

DIVISION OFFICERS

R. C. PARKER, Superintendent, Fort Worth, Texas.
 E. S. PENNEBAKER, Manager
 S. R. WALL, Terminal Trainmaster
 L. T. COX, Road Foreman of Engines
 D. L. RINGLER, Master Mechanic, Marshall, Texas.

T.P.-M.P.T.R.R. of N.O.
 New Orleans, La.

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.
H. G. Jester	Trainmaster	Mineola, Tex.
A. C. LaCroix	Trainmaster	Marshall, Tex.
J. P. Kelley	Trainmaster	Alexandria, La.
T. J. Conway	Road Foreman of Engines	Ft. Worth, Tex.
H. N. Ricks	Road Foreman of Engines	Mineola, Tex.
T. E. Albright	Road Foreman of Engines	Alexandria, La.

K. R. Woodford	Chief Dispatcher	Ft. Worth, Tex.
W. H. Robinson	Chief Dispatcher	Ft. Worth, Tex.
I. S. McIntosh	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.
F. C. Blair	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.
D. Flanigan	Dispatcher	Ft. Worth, Tex.
E. T. Read	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. 22

Effective 12:01 a. m., Sunday, February 18, 1945

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 Stages	Time Table No. 22 EFFECTIVE 12:01 A. M. FEBRUARY 18, 1945 STATIONS	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	Sea. Pas. Mixed Daily
B 0	YARD	NEW ORLEANS	L 10 45 PM	L 2 00 PM	L 8 30 PM				
B 1	YARD	RACE STREET JCT.	10 47	2 02	8 32		L 2 00 AM	L 11 00 PM	
B 10	YARD	WEST BRIDGE JCT.	L 11 37 PM	L 2 52 PM	L 9 22 PM		L 3 01 AM	L 12 01 AM	
B 11	YARD	AVONDALE	11 40	2 55	9 25		3 15	12 15	
B 12	YARD	WAGGAMAN	11 45	2 59	9 28		3 20	12 20	
B 19	NS	AMA	11 52	3 06	9 36		3 30	12 35	
B 23	NS	LULING	11 55	3 09	9 39		3 34	12 40	
B 30	NS	HAINVILLE	11 59	3 13	9 43		3 39	12 45	
B 31	NS	KILLONA	12 04 AM	3 18	9 48		3 47	12 55	
B 33	NS	EDGARD	12 09	3 23	9 53		3 55	1 05	
B 40	NS	JOHNSON	12 14	3 28	9 58		4 03	1 12	
B 46	NS	VACHERIE	12 20	3 35	10 05		4 15	1 22	
B 53	NS	ST. JAMES	12 27	3 42	10 12		4 25	1 34	
B 59	NS	WINCH	12 34	3 49	10 19		4 37	1 43	
B 65	NS	N DONALDSONVILLE	12 42	4 00	10 30		4 50	2 05	
B 69	NS	MC CALL	12 47	4 04	10 34		4 57	2 11	
B 75	NS	WHITE CASTLE	12 56	4 14	10 43		5 07	2 21	
B 79	NS	BAYOU GOULA	1 00	4 19	10 48		5 12	2 27	
B 82	NS	DOVER	1 03	4 22	10 51		5 16	2 32	
B 85	NS	NO. PLAQUEMINE	1 11	4 31	11 00		5 25	2 40	
B 90	YARD	ADDIS	1 25	4 43	11 13		6 10	3 01 358	
B 93	NS	MERLIN	1 29	4 47	11 18		6 17	3 08	
B 97	NS	LYNOX	1 34	4 52	11 23		6 27	3 20	
B 103	NS	GROSSE TETE	1 39	4 58	11 28		6 37	3 30	
B 105	NS	ROSDALE	1 43	5 03	11 32		6 45	3 40	
B 109	NS	MARINGOUIN	1 48	5 13	11 37		6 55	4 03 26	
B 114	NS	LIVONIA	1 53 358	5 20	11 42		7 06	4 20	
B 119	NS	FORDOCH	1 58	5 26	11 47		7 15	4 28	
B 121	NS	ABAN	2 02	5 31	11 51		7 25	4 35	
B 125	NS	RAVENWOOD	2 07	5 36	11 56		7 35	4 55 716	
B 129	NS	MELVILLE	2 13	5 45	12 02 AM		8 00	5 10	
B 134	NS	BAMBO	2 20	5 52	12 09		8 15	5 25	
B 139	NS	PALMETTO	2 26	5 57	12 14		8 33 24	5 32	
B 143	NS	ROSA	2 34	6 06	12 21		8 45	5 42	
B 153	NS	MOBROWS	2 42	6 13	12 28 358		8 58	5 52	
B 157	NS	NIBOT	2 49	6 22	12 34		9 07	6 01	
B 163	NS	BUNKIE	2 56 26	6 35	12 45		9 45	6 20	
B 170A	NS	T. & N. O. JCT.	3 10	6 44	12 55		9 59	6 48	
B 170	NS	CHENEYVILLE	3 11	6 46	12 57		10 00	6 50	
B 177	NS	MEEKER	3 19	6 54	1 04		10 13	7 05	
B 179	NS	LECOMPTE	3 21	6 58	1 07		10 16	7 08	
B 182	NS	LAMORIE	3 26	7 03	1 12		10 22	7 27 24	
B 187	NS	MORELAND	3 33 116	7 09	1 18		10 40 54	7 40	
B 190	YARD	WILLOW GLEN	3 38	7 12	1 22		L 2 40 PM	7 45	
B 193	YARD	ALEXANDRIA YARD	3 41	7 14	1 25		11 00	1 08	
B 195	YARD	S. P. JCT.	3 45	7 17	1 28		12 01 PM	1 15 PM	
B 195	YARD	ALEXANDRIA	A 3 50 AM	A 7 25 PM	A 1 35 AM		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	5.05	.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	LeMoyne	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, Fuel, Transferable, Wye, etc.	Mile Post location from New Orleans	Time Table No. 22 EFFECTIVE 12:01 A. M. FEBRUARY 18, 1945	FIRST CLASS				SECOND CLASS		
			24	26	716	718	54	358	834
			Passenger Daily	Louisiana Limited Passenger Daily	Mo. Pac. Passenger Daily	Mo. Pac. Passenger Daily	Red Ball Freight Daily	Mo. Pac. Red Ball Freight Daily	Sou. Pac. Mixed Daily
STATIONS									
	.0	NEW ORLEANS	A 1 00PM	A 7 30AM	A 8 20AM				
FWY	.5	RACE STREET JCT.	12 47PM	7 17	8 12	A 5 30PM	A 8 00AM		
	10.2	WEST BRIDGE JCT.	A 11 57AM	A 6 27AM	A 7 22AM	A 4 30PM	A 6 50AM		
W	11.2	AVONDALE	11 55	6 25 ³⁵⁸	7 20	4 10	6 25 ²⁶		
	12.3	WAGGAMAN	11 49	6 18	7 17	3 55	5 55		
	19.3	AMA	11 39	6 09	7 10	3 45	5 45		
	22.1	LULING	11 36	6 06	7 07	3 40	5 40		
	25.8	BAHNVILLE	11 30	6 01	7 03	3 33	5 35		
	30.7	KILLONA	11 24	5 56	6 58	3 18 ²³	5 25		
	35.3	EDGARD	11 18	5 51	6 53	3 00	5 15		
	39.9	JOHNSON	11 11	5 44	6 47	2 50	5 02		
	45.5	VACHERIE	11 03	5 37	6 41	2 40	4 50		
	52.3	ST. JAMES	10 53	5 29	6 34	2 28	4 35		
	59.3	WINOCH	10 45	5 21	6 27	2 16	4 23		
WY	64.7	DONALDSONVILLE	10 38	5 13	6 20	2 08	4 15		
	68.1	MC CALL	10 28	5 04	6 14	2 02	4 08		
	75.3	WHITE CASTLE	10 20	4 56	6 06	1 51	3 55		
	79.1	BAYOU GOULA	10 13	4 51	6 01	1 45	3 48		
	81.6	DOVER	10 10	4 48	5 58	1 41	3 43		
	85.4	PLAQUEMINE	10 05	4 43	5 53	1 35	3 35		
FWT	90.1	ADDIS	9 55	4 33	5 43	1 27	3 20 ³⁶¹ 2 55		
	92.9	MERLIN	9 42	4 24	5 34	1 22	2 47		
	97.2	LYNOH	9 37	4 19	5 29	1 17	2 40		
	101.1	GROSSE TETE	9 31	4 13	5 23	1 10	2 30		
	104.5	ROSEDALE	9 24	4 08	5 19	1 05	2 25		
	109.4	MARINGOUIN	9 17	4 03 ³⁶¹	5 14	12 58	2 15		
W	114.3	LIVONIA	9 10	3 58	5 09	12 50	1 53 ²¹		
	118.1	FORDOCHÉ	9 05	3 52	5 04	12 43	1 30		
	121.4	ABAN	9 00	3 48	5 00	12 38	1 25		
	125.5	RAVENWOOD	8 55	3 43	4 55 ³⁶¹	12 32	1 20		
FWY	128.9	MELVILLE	8 45	3 35	4 48	12 25	1 10		
	134.1	SAMBO	8 38	3 29	4 42	12 17	1 00		
	138.6	PALMETTO	8 33 ⁵⁵	3 24	4 37	12 09PM	12 55		
	145.3	ROSA	8 24	3 17	4 30	11 58	12 45		
	152.1	MORROWS	8 15	3 10	4 23	11 47	12 28 ⁷¹⁵		
	157.4	NIBOT	8 08	3 04	4 17	11 40	12 08AM		
FWY	163.0	BUNKIE	8 00	2 56 ²¹	4 10	11 30	11 58		
	170.8	T. & N. O. JCT.	7 45	2 39	3 57	11 05	11 41	A 9 05AM	
Y	170.5	CHENEYVILLE	7 43	2 38	3 56	11 04	11 40	9 01	
	176.9	MEEKER	7 35	2 31	3 49	10 55	11 30	8 49	
	178.5	LECOMPTÉ	7 33	2 29	3 47	10 52	11 28	8 44	
	181.6	LAMORIE	7 27 ³⁶¹	2 25	3 43	10 48	11 23	8 37	
	187.2	MORELAND	7 20	2 19	3 33 ²¹	10 40 ⁵⁵	11 15	8 25	
	190.3	WILLOW GLEN	7 15	2 14	3 24	A 12 30PM	11 05	8 18	
FWTY	192.0	ALEXANDRIAYARD	7 12	2 11	3 21	12 26 10 30 9 45	L 11 00PM	8 13	
	193.8	S. P. JCT.	7 08	2 08	3 18	12 23	9 32	L 8 10AM	
	194.5	ALEXANDRIA Passenger Station	L 7 05AM	L 2 05AM	L 3 15AM	L 12 20PM	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	.10	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. O. L., Mo. Pac. and Sou. Pac. Railroads are subject to the Rules, Time Table and Special Instructions of the Texas and Pacific Railway Company while occupying its tracks.

