Wills Point	Dr. W. W. Pugh	Napoleonville
Alexander Clinic	Terrell	Dr. Reed A. Fontenot	Ville Platte
Dr. Christine Z. Walker	Forney	Dr. J. C. Roberts	New Roads
Dr. J. W. Stack	Mesquite	Dr. Charles A. Havard	Morrows
The Samuell Clinic	Dallas	Dr. H. A. McConnell	Bunkie
Dr. H. V. Copeland	Grand Prairie	Dr. J. G. Dupree	Bunkie
Dr. Sidney Gaines	Grand Prairie	Dr. M. J. Hair	LeCompte
The Coffey Clinic	Ft. Worth	Dr. D. M. Carlton	LeCompte
Dr. J. W. Shoemaker	Nth. Ft. Worth	Dr. R. B. Wallace	Alexandria
Dr. E. B. McGee	New Boston	Dr. O. B. Owens	Alexandria
Dr. C. S. Crow	DeKalb	Dr. R. B. Wallace, Jr.	Alexandria
Dr. R. W. Payne	Clarksville	Dr. E. E. Jordan	Robeline
Dr. M. A. Walker	Paris	Dr. H. M. Prothro	Pleasant Hill
Dr. H. C. Chancellor	Honey Grove	Dr. C. J. Turner	Mansfield
Dr. Joe A. Risser	Bonham	Dr. J. L. Grindle (Assoc.)	Mansfield
Dr. D. C. Enloe	Sherman	Dr. L. S. Huckaby	Grand Bayou
Dr. G. A. Lively	Whitesboro	Dr. Jos. Bath	Natchitoches
Dr. W. H. Brown	Denison	Dr. A. F. Breazeale (Assoc.)	Natchitoches
Medical-Surgical Clinic	Denton		

OCULISTS

Dr. J. A. Wilkinson (Eyes only)	Shreveport	Dr. Bert E. Davis	Denton
Dr. A. W. Roberts	Texarkana	Dr. B. M. Wilson	Alexandria
Dr. C. W. Payton	Longview	Dr. C. L. Brown (Ear, Nose & Throat)	New Orleans
Dr. S. F. Harrington	Dallas	Dr. Wm. B. Clark (Eyes Only)	New Orleans
Dr. W. M. Knowles	Dallas	Dr. Shelley R. Gaines (Assoc. Eyes Only)	New Orleans
Dr. Lloyd Richey	Dallas		
Dr. J. Robert Harris	Ft. Worth		
Dr. Thomas E. Hunt	Paris		