

DIVISION OFFICERS

R. C. PARKER, Superintendent, Fort Worth, Texas.
 E. S. PENNEBAKER, Manager } T.P.-M.P.T.R.R. of N.O.
 J. S. WALKER, Terminal Trainmaster. } New Orleans, La.
 D. L. RINGLER, Master Mechanic, Marshall, Texas.

T. E. Griswold	Asst. Superintendent	Ft. Worth, Tex.
D. Handy	Asst. Superintendent	Alexandria, La.
J. E. Harrell	Asst. Superintendent	Alexandria Terminal
R. W. Wagner	Trainmaster Terminals	Ft. Worth and Lancaster Yards
L. White	Trainmaster Terminals	Texarkana, Tex.
D. Flanigan	Trainmaster	Mineola, Tex.
R. E. Byars	Trainmaster	Marshall, Tex.
J. P. Kelley	Trainmaster	Alexandria, La.
J. N. Harris	Road Foreman of Engines	Ft. Worth, Tex.
H. N. Ricks	Road Foreman of Engines	Mineola, Tex.
T. J. Conway	Road Foreman of Engines	Alexandria, La.

K. R. Woodford	Chief Dispatcher	Ft. Worth, Tex.
W. H. Robinson	Chief Dispatcher	Ft. Worth, Tex.
R. Winn	Chief Dispatcher	Ft. Worth, Tex.
S. Landman	Asst. Chief Dispatcher	Ft. Worth, Tex.
R. N. Page	Asst. Chief Dispatcher	Ft. Worth, Tex.
R. A. Hawthorne	Asst. Chief Dispatcher	Ft. Worth, Tex.
C. R. Cozort	Asst. Chief Dispatcher	Ft. Worth, Tex.
J. H. Williams	Asst. Chief Dispatcher	Ft. Worth, Tex.
I. S. McIntosh	Asst. Chief Dispatcher	Ft. Worth, Tex.
F. C. Blair	Dispatcher	Ft. Worth, Tex.
F. W. Ford	Dispatcher	Ft. Worth, Tex.
J. A. Low	Dispatcher	Ft. Worth, Tex.
V. C. Ray	Dispatcher	Ft. Worth, Tex.
R. L. Rice	Dispatcher	Ft. Worth, Tex.
R. Tucker	Dispatcher	Ft. Worth, Tex.
P. E. Harris	Dispatcher	Ft. Worth, Tex.
C. J. Dupont	Dispatcher	Ft. Worth, Tex.

J. W. McCoy	Chief Dispatcher	Alexandria, La.
R. V. Tims	Chief Dispatcher (Night)	Alexandria, La.
H. M. Hawthorne	Dispatcher	Alexandria, La.
O. B. Sayers	Dispatcher	Alexandria, La.
G. P. Knobloch	Dispatcher	Alexandria, La.



The Texas and Pacific Railway Company

EASTERN DIVISION

TIME TABLE NO. 18

Effective 12:01 a. m., Sunday, March 26, 1944

CENTRAL TIME

SUPERSEDING PREVIOUS TIME TABLES

FOR THE INFORMATION AND GOVERNMENT
OF EMPLOYEES ONLY

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

A. J. CHESTER, Vice-President—Operation,
 B. C. JAMES, Assistant Vice-President,
 W. T. LONG, JR., Sup't Transportation,
 H. C. REMINGTON, Asst. Sup't. Transportation,
 C. F. ADAMS, Train Rules Examiner,
 R. C. PARKER, Superintendent,
 E. S. PENNEBAKER, Manager,
 T.P.-M.P.T.R.R. of N.O.

ALEXANDRIA SUB-DIVISION--Westward

Station Numbers	Car Capacity Passing Sidings	Time Table No. 18 EFFECTIVE 12:01 A.M. MARCH 26, 1944	FIRST CLASS				SECOND CLASS			
			21	23	715	717	55	361	835	
			Louisiana Limited Passenger Daily	Passenger Daily	Mo. Pas. Passenger Daily	Mo. Pas. Passenger Daily	Red Ball Freight Daily	Mo. Pas. Red Ball Freight Daily	Sec. Pas. Mixed Daily	
STATIONS										
B 0	YARD	NEW ORLEANS	L 10 45 ^{PM}	L 2 00 ^{PM}	L 9 00 ^{PM}					
B 1	YARD	RACE STREET JCT.	10 47	2 02	9 02		L 2 00 ^{AM}	L 11 00 ^{PM}		
B 10	YARD	WEST BRIDGE JCT.	L 11 37 ^{PM}	L 2 52 ^{PM}	L 9 52 ^{PM}		L 3 01 ^{AM}	L 12 01 ^{AM}		
B 11	YARD	AVONDALE	s 11 40	s 2 55	s 9 55		3 15	12 15		
B 13	YARD	WAGGAMAN	11 45	2 59	9 59		3 20	12 20		
B 19	121	AMA	11 52	3 06	10 07		3 30	12 35		
B 23	NS	LULING	11 55	3 09	10 10		3 34	12 40		
B 26	87	HAHNVILLE	11 59	3 13	10 14		3 39	12 45		
B 31	84	KILLONA	12 04 ^{AM}	3 18 ⁵⁴	10 19		3 47	12 55		
B 35	86	EDGARD	12 09	3 23	10 24		3 55	1 05		
B 40	NS	JOHNSON	12 14	3 28	10 29		4 03	1 12		
B 46	NS	VACHERIE	12 20	f 3 35	10 35		4 15	1 22		
B 53	NS	ST. JAMES	12 27	3 42	10 42		4 25	1 34		
B 59	NS	WINCH	12 34	3 49	10 49		4 37	1 46		
B 65	NS	N DONALDSONVILLE	s 12 42	s 4 00	f 11 00		4 50	2 05		
B 63	NS	MO CALL	12 47	4 04	11 04		4 57	2 11		
B 75	NS	WHITE CASTLE	s 12 56	s 4 14	f 11 14		5 07	2 21		
B 79	NS	BAYOU GOULA	1 00	4 19	11 19		5 12	2 27		
B 83	NS	DOVER	1 03	4 22	11 22		5 16	2 32		
B 85	NS	NO...PLAQUEMINE...	s 1 11	s 4 31	f 11 30		5 25	2 40		
B 90	YARD	ADDIS	s 1 25	s 4 43	f 11 43		6 10	3 01 ³⁵⁸		
B 93	83	MERLIN	1 29	4 47	11 48		6 17	3 08		
B 97	86	LYNOH	1 34	4 52	11 53		6 27	3 20		
B 102	86	GROSSE TETE	1 39	f 4 58	11 58		6 37	3 30		
B 105	86	ROSEDALE	1 43	f 5 03	12 02 ^{AM}		6 45	3 40		
B 109	66	MABINGOUIN	1 48	f 5 13	12 08		6 55	4 03 ²⁶		
B 114	86	LIVONIA	1 53 ³⁵⁸	f 5 20	12 13		7 06	4 20		
B 118	87	FORDOUCHE	1 58	f 5 26	12 18		7 15	4 28		
B 121	86	ABAN	2 02	5 31	12 23		7 25	4 35		
B 125	65	RAVENWOOD	2 07	5 36	12 28		7 35	4 43		
B 129	92	MELVILLE	2 13	s 5 45	f 12 35		8 00	4 58 ⁷¹⁶		
B 124	91	SAMBO	2 20	5 52	12 42		8 15	5 20		
B 129	80	PALMETTO	2 26	f 5 57	12 47 ³⁵⁸		8 33 ²⁴	5 27		
B 146	86	ROSA	2 34	6 06	12 54		8 45	5 38		
B 158	86	MORROWS	2 42	f 6 13	1 01		8 58	5 48		
B 167	88	NIBOT	2 49	6 22	1 07		9 07	5 57		
B 169	95E 96W	BUNKIE	s 2 56 ²⁶	s 6 35	f 1 20		9 45	6 20		
B170A	NS	T. & N. O. JCT.	3 10	6 44	1 30		9 59	6 48	L 12 20 ^W	
B 170	84E 89W	CHENEYVILLE	3 11	s 6 46	1 32		10 00	6 50	12 22	
B 177	87	MEEKER	3 19	6 54	1 42		10 13	7 05	12 35	
B 179	48	LECOMPTÉ	3 21	s 6 58	1 45		10 16	7 08	12 39	
B 182	87	LAMORIE	3 26	7 03	1 50		10 22	7 27 ²⁴	12 46	
B 187	88	MORELAND	3 33	7 09	1 56		10 40 ⁵⁴	7 40	12 57	
B 190	YARD	WILLOW GLEN	3 38	7 12	2 00	L 2 40 ^{PM}	10 50	7 45	1 02	
B 192	YARD	ALEXANDRIA YARD	3 41 ⁷¹⁶	7 14	2 02	2 43	11 00	8 00 ^{AM}	1 06	
	YARD	S. P. JOT	3 45	7 17	2 05	2 45	12 12		1 15 ^{PM}	
B 195	YARD	ALEXANDRIA	A 3 50 ^{AM}	A 7 25 ^{PM}	A 2 10 ^{AM}	A 2 55 ^{PM}	A 12 15 ^{PM}			
		Passenger Station								
		200.1	21 Daily	23 Daily	715 Daily	717 Daily	55 Daily	361 Daily	835 Daily	
		Time Over Sub-Division	5.05	5.25	5.10	.15	10.15	9.00	.55	

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

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

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

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

Nos. 21, 23 and 715 may assume their schedule and leave West Bridge Jct. without clearance card but must secure a clearance card at Avondale.

Avondale is train order office for westward trains ONLY.

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

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

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

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

Time at Johnson applies to the end of two main tracks, M.P. 39.4.

Time at Addis applies at train order signal.

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

OTHER PASSENGER TRAIN FLAG STOPS

Trains	Stations	M.P.
23	LeMoyen	148.6

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

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

No. 715—Vacherie to discharge passengers from Avondale and New Orleans or beyond.

ALEXANDRIA SUB-DIVISION--Eastward

Location--Water, Past Turn-Tables, Wye, etc.	Mile Post location from New Orleans	Time Table No. 18 EFFECTIVE 12:01 A. M. MARCH 26, 1944	FIRST CLASS				SECOND CLASS		
			24	26	716	718	54	358	834
			Passenger Daily	Louisiana Limited Passenger Daily	Mo. Pac. Passenger Daily	Mo. Pac. Passenger Daily	Red Ball Freight Daily	Mo. Pac. Red Ball Freight Daily	Sou. Pac. Mixed Daily
	.0	NEW ORLEANS	A 1 00PM	A 7 30AM	A 8 40AM				
F	.5	RACE STREET JCT.	12 47PM	7 17	8 27	A 5 30PM	A 8 00AM		
	10.2	WEST BRIDGE JCT.	A 11 57AM	A 6 27AM	A 7 37AM	A 4 30PM	A 6 50AM		
	11.2	N. AVONDALE	B 11 55	S 6 25 ³⁵⁸	S 7 35	4 10	6 25 ²⁶		
	12.7	WAGGAMAN	11 49	6 16	7 30	3 55	5 55		
	19.8	AMA	11 39	6 09	7 23	3 45	5 45		
	22.1	D. LULING	11 35	6 06	7 20	3 40	5 40		
	25.8	HANNVILLE	11 30	6 01	7 16	3 33	5 35		
	30.7	D. KILLONA	11 24	5 56	7 11	3 18 ²³	5 25		
	35.8	N. EDGARD	11 18	5 51	7 06	3 00	5 15		
	39.9	JOHNSON	11 11	5 44	7 00	2 50	5 02		
W	45.5	D. VACHERIE	B 11 03	5 37	6 54	2 40	4 50		
	52.8	D. ST. JAMES	10 53	5 29	6 47	2 28	4 35		
	59.8	WINCH	10 45	5 21	6 39	2 16	4 23		
WY	64.7	N DONALDSONVILLE	B 10 38	S 5 13	F 6 32	2 08	4 15		
	68.1	MC CALL	10 28	5 04	6 25	2 02	4 08		
	75.9	D. WHITE CASTLE	B 10 20	4 56	F 6 17	1 51	3 55		
	79.1	D. BAYOU GOULA	10 13	4 51	6 12	1 45	3 48		
	81.6	DOVER	10 10	4 48	6 09	1 41	3 43		
	85.4	NO. PLAQUEMINE	B 10 05	S 4 43	F 6 04	1 35	3 35		
FWT	90.1	N. ADDIS	S 9 55	S 4 33	F 5 54	1 27	3 20 ³⁶¹ 2 55		
	92.9	MERLIN	9 42	4 24	5 45	1 22	2 47		
	97.2	LYNOE	9 37	4 19	5 40	1 17	2 40		
	101.1	D. GROSSE TETE	F 9 31	4 13	5 34	1 10	2 30		
	104.5	D. ROSDALE	F 9 24	4 08	5 30	1 05	2 25		
	109.4	D. MARINGOUIN	F 9 17	4 03 ³⁶¹	5 25	12 58	2 15		
W	114.8	LIVONIA	F 9 10	3 58	5 20	12 50	1 53 ²¹		
	118.1	FORDOCHÉ	B 9 05	3 52	5 15	12 43	1 30		
	121.4	ABAN	9 00	3 48	5 10	12 38	1 25		
	125.5	RAVENWOOD	F 8 55	3 43	5 05	12 32	1 20		
F	128.9	N. MELVILLE	S 8 45	3 35	F 4 58 ³⁶¹	12 25	1 10		
	134.1	SAMBO	8 38	3 29	4 52	12 17	12 55		
	138.6	D. PALMETTO	F 8 33 ⁵⁵	3 24	4 47	12 09PM	12 47 ⁷¹⁵		
	145.2	D. ROSA	F 8 24	3 17	4 40	11 58	12 28		
	152.1	D. MORROWS	F 8 15	3 10	4 33	11 47	12 16		
	157.4	NIBOT	8 08	3 04	4 27	11 40	12 09		
F	168.0	N. BUNKIE	B 8 00	S 2 56 ²¹	F 4 20	11 30	12 01AM		
	170.8	T. & N. O. JCT.	7 45	2 39	4 08	11 05	11 41	A 9 05AM	
Y	170.5	D. CHENEYVILLE	B 7 43	2 38	4 07	11 04	11 40	9 01	
	176.9	MEEKER	7 35	2 31	4 00	10 55	11 30	8 49	
	178.6	D. LECOMPTÉ	B 7 33	2 29	3 58	10 52	11 28	8 44	
	181.5	LAMORIE	7 27 ³⁶¹	2 25	3 54	10 48	11 23	8 37	
	187.2	MORELAND	7 20	2 19	3 48	10 40 ⁵⁵	11 15	8 25	
	190.8	WILLOW GLEN	7 15	2 14	3 44	A 12 01PM	11 05	8 18	
F	192.0	NALEXANDRIAYARD	7 12	2 11	3 41 ²¹	11 56	10 30 9 45	L 11 00PM	8 13
	193.8	S. P. JCT.	7 08	2 08	3 38	11 53	9 32		L 8 10AM
	194.5	N. ALEXANDRIA Passenger Station	L 7 05AM	L 2 05AM	L 3 35AM	L 11 50AM	L 9 30AM		
		200.1	24 Daily	26 Daily	716 Daily	718 Daily	54 Daily	358 Daily	834 Daily
		Time Over Sub-Division	5.55	5.25	5.05	.11	8.00	9.00	.55

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

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

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

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

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

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

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

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

STANDARD CLOCKS:

- New Orleans
- Avondale
- Donaldsonville
- Addis
- Melville
- Bunkie
- Alexandria Yard
- Alexandria

OTHER PASSENGER TRAIN FLAG STOPS

Trains	Stations	M.P.
24	LeMoyen	148.6

No. 26; Melville and White Castle to discharge passengers from Alexandria and beyond or receive passengers for Avondale and beyond.

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

No. 716. Vacherie to receive passengers for Avondale, New Orleans or beyond.

SHREVEPORT SUB-DIVISION--Eastward

Legation-Water, Fuel, Train-Miles, W.P. etc.	Miles from New Orleans	Time Table No. 18 EFFECTIVE 12:01 A. M. MARCH 26, 1944		FIRST CLASS						SECOND CLASS
		STATIONS		20	24	26	28	716	718	54
		Passenger Daily	Passenger Daily	Louisiana Limited Passenger Daily	Passenger Daily	Mo. Pac. Passenger Daily	Mo. Pac. Passenger Daily	Red Ball Freight Daily		
FWTY	109.0	ALEXANDRIA YARD								
	104.5	N.....	ALEXANDRIA (Passenger Station) 1.9	A 9 30PM	A 6 50AM	A 1 50AM		A 3 15AM	A 11 30AM	A 9 30AM
	105.7		TEXMO JOT 8.0	9 20	6 37	1 40		L 3 05AM	L 11 25AM	9 25
	809.7		RAPIDES 5.1	f 9 10	6 27	1 30				9 07
	808.8	D.....	BOYCE 5.1	s 9 00	6 20	1 24				8 59
	818.9		ROCK 5.7	f 8 50	6 13	1 18				8 51
	819.6		GALBRAITH 3.1	f 8 40	6 05	1 11				8 43
	828.7	D.....	CHOPIN 2.5	s 8 35	6 00	1 07				8 38
	835.8		FERN 3.2	8 27	5 55	1 04				8 34
	828.4	D.....	DEBBY 6.9	f 8 13	5 50	1 00				8 28
FWY	835.9	D.....	CYPRESS 4.5	L 8 00PM	5 40	12 50				8 13
	5.0	D.....	NATCHEZ 5.8		5 30	12 40				8 05
	10.6	N.....	NATCHETOCHES 7.2		5 20	12 32				7 55
	17.6		HYAMS 4.6		4 58	12 20				7 45
	23.0		POWHATAN 7.4		4 52	12 15				7 38
	30.0	D.....	LAKE END 1.1	L 4 40		12 07				7 28
	33.7		HANNA 3.6		4 35	12 02AM				7 22
	40.0		GAHAGAN 3.8		4 28	11 55				7 15
	42.2	D.....	HARMON 3.8		4 24	11 52				7 11
W	45.2		GRAND BAYOU 5.5		4 20	11 49				7 08
	50.7		WESTDALE 4.5		4 13	11 42				7 00
	55.3		HOWARD 5.9		4 08	11 36				6 54
	61.1	D.....	CASPIANA 5.9		4 01	11 29				6 45
	67.0	D.....	GAYLES 5.3		3 54	11 22				6 32
	72.8		LUCAS 4.5		3 48	11 15				6 17
	76.8		CEDAR GROVE 3.8		3 41	11 10				6 12
WY	820.8	N.....	CUT OFF JCT. 1.1	A 4 47PM	3 35	11 00	23			6 03
FWT	821.9		HOLLYWOOD YARD 2.5	f 4 45	3 32	10 55				L 6 00AM
	824.4		SHREVEPORT JOT. 2.5	4 38	3 27	10 50				
	826.6		SHREVEPORT Passenger Station 3.0	s { 4 30 4 00	s { 3 20 3 05	s { 10 40 10 20				
	824.4		SHREVEPORT JOT. 3.0	3 41	2 51	10 06				
FWT	821.9		HOLLYWOOD YARD 1.1	f 3 37	f 2 47	10 02				A 5 00AM
WY	820.8	N.....	CUT OFF JCT. 3.25	3 35	2 45	10 00	A 11 50 AM			4 53
	817.5		REISOR 3.8	3 30	2 41	9 55	L 11 45 AM			4 45
	821.8		LAKE HAYES 4.2	f 3 25	2 37	9 51				4 35
	825.5		GREENWOOD 5.9	s 3 17	2 32	9 46				4 25
	821.1	D.....	WASKOM 3.4	s 3 08	2 26	9 40				4 10
	824.5	D.....	JONESVILLE 3.0	s 3 02	2 21	9 36				4 00
	842.5	D.....	SCOTTSVILLE 7.8	s 2 50	2 13	9 28	55			3 40
FWTY	850.8	N.....	MARSHALL 7.8	L 2 35 PM	L 2 00 AM	L 9 15PM				L 3 20AM
	169.9			20 Daily	24 Daily	26 Daily	28 Daily	716 Daily	718 Daily	54 Daily
	Time Over Sub-Division			6.55	4.50	4.35	.05	.10	.05	6.10

Inbound Eastward first class trains must secure clearance and check on register Cut Off Junction.

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

Employees of the Texas and Pacific Railway performing service on L. & A. Tracks in Lorraine yard limits, East of Waskom, will be governed by the rules, timetable and special instructions of the L. & A. Ry. while occupying its tracks, protecting movements as required by rules.

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

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

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

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

Mo. P. No. 101 is authorized to assume the schedule of No. 718 and Mo. P. No. 103 is authorized to assume the schedule of No. 716 Texmo Jct. to Alexandria without clearance card.

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

STANDARD CLOCKS:

- Marshall
- Hollywood Yard
- Cut Off Jct.
- Alexandria

OTHER PASSENGER TRAIN FLAG STOPS

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

Lena—M.P. B-216.9 regular stop for train 20.

No. 26 will stop on flag at Gahagan to receive passengers for Addis or beyond.

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

MINEOLA SUB-DIVISION--Westward

Station Numbers	Car Capacity Passing Sidings	Time Table No. 18 EFFECTIVE 12:01 A. M. MARCH 26, 1944		FIRST CLASS						SECOND CLASS					
				STATIONS		1	7	11	15	201	207	55	65	67	69
				Sunshine Special Passenger Daily	The Southerner Passenger Daily	Sunshine Special Passenger Daily	The Texan Passenger Daily	Sunshine Special Passenger Daily	Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily		
0	Yard	N....	TEXARKANA.....	L 6 20 AM	L 3 00 PM	.....	L 2 40 AM	L 6 00 AM	L 3 50 PM	.....	L 7 35 ²⁰² PM	L 4 00 AM	L 2 15 AM	
2	104	.....	NATIONAL.....	6 24	3 04	.....	2 45	6 04	3 55	.....	7 45	4 15 ⁵⁶	2 25	
8	128	.....	SULPHUR.....	6 31	3 11	.....	2 52	6 11	4 03	.....	8 07 ²	4 30	2 40	
15	104	.....	SPRINGDALE.....	6 38	3 18	.....	3 01 ⁴	6 18	4 11	.....	8 20	4 40	3 01 ⁴	
21	98	.....	QUEEN CITY.....	6 46	3 25	.....	3 09 ⁶⁹	6 26	f 4 21	.....	8 30	4 51	3 20 ⁵⁶	
24	100	D....	ATLANTA.....	6 50	s 3 30	.....	3 13 ⁵⁶	6 30	s 4 30	.....	8 35	4 55	3 30	
31	104	.....	BIVINS.....	7 00	3 39	.....	3 22	6 40	f 4 42 ⁶⁶	.....	8 47	5 06	3 48	
37	108	.....	KILDARE.....	7 08	3 47	.....	3 30	6 48	f 4 53	.....	8 57	5 16	4 03	
42	NS	.....	LODI.....	7 15	3 54	.....	3 37	6 55	f 5 00	.....	9 07	5 22	4 20	
44	105	.....	PAYNE.....	7 18	3 57 ⁶⁶	.....	3 40	6 58	5 03	.....	9 10	5 25	4 25	
51	112	.....	JEFFERSON.....	f 7 28	s 4 07	.....	s 3 50	7 08	s 5 20	.....	9 30 ¹⁶	5 38	4 45	
58	102	.....	WOODLAWN.....	7 37	4 16	.....	4 00	7 18	f 5 32	.....	9 42	5 48	5 01	
67	141	N....	MARSHALL.....	s 7 50 ²⁰⁸	s 4 30	L 8 50 AM	s 4 15	s 7 40 ²⁰⁸	s 6 45	.....	L 10 00 PM	9 55	6 10	5 25
70	100	.....	QUINCY.....	8 03	4 45	8 56	4 30	7 48	s 6 00 ²⁰²	.....	10 10	10 05	6 22	5 37
75	99	.....	KEOKUK.....	8 09	4 57	9 01	4 44	7 55	6 13	.....	10 18	10 11	6 32	5 50
80	100	.....	HALLSVILLE.....	8 14	5 03	9 06	4 50	8 00	f 6 19	.....	10 26	10 17	6 45	6 05
83	100	.....	LANSING.....	8 17	5 08	9 09	4 54	8 03	6 25 ²	.....	10 32	10 21	6 50	6 15
90	Yard	N....	LONGVIEW.....	s 8 30	s 5 20 ²⁰²	s 9 30	s 5 10	A 8 15 AM	A 6 40 PM	.....	10 50	10 35	7 10 ²⁰⁸	A 6 45 AM
94	126	.....	WILLOW SPRINGS...	8 37	5 35	9 37	5 32	.....	.....	.....	11 00	10 43	7 30	.....
103	106	N....	GLADEWATER.....	s 8 50	s 5 52 ²	s 9 47	s 5 48	.....	.....	.....	11 15	10 55	7 45	.....
107	75	.....	WILKINS.....	8 55	5 59	9 53	5 55	.....	.....	.....	11 25	11 01	7 55	.....
113	104	N....	BIG SANDY.....	9 05	s 6 10	10 01	6 02	.....	.....	.....	11 50 ⁴	11 14	8 05	.....
119	29	D....	HAWKINS.....	9 11	s 6 17	10 08	6 09	.....	.....	.....	12 01 AM	11 21	8 15	.....
124	103	.....	FADA.....	9 17	6 24	10 14	6 16	.....	.....	.....	12 15 ⁵⁶	11 38 ⁴	8 25	.....
130	101	.....	BOARD.....	9 23	6 29	10 20	6 22	.....	.....	.....	12 50	12 05 ⁵⁶	8 35	.....
136	Yard	.....	MINEOLA.....	s 9 35	s 6 40	s 10 30	s 6 35	.....	.....	.....	1 05	12 30 ⁵⁴ AM	8 50	.....
138	Yard	N....	MINEOLA YARD....	A 9 38 AM	A 6 43 PM	A 10 33 AM	A 6 38 AM	.....	.....	.....	A 1 15 AM	A 1 00 AM	A 9 00 AM	.....
			187.8	1	7	11	15	201	207		55	65	67	69	
				Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	
			Time Over Sub-Division	3.18	3.43	1.43	3.58	2.15	2.50		3.15	5.25	5.00	4.30	

STANDARD CLOCKS:

Texarkana
Marshall
Longview
Mineola Yard

Eastward trains are superior to trains of the same class in opposite direction; except Nos. 1, 11 and 201 are superior to all Eastward trains.

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

Longview register station for Nos. 201, 202, 207, 208, 66 and 69 only.

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

First class trains may leave Mineola yard without a clearance.

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

OTHER PASSENGER TRAIN FLAG STOPS

Train Stations
No. 1 Atlanta to discharge passengers from beyond Texarkana and receive passengers for points where No. 1 stops Marshall and beyond.
No. 7 Jarvis College to receive or discharge passengers to or from Texarkana, Shreveport, Dallas and beyond.
Angler on Saturdays, Sundays and Mondays to pick up passengers for Dallas and beyond.
Hallsville to receive passengers for west of Longview.

Train Stations
No. 11 Angler Monday only to receive passengers Dallas and beyond.
Hawkins to discharge passengers from New Orleans and beyond to receive passengers for El Paso and beyond.
No. 15 Stops at non-scheduled stops to discharge revenue passengers from points east of Texarkana or from Shreveport and points beyond.
No. 201 Atlanta and Jefferson to receive passengers destined points on I-GN south Longview.
No. 207 Domino to receive and discharge passengers.
Lodi, Kildare, Bivins and Queen City to load or unload mail, parcel post or express.

MINEOLA SUB-DIVISION--Eastward

7

Location, Water, Fuel, Turn-table, Wye, etc.	Miles from Texarkana	Time Table No. 18 EFFECTIVE 12:01 A. M. MARCH 26, 1944	FIRST CLASS						SECOND CLASS				
			2	4	6	16	202	208	54	56	66		
			Sunshine Special Passenger Daily	Passenger Daily	Texas Ranger Passenger Daily	The Texan Passenger Daily	Sunshine Special Passenger Daily	Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily		
STATIONS													
FWTY	.0	N... TEXARKANA.....	A 8 25PM	A 3 35AM		A 10 45PM	A 7 35 ⁶⁵ PM	A 10 10AM				A 4 30AM	A 6 30PM
	1.8	NATIONAL.....	8 15	3 25		10 35	7 25	10 00				4 15 ⁶⁷	6 15
	8.4	SULPHUR.....	8 07 ⁶⁵	3 13		10 27	7 17	9 45				3 55	5 53
	15.0	SPRINGDALE.....	8 00	3 01 ¹⁵ ₆₉		10 20	7 10	9 30				3 37	5 32
	21.2	QUEEN CITY.....	7 52	2 53		10 12	7 02	9 17				3 20 ⁶⁹	5 15
	23.8	D... ATLANTA.....	f 7 48	s 2 48		10 08	6 58	s 9 10				3 13 ¹⁵	5 05
W MP 12.7	30.7	BIVINS.....	7 38	2 33		9 58	6 48	f 8 54				3 00	4 42 ²⁰⁷
	36.9	KILDARE.....	7 30	2 25		9 50	6 40	f 8 43				2 49	4 20
	42.0	LODI.....	7 23	2 18		9 43	6 33	f 8 34				2 39	4 05
	48.8	PAYNE.....	7 20	2 15		9 40	6 30	8 30				2 35	3 57 ⁷
W	51.2	JEFFERSON.....	s 7 10	s 2 05		f 9 30 ⁶⁵	6 20	s 8 20				2 25	3 30
	58.3	WOODLAWN.....	7 00	1 50		9 20	6 10	f 8 05				2 12	3 10
FWTY	66.7	N... MARSHALL.....	s 6 50	s 1 40 ¹⁵ ₁₅	A 2 15PM	s 9 10 ¹⁰ ₅₅	s 6 00 ²⁰⁷	s 7 50 ¹ _{7 40} ²⁰¹			A 3 00AM	1 57	2 55
	70.5	QUINCY.....	6 39	1 04	2 02	8 49	5 44	7 34			2 45	1 49	2 40
	75.5	KEOKUK.....	6 34	12 59	1 56	8 44	5 39	7 29			2 31	1 40	2 32
	80.3	HALLSVILLE.....	6 29	12 54	s 1 50	8 39	5 34	7 24			2 21	1 32	2 22
	83.2	LANSING.....	6 25 ²⁰⁷	12 50	1 45	8 35	5 30	7 20			2 15	1 27	2 15
FWT	89.7	N... LONGVIEW.....	s 6 15	s 12 40	s 1 35	s 8 25 ⁷ _{8 05}	L 5 20 ⁷ PM	L 7 10 ⁶⁷ AM			2 00	1 15	L 2 00PM
	93.3	WILLOW SPRINGS... 8.0	6 03	12 20	1 15	7 52					1 45	1 01	
	102.8	N... GLADEWATER..... 4.2	s 5 52 ⁷	s 12 10AM	s 1 05	s 7 42					1 25	12 48	
	107.0	WILKINS.....	5 43	11 58	12 54	7 35					1 15	12 40	
W	113.0	N... BIG SANDY..... 5.3	5 37	s 11 50 ⁵⁵	s 12 41	7 29					1 01	12 33	
	118.6	D... HAWKINS..... 5.8	5 31	11 44	s 12 34	7 23					12 49	12 23	
	124.4	FADA..... 5.4	5 25	11 38 ⁶⁵	12 22	7 17					12 37 ⁵⁵	12 15 ⁵⁵	
	129.8	HOARD..... 6.5	5 20	11 32	12 14	7 11					12 30 ⁶⁵	12 05 ⁶⁵ AM	
	136.3	MINEOLA..... 1.8	s 5 12	s 11 23	s 12 05PM	s 7 02					12 20	11 50	
FWY	138.1	N... MINEOLA YARD... 1.8	L 5 08PM	L 11 16PM	L 11 58AM	L 6 57PM					L 12 15AM	L 11 45PM	
	137.8		2	4	6	16	202	208			54	56	66
			Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily
		Time Over Sub-Division	3.19	4.19	2.17	3.48	2.15	3.00			2.45	4.45	4.30

Eastward trains are superior to trains of the same class in opposite direction; except Nos. 1, 11 and 201 are superior to all Eastward trains.

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

Normal position of switches at St. L.-S. W. Ry. Connection located approximately 800 feet east of St. L.-S. W. Ry. Crossing, and Bonham Sub-Division connection, located approximately 1200 feet east of St. L.-S. W. Ry. crossing, will be for Mineola Sub-Division main track.

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

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

First class trains must run at reduced speed between East Switch Water Track and Fredonia Street, Longview.

OTHER PASSENGER TRAIN FLAG STOPS

Train	Stations
No. 4	Angler to discharge passengers from Dallas and beyond.
	Hawkins to discharge passengers from El Paso and beyond and to receive passengers for St. Louis, Memphis or New Orleans and beyond.
	Queen City to discharge passengers from Longview and points west.
No. 6	Jarvis College to receive or discharge passengers to or from Texarkana, Shreveport, Dallas and beyond. Angler on Fridays, Saturdays and Sundays to discharge passengers from Dallas and beyond. Crow for passengers and mail.
No. 16	Atlanta to discharge passengers from points west of Fort Worth.
No. 208	Domino to receive and discharge passengers. Lodi, Kildare, Bivins and Queen City to load or unload mail, parcel post or express. Hallsville to let off passengers from points on IGN south of Longview and to pick up passengers for points north of Marshall.

DALLAS SUB-DIVISION--Westward

Station Numbers	Car Capacity Passing Siding	Time Table No. 18 EFFECTIVE 12:01 A. M. MARCH 26, 1944	FIRST CLASS						SECOND CLASS				
			1	7	11	15	501			55	65	67	
			Sunshine Special Passenger Daily	The Southerner Passenger Daily	Sunshine Special Passenger Daily	The Texan Passenger Daily	Santa Fe Passenger Daily			Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	
STATIONS													
138	YARD	N... MINEOLA YARD... 4.1	L 9 38AM	L 6 43PM	L 10 33AM	L 6 38AM					A 1 45AM	L 2 00AM	L 10 00AM
148	75	..... SILVER LAKE..... 7.1	9 43	6 53 ¹⁶	10 38	6 43					1 57	2 12	10 12
149	89	N... GRAND SALINE..... 5.1	9 51	s 7 12	10 47	6 51					2 13	2 28	10 30
155	75	..... FRUITVALE..... 8.9	9 57	7 20	10 54	6 56					2 25	2 42	10 40
160	107	D... EDGEWOOD..... 3.4	10 02	s 7 30	11 00 ⁶⁷	7 03					2 35	2 55	11 00 ¹¹
163	74	..... RUSSELL..... 5.1	10 06	7 35	11 05	7 08					2 42	3 04	11 21 ⁶
167	89	N... WILLS POINT..... 4.9	s 10 15	s 7 47	s 11 15 ⁶	s 7 20					2 55	3 15	11 40
172	70	..... COBBS..... 4.5	10 22	7 56	11 22	7 27					3 03	3 26	11 50
176	85	..... ELMO..... 1.1	10 27	8 02	11 27	7 33					3 11	3 36	11 58
183	97	N... TERRELL..... 7.1	10 38 ⁶	s 8 10	11 35	s 7 41					3 25	3 55	12 15PM
187	78	..... LAWRENCE..... 7.1	10 47	8 25	11 42	7 55					3 35	4 10	12 25
194	74	D... FORNEY..... 5.7	10 58	8 35	11 51	8 05					3 50	4 30	12 42
199	85	..... MARATH..... 2.9	11 05	8 42	11 58	8 13					4 03	4 50	12 55
202	27	D... MESQUITE..... 4.8	11 09	8 46	12 02PM	8 17					4 09	5 00	1 01
207	100	... ORPHANS HOME..... 2.9	11 15	8 52	12 08	8 23					4 20	5 15	1 15
210	64	N... T. & P. JCT..... 7.2	A 11 20AM	A 8 58PM	A 12 13PM	A 8 28AM					A 4 30AM	A 5 30AM	A 1 30PM
215		..... DALLAS..... Union Terminal	s 11 45 11 55	s 9 15 9 40	s 12 30 12 45	s 8 45 9 05	L 9 30PM						
	NS	..... U. T. JCT..... 1.3	L 11 56AM	L 9 42PM	L 12 47PM	L 9 07AM	L 9 32PM				L 5 00AM	L 6 30AM	L 3 20PM
216	108	..... BROWDER..... 8.3	11 59	9 45	12 50	9 12	9 35				6 10	6 45	3 28
220	NS	..... EAGLE FORD..... 7.0	12 03PM	9 50	12 55	9 22	9 39				6 17	6 55	3 35
227	84	... GRAND PRAIRIE... 6.2	12 13	10 01	1 05	9 32	9 47				6 30	7 15	3 58
238	97	..... ARLINGTON..... 6.6	12 22	10 12	1 15	9 42	9 55				6 44	7 40	4 10
239	NS	..... HANDLEY..... 6.3	12 31	10 20	1 25	9 45	10 03				6 00	8 00	4 25
246	YARD	N... FORT WORTH (Passenger Station) 5.8	A 12 45 PM	A 10 40PM L 11 20PM	A 1 40PM L 2 10PM	A 10 00AM	A 10 20PM				A 6 30AM	A 8 30AM	A 4 45PM
351	YARD	... LANCASTER YARD... 5.8		A 11 32PM	A 2 22PM								
		110.3	1	7	11	15	501				55	65	67
			Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily
		Time Over Sub-Division	3.07	3.57	3.07	3.22	.50				4.45	6.30	6.45

Eastward trains are superior to trains of the same class in opposite direction; except Nos. 1 and 11 are superior to all Eastward trains.

Time at Dallas is shown for information only.

Time shown at Grand Prairie and Arlington applies at Station.

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

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

Ft. Worth register station for first class trains only.

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

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

Ft. Worth is train order office for first-class trains only. Other trains may leave that station without a clearance.

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

First class trains may leave Mineola Yard without a clearance.

First class trains must move at reduced speed between Ft. Worth (Passenger Station) and the east end of the siding Ft. Worth.

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

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

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

All trains and engines will run at REDUCED SPEED and will not exceed a speed of 10 miles per hour through interlocker and between interlocker and crossover west end passenger station Fort Worth.

STANDARD CLOCKS:

Mineola Yard
Dallas Yard
Dallas Union Terminal
Ft. Worth (Passenger Station)

DALLAS SUB-DIVISION--Eastward

9

Location Water Fuel, Turn-table, Wye, etc.	Miles from Texarkana	Time Table No. 18 EFFECTIVE 12:01 A. M. MARCH 26, 1944	FIRST CLASS							SECOND CLASS			
			2	4	6	16	502				54	56	
			Sunshine Special Passenger Daily	Passenger Daily	Texas Ranger Passenger Daily	The Texas Passenger Daily	Santa Fe Passenger Daily				Red Ball Freight Daily	Red Ball Freight Daily	
STATIONS													
FWY	188.1	N... MINEOLA YARD... 4.1	A 5 06PM	A 11 16PM	A 11 58AM	A 6 57PM						A 11 35PM	A 11 25PM
	142.2	SILVER LAKE... 7.1	5 02	11 11	11 53	6 53						11 26	11 16
	149.3	N... GRAND SALINE... 5.4	4 55	s 11 02	s 11 45	6 45						11 17	11 07
	154.7	FRUITVALE... 4.9	4 50	10 51	f 11 35	6 38						11 07	10 57
	159.6	D... EDGEWOOD... 8.4	4 45	10 45	s 11 27	6 33						11 00	10 50
	163.0	RUSSELL... 3.9	4 42	10 40	11 21 ⁶⁷	6 29						10 55	10 45
W	166.9	N... WILLS POINT... 4.9	s 4 37	s 10 35	s 11 15 ¹¹	s 6 24						10 50	10 40
	171.8	COBBS... 4.5	4 27	10 23	10 57	6 15						10 39	10 29
	178.3	ELMO... 6.1	4 23	10 18	f 10 50	6 10						10 33	10 23
W	182.4	N... TERRELL... 4.1	4 16	s 10 10	s 10 38 ¹	f 6 03						10 25	10 15
	186.5	LAWRENCE... 7.1	4 11	9 59	10 27	5 57						10 15	10 05
	193.6	D... FORNEY... 5.7	4 04	s 9 49	s 10 15	5 50						10 06	9 56
	199.8	MARITH... 2.9	3 58	9 40	10 04	5 44						9 59	9 49
WMP203	202.2	D... MESQUITE... 4.8	3 55	9 36	s 9 59	5 41						9 55	9 45
	207.0	ORPHANS HOME... 2.9	3 50	9 30	9 52	5 36						9 48	9 38
FWTY	209.9	N... T. & P. JCT... 7.2	L 3 45PM	L 9 25PM	L 9 45AM	L 5 30PM						L 9 40PM	L 9 30PM
		DALLAS Union Terminal 0.4	s 3 30 3 20	s 9 10 8 30	s 9 30 9 00	s 5 15 5 05	A 7 55AM						
	215.0	U. T. JCT... 1.3	A 3 10PM	A 8 20PM	A 8 54AM	A 4 55PM	A 7 50AM					A 9 15PM	A 9 05 PM
W	216.3	BROWDER... 3.3	3 07	8 15	8 51	4 52	7 47					9 10	9 00
	219.6	EAGLE FORD... 7.0	3 02	8 10	8 47	4 47	7 44					8 53	8 48
	226.6	GRAND PRAIRIE... 6.2	2 55	8 01	f 8 37	4 40	7 38					8 43	8 36
	232.8	ARLINGTON... 6.6	2 48	s 7 52	f 8 25	4 33	7 28					8 30	8 26
	239.4	HANDLEY... 6.8	2 40	7 42	8 10	4 25	7 20					8 18	8 15
WY	245.7	N... FORT WORTH... (Passenger Station) 5.3	L 2 30 PM	L 7 30PM	L 8 00AM 7 25AM	L 4 15PM 3 30PM	L 7 10AM					L 8 05PM	L 8 00 PM
FWT	251.0	LANCASTER YARD...			L 7 10AM	L 3 15PM							
	110.3		2	4	6	16	502					54	56
			Daily	Daily	Daily	Daily	Daily					Daily	Daily
		Time Over Sub-Division	2.36	3.46	3.58	2.42	.45					8.30	8.25

**Eastward trains are superior to trains of the same class in opposite direction;
except Nos. 1 and 11 are superior to all Eastward trains.**

Time of departure Lancaster Yard and Arrival Ft. Worth Nos. 6 and 16 shown for information only.

Arrival and departure Nos. 501 and 502 Ft. Worth (Passenger Station) applies to G. C. & S. F. passenger station.

Between U. T. Jct. and T.&P. Jct. employes of the Texas and Pacific Railway are subject to the Rules, Time Table and Special Instructions of the T.&N.O. RR and to the Rules and Special Instructions of the Union Terminal Co., Dallas while occupying their tracks.

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

OTHER PASSENGER TRAIN FLAG STOPS

Train	Stations
No. 2	Terrell to pick up passengers destined Texarkana and beyond.
No. 4	Edgewood to discharge passengers from Dallas and beyond and to pick up passengers for Marshall and beyond.
No. 6	Silver Lake to handle parcel post.
No. 16	Terrell reduce speed to permit exchange lock pouch U. S. Mail. Grand Saline to discharge passengers from Dallas and beyond and to receive passengers for Texarkana and beyond.
No. 1	Terrell to discharge passengers from points north of Texarkana.
No. 7	Mesquite on Thursday for mail.

Train	Stations
Nos. 7 and 11	Grand Prairie to pick up passengers destined beyond Fort Worth and to discharge passengers from Texarkana and east and from Shreveport and east.
No. 11	Grand Saline to discharge passengers from Shreveport and beyond, and to receive passengers for Dallas and beyond.
No. 15	Arlington to discharge revenue passengers ticketed to Arlington from connecting lines and originating Texarkana and Shreveport and points east thereof. Grand Prairie to discharge passengers from connections at Dallas.
	At non-scheduled stops to discharge revenue passengers from points east of Texarkana or from Shreveport and points beyond.

WHITESBORO SUB-DIVISION--Southward

Station Numbers	Car Capacity Passing Siding	Time Table No. 18 EFFECTIVE 12:01 A. M. MARCH 26, 1944		FIRST CLASS						SECOND CLASS			
				31	311	323	325	327	57	371	381		
				Passenger Daily	M-K-T Texas Special Passenger Daily	M-K-T Limited Passenger Daily	M-K-T Flyer Passenger Daily	M-K-T Bluebonnet Passenger Daily	Red Ball Freight Daily	M-K-T Bullet Freight Daily	M-K-T Komet Freight Daily		
STATIONS													
A 128	YARD	D.....	BONHAM.....	L 11 40 AM						L 11 00 PM			
A 131	86	.....	LEBO.....	11 45						11 10			
A 134	NS	.....	ECTOR.....	11 51						11 20			
A 139	NS	D.....	SAVOY.....	12 01 PM						11 37			
A 140	86	.....	ANTLERS.....	12 04						11 42			
A 142	NS	N.....	BELLS.....	12 11						11 47			
A 151	102	.....	SHERMAN JOT.....	12 30 ³²						12 30 ^{AM} 8 48 ⁵⁰			
A 155	NS	N.....	SHERMAN.....	12 50						8 55			
A 160	108	.....	GRACO.....	12 58						9 15			
A 165	20	.....	SOUTH MAYDE.....	1 08						9 35			
A 168	103	.....	THORNE.....	1 11						9 38			
A 173	YARD	N.....	WHITESBORO.....	1 30	L 9 42 AM	L 11 35 ³² AM	L 8 40 PM	L 7 55 AM		10 05	L 4 00 AM	L 10 00 PM	
A 179	87	D.....	COLLINSVILLE.....	1 40	9 50 ³²⁶	11 45	8 50	8 05		10 19	4 15	10 15 ³⁷⁴	
A 188	87	D.....	TIOGA.....	1 49	10 00	11 55	8 57	8 13		10 33	4 30	10 30 ³⁷⁶	
A 191	85	N.....	PILOT POINT.....	2 00	10 10	12 05 PM	9 06	8 21		10 55 ³²	4 45	10 42	
A 198	72	D.....	AUBREY.....	2 09	10 19	12 15	9 15 ³⁷⁴	8 30		11 10	5 00	11 00 ³²⁴	
A 204	85	N.....	MINGO.....	2 18	10 28 ³²	12 25	9 22 ³⁷⁶	8 40		11 20	5 15	11 17	
A 209	N-86 S-50	N.....	DENTON.....	2 30	10 40	12 35	9 35	9 00 ³²⁶		11 28	5 28	11 30	
A 216	86	.....	ARGYLE.....	2 40	10 52	12 45	9 47	9 13		11 39	5 43	11 47	
A 220	85	.....	SMOOTS.....	2 46	10 58	12 52	9 54	9 18		11 45	5 53	11 55	
A 225	87	D.....	ROANOKE.....	2 54	11 06	1 00	10 04	9 25		11 53	6 05	12 10 ⁵⁰ AM	
A 230	104	.....	KELLER.....	3 02	11 14	1 08	10 14 ³²⁴	9 32 ³²		12 01 PM	6 17	12 25	
A 235	54	.....	WATAUGA.....	3 12 ³¹²	11 21	1 18	10 23	9 45		12 09	6 28	12 35	
A 240	114	N.....	HODGE.....	3 20	11 27	1 28	10 28	9 50		12 16	6 40	12 44	
A 241	YARD	.....	BELT JOT.....	3 23	11 30	1 32	10 31	9 52		12 19	6 45	12 48	
		.....	FORT WORTH Peach Street	3 28	11 34	1 38	10 35	9 55		12 25	A 7 00 AM	A 1 00 AM	
A 244		N.....	FORT WORTH Passenger Station	3 35 PM	A 11 40 AM	A 1 45 PM	A 10 40 PM	A 10 00 AM		A 12 30 PM			
116.8				31	311	323	325	327		57	371	381	
				Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	
Time Over Sub-Division				3.55	1.58	2.10	2.00	2.05		18.30	3.00	3.00	

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

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

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

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

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

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

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

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

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

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

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

WHITESBORO SUB-DIVISION--Northward

11

Location Water, Fuel, Turn-table, Wye, etc.	Miles from Texas	Time Table No. 18 EFFECTIVE 12:01 A. M. MARCH 26, 1944	FIRST CLASS					SECOND CLASS					
			32	312	318	324	326	50	374	376			
			Passenger Daily	M-K-T Texas Special Passenger Daily	M-K-T Bluebonnet Passenger Daily	M-K-T Limited Passenger Daily	M-K-T Flyer Passenger Daily	Red Ball Freight Daily	M-K-T Packer Freight Daily	M-K-T Rocket Freight Daily			
STATIONS													
FWT	128.1	D... BONHAM	A 1 20 PM						A 5 00 AM				
	131.7	LEBO	1 11						4 49				
	133.6	ECTOR	1 08						4 45				
	139.2	D... SAVOY	12 58						4 28				
	140.4	ANTLERS	12 53						4 25				
	141.6	N... BELLS	12 50						4 21				
Y	151.2	SHERMAN JOT	12 30 31						4 00 57				
	154.6	N... SHERMAN	12 25						3 38				
	159.6	GRACO	12 02 PM						3 01				
	165.0	SOUTH MAYDE	11 54						2 45				
	166.3	THORNE	11 50						2 35				
FWY	173.1	N... WHITESBORO	11 35 323	A 4 47 PM	A 5 35 PM	A 11 45 PM	A 10 00 AM		2 05	A 10 30 PM	A 11 15 PM		
	179.6	D... COLLINSVILLE	11 15	4 35	5 23	11 30	9 50 311		1 51	10 15 381	10 50		
	186.1	D... TIOGA	11 05	4 25	5 15	11 16	9 35		1 37	9 55	10 30 381		
W	191.5	N... PILOT POINT	10 55 57	4 17	5 08	11 08	9 27		1 26	9 35	10 10		
	198.4	D... AUBREY	10 40	4 07	5 00	11 00 381	9 16		1 12	9 15 325	9 45		
W	204.6	MINGO	10 28 311	3 57	4 50	10 52	9 07		1 00	8 55	9 22 325		
Y	209.1	N... DENTON	10 18	3 50	4 43	10 45	9 00 327		12 50	8 40	9 00		
	216.3	ARGYLE	10 00	3 38	4 29	10 34	8 43		12 34	8 23	8 42		
	220.4	SMOOTS	9 52	3 32	4 24	10 29	8 38		12 26	8 11	8 31		
W	225.4	D... ROANOKE	9 45	3 25	4 18	10 23	8 31		12 10 381	7 58	8 18		
	230.3	KELLER	9 32 327	3 19	4 12	10 14 325	8 23		12 01 AM	7 45	8 05		
	235.5	WATAUGA	9 20	3 12 31	4 06	10 07	8 16		11 52	7 32	7 52		
	240.0	N... HODGE	9 14	3 06	4 00	10 01	8 10		11 44	7 20	7 40		
	241.2	BELT JOT	9 09	3 03	3 57	9 58	8 07		11 41	7 17	7 37		
	243.2	FORT WORTH Peach Street	9 06	2 59	3 53	9 53	8 03		11 35	L 7 10 PM	L 7 30 PM		
WY	244.4	N... FORT WORTH Passenger Station	L 9 00 AM	L 2 55 PM	L 3 50 PM	L 9 50 PM	L 8 00 AM		L 11 30 PM				
		116.3	32 Daily	312 Daily	318 Daily	324 Daily	326 Daily		50 Daily	374 Daily	376 Daily		
		Time Over Sub-Division	4.20	1.52	1.45	1.55	2.06		5.30	3.20	3.45		

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

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

Fort Worth (Passenger Station) is train order office for first class trains only.

All trains will register at Hodge by register ticket.

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

STANDARD CLOCKS:

Bonham Ft. Worth (Passenger Station)
Whitesboro
Hodge

OTHER PASSENGER TRAIN FLAG STOPS

Train	Stations
No. 311	Pilot Point to discharge revenue passengers from north of Denton and to receive revenue passengers for regular stops of No. 311 and MKT Nos. 11 and 1 south of Fort Worth.
No. 323	Collinsville to Watuga, inclusive, to receive or discharge passengers and to load and unload parcel post.
No. 325	Collinsville, Tioga and Aubrey to discharge passengers from north of Denton and to receive passengers for regular stops of Nos. 25 and 5 south of Ft. Worth. Any station to discharge passengers from M-K-T No. 33 into Whitesboro. Pilot Point to discharge revenue passengers from north of Denton or west of Whitesboro or to receive revenue passengers for Ft. Worth or regular stops for Nos. 25 and 5 south of Ft. Worth.

Train	Stations
No. 327	Any station to discharge passengers from north of Muskogee and from Frisco No. 507.
No. 312	Pilot Point and Collinsville to discharge passengers from Denton and south and to receive passengers from regular stops of No. 2 north of Denton.
No. 318	Pilot Point regular stop daily except Sunday, and Sundays flag stop to receive passengers destined St. Louis, Kansas City and beyond.
No. 324	Any station to discharge passengers from Ft. Worth and to receive passengers for north of Denton. Pilot Point and Tioga to discharge passengers from Denton and south and to receive passengers for Denton and north.
No. 326	Any station to load and unload parcel post.

Southward THE DENISON & PACIFIC SUBURBAN RAILROAD Northward 13

SECOND CLASS		Station Numbers	Car Capacity Passing Sidings	Time Table No. 18 EFFECTIVE 12:01 A. M. MARCH 26, 1944		Location, Water, Fuel, Turn-table, Wye, etc.	SECOND CLASS	
61	60			STATIONS			Red Ball Freight Daily	
Red Ball Freight Daily								
8 00 AM		F 7	YARD	N..... DENISON.....	WY		5 00 AM	
8 30 AM		A 151	108	.....SHEERMAN JCT.....	Y		4 15 AM	
61 Daily				7.3			60 Daily	
0.30				Time Over Sub-Division			0.45	

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

Nos. 60 and 61 will handle passengers.

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

STANDARD CLOCK:

Denison

Southward

TEXARKANA SUB-DIVISION

Northward

Between St. L.-S. W. Ry. crossing, Bonham Sub-Division connection with K. C. S. Ry. near Congress, and Texarkana Passenger Station, ALL TRAINS AND ENGINES will move at reduced speed and will not exceed a maximum speed of ten (10) miles per hour.	SECOND CLASS		Station Numbers	Car Capacity Passing Sidings	Time Table No. 18 EFFECTIVE 12:01 A. M. MARCH 26, 1944		Miles From T. S. & N. Jct.	Location, Water, Fuel, Turn-table, Wye, etc.	SECOND CLASS		Employees of the St. L.-S. W. Ry. and K. C. S. Ry. are subject to the Rules, Time Table and Special Instructions of the Texas and Pacific Railway while occupying its tracks.
	49	48			STATIONS				Mixed Monday Wednesday Friday	Mixed Tuesday Thursday Saturday	
Normal position of switches at St. L.-S. W. Ry. connection, located approximately 800 feet east of St. L.-S. W. Ry. crossing, and Bonham Sub-Division connection, located approximately 1200 feet east of St. L.-S. W. Ry. crossing, will be for Mineola Sub-Division main track.	8 00 AM		0	YARD	N..... TEXARKANA.....	71.8	FWTY		1 30 PM	Time shown at Shreveport Junction and Hollywood Yard for information only.	
All trains and engines must approach St. L.-S. W. Ry. and Bonham Sub-Division connections, prepared to stop unless switches and signals are right and the track is clear.	8 30		T 62	11	.....BOYD.....	61.9			1 00	Nos. 48 and 49 will register at Hollywood Yard.
	9 00		T 55	34	D..... FOUKE.....	55.4			12 35 PM		
	9 40		T 43	39	D..... DODDGE.....	42.8			11 55		
	10 00		T 37	29	.....IDA.....	36.8			11 35	
	10 20		T 32	NS	.....MIRA.....	32.3	W		11 15	
	10 45		T 28	29	D..... HOSSTON.....	28.0			10 50		
	11 05		T 23	40	D..... GILLIAM.....	29.3			10 25		
	11 30		T 18	20	D..... BELOHER.....	18.1			10 00		
	11 50		T 14	15	D..... DIXIE.....	14.0			9 40		
	12 15 PM		T 7	12	.....CASH POINT.....	7.3			9 15	
	1 00 PM			YARD	.....T. S. & N. JCT.....		Y		8 30 AM	
	1 15		B 324	YARD	.....SHREVEPORT JCT.....				8 15	
	1 30 PM		B 323	YARD	.....HOLLYWOOD YARD.....		FWT		8 00 AM	
	49				76.4				48		
	Mixed Monday Wednesday Friday								Tuesday Thursday Saturday		
	5.30				Time Over Sub-Division				5.30		

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

Westward

SHREVEPORT SUB-DIVISION

Eastward

FIRST CLASS		Station Numbers	Car Capacity Passing Sidings	Pleasant Hill Branch		Miles from New Orleans	Location—Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS	
	27			Time Table No. 18				20	
	Passenger Daily			EFFECTIVE 12:01 A. M.				Passenger Daily	
				MARCH 26, 1944					
				STATIONS					
L	8 50AM	B 286	YARD	D	CYPRESS	235.9	FWY	L	7 56PM
		B 246	88		PROVENOAL	248.1			7 33
	9 12	B 253	89	D	ROBELINE	258.0			7 17
	9 27	B 259	88	D	MARTHAVILLE	259.8			7 01
	9 42	B 269	89	D	PLEASANT HILL	268.8			6 41
	10 03	B 275	80	D	FELICAN	274.9			6 24
	10 15	B 279	88	D	OXFORD	279.0			6 17
	10 22	B 287	80	D	SOUTH MANSFIELD	287.4			6 00
	10 41	B 294	88	D	GRAND CANE	294.5			5 43
	10 55	B 302	85		GLOSTER	302.4			5 28
	11 11	B 309	NS		STONEWALL	308.8	W-MP805		5 13
	11 28	B 312	NS	D	KEITEVILLE	312.4			5 07
	11 34	B 317	NS		REISOR	317.5			4 55PM
	11 45AM								
	27 Daily				81.6			20 Daily	
	8.55				Time Over Sub-Division			3.00	

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

OTHER PASSENGER TRAIN FLAG STOPS		
Trains	Stations	Mile Post
20-27	Weaver	233.5
20-27	Victoria	243.4
20-27	Shamrock	254.7
20-27	Boleyn	262.2

Westward

ALEXANDRIA SUB-DIVISION

Eastward

SECOND CLASS				Location—Water, Fuel, Turn-table, Wye, etc.	Miles from Bunkie	Ville Platte Branch		Station Numbers	Car Capacity Passing Sidings	SECOND CLASS			
			85			Time Table No. 18				84			
			Local Daily Except Sunday			EFFECTIVE 12:01 A. M.				Loc Daily Except Sunday			
						MARCH 26, 1944							
				STATIONS									
L	8 00PM	FWY	.0	N	BUNKIE	B 163	YARD	L	5 30PM				
	8 20		4.2		EOLA	L 8	NS		4 55				
	8 45		9.4		ST. LANDRY	L 9	88		4 30				
	9 15		16.1		TATE COVE	L 15	NS		3 59				
A	9 45PM	Y	20.6	D	VILLE PLATTE	L 20	51	L	3 30PM				
	85 Daily Except Sunday				20.6				84 Daily Except Sunday				
	1.45				Time Over Sub-Division				2.00				

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

STANDARD CLOCK
Bunkie

Southward

ALEXANDRIA SUB-DIVISION

Northward

15

THIRD CLASS		SECOND CLASS	FIRST CLASS		Location—Water Road, Turn-table, etc.	Station Numbers	Avoyelles and New Roads Branches		Miles from Addis	Car Capacity Passenger Freight	FIRST CLASS		SECOND CLASS	THIRD CLASS	
87	437	477	405	401			Time Table No. 18				402	406	442	436	86
Local Freight Tuesday, Thursday, and Saturday	L. & A. Freight Daily Except Sunday	L. & A. Freight Daily	L. & A. Passenger Daily	L. & A. Passenger Daily			EFFECTIVE 12:01 A. M. MARCH 26, 1944				L. & A. Passenger Daily	L. & A. Passenger Daily	L. & A. Freight Daily	L. & A. Freight Daily Except Sunday	Local Freight Monday, Wednesday, and Friday
STATIONS															
L 4 45AM					FWY	B183	N.....	BUNKIE.....	109.2	YARD					A 8 15AM
5 05						V 42	.....	EVERGREEN.....	104.5	9					7 52
5 20						V 38	D....	COTTONPORT.....	100.3	27					7 40
5 35						W 1	.....	LONGBRIDGE.....	97.0	12					7 25
5 45						W 3	.....	MANSURA JCT.....	94.0	NS					7 13
5 50						W 4	D....	MANSURA.....	93.5	13					7 10
6 10					Y	W 9	D....	MARSHVILLE.....	88.8	14					6 50
6 40						W 4	D....	MANSURA.....	84.1	13					6 20
A 6 45AM						W 3	.....	MANSURA JCT.....	83.6	NS					L 6 15AM

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

L 7 10AM	L 2 01PM	L11 04PM	L 7 35PM	L 3 06AM	.....	V 30	D....	HAMBURG.....	76.6	51	A 2 44AM	A11 08AM	A 7 41AM	A 8 33PM	A 5 50AM
7 24	2 19	11 18	7 43	3 15	.....	V 23	.....	HYDE.....	69.3	92	2 35	11 00	7 26	8 08	5 36
A 7 25 ^(442 AM)	A 2 21PM	A11 19PM	A 7 44PM	A 3 16AM	.....	Y	.....	LATEX JCT.....	69.2	NS	L 2 34AM	L10 59AM	L 7 25 ^(87 AM)	L 8 05PM	L 5 35AM
					Y	V 22	D....	SIMMESPORT.....	68.9	NS					

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

L 8 05AM	L 2 56PM	L11 40PM	L 8 00PM	L 3 33AM	FWY	D 61	N....	TORRAS JCT.....	60.9	NS	A 2 18AM	A10 43AM	A 7 05AM	A 7 30PM	A 4 45AM
8 13	3 04	11 48	8 05	3 38	.....	D 58	.....	LETTSWORTH.....	57.2	54	2 13	10 38	6 48	7 15	4 35
8 28	3 21	12 03AM	8 13	3 46	.....	D 51	.....	BATCHELOB.....	50.3	105	2 05	10 30	6 34	6 54	4 15
9 00	3 40	12 20	8 23	3 56 ⁸⁶	.....	D 42	D....	MORGANZA.....	42.0	52	1 55	10 20	6 18	6 34	3 56 ⁴⁰¹
9 35	4 15	12 42	8 35	4 08	Y	D 33	D....	NEW ROADS.....	32.0	100	1 43	10 08	5 59	6 10	2 55
9 59 ⁴⁰⁶	4 35	12 59	8 44	4 17	.....	D 25	D....	GLYNN.....	24.7	52	1 34	9 59 ⁸⁷	5 47	5 51	2 15
10 25	4 55	1 25 ⁴⁰²	8 53	4 26	.....	D 18	D....	CHAMBERLIN.....	17.6	52	1 25 ⁴⁷⁷	9 50	5 35	5 34	1 59
10 45	5 15 ⁴³⁶	1 43	8 59	4 32	.....	D 13	.....	LOBDELL.....	12.8	100	1 19	9 44	5 23	5 15 ⁴³⁷	1 48
10 50	A 5 20PM	A 1 46 ^(86 AM)	A 9 00PM	A 4 33AM	.....		NO..	LOBDELL JCT.....	12.2	NS	L 1 18AM	L 9 43AM	L 5 15AM	L 5 10PM	1 46 ⁴⁷⁷
11 10					.....	D 10	.....	ANCHORAGE.....	9.9	22					1 15
11 20					.....	D 8	D....	PORT ALLEN.....	7.8	85					12 55
A11 59AM					FWT	B 90	N....	ADDIS.....	0	YARD					L12 10AM
87 Tuesday, Thursday, and Saturday	437 Daily Except Sunday	477 Daily	405 Daily	401 Daily					109.2		402 Daily	406 Daily	442 Daily	436 Daily Except Sunday	86 Monday, Wednesday, and Friday
7.14	8.19	2.42	1.25	1.27					Time Over Sub-Division		1.26	1.25	2.26	3.23	6.05

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

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

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

Exception to Rule 83 (a).

When train order signal Lobdell Jct. indicates proceed L. & A. No. 2 may assume schedule No. 402; L. & A. No. 6 may assume schedule No. 406; L. & A. No. 36 may assume schedule No. 436 and L. & A. No. 42 may assume schedule No. 442 and leave Lobdell Jct. without clearance card. When train order signal Hamburg indicates proceed L. & A. No. 1 may assume schedule No. 401; L. & A. No. 5 may assume schedule No. 405; L. & A. No. 37 may assume schedule No. 437 and L. & A. No. 77 may assume schedule No. 477 and leave Hamburg without clearance card.

STANDARD CLOCKS:

Bunkie
Addis

Westward

ALEXANDRIA SUB-DIVISION

Eastward

			SECOND CLASS			Thibodaux Branch			SECOND CLASS					
			73	Location - Water, Fuel, Turn-table, Wys, etc.	Miles from Donaldsonville	Time Table No. 18 EFFECTIVE 12:31 A. M. MARCH 26, 1944			Station Numbers	Car Capacity Passing Sidings	72			
			Local Daily Except Sunday			STATIONS					Local Daily Except Sunday			
			L 10 00AM	FWY	0	N..... DONALDSONVILLE	B 65	YARD	A 7 15AM					
			L 10 15AM		2.4	..... GEARY	B 67	NS	A 7 01AM				
			10 30		3.9	..... PALO ALTO	H 9	10	6 45				
			10 45		8.1	..... KESSLER	H 6	NS	6 30				
			10 55		11.4	D..... PAINCOURTVILLE	H 11	7	6 20					
			11 05		14.3	..... MUNSONS	H 14	NS	6 10				
			11 10	Y	15.4	D..... NAPOLEONVILLE	H 15	NS	6 05					
			11 15		16.6	..... RATLIFF	G 13	NS	6 00				
			11 45		25.0	..... LABADIEVILLE	G 20	NS	5 30				
			11 55		39.9	..... ROGER	G 25	10	5 20				
			A 12 15PM	Y	39.5	D..... THIBODAUX	G 29	YARD	L 5 00AM					
			73						72					
			Daily Except Sunday			39.5			Daily Except Sunday					
			2.15			Time Over Sub-Division			2.15					

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

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

Southward

ALEXANDRIA SUB-DIVISION

Northward

			SECOND CLASS			Opelousas Branch			SECOND CLASS					
			91	Location - Water, Fuel, Turn-table, Wys, etc.	Miles from Melville	Time Table No. 18 EFFECTIVE 12:31 A. M. MARCH 26, 1944			Station Numbers	Car Capacity Passing Sidings	90			
			Local Daily Except Monday			STATIONS					Local Daily Except Monday			
					22.3	D..... SIMMESPORT	V 22	NS						
				Y	22.1	..... LATEX JCT.	V 22	NS					
					17.1	..... ODENBURG	V 17	14					
					12.7	..... WOODSIDE	V 13	NS					
					7.8	..... BAYOU CURENT	V 9	28					
					4.8	..... ELBA	V 4	23					
			L 11 15AM	FWY	0	N..... MELVILLE	B 199	YARD	A 10 00AM					
			11 35		7.3	..... WILLIAMSON	X 7	17	9 20				
			12 10PM		15.1	..... PORT BARRE	X 15	18	8 55				
			12 45	W	24.1	D..... OPELOUSAS	X 23	15	8 20					
			1 10		31.5	..... LEWISBURG	X 32	16	7 50				
			1 45		36.0	D..... CHURCH POINT	X 36	25	7 30					
			2 05		40.8	..... BRANCH	X 41	NS	7 00				
			2 30		48.4	D..... RAYNE	X 49	19	6 35					
			A 3 10PM	WY	56.6	D..... CROWLEY	X 57	YARD	L 6 01AM					
			91			78.4			90					
			Daily Except Monday			Time Over Sub-Division			Daily Except Monday					
			3.55						3.59					

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

STANDARD CLOCK:
Melville

Special Instructions

Road Foreman of Engines has the authority of Trainmaster.

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

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

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

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

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

YARD LIMITS

Alexandria and Shreveport Sub-Divisions

New Orleans } Mile Post 13.0 } One Yard	Melville Simmesport Hamburg	Kreso Cut Off Jct. Shreveport	} One Yard
Donaldsonville Torras	Bunkle Cypress Natchitoches	Ardis Agurs	

Plaquemine Indian Village Branch } Addis } One Yard	Willow Glenn Alexandria Yard Texmo Jct.	} One Yard
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Lobdell Lobdell Junction } One Yard
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Mineola and Dallas Sub-Divisions

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

Whitesboro-Bonham-Texarkana Sub-Divisions

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

AUTOMATIC BLOCK

M.P. B-1.6 to Texmo Junction M.P. B-196.2.
Cut Off Jct. to Mile Post 3.0 Lucas Cut-off.
Shreveport (Market Street M.P. B-327.3) to Marshall
Mineola and Dallas Sub-Divisions
Whitesboro Sub-Division between Whitesboro and Peach St., Ft. Worth

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

FIRE PROTECTION

1. Loose fire-bricks removed from fire pan must be retained in the boot underneath the fire pan while engine is running and when removed must be cooled to avoid fire.

2. Engines standing without fire must have safety valve in oil tank closed and oil not allowed to run into the pan or underneath the engine.

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

Sub-Division	Location	Structure
Alexandria	Plaquemine	Train shed
Alexandria	M.P. B-128.3	Melville Bridge
Shreveport	M.P. B-209.8	Bridge
Shreveport	Shreveport	Bridge 326.1 Anna Street
Mineola	M.P. 66.31	Overhead—Road
	M.P. 66.40	Overhead—Road
Dallas	Dallas U. T.	Oak Cliff Viaduct
		Street Car Viaduct
Dallas	Ft. Worth	Shed over platforms
	Passenger Station	between tracks.
D. & P. S. R. R.	Denison:	
	Texas St.	Overhead Bridge
	Hull St.	Overhead Bridge
	M-K-T Crossing	Overhead Bridge
	Munson St.	Overhead Bridge

BETWEEN SHREVEPORT JCT. AND SHREVEPORT PASSENGER STATION (MARKET STREET):

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

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

Second and inferior class, extra trains and engines will not foul main track between Shreveport Jct. and Shreveport Passenger Station on the time of first class trains without permission from train dispatcher, Alexandria, by telephone.

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

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

Dispatcher's telephones located as follows:

- End two main tracks, Shreveport Jct.
- East end yard tracks, Shreveport Jct.
- Between Y&MV and KCS interchange connections near Culpepper Street.
- TS&N Junction.
- West end passenger shed near McNeil Street.
- City telephone 1,000 feet north of North Wye Switch, Texarkana Sub-Division.

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

Mineola 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 — 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	— — —

Bells

M. K. T. Crossing	00	—
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Sherman

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

Opelousas

Main Track	—
Diverging Route	0

Special Instructions

MAXIMUM SPEEDS

Alexandria Sub-Division

Between	Miles per hour	
	Passenger	Freight
West Bridge Jct.—Alexandria.....	50	50
Except:		
Between M.P. 13 and M.P. 39.8.....	65	
Between M.P. 39.8 and Addis—Westward track....	65	
Between Addis and M.P. 68—Eastward track.....	65	
Between M.P. 68 and M.P. 39.8—Eastward track	60	
Between Addis and M.P. 120.....	65	
Between M.P. 129.0 and M.P. 190.....	65	
D-10 and H-2 class engines.....	50	
Mo. Pac. 1200 and 5200 class engines.....	50	
Geary-Thibodaux, except around curves at Geary, just east Palo Alto, and Godchaux connection.....	30	30
Around curves Geary, just east Palo Alto and Godchaux connection.....	15	15
Addis—Lobdell Jct.	40	25
Lobdell Jct.—Torras Jct.	55	40
Latex Jct.—Hamburg.....	50	35
Mansura Jct.—Marksville—Longbridge.....	30	18
Longbridge—Bunkie.....	30	25
Melville—Latex Jct.	30	25
Melville—M.P. 20 Opelousas Branch.....	30	18
M.P. 20 Opelousas Branch—Crowley.....	30	25
Bunkie—Ville Platte.....	30	25

Shreveport Sub-Division

Alexandria-Shreveport, via Natchitoches.....	55	50
Except:		
Over Junction Switch Cypress M.P. 235.3.....	15	15
Between Cypress and Lake End.....	60	
Over East wye switch, Cut Off Jct. M.P. 7.1.....	15	15
D-10 and H-2 class engines.....	50	
Reisor-Cypress via Pleasant Hill Branch.....	40	25
Cut Off Jct.—Marshall.....	70	60
Except:		
D-5 and D-9 Engines.....	30	30
D-10 Engines.....	50	50
G-1-B and G-1-C Engines.....	40	40
H-2 and I-1 Engines.....	60	

Mineola and Dallas Sub-Divisions

Texarkana-Fort Worth.....	70	60
Except:		
Over Shreveport Sub-Division Junction Switch and around curve Marshall passenger station.....	15	15
D-5 and D-9 Engines.....	30	30
D-10 Engines.....	50	50
G-1-B and G-1-C Engines.....	40	40
H-2 and I-1 Engines.....	60	

Bonham Sub-Division

Texarkana-M. P. A-83.....	60	40
Except:		
D-5 and D-9 Engines.....	30	30
D-10 Engines.....	50	
G-1-B and G-1-C Engines.....	40	
M. P. A-83-Bonham.....	50	30
Except:		
D-5 and D-9 Engines.....	30	
G-1-B and G-1-C Engines.....	40	

Whitesboro Sub-Division

Bonham-M. P. A-173.....	50	30
Except:		
D-5 and D-9 Engines.....	30	
G-1-B and G-1-C Engines.....	40	
M. P. A-173 to M. P. 218.2.....	60	40
Except:		
D-5 and D-9 Engines.....	30	30
D-10 Engines.....	50	
G-1-B and G-1-C Engines.....	40	
MKT Engs 701 to 770 inclusive, and 836 to 920 inclusive.....	45	
M. P. 218.2-Fort Worth.....	65	55
Except:		
D-5 and D-9 Engines.....	30	30
D-10 Engines.....	50	50
G-1-B and G-1-C Engines.....	40	40
H-2 and I-1 Engines.....	60	
MKT Engs 701 to 770 inclusive, and 836 to 920 inclusive.....	45	45

Texarkana Sub-Division

T. S. & N. Jct.—Texarkana.....	35	25
Sherman Jct.—Denison.....	35	25

D. & P. S. R. R.

RAILROAD GRADE CROSSINGS

Alexandria Sub-Division

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

Avoyelles and New Roads Branches

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

Opelousas Branch

M.P. X-23.5.....	T. & N. O. Ry. & G. C. L. (Interlocked)	25	15
Interlocked: No towerman on duty between hours of 11:30 a.m. and 12:30 p.m. and between 4:00 p.m. and 7:00 a.m.			
M.P. X-48.7.....	T. & N. O. Ry. (Interlocked)	25	15

Ville Platte Branch

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

M.P. B-211.5.....	J. A. Bentley Lbr. Co. (Interlocked)		
M.P. 3.7 Lucas Cut-off.....	K. C. S. Ry. (Automatic Interlocked)		
M.P. 5.9 Lucas Cut-off.....	T. & N. O. Ry. (Automatic Interlocked)		
M.P. B-325.2.....	Y. & M. V. R. R. (Shreveport).....	25	15
M.P. B-323.3.....	L. & A. Ry. (Automatic Interlocked)		

Pleasant Hill Branch

M.P. B-287.4.....	K. C. S. Ry. (Interlocked)	25	15
M.P. B-312.9.....	T. & N. O. Ry. (Automatic Interlocked)	15	15

Mineola Sub-Division

Texarkana Yard.....	St. L.-S. W. Ry. (Interlocked)		
M.P. 2.4.....	K. C. S. Ry-I. C. C. Co. (Automatic Interlocked)	30	30
M.P. 51.2.....	L. & A. Ry. (Interlocked)		
(All signals controlled by Operator, Marshall)			
Big Sandy.....	St. L.-S. W. Ry. (Interlocked)		
M.P. 136.9.....	M. K. T. R. R. (Interlocked)		

Dallas Sub-Division

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

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)	30	30
	{ T. & N. O. Ry. }		

Whitesboro Sub-Division

Bells.....	M. K. T. R. R. (Interlocked)		
Sherman.....	T. & N. O. R. R. (Interlocked)		
Sherman.....	M. K. T. R. R. (Not Protected)		
M.P. A-288.1.....	St. L.-S. W. Ry. (Automatic Interlocked)	30	30
Fort Worth.....	{ M. K. T. R. R. } (Interlocked)	10	10
Yard.....	{ G. C. & S. F. Ry. }		
	{ T. & N. O. R. R. }		

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

Special Instructions

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

Trains handling cars loaded with crude oil will not exceed maximum speed 40 miles per hour. Conductors keep engineer advised when crude oil in train.

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

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

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

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

DRAW BRIDGES

Location	Name	Miles per hour	
		Passenger	Freight
M.P. B-4.2	Harvey Canal	25	25
M.P. B-8.2	Company Canal	6	6
M.P. B-85.5	Bayou Plaquemine	35	25
M.P. B-101.1	Grosse Tete Bayou	35	25
M.P. B-128.5	Melville	35	25
M.P. H-15.9	Bayou Lafourche—Napoleonville	6	6

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

Before passing over Draw Bridge Company Canal M.P. B-8.2 all trains Must Receive a PROCEED Signal From Bridge Tender.

STEAM WRECKING DERRICKS WITH BOOM IN TRAILING POSITION

	Miles per hour	
	Straight Track	Curves
West Bridge Jct. to Cut Off Jct. via Natchitoches	35	30
Cut Off Jct. to Marshall	40	30
Texarkana to Ft. Worth, Mineola-Dallas Sub-divisions	40	30
Texarkana to M.P. A-83, Bonham Sub-division	40	30
Mile Post A-83 to Fort Worth, Bonham-Whitesboro Sub-divisions	35	25
Addis-Torras	25	15
Cypress to Reisor, via Pleasant Hill	25	15
Other sub-divisions and branch lines	18	12

CITY SPEED ORDINANCES

Alexandria and Shreveport Sub-Divisions

Station	Miles per hour	Station	Miles per Hour
Gretna	6	Thibodaux	16
Westwego	6	New Roads	15
White Castle	12	Morganza	25
Plaquemine	12	Rayne	20
Bunkie	25	Crowley	6
Cheneyville	25	Ville Platte	6
Lecompte	25	Eunice	8
Alexandria	25	Pleasant Hill	6
Natchitoches	25	Grand Cane	25
Shreveport	20		

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

Mineola and Dallas Sub-Divisions

Gladewater	25	Forney	20
Mineola	20	Mesquite	50
Longview to Court St.	15	Dallas	12
Atlanta	20	Arlington	20
Grand Salline	20	Grand Prairie	20
Wills Point	25	Ft. Worth	18
Terrell	20		

Whitesboro-Bonham-Texarkana Sub-Divisions

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

Do not exceed speed of 10 miles per hour over Church Street Crossing, Paris. Passenger trains moving over Church Street Crossing, Paris, between hours 7:00 a.m. and 8:45 p.m. will come to a stop and protect movement over this crossing when not protected by flagman.

NO. 16 TURN-OUTS

Maximum Speed 30 Miles Per Hour

Station	Mile Post	Number of		Description
		Turn-Outs		

Alexandria Sub-Division

Waggaman	B-12.7	1	End two main tracks
Johnson	B-39.4	1	End two main tracks
Vacherle	B-45.3	1	Crossover
St. James	B-52.3	2	Crossover
Winch	B-58.9	1	Crossover
Donaldsonville	B-64.3	1	Crossover
Donaldsonville	B-64.8	1	Crossover
Addis	B-89.8	1	End two main tracks

Shreveport Sub-Division

Cut Off Jct.	B-320.8	1	West Entrance to Interlocker—Hollywood Yard
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Mineola Sub-Division

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	23.1	1	East End Siding
Atlanta	24.1	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	65.6	1	East End Siding
Marshall	66.9	1	West End Siding
Quincy	70.0	1	East End Siding
Quincy	71.0	1	West End Siding
Keokuk	76.1	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

Dallas Sub-Division

Orphans Home	206.5	1	East End Siding
Orphans Home	207.5	1	West End Siding
T. & P. Jct.	209.2	1	East End Siding
T. & P. Jct.	209.9	1	Belt Line Connections
Browder	215.6	3	East End Siding
Browder	216.6	4	West End Siding
Grand Prairie	224.6	3	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 Westward Main

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

Special Instructions

SPRING SWITCHES

Station	Mile Post	Location Track	Facing Point Direction	Normal Position
Alexandria Sub-Division				
Marrero	5.4	End two main tracks	Westward	Westward track
Eastwego	8.1	End two main tracks	Eastward	Eastward track
Westwego	8.2	End two main tracks	Westward	Westward track
Waggaman	12.3	End drill track	Eastward	Main track
Johnson	33.4	End two main tracks	Westward	Westward track
Addis	89.8	End two main tracks	Eastward	Eastward track
Alexandria Yard	130.3	GCL connection	Eastward	Main track
Alexandria Yard	190.4	End of drill track	Westward	Main track
Alexandria Yard	191.0	East end crossover	Westward	Main track
Alexandria Yard	192.0	End two main tracks	Westward	Westward track
Alexandria	194.3	East end crossover	Westward	Eastward Main track
Alexandria	194.3	West end crossover	Eastward	For cross-over
Alexandria	194.3	East end passenger track	Westward	Westward Main track

Shreveport Sub-Division

Alexandria	184.6	West end passenger track	Eastward	Passenger track
Texmo Jct.	195.7	East end crossover	Westward	Eastward track
Texmo Jct.	195.7	West end crossover	Eastward	For cross-over
Texmo Jct.	195.8	End two main tracks	Eastward	Eastward track
Hollywood Yard	322.3	End drill track No. 1	Outbound	Inbound Main track
Shreveport Jct.	324.5	End two main tracks	Outbound	Outbound Main track
TS&N Jct.	326.5	West Wye	Eastward	For movement to Texarkana Sub-Division Main track.
TS&N Jct.	T-0.5	North Wye	Southward	Must be lined as necessary for facing point movements. May be left as used and trailed through from either leg of wye.
McNeil St.	326.8	East Wye	Westward	For Market St. main track.
McNeil St.	326.9	West end passenger main	Eastward	Passenger Main

Mineola Sub-Division

National	1.8	West End Siding	Eastward	Main Track
Marshall	66.2	East End Crossover	Westward	Main Track
Willow Springs	84.6	West End Siding	Eastward	Main Track
Gladewater	102.7	West End Siding	Eastward	Main Track
Big Sandy	114.0	West End Siding	Eastward	Main Track
Hoard	130.6	West End Siding	Eastward	Main Track
Mineola Yard	137.6	Cross-over East End Yard	Westward	Main Track

Dallas Sub-Division

Mineola Yard	138.9	West End Pull-out	Eastward	Main Track
Grand Saline	148.9	East End Siding	Westward	Main Track
Wills Point	167.3	West End Siding	Eastward	Main Track
Terrell	181.3	East End Siding	Westward	Main Track
Orphans Home	206.5	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	239.8	North End Siding	Southward	Main Track

Maximum speed trains or engines moving in the trailing point direction through a spring switch 30 Miles Per Hour unless otherwise restricted.

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

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

SPECIAL INSTRUCTIONS GOVERNING POWER-OPERATED SWITCHES.

Alexandria Sub-Division

Power-operated switches each end of crossover tracks between eastward and westward main tracks Mile Post B-64.3 and Mile Post B-64.8, Donaldsonville and signals in connection therewith controlled by operator Donaldsonville.

Shreveport Sub-Division

Power-operated switch leading from westward main track to Mo. Pac. main track Texmo Jct. and all signals are controlled by T&P Train Dispatcher, Alexandria.

Mineola Sub-Division

Power-operated switch at east end Water Track Longview and at each end of passing sidings between Longview and Texarkana, except National, and signals in connection therewith controlled by operator Marshall.

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

Power-operated switch at west end Longview, M.P. 30.1, and east end siding Willow Springs and the signals in connection therewith controlled by Operator Longview.

Dallas Sub-Division

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

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

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

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

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.

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

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

3. When a signal governing a movement over a power-operated switch indicates "STOP," except as authorized by Authority Card, Form 157 and Rule 663, movements must not be made over switch until switch is placed in hand throw position and engineman notified.

4. Rail sand must not be used or water allowed to run from any locomotive between signals governing movements over power-operated switches.

STREET AND HIGHWAY CROSSING SIGNALS

Flashing-light and wig-wag signals located at street and highway crossings protect main track movements only.

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

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

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

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

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

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

Special Instructions

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

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

Between West Bridge Jct. and Avondale.

Between east end of siding Edgard and end of two main tracks at Johnson.

Between Signal bridges Mile Post B-64.3 and Mile Post B-64.3, Donaldsonville.

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

Between Cedar Grove and Cut Off Jct.

Between Texarkana and east switch siding Willow Springs

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

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

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

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

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

4. Exception to Rule 266 and 266 (b): Yard engines may use the main track between Texarkana and the west end siding National; between U.T. Jct. and the west end siding at Browder, and yard engines and engines in charge of hostlers may use the main track between west end Water Track and west end Longview, M.P. 90.1, without securing permission from the train dispatcher, but must clear first-class trains sufficiently in advance to avoid delay by block or interlocking signals, and must give way to other trains as promptly as possible.

Yard engines leaving the main track at M&ET Yard and Darco Plant Marshall; at Cedar Grove and between Cut Off Jct. and Cedar Grove must report themselves clear of main track and secure permission before again occupying main track.

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

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

6. A train stopped by a stop signal at either end of the siding at Edgard must stop clear of fouling point of the siding.

7. An eastward train must not leave Edgard until it has been ascertained whether all trains due which are superior or of the same class have arrived or left.

8. If a train clears the main track between east end siding Edgard and Johnson, it must not again occupy the main track without permission from the train dispatcher, which may be given through the operator.

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

10. Dwarf block signals located at fouling point west wye track Cut Off Jct. and the two Reconsignment tracks Cedar Grove, governing movement to the main track displays red or yellow indications. When signal displays yellow indication the main track switch must be opened before fouling the signal.

11. Annunciator system governing trains leaving Texarkana of the miniature semaphore type 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.

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

13. Following Block Signals equipped to display a red light with letter "S."

Westward Signal at east end crossover, M.P. 66.2, Marshall yard.

Westward Signal on main track, M.P. 89.3 Longview yard.

Westward Signal at west end Water track Longview governing movements from Water track to main track and from Water track to No. 1 track. Eastward Signal governing movements from east end passenger tracks Longview to main track.

Eastward Signal governing movements from Santa Fe Interchange track Longview to main track.

Westward Signal at east end siding Orphans Home.

When any of the above signals display the red light with letter "S" indication is: "Stop and throw switch."

After switch has been thrown the movement of the train or engine will be governed by indication displayed by the signal.

14. Block Signal No. 207.7, between Orphans Home and T&P Jct. in addition to displaying indications provided by Rules, may display following aspects:

Aspects

Indications

Yellow over Yellow: Proceed preparing to stop at second signal.

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

15. 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.

16. When necessary to use train orders 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
Arlington Downs	M.P. 231.2
Mountain Creek	M.P. 223.0
Cloudy	M.P. 222.0
Eagle Ford	M.P. 220.0
Oriental	M.P. 218.3
Harrys	M.P. 217.5
Harrys	M.P. 217.3

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

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

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

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

The following is prohibited:

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

TIME SERVICE

NATIONAL RAILWAY TIME SERVICE COMPANY

Chicago, Ill.

LOCAL WATCH INSPECTORS

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

HOSPITAL

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

Marshall, Texas
Ft. Worth, Texas

LOCAL SURGEONS

NAME	LOCATION	NAME	LOCATION
Dr. R. B. Harrison	New Orleans	Dr. Wm. S. Terry	Jefferson
Dr. W. D. Phillips	New Orleans	Dr. J. T. McRee	Longview
Dr. J. M. Lyons (Assoc.)	New Orleans	Dr. L. N. Markham	Longview
Dr. M. M. Odum	McDonoghville	Dr. J. C. McKean	Gladewater
Dr. C. F. Gelbke	Gretna	Dr. P. D. Reynolds	Big Sandy
Dr. Clifford Himel	Luling	Dr. J. C. McKean	Hawkins
Dr. L. T. Donaldson, Jr.	Hahnville	Dr. Carl Nichols (Associate)	Hawkins
Dr. J. R. Fernandez	Edgard	Dr. A. P. Buchanan	Mineola
Dr. D. T. Martin	Donaldsonville	Dr. T. B. Reed (Alternate)	Mineola
Dr. Percy LeBlanc	Donaldsonville (Associate)	Dr. V. B. Cozby	Grand Saline
Dr. L. E. Meyer	Thibodaux	Dr. R. W. Cozby	Grand Saline (Associate)
Dr. F. O. Tomeny	White Castle	Dr. B. B. Brandon	Edgewood
Dr. Eugene Holloway	Plaquemine	Dr. H. T. Fry	Wills Point
Dr. R. J. Spedale	Plaquemine	Dr. W. F. Alexander	Terrell
Dr. W. H. Wagley	Marlingouin	Dr. G. H. Alexander	Terrell (Associate)
Dr. Gordon Morgan	Melville	Dr. D. H. Hudgins	Forney
Dr. K. A. Roy	Mansura	Dr. P. C. Shands	Mesquite
Dr. Leonel L. Kahn	Rayne	Dr. A. R. Thomasson	Dallas
Dr. H. L. Gardiner	Crowley	Dr. O. W. Gibbons	Dallas
Dr. John S. Bailey	Church Point	Dr. R. A. Trumbull	Dallas
Dr. W. R. Lastrates	Opelousas	Dr. S. M. Hill	Dallas
Dr. W. W. Pugh	Napoleonville	Dr. H. V. Copeland	Grand Prairie
Dr. H. T. Littel	Ville Platte	Dr. F. L. Harvey	Arlington
Dr. D. W. Landess	Port Allen	Dr. W. C. Foster	Handley
Dr. J. C. Roberts	New Roads	Dr. J. F. McVeigh	Fort Worth
Dr. H. C. Jones	Bunkie	Dr. C. A. Havard	Fort Worth
Dr. M. J. Hair	Lecompte	Dr. A. D. Ladd	Fort Worth
Dr. R. C. Blake	Lecompte	Dr. J. W. Shoemaker	North Fort Worth (Associate)
Dr. R. B. Wallace	Alexandria	Dr. D. D. Smith	Hooks
Dr. Ralph Lampert	Alexandria	Dr. W. S. Tyson	New Boston
Dr. E. L. Wenk	Derry	Dr. C. S. Crew	DeKalb
Dr. S. S. Williams	Weavers	Dr. R. W. Payne	Clarksville
Dr. J. B. Glass	Robeline	Dr. H. R. Smith	Detroit
Dr. H. M. Prothro	Pleasant Hill	Dr. J. M. Hooks	Paris
Dr. W. B. Hewitt	Mansfield	Dr. J. J. Cappelman	Honey Grove
Dr. H. P. Curtis (Associate)	"	Dr. A. B. Kennedy	Bonham
Dr. R. S. Roy	Lake End	Dr. J. M. Donaldson	Bonham
Dr. L. S. Huckaby	Grand Bayou	Dr. H. I. Stoutt	Sherman
Dr. H. M. Phelps	Natchitoches	Dr. D. C. Enloe (Assoc.)	Sherman
Dr. J. G. Yearwood	Gayles	Dr. A. G. Sneed	Denison
Dr. A. A. Herold	Shreveport	Dr. G. W. Greer	Whitesboro
Dr. J. E. Heard (Assoc.)	"	Dr. J. D. Harvey	Tloga
Dr. N. Judson Bender (Assoc.)	"	Dr. W. C. Kimbrough	Denton
Dr. H. H. Vaughan	Waskom	Dr. A. B. Bugg	Belcher
Dr. H. E. Murry	Texarkana	Dr. W. S. Siler	Ida
Dr. L. J. Kosminsky	Texarkana	Dr. Alfred Kellett	Doddridge
Dr. Charles A. Smith	Texarkana		
Dr. J. D. Nichols	Atlanta		
Dr. E. W. Grumbles	Atlanta		

OCULISTS

Dr. C. L. Brown (Ear, Nose & Throat)	New Orleans
Dr. Wm. E. Clark (Eyes only)	New Orleans
Dr. Shelley R. Gaines (Assoc. eyes only)	New Orleans
Dr. E. R. Gandy	Alexandria
Dr. J. L. Scales	Shreveport
Dr. T. E. Fuller	Texarkana
Dr. A. W. Roberts	Texarkana
Dr. V. R. Hurst	Longview
Dr. S. F. Harrington	Dallas
Dr. W. M. Knowles	Dallas
Dr. Wm. S. Webb	Fort Worth
Dr. Webb Walker	Fort Worth
Dr. I. C. Bates (Associate)	Sherman
Dr. Henry R. Scates	Bonham

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.
10	6:00	11	5:27	12	5:00
11	5:27	12	5:00	13	4:43
12	5:00	13	4:43	14	4:27
13	4:43	14	4:27	15	4:12
14	4:27	15	4:12	16	4:00
15	4:12	16	4:00	17	3:50
16	4:00	17	3:50	18	3:42
17	3:50	18	3:42	19	3:36
18	3:42	19	3:36	20	3:32
19	3:36	20	3:32	21	3:29
20	3:32	21	3:29	22	3:27
21	3:29	22	3:27	23	3:26
22	3:27	23	3:26	24	3:25
23	3:26	24	3:25	25	3:25
24	3:25	25	3:25	26	3:25
25	3:25	26	3:25	27	3:25
26	3:25	27	3:25	28	3:25
27	3:25	28	3:25	29	3:25
28	3:25	29	3:25	30	3:25
29	3:25	30	3:25	31	3:25
30	3:25	31	3:25	32	3:25
31	3:25	32	3:25	33	3:25
32	3:25	33	3:25	34	3:25
33	3:25	34	3:25	35	3:25
34	3:25	35	3:25	36	3:25
35	3:25	36	3:25	37	3:25
36	3:25	37	3:25	38	3:25
37	3:25	38	3:25	39	3:25
38	3:25	39	3:25	40	3:25
39	3:25	40	3:25	41	3:25
40	3:25	41	3:25	42	3:25
41	3:25	42	3:25	43	3:25
42	3:25	43	3:25	44	3:25
43	3:25	44	3:25	45	3:25
44	3:25	45	3:25	46	3:25
45	3:25	46	3:25	47	3:25
46	3:25	47	3:25	48	3:25
47	3:25	48	3:25	49	3:25
48	3:25	49	3:25	50	3:25
49	3:25	50	3:25	51	3:25
50	3:25	51	3:25	52	3:25
51	3:25	52	3:25	53	3:25
52	3:25	53	3:25	54	3:25
53	3:25	54	3:25	55	3:25
54	3:25	55	3:25	56	3:25
55	3:25	56	3:25	57	3:25
56	3:25	57	3:25	58	3:25
57	3:25	58	3:25	59	3:25
58	3:25	59	3:25	60	3:25
59	3:25	60	3:25	61	3:25
60	3:25	61	3:25	62	3:25
61	3:25	62	3:25	63	3:25
62	3:25	63	3:25	64	3:25
63	3:25	64	3:25	65	3:25
64	3:25	65	3:25	66	3:25
65	3:25	66	3:25	67	3:25
66	3:25	67	3:25	68	3:25
67	3:25	68	3:25	69	3:25
68	3:25	69	3:25	70	3:25
69	3:25	70	3:25	71	3:25
70	3:25	71	3:25	72	3:25
71	3:25	72	3:25	73	3:25
72	3:25	73	3:25	74	3:25
73	3:25	74	3:25	75	3:25
74	3:25	75	3:25	76	3:25
75	3:25	76	3:25	77	3:25
76	3:25	77	3:25	78	3:25
77	3:25	78	3:25	79	3:25
78	3:25	79	3:25	80	3:25
79	3:25	80	3:25	81	3:25
80	3:25	81	3:25	82	3:25
81	3:25	82	3:25	83	3:25
82	3:25	83	3:25	84	3:25
83	3:25	84	3:25	85	3:25
84	3:25	85	3:25	86	3:25
85	3:25	86	3:25	87	3:25
86	3:25	87	3:25	88	3:25
87	3:25	88	3:25	89	3:25
88	3:25	89	3:25	90	3:25
89	3:25	90	3:25	91	3:25
90	3:25	91	3:25	92	3:25
91	3:25	92	3:25	93	3:25
92	3:25	93	3:25	94	3:25
93	3:25	94	3:25	95	3:25
94	3:25	95	3:25	96	3:25
95	3:25	96	3:25	97	3:25
96	3:25	97	3:25	98	3:25
97	3:25	98	3:25	99	3:25
98	3:25	99	3:25	100	3:25

CONDENSED SCHEDULES

715	207	201	31	23-15	21-11	27-7	1	STATIONS	2	4-24	6-20	16-26	32	202	208	716
				2 00PM	10 45PM			NEW ORLEANS		1 00PM		7 30AM				8 40AM
				4 43PM	1 25AM			ADDIS		9 55AM		4 33AM				5 54AM
				7 25PM 7 45PM	3 50AM 4 10AM	7 30AM		ALEXANDRIA		7 05AM 6 50AM	9 30PM	2 05AM 1 50AM				3 35AM
				11 20PM 11 50PM	7 15AM 7 30AM	12 10PM 3 00PM		SHREVEPORT		3 20AM 3 05AM	4 30PM 4 00PM	10 40PM 10 20PM				
	3 50PM	6 00AM	7 00AM	2 40AM		3 00PM	6 20AM	TEXARKANA	8 25PM	3 35AM		10 45PM	5 55PM	7 35PM	10 10AM	
	5 45PM 6 00PM	7 40AM		1 00AM 4 30AM	8 35AM 8 50AM	4 15PM 4 45PM	7 50AM	MARSHALL	6 50PM	1 40AM 1 15AM	2 35PM 2 15PM	9 10PM 8 55PM		6 00PM	7 50AM	
	6 40PM	8 15AM		5 10AM 6 25AM	9 30AM	5 20PM	8 30AM	LONGVIEW	6 15PM	12 40AM	1 35PM	8 25PM 8 05PM		5 20PM	7 10AM	
				8 45AM 9 05AM	12 30PM 12 45PM	9 15PM 9 40PM	11 45AM 11 55AM	DALLAS	3 30PM 3 20PM	9 10PM 8 30PM	9 30AM 9 00AM	5 15PM 5 05PM				
			3 35PM	10 00AM	1 40PM 2 10PM	10 40PM 11 00PM	12 45PM	FORT WORTH	2 30PM	7 30PM	8 00AM 7 25AM	4 15PM 3 40PM	9 00AM			
					5 50PM	2 35AM 2 45AM		OIBOO			4 03AM	12 08PM				
					7 30PM 7 45PM	4 35AM 4 50AM		ABILENE			2 30AM 2 10AM	10 40AM 10 30AM				
					8 40PM 8 50PM	5 55AM 6 30AM		SWEETWATER			1 15AM 12 25AM	9 35AM 9 25AM				
					10 45PM 11 10PM	8 35AM 9 00AM		BIG SPRING			10 35PM 10 10PM	7 50AM 7 25AM				
					2 30AM	12 48PM		PECOS			6 25PM	4 25AM				
					9 15AM	7 30PM		EL PASO			12 30PM	11 15PM				