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

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

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

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

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

STANDARD CLOCKS:

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

OTHER PASSENGER TRAIN FLAG STOPS

Trains	Stations	M.P.
24	LeMoyen	148.6

No. 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--Westward

Station Number	Car Capacity Passenger	Time Table No. 22 EFFECTIVE 12:01 A. M. FEBRUARY 18, 1945	FIRST CLASS						SECOND CLASS	
			21	23	27	29	715	717	55	
			Louisiana Limited Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Mo. Pac. Passenger Daily	Mo. Pac. Passenger Daily	Red Ball Freight Daily	
STATIONS										
B 192	YARD	ALEXANDRIA YARD								
B 195	YARD	N ALEXANDRIA (Passenger Station)	L 4 10AM	L 7 45PM	L 7 30AM		L 1 55AM	L 3 15PM		L 12 15PM
	YARD	TEXMO JCT.	4 13	7 48	7 33		A 1 58AM	A 3 20PM		12 20
B 204	87	HAPIDES	4 22	7 57	7 42					12 38
B 209	80	BOYCE	4 28	8 05	7 52					12 50
B 213	87	ROCK	4 34	8 13	8 02					1 01
B 219	87	GALBRAITH	4 41	8 20	8 12					1 15
B 223	NS	D OHOPIN	4 45	8 24	8 17					1 25
B 225	87	FERN	4 48	8 27 ²⁰	8 21					1 30
B 229	87	D DERRY	4 52	f 8 32	s 8 28 ⁵⁴					1 40
B 236	114	D CYPRESS	5 02	s 8 47	A 8 45AM					2 10
N 5	56	D NATCHEZ	5 07	f 8 53						2 22
N 11	(86E 46W)	N NATCHITOCHES	s 5 14 ²⁴	s 9 10						2 35
N 16	86	HYAMS	5 30	9 18						3 00
N 23	87	POWHATAN	5 35	f 9 23						3 12
N 30	61	D LAKE END	5 43	f 9 33						3 35
N 34	86	HANNA	5 48	f 9 39						3 45
N 40	90	GAGAN	5 54	f 9 48						4 00
N 42	NS	D HARMON	5 57	f 9 53						4 08
N 45	96	GRAND BAYOU	6 05	s 10 03						4 15
N 51	101	WESTDALE	6 13	10 13						4 30
N 55	71	HOWARD	6 18	10 18						4 44
N 61	87	D OASPIANA	6 25	10 25						5 01
N 67	45	D GAYLES	6 32 ⁵⁴	10 32						5 13
N 72	108	LUCAS	6 39	10 39						5 28
N 76	YARD	4.5 CEDAR GROVE	6 44	10 45						5 40
S 220	YARD	3.3 CUT OFF JCT.	6 54	10 55	L 11 50AM					5 50
S 223	YARD	1.1 HOLLYWOOD YARD	6 56	f 11 00	f 11 52					A 6 00PM
S 224	YARD	2.5 SHREVEPORT JCT.	7 00	11 05	11 56					
S 227	YARD	2.5 SHREVEPORT (Passenger Station)	s 7 15 f 7 30	s 11 20 f 11 50	s 12 10PM f 3 15					
S 224	YARD	2.5 SHREVEPORT JCT.	7 38	11 58	3 24					
S 229	YARD	2.5 HOLLYWOOD YARD	7 42	f 12 03AM	f 3 30					L 8 30PM
S 230	YARD	1.1 CUT OFF JCT.	7 45	12 05	3 33 ²⁰	L 4 47 PM				8 33
B 217		8.3 REISOR	7 49	12 10	3 38	A 4 52 PM				8 40
B 221	66	8.8 LAKE HAYES	7 53	12 15	3 43					8 45
B 225	83	4.2 GREENWOOD	7 58	12 20	s 3 51					8 55
B 221	113	5.6 WASKOM	8 05	12 27	s 4 00					9 05
B 234	56	8.4 JONESVILLE	8 09	12 31	s 4 06					9 10
B 242	80	6.0 SCOTTSVILLE	8 19	12 41	s 4 19					9 28 ²⁶
	67	7.8 YARD N MARSHALL	A 8 35AM	A 1 00 AM	A 4 35 PM					A 10 00PM
		169.9	21 Daily	23 Daily	27 Daily	29 Daily	715 Daily	717 Daily		55 Daily
		Time Over Sub-Division	4.25	5.15	9.05	.06	.03	.05		9.45

See Page 20 For
Shreveport Sub-Division
Special Instructions

Via
PLEASANT HILL
BRANCH

Eastward trains are superior to trains of the same class in opposite direction, except:
 No. 21 is superior to all trains;
 No. 23 is superior to 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.

SHREVEPORT SUB-DIVISION--Eastward

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Location—When Fuel, Turn-table, Wys, etc.	Miles from New Orleans	Time Table No. 22 EFFECTIVE 12:01 A. M. FEBRUARY 18, 1945		FIRST CLASS							SECOND CLASS	
				20	24	26	28	716	718	54		
				Passenger Daily	Passenger Daily	Louisiana Limited Passenger Daily	Passenger Daily	Mo. Pac. Passenger Daily	Mo. Pac. Passenger Daily	Red Ball Freight Daily		
STATIONS												
FWTY	192.0	ALEXANDRIA YARD										
	194.5	N	ALEXANDRIA (Passenger Station)	A 9 30PM	A 6 50AM	A 1 50AM		A 2 55AM	A 11 55AM			A 9 30AM
	195.7		TEXMO JCT.	9 20	6 37	1 40		L 2 45AM	11 50AM			9 25
	203.7		RAPIDES	f 9 10	6 27	1 30						9 07
	208.8	D	BOYCE	s 9 00	6 20	1 24						8 59
	213.9		ROCK	f 8 50	6 13	1 18						8 51
	219.6		GALBRAITH	f 8 40	6 05	1 11						8 43
	222.7	D	CEOPIN	s 8 35	6 00	1 07						8 38
	225.2		FERN	8 27 ²³	5 55	1 04						8 34
	228.4	D	DEBRY	s 8 13	5 50	1 00						8 28 ²⁷
FWY	235.9	D	CYPRESS	L 8 00PM	5 40	12 50						8 13
	5.0	D	NATCHEZ		5 30	12 40						8 05
	10.8	N	NATCHEZ		5 14 ²¹	12 32						7 55
	17.6		HYAMS		4 58	12 20						7 45
	23.0		POWHATAN		4 52	12 15						7 38
	30.0	D	LAKE END		4 40	12 07						7 28
	33.7		HANNA		4 35	12 02 ^{AM}						7 22
	40.0		GABAGAN		4 28	11 55						7 15
	42.2	D	HARMON		4 24	11 52						7 11
W	45.2		GRAND BAYOU		4 20	11 49						7 08
	50.7		WESTDALE		4 13	11 42						7 00
	55.2		HOWARD		4 08	11 36						6 54
	61.1	D	CASPIANA		4 01	11 29						6 45
	67.0	D	GAYLES		3 54	11 22						6 32 ²¹
	72.8		LUCAS		3 48	11 15						6 17
	76.8		CEDAR GROVE		3 41	11 10						6 12
WY	320.8	N	CUT OFF JCT.	A 4 47PM	3 35	11 00						6 03
FWT	321.9		HOLLYWOOD YARD	f 4 45	3 32	10 55						L 6 00AM
	324.4		SHREVEPORT JCT.	4 38	3 27	10 50						
	326.6		SHREVEPORT Passenger Station	f 4 30 f 4 00	s 3 20 s 3 05	s 10 40 s 10 20						
	324.4		SHREVEPORT JCT.	3 41	2 51	10 06						
FWT	321.9		HOLLYWOOD YARD	f 3 37	f 2 47	10 02						A 5 00AM
WY	320.8	N	CUT OFF JCT.	s 3 33 ²⁷	2 45	10 00	A 11 50 AM					4 53
	317.5		REISOR	3 28	2 41	9 55	L 11 45 AM					4 45
	321.8		LAKE HAYES	f 3 23	2 37	9 51						4 35
	325.5		GREENWOOD	s 3 16	2 32	9 46						4 25
	331.1	D	WASKOM	s 3 08	2 26	9 40						4 10
	334.5	D	JONESVILLE	s 3 01	2 21	9 36						4 00
	342.5	D	SCOTTSVILLE	s 2 50	2 13	9 28 ⁵⁵						3 40
FWTY	350.2	N	MARSHALL	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

See Page 20 For
Shreveport Sub-Division
Special Instructions

Via
PLEASANT HILL
BRANCH

Eastward trains are superior to trains of the same class in opposite direction, except:
 No. 21 is superior to all trains;
 No. 23 is superior to 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.

DALLAS SUB-DIVISION--Westward

Station Numbers	Car Capacity Passing Standing	Time Table No. 22 EFFECTIVE 12:01 A. M. FEBRUARY 18, 1945	FIRST CLASS					SECOND CLASS					
			1	7	11	15	201	207	501	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	Santa Fe Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily
0	Yard	N. TEXARKANA	L 6 05AM	L 3 20PM		L 2 30AM	L 5 50AM	L 3 50PM					
2	104	NATIONAL	6 10	3 24		2 35 ⁶⁹	5 55	3 55					
8	123	SULPHUR	6 17	3 31		2 42	6 02	4 03					
15	104	SPRINGDALE	6 24	3 38		2 49	6 09	4 11					
21	98	QUEEN CITY	6 31	3 45		2 56 ⁴	6 16	4 21					
24	100	D. ATLANTA	6 35	s 3 49		3 01	6 20	s 4 30					
31	104	BIVINS	6 43	3 58		3 11 ⁵⁶	6 28	f 4 42 ⁶⁶					
37	108	KILDARE	6 51	4 05 ⁶⁶		3 19	6 36	f 4 53					
44	105	PAYNE	6 59	4 13		3 28	6 44	5 03					
51	112	JEFFERSON	f 7 10	s 4 23		s 3 40	6 55	s 5 20					
58	102	WOODLAWN	7 19	4 31		3 49	7 04	f 5 32					
67	141	N. MARSHALL	s 7 35	s 4 40	L 8 50AM	s 4 00	s 7 20	s 6 45	L 10 00PM				
70	100	QUINCY	7 40 ²⁰⁸	5 01	8 56	4 15	7 27	6 00 ²⁰²	10 10	10 05	6 22	5 37	
75	99	KEOKUK	7 45	5 06	9 01	4 30	7 33 ²⁰⁸	6 13	10 18	10 11	6 32	5 50	
80	100	HALLSVILLE	7 50	5 12	9 06	4 38	7 40	f 6 19	10 26	10 17	6 45	6 05	
88	100	LANSING	7 55	5 16	9 09	4 43	7 45	6 25 ²	10 32	10 21	6 50	6 15	
90	Yard	N. LONGVIEW	s 8 10	s 5 30 ²⁰²	s 9 30	s 5 00	A 8 05AM	A 6 40PM	10 50	10 35	7 10 ²⁰⁸	A 6 45AM	
94	126	WILLOW SPRINGS	8 17	5 37	9 37	5 22			11 00	10 43	7 30		
108	106	N. GLADEWATER	s 8 26	s 5 50 ²	s 9 46	s 5 31			11 15	10 55	7 45		
107	100	WILKINS	8 36	6 00	9 53	5 45			11 25	11 01	7 55		
113	104	N. BIG SANDY	8 43	s 6 10	10 01	5 53			11 50 ⁴	11 14	8 05		
119	29	D. HAWKINS	8 49	s 6 17	10 08	6 00			12 01AM	11 21	8 15		
124	103	FADA	8 55	6 24	10 14	6 07			12 15 ⁵⁶	11 38 ⁴	8 25		
130	101	HOARD	9 01	6 30	10 20	6 13			12 37 ⁵⁴	12 05 ⁵⁶	8 35		
136	Yard	MINEOLA	s 9 12	s 6 42	s 10 30	s 6 25			1 05	12 30 ⁵⁴	8 50		
138	Yard	N. MINEOLA YARD	9 15	6 45	10 33	6 28			1 15	1 00	9 00		
143	100	SILVER LAKE	9 20	6 53 ¹⁶	10 38	6 33			1 45	2 00	10 00		
149	89	N. GRAND SALINE	9 28	s 7 13	10 47	6 41			1 57	2 12	10 12		
155	100	FRUITVALE	9 34	7 20	10 54	6 47			2 13	2 28	10 30		
160	107	D. EDGEWOOD	9 40	s 7 28	11 00 ⁶⁷	6 53			2 25	2 42	10 40		
163	74	RUSSELL	9 44	7 35	11 05	6 58			2 35	2 55	11 00 ¹¹		
167	104	N. WILLS POINT	s 9 53	s 7 45	s 11 15 ⁶	s 7 10			2 42	3 04	11 21 ⁶		
172	70	COBBS	10 01	7 53	11 22	7 17			2 55	3 15	11 40		
176	100	ELMO	10 06	7 59	11 27	7 22			3 03	3 26	11 50		
188	97	N. TERRELL	10 13	s 8 08	f 11 34	s 7 29			3 11	3 36	11 58		
187	100	LAWRENCE	10 20 ⁶	8 22	11 41	7 41			3 25	3 55	12 15PM		
194	74	D. FORNEY	10 28	8 31	11 49	7 50			3 35	4 10	12 25		
199	100	MARTH	10 35	8 38	11 56	7 57			3 50	4 30	12 42		
202	27	D. MESQUITE	10 39	8 42	11 59	8 01			4 03	4 50	12 55		
207	100	ORPHANS HOME	10 45	8 52	12 08PM	8 07			4 09	5 00	1 01		
210	64	N. T. & P. JCT.	A 10 50AM	A 8 58PM	A 12 13PM	A 8 12AM			4 20	5 15	1 15		
215		DALLAS Union Terminal	s 11 10	s 9 15	s 12 30	s 8 30			A 4 30AM	A 5 30AM	A 1 30PM		
		U. T. JCT.	(11 20)	{ 9 40	{ 12 45	{ 8 50			L 9 30PM				
	NS	U. T. JCT.	L 11 21AM	L 9 42PM	L 12 47PM	L 8 52AM			L 9 32PM	L 5 00AM	L 6 30AM	L 3 20PM	
216	108	BROWDER	11 24	9 45	12 50	8 55			4 20	5 15	1 15		
220	NS	EAGLE FORD	11 28	9 50	12 55	9 00			4 35	5 10	6 45	3 28	
227	94	GRAND PRAIRIE	11 37	10 01	1 05	9 09			4 39	5 17	6 55	3 35	
233	97	ARLINGTON	11 46	10 12	1 15	9 17			4 47	5 30	7 15	3 58	
239	NS	HANDLEY	11 54	10 20	1 25	9 25			4 55	5 44	7 40	4 10	
246	YARD	N. FORT WORTH (Passenger Station)	A 12 10PM	A 10 40PM	A 1 40PM	A 9 45AM			5 03	6 00	8 00	4 25	
251	YARD	LANCASTER YARD		A 11 32PM	A 2 22PM				A 10 20PM	A 6 30AM	A 8 30AM	A 4 45PM	
		248.1	1	7	11	15	201	207	501	55	65	67	69
		Time Over Sub-Division	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
			6.05	7.20	4.50	7.15	2.15	2.50	.50	8.30	12.45	12.45	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.

DALLAS SUB-DIVISION--Eastward

7

Location—Water, Fuel, Turn-table Wye, etc.		Time Table No. 22 EFFECTIVE 12:01 A. M. FEBRUARY 18, 1945		FIRST CLASS						SECOND CLASS															
				STATIONS		2		4		6		16		202		208		502		54		56		66	
						Sunshine Special Passenger Daily	Passenger Daily	Texas Ranger Passenger Daily	The Texan Passenger Daily	Sunshine Special Passenger Daily	Passenger Daily	Santa Fe Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily										
FWTY	.0	N	TEXARKANA	A 8 25PM	A 3 35AM		A 10 45PM	A 7 45 ⁶⁵ PM	A 10 10AM						A 4 30AM	A 6 30PM									
	1.8		NATIONAL	8 15	3 25		10 35	7 35	10 00						4 15 ⁶⁷	6 15									
	8.4		SULPHUR	8 07 ⁶⁵	3 15		10 27	7 26	9 45						3 55	5 53									
	15.0		SPRINGDALE	8 00	3 05 ⁶⁹		10 20	7 18	9 30						3 42	5 32									
	21.2		QUEEN CITY	7 52	2 56 ¹⁵		10 12	7 09	f 9 17						3 30 ⁶⁹	5 15									
	23.8	D	ATLANTA	f 7 48	s 2 48		10 08	7 04	s 9 10						3 25	5 05									
W MP 32.7)	30.7		BIVINS	7 38	2 33		9 58	6 54	f 8 54						3 11 ¹⁵	4 42 ²⁰⁷									
	36.9		KILDARE	7 30	2 25		9 50	6 45	f 8 43						2 50	4 05 ⁷									
	43.8		PAYNE	7 20	2 15		9 40	6 35	8 30						2 35	3 43									
W	51.2		JEFFERSON	s 7 10	s 2 05		f 9 30 ⁶⁵	6 25	s 8 20						2 25	3 30									
	58.3		WOODLAWN	7 00	1 50		9 20	6 15	f 8 05						2 12	3 10									
FWTY	66.7	N	MARSHALL	s 6 50	s { 1 40 1 15	n 2 15PM	s { 9 10 8 55	s { 6 05 6 00 ²⁰⁷	s 7 55				A 3 00AM	1 57	2 55										
	70.5		QUINCY	6 39	1 04	2 02	8 49	5 54	7 40 ¹				2 45	1 49	2 40										
	75.5		KEOKUK	6 34	12 59	1 56	8 44	5 49	7 33 ²⁰¹				2 31	1 40	2 32										
	80.3		HALLSVILLE	6 29	12 54	s 1 50	8 39	5 44	7 25				2 21	1 32	2 22										
	83.2		LANSING	6 25 ²⁰⁷	12 50	1 45	8 35	5 40	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 8 05	L 5 30 ⁷ PM	L 7 10 ⁶⁷ AM				2 00	1 15	L 2 00PM										
	93.8		WILLOW SPRINGS	6 00	12 20	1 15	7 52						1 45	1 01											
	102.8	N	GLADEWATER	s 5 50 ⁷	s 12 10AM	s 1 05	s 7 42						1 25	12 48											
	107.0		WILKINS	5 42	11 58	12 54	7 35						1 15	12 40											
W	113.0	N	BIG SANDY	5 36	s 11 50 ⁵⁵	s 12 41	7 29						1 01	12 33											
	118.6	D	HAWKINS	5 30	11 44	s 12 34	7 23						12 49	12 23											
	124.4		FADA	5 24	11 38 ⁶⁵	12 22	7 17						12 37 ⁵⁵	12 15 ⁵⁵											
	129.8		HOARD	5 18	11 32	12 14	7 11						12 30 ⁶⁵	12 05 ⁶⁵ AM											
	136.3		MINEOLA	s 5 10	s 11 23	s 12 05PM	s 7 02						12 20	11 50											
FWY	138.1	N	MINEOLA YARD	5 06	11 16	11 58	6 57						{ 12 15AM 11 35	{ 11 45 11 25											
	142.2		SILVER LAKE	5 02	11 11	11 53	6 53 ⁷						11 26	11 16											
	149.3	N	GRAND SALINE	4 55	s 11 02	s 11 45	6 45						11 17	11 07											
	154.7		FRUITVALE	4 50	10 51	f 11 35	6 38	See Page 21 For Dallas Sub-Division Special Instructions						11 07	10 57										
	159.6	D	EDGEWOOD	4 45	10 45	s 11 27	6 33							11 00	10 50										
	163.0		RUSSELL	4 42	10 40	11 21 ⁶⁷	6 29							10 55	10 45										
W	166.9	N	WILLS POINT	s 4 37	s 10 35	s 11 15 ¹¹	s 6 24							10 50	10 40										
	171.8		COBBS	4 27	10 23	10 53	6 15							10 39	10 29										
	176.3		ELMO	4 23	10 18	f 10 45	6 10							10 33	10 23										
W	182.4	N	TERRELL	4 16	s 10 10	s 10 35	f 6 03	10 25	10 15																
	186.5		LAWRENCE	4 11	9 59	10 20 ¹	5 58	10 15	10 05																
	193.6	D	FORNEY	4 04	s 9 49	s 10 10	5 50	10 06	9 56																
	199.3		MARTH	3 58	9 40	10 02	5 44	9 59	9 49																
W MP 203)	202.2	D	MESQUITE	3 55	9 36	s 9 57	5 41	9 55	9 45																
	207.0		ORPHANS HOME	3 50	9 30	9 50	5 36	9 48	9 38																
FWTY	209.9	N	T. & P. JCT. DALLAS Union Terminal	L 3 45PM s { 3 30 3 20	L 9 25PM s { 9 10 8 30	L 9 45AM s { 9 30 9 00	L 5 30PM s { 5 15 5 05		A 7 55AM			L 9 40PM	L 9 30PM												
	215.0		U. T. JCT.	A 3 10PM	A 8 20PM	A 8 54AM	A 4 55PM		A 7 50AM			A 9 15PM	A 9 05PM												
W	216.3		BROWDER	3 07	8 15	8 51	4 52		7 47			9 10	9 00												
	219.6		EAGLE FORD	3 02	8 10	8 47	4 47		7 44			8 53	8 48												
	226.6		GRAND PRAIRIE	2 55	8 01	f 8 37	4 40		7 36			8 43	8 36												
	232.8		ARLINGTON	2 48	s 7 52	f 8 25	4 33		7 28			8 30	8 26												
	239.4		HANDLEY	2 40	7 42	8 10	4 25		7 20			8 18	8 15												
WY	245.7	N	FORT WORTH (Passenger Station)	L 2 30PM	L 7 30PM	L 8 00AM A 7 25AM	L 4 15PM A 3 30PM		L 7 10AM			L 8 05PM	L 8 00PM												
FWT	251.0		LANCASTER YARD			L 7 10AM	L 3 15PM																		
248.1				2	4	6	16	202	208	502	54	56	66												
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily												
Time Over Sub-Division				6.55	8.05	6.15	6.30	2.15	3.00	.45	6.55	8.30	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.

WHITESBORO SUB-DIVISION--Southward

Station Numbers	Car Capacity Passing Station	Time Table No. 22		FIRST CLASS						SECOND CLASS			
		EFFECTIVE 12:01 A. M. FEBRUARY 18, 1945		31	311	323	325	327	57	371	375	381	
		STATIONS		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 Freight Daily	M-K-T Komet Freight Daily	
A 128	YARD	D.....	BONHAM.....	L 11 30AM					L 11 00 PM				
A 134	NS	D.....	5.5 EOTOR.....	11 38					11 20				
A 139	NS	D.....	5.6 SAVOY.....	11 46					11 37				
A 140	86	D.....	1.2 ANTLERS.....	11 49					11 42				
A 142	NS	N.....	1.4 BELLS.....	11 55					11 47				
A 151	102	D.....	9.6 SHERMAN JOT.....	12 10 ³² PM					12 30 ^{AM} 8 45 ³⁰				
A 155	NS	N.....	8.4 SHERMAN.....	12 35					8 55				
A 160	103	D.....	5.0 GBOO.....	12 43					9 10				
A 165	20	D.....	5.4 SOUTH MAYDE.....	12 53					9 21				
A 166	103	D.....	1.3 THORNE.....	12 56					9 24				
A 173	YARD	N.....	6.9 WHITESBORO.....	1 15	L 9 10AM	L 11 30AM	L 8 15PM	L 7 00AM	9 50	L 11 15 ³² AM	L 6 40 PM	L 10 00 PM	
A 176	87	D.....	6.4 COLLINSVILLE.....	1 25	9 25 ³²⁶	11 40 ³⁷¹	8 25	7 10	10 05	11 40 ³²³	6 55	10 15 ³⁷⁴	
A 186	87	D.....	6.6 TIOGA.....	1 34	9 33	11 48	8 33	7 18	10 15	12 01 ^{PM}	7 08	10 28 ³⁷⁶	
A 191	85	N.....	5.4 PILOT POINT.....	1 45	9 39	11 55	8 41	7 25	10 38 ³²	12 15	7 19	10 48 ³²⁴	
A 198	72	D.....	6.9 AUBREY.....	1 54	9 46	12 03 ^{PM}	8 49	7 34	11 00	12 33	7 33	11 08	
A 204	85	D.....	6.1 MINGO.....	2 03	9 53	12 10	8 58 ³⁷⁴	7 41	11 15	12 49	7 45	11 20	
A 209	N-36 S-50	N.....	4.8 DENTON.....	2 15	10 05 ³²	12 25	9 10 ³⁷⁶	7 50	11 28	1 02	8 00	11 32	
A 216	86	D.....	7.2 ARGYLE.....	2 26	10 17	12 37	9 22	8 00	11 39	1 22	8 20 ³⁷⁴	11 46	
A 220	65	D.....	4.1 SMOOTS.....	2 32	10 23	12 43	9 28	8 06	11 45	1 32	8 40 ³⁷⁶	11 55	
A 225	87	D.....	5.0 ROANOKE.....	2 40	10 31	12 51	9 35	8 14 ³²⁶	11 53	1 45	8 55	12 10 ³⁵⁰ AM	
A 230	104	D.....	4.9 KELLER.....	2 50	10 39	12 59	9 42	8 22	12 01 ^{PM}	1 59	9 08	12 25	
A 235	54	D.....	5.2 WATAUGA.....	3 00	10 46	1 06	9 49 ³²⁴	8 28	12 09	2 10	9 21	12 35	
A 240	114	N.....	4.5 HODGE.....	3 10	10 52	1 12	9 57	8 34	12 16	2 25	9 30	12 44	
A 241	YARD	D.....	1.2 BELT JOT.....	3 13	10 55	1 15	10 00	8 36	12 19	2 30	9 34	12 48	
A 244	YARD	D.....	2.0 FORT WORTH Peach Street	3 18	10 59	1 19	10 04	8 40	12 25	A 2 40 PM	A 9 40 PM	A 1 00 AM	
A 244	YARD	N.....	1.2 FORT WORTH Passenger Station	A 3 30 ³¹² PM	A 11 05 AM	A 1 25 PM	A 10 10 PM	A 8 45 AM	A 12 30 PM				
			116.3	31 Daily	311 Daily	323 Daily	325 Daily	327 Daily	57 Daily	371 Daily	375 Daily	381 Daily	
			Time Over Sub-Division	4.00	1.55	1.55	1.55	1.45	13.30	3.25	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

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Location Water Fuel, Turn-table, Wye, etc.	Miles from Texarkana	Time Table No. 22 EFFECTIVE 12:01 A. M. FEBRUARY 18, 1945	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	12 55 PM						5 00 PM			
	188.6		5.5 ECTOR	12 46						4 45			
	139.2	D	5.6 SAVOY	12 36						4 28			
	140.4		1.2 ANTLEBS	12 31						4 25			
	141.6	N	1.4 BELLS	12 28						4 21			
Y	151.2		9.6 SHERMAN JOT	12 10 31						4 00 57			
	154.6	N	3.4 SHERMAN	12 01 PM						3 38			
	159.6		5.0 GRACO	11 40						3 01			
	165.0		5.4 SOUTH MAYDE	11 32						2 45			
	166.3		1.3 THORNE	11 28						2 35			
FWY	173.1	N	6.9 WHITESBORO	11 15 371	11 15 PM	11 00 PM	11 12 PM	11 40 AM		2 05	10 30 PM	11 00 PM	
	179.5	D	6.4 COLLINSVILLE	10 56	5 03	5 48	11 01	9 25 311		1 51	10 15 381	10 45	
	186.1	D	6.6 TIOGA	10 46	4 55	5 40	10 54	9 14		1 37	9 55	10 28 381	
W	191.5	N	5.4 PILOT POINT	10 38 57	4 49	5 34	10 48 381	9 06		1 26	9 35	10 10	
	198.4	D	6.9 AUBREY	10 23	4 40	5 25	10 40	8 55		1 12	9 20	9 45	
W	204.5		6.1 MINGO	10 13	4 32	5 17	10 32	8 45		1 00	8 58 325	9 28	
Y	209.1	N	4.6 DENTON	10 05 311	4 25	5 10	10 25	8 35		12 50	8 35	9 10 325	
	216.8		7.2 ARGYLE	9 50	4 12	4 57	10 15	8 26		12 34	8 20 375	8 50	
	220.4		4.1 SMOOTS	9 43	4 06	4 51	10 09	8 20		12 26	8 03	8 40 375	
W	225.4	D	5.0 BOANOKE	9 35	4 00	4 45	10 03	8 14 327		12 10 381	7 51	8 18	
	230.8		4.9 KELLER	9 26	3 53	4 38	9 56	8 07		12 01 AM	7 41	8 05	
	235.5		5.2 WATAUGA	9 17	3 46	4 31	9 49 325	8 01		11 52	7 30	7 52	
	240.0	N	4.5 HODGE	9 11	3 40	4 25	9 40	7 55		11 44	7 20	7 40	
	241.2		1.2 BELT JOT	9 07	3 37	4 22	9 37	7 52		11 41	7 17	7 37	
	243.2		2.0 FORT WORTH Peach Street	9 04	3 33	4 18	9 33	7 48		11 35	L 7 10 PM	L 7 30 PM	
WY	244.4	N	1.2 FORT WORTH Passenger Station	9 00 AM	3 30 311 PM	4 15 PM	9 30 PM	7 45 AM		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	3.55	1.45	1.45	1.42	1.55		5.30	3.20	3.30	

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

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

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

All trains will register at Hodge by register ticket.

MKT Nos. 324 and 327 will register at Whitesboro by register ticket.

STANDARD CLOCKS:

Bonham
Whitesboro
Hodge
Ft. Worth (Passenger Station)

Hand throw crossover switches, M.P. 240.6, just south depot Hodge are electrically locked, release of which controlled by Operator 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 Watauga, 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. 38 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.
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. 326	Any station to load and unload parcel post.

SECOND CLASS		FIRST CLASS		Station Numbers	Car Capacity Passing Sidings	Time Table No. 22 EFFECTIVE 12:01 A. M. FEBRUARY 18, 1945	Miles from Texarkana	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS		SECOND CLASS	
57		31							32		50	
Red Ball Freight Daily Except Sunday		Passenger Daily				STATIONS			Passenger Daily		Red Ball Freight Daily Except Sunday	
4 00 ^{AM}		7 00 ^{AM}	0	YARD	N	TEXARKANA	.0	FWTY	5 55 ^{PM}		1 30 ^{PM}	
4 30		7 10	A 5	87		NASH	5.1		5 40		1 10	
		7 24	A 12	NS		LONE STAR	11.8		5 28			
5 05		7 29	A 15	86	D	HOOKS	14.8		5 15		12 50	
		7 43	A 17	NS		RED RIVER	16.9		5 00			
5 40		8 00	A 22	86	D	NEW BOSTON	22.0	W	4 35		12 30 ^{PM}	
6 38		8 20	A 34	86	D	DE KALB	34.2		4 15		11 45	
		8 37	A 44	86	D	VERY	44.4		3 57		11 10	
7 10		8 51	A 53	98	D	ANNOVA	52.5	W	3 42		10 50	
7 45		9 06	A 61	100	D	CLARKSVILLE	61.0		3 27		10 30	
8 20		9 19	A 68	NS		BAGWELLS	68.1	W	3 12		9 55	
8 45												
9 30 ⁵⁰ 31		9 30 ⁵⁰ 31	A 74	86	D	DETROIT	74.2		3 02		9 30 ⁵¹ 31	
9 50		9 41	A 81	86	D	BLOSSOM	81.0		2 50		8 55	
10 30		10 20	A 91	YARD	D	PARIS	91.0	FW	2 35		8 25	
11 05		10 35	A 100	86	D	BROOKSTON	99.7	WMP94	2 02		7 40	
		10 43	A 106	NS		PETTY	106.1		1 48		7 10	
11 40		10 56	A 112	86	D	HONEY GROVE	112.0		1 40		6 45	
12 23 ^{PM}		11 03	A 117	NS		WINDOM	117.2		1 30		6 15	
12 35		11 10	A 122	86		DODDS	121.9		1 22		5 50	
12 45												
1 00 ^{PM}		11 20 ^{AM}	A 128	YARD	D	BONHAM	128.1	FWT	1 10 ^{PM}		5 20 ^{AM}	
57 Daily Except Sunday		31 Daily				128.1			32 Daily		50 Daily Except Sunday	
9.00		4.20				Time Over Sub-Division			4.45		8.10	

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

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

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 Dallas Sub-Division main track.

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.

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

STANDARD CLOCKS:

Texarkana
Bonham

Leary M.P. A-10, East Red River M.P. A-16.0 and West Red River M.P. A-19.4—Regular stops for Nos. 31 and 32.

No. 31 and No. 32 will stop on flag, Malta, Oak Grove and High.

Southward THE DENISON & PACIFIC SUBURBAN RAILROAD Northward 11

SECOND CLASS		Station Numbers	Car Capacity Passing Sidings	Time Table No. 22 EFFECTIVE 12:01 A. M. FEBRUARY 18, 1945		Location, Water, Fuel, Turn-table, Wye, etc.	SECOND CLASS	
61	60			STATIONS				
Red Ball Freight Daily							Red Ball Freight Daily	
L 8 00 AM		T 7	YARD	N..... DENISON.....	WY		A 5 00 AM	
A 8 30 AM		A 151	108	7.8SHERMAN JOT.....	Y		A 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 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.	SECOND CLASS		Station Numbers	Car Capacity Passing Sidings	Time Table No. 22 EFFECTIVE 12:01 A. M. FEBRUARY 18, 1945		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						
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 Dallas Sub-Division main track.	Mixed Monday Wednesday Friday								Mixed Tuesday Thursday Saturday		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.	L 8 00 AM		0	YARD	N..... TEXARKANA.....	71.8	FWTY		A 1 30 PM		Nos. 48 and 49 will register at Hollywood Yard.
	L 8 30		T 62	11	9.9 BOYD.....	61.9			L 1 00		
	L 9 00		T 55	34	6.5 D..... FOUKE.....	55.4			L 12 35 PM		
	L 9 40		T 43	38	12.6 D..... DODDRIDGE.....	42.8			L 11 55		
	L 10 00		T 37	28	6.0IDA.....	36.8			L 11 35		
	L 10 20		T 32	NS	4.5MIRA.....	32.8	W		L 11 15		
	L 10 45		T 28	28	4.3 D..... HOUSTON.....	28.0			L 10 50		
	L 11 05		T 23	40	4.7 D..... GILLIAM.....	23.8			L 10 25		
	L 11 30		T 18	20	5.2 D..... BELCHER.....	18.1			L 10 00		
	L 11 50		T 14	15	4.1 D..... DIXIE.....	14.0			L 9 40		
	L 12 15 PM		T 7	12	6.7CASH POINT.....	7.8			L 9 15		
	A 1 00 PM			YARD	7.8T. S. & N. JOT.....		Y		L 8 30 AM		
	1 15		S 324	YARD	2.1SHEREVPORT JOT.....				8 15		
	A 1 30 PM		S 322	YARD	2.5HOLLYWOOD YARD.....		FWT		L 8 00 AM		
	49 Monday Wednesday Friday				76.4				48 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				Pleasant Hill Branch Time Table No. 22 EFFECTIVE 12:01 A. M. FEBRUARY 18, 1945				FIRST CLASS			
27		Station Number	Car Capacity Passing Sidings	Miles from New Orleans	Location—Water Front, Turn-table, Wye, etc.	20		Miles from New Orleans	Location—Water Front, Turn-table, Wye, etc.	20	
Passenger Daily						Passenger Daily				Passenger Daily	
1	8 50 ^{AM}	B 286	YARD	D	CYPRESS 10.2	235.9	FWY	1	7 56 ^{PM}		
	9 12	B 240	26		PROVENCAL 6.9	246.1			7 33		
	9 27	B 203	29	D	ROBELINE 6.9	258.0			7 17		
	9 42	B 259	38	D	MARTHAVILLE 8.3	259.3			7 01		
	10 03	B 269	39	D	PLEASANT HILL 9.5	268.8			6 41		
	10 15	B 275	30	D	PELICAN 6.1	274.9			6 24		
	10 22	B 270	33	D	OXFORD 4.1	279.0			6 17		
	10 41	B 287	30	D	SOUTH MANSFIELD 8.4	287.4			6 00		
	10 55	B 294	33	D	GRAND OAK 7.1	294.5			5 43		
	11 11	B 302	35	D	GLOSTER 7.9	302.4			5 28		
	11 28	B 309	NS		STONEWALL 3.6	308.8	W-MP305		5 13		
	11 34	B 312	NS	D	KEITHVILLE 5.1	312.4			6 07		
	11 45 ^{AM}	B 317	NS		REISOR 5.1	317.5			4 55 ^{PM}		
	27 Daily				81.6				20 Daily		
	2.55				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	239.5
20-27	Victoria	248.4
20-27	Shamrock	254.7
20-27	Bolaya	263.2

Westward

ALEXANDRIA SUB-DIVISION

Eastward

SECOND CLASS				Ville Platte Branch Time Table No. 22 EFFECTIVE 12:01 A. M. FEBRUARY 18, 1945				SECOND CLASS			
85		Location—Water, Fuel, Turn-table, Wye, etc.	Miles from Bunkie	Station Number	Car Capacity Passing Sidings	84		Station Number	Car Capacity Passing Sidings	84	
Local Daily Except Sunday						Local Daily Except Sunday				Local Daily Except Sunday	
1	8 00 ^{PM}	FWY	.0	N	BUNKIE 4.2	B 168	YARD	1	5 30 ^{PM}		
	8 20		4.2		EOLA 5.2	L 9	NS		4 55		
	8 45		9.4		ST. LANDRY 6.7	L 9	28		4 30		
	9 15		16.1		TATE COVE 4.5	L 15	NS		3 59		
	9 45 ^{PM}	Y	20.6	D	VILLE PLATTE	L 20	51	1	3 30 ^{PM}		
	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

13

THIRD CLASS		SECOND CLASS	FIRST CLASS		Location—Water, Fuel, Turn-table, Wye, etc.	Station Numbers	Avoyelles and New Roads Branches		Miles from Addis	Car Capacity Passing Sidings	FIRST CLASS		SECOND CLASS	THIRD CLASS	
87	437	477	405	401			Time Table No. 22				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. FEBRUARY 18, 1945				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					F	B163	N	BUNKIE	109.2	YARD					A 8 15AM
5 05					V	42	D	EVEGREEN	104.5	9					7 52
5 20					V	88	D	COTTONPORT	100.3	27					7 40
5 35					W	1	D	LONGBRIDGE	97.0	12					7 25
5 45					W	3	D	MANSURA JOT	94.0	NB					7 13
5 50					W	4	D	MANSURA	93.5	13					7 10
6 10					W	9	D	MARKSVILLE	88.8	14					6 50
6 40					W	4	D	MANSURA	84.1	13					6 20
A 6 45AM					W	3	D	MANSURA JOT	83.6	NB					L 6 15AM

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

L 7 10AM	L 2 01PM	L 11 04PM	L 7 35PM	L 3 21AM	V 80	D	HAMBURG	78.6	51	A 2 44AM	A 11 03AM	A 7 41AM	A 8 33PM	A 5 50AM
7 24	2 19	11 18	7 43	3 30	V 28	D	HYDE	69.3	92	2 35	10 55	7 26	8 08	5 36
A 7 25 ⁴⁴² AM	A 2 21PM	A 11 19PM	A 7 44PM	A 3 31AM	Y V 22	D	LATEX JOT	69.2	NS	L 2 34AM	L 10 54AM	L 7 25 ⁸⁷ AM	L 8 05PM	L 5 35AM
						D	SIMMESPORT	68.9	NS					

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

L 8 05AM	L 2 56PM	L 11 40PM	L 8 00PM	L 3 48AM	WY	D 61	N	TORRAS JOT	60.9	NS	A 2 18AM	A 10 38AM	A 7 05AM	A 7 30PM	A 5 00AM
8 13	3 04	11 48	8 05	3 53		D 58	D	LETTSWORTH	57.2	54	2 13	10 33	6 50	7 15	4 50
8 25	3 21	12 03AM	8 13	4 01		D 51	D	BATCHELOR	50.3	105	2 05	10 25	6 38	6 54	4 30
8 55	3 40	12 20	8 23	4 11 ⁸⁶		D 42	D	MORGANZA	42.0	52	1 55	10 15	6 23	6 34	4 11 ⁴⁰¹
9 30	4 15	12 42	8 35	4 23	Y	D 88	D	NEW ROADS	32.0	100	1 43	10 03	6 05	6 10	3 00
9 54 ⁴⁰⁶	4 35	12 59	8 44	4 32		D 25	D	GLYNN	24.7	52	1 34	9 54 ⁸⁷	5 50	5 51	2 15
10 25	4 55	1 25 ⁴⁰²	8 53	4 41		D 18	D	CHAMBERLIN	17.6	52	1 25 ⁴⁷⁷	9 45	5 38	5 34	1 59
10 45	5 15 ⁴³⁶	1 43	8 59	4 47		D 18	D	LOBDELL	12.8	100	1 19	9 39	5 30	5 15 ⁴³⁷	1 50
10 50	A 5 20PM	A 1 46 ⁸⁶ AM	A 9 00PM	A 4 48AM			D	NO. LOBDELL JOT	12.2	NS	L 1 18AM	L 9 38AM	L 5 25AM	L 5 10PM	1 46 ⁴⁷⁷
11 10						D 10	D	ANCHORAGE	9.9	28					1 15
11 20						D 8	D	POST ALLEN	7.8	85					12 55
A 11 59AM					F	W	B 90	N	ADDIS	0	YARD				L 12 10AM
87	437	477	405	401					109.2		402	406	442	436	86
Tuesday, Thursday, and Saturday	Daily Except Sunday	Daily	Daily	Daily							Daily	Daily	Daily	Daily Except Sunday	Monday, Wednesday, and Friday
7.14	3.19	2.42	1.25	1.27					Time Over Sub-Division		1.26	1.25	2.16	3.23	8.05

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

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

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

Exception to Rule 83 (a).

When train order signal Lobdell Jct. indicates proceed L. & A. No. 2 may assume schedule No. 402; L. & A. No. 6 may assume schedule No. 406; L. & A. No. 86 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	Local Daily Except Sunday	Location—Water, Peak, Turn-table, W.P., etc.	Miles from Donaldsonville	Time Table No. 22 EFFECTIVE 12:01 A. M. FEBRUARY 18, 1945		Station Numbers	Car Capacity Passing Balise	72
				STATIONS				
L10 00AM			0	N	DONALDSONVILLE	B 05	YARD	A 7 15AM
L10 15AM			2.4		GRAEY	B 07	NS	A 7 01AM
10 30			3.9		PALO ALTO	H 8	10	6 45
10 45			5.1		KESSLER	H 8	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		BATLIFF	G 18	NS	6 00
11 45			25.0		LABADIEVILLE	G 20	NS	5 30
11 55			29.9		ROGER	G 25	10	5 20
A12 15PM	Y		33.5	D	THIBODAUX	G 29	YARD	L 5 00AM
73 Daily Except Sunday					23.5			72 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	Local Daily Except Monday	Location—Water, Peak, Turn-table, W.P., etc.	Miles from Melville	Time Table No. 22 EFFECTIVE 12:01 A. M. FEBRUARY 18, 1945		Station Numbers	Car Capacity Passing Balise	90
				STATIONS				
			22.3	D	SIMMESPORT	V 22	NS	
			22.1	Y	LATEX JOE	V 22	NS	
			17.1		ODENBURG	V 17	14	
			13.7		WOODSIDE	V 18	NS	
			7.8		BAYOU CURRENT	V 9	28	
			6.3		ELBA	V 4	28	
L11 15AM	FWY		0	N	MELVILLE	B 100	YARD	A10 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 23	10	7 50
1 45			36.0	D	CHURCH POINT	X 26	23	7 30
2 05			40.3		BRANCH	X 41	NS	7 00
2 30			46.4	D	RAYNE	X 49	19	6 35
A 3 10PM	WY		56.6	D	CROWLEY	X 57	YARD	L 6 01AM
91 Daily Except Monday					73.4			90 Daily Except Monday
3.55					Time Over Sub-Division			3.50

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

STANDARD CLOCK:
Melville

Special Instructions

ALL SUB-DIVISIONS

Within automatic block system limits a train may arrive at a station in advance of its schedule arriving time.

Within automatic block system limits: At meeting points second-class and inferior trains must clear the main track not less than five minutes before the leaving time of a first class train. Meeting points between other trains Rule 87 (a) applies.

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 Slimmesport Bunkie Cypress Natchitoches	Kraso Cut Off Jct. Shreveport Agura	One Yard
Donaldsonville Torras				
Plaquemine Indian Village Branch Addis	One Yard	Willow Glen Alexandria Yard Texmo Jct.		One Yard
Lobdell Lobdell Junction	One Yard			

Dallas Sub-Division

Texarkana National Marshall Terrell	One Yard	Longview Willow Springs Camps	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 Paris Bonham Denison Sherman Jct. Sherman	One Yard	Whitesboro Denton Hodge Belt Jct. Fort Worth Lancaster Yard	One Yard
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AUTOMATIC BLOCK

West Bridge Jct. to Texmo Jct. M.P. B-198.2.

Cut Off Jct. to Mile Post 3.0 Lucas Cut-off.

Shreveport (Market Street M.P. B-327.3) to Marshall

Dallas Sub-Division

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.

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-138.3	Melville Bridge
Shreveport	M.P. B-209.3	Bridge
Shreveport	Shreveport	Bridge 328.1 Anna Street
Dallas	M.P. 66.31	Overhead—Road
Dallas	M.P. 66.40	Overhead—Road
Dallas	Dallas U. T.	Oak Cliff Viaduct
Dallas	Ft. Worth	Street Car Viaduct
D. & P. S. R. R.	Passenger Station	Shed over platforms between tracks.
	Denison:	
	Texas St.	Overhead Bridge
	Hull St.	Overhead Bridge
	M-K-T. Crossing	Overhead Bridge
	Munson St.	Overhead Bridge

INTERLOCKING WHISTLE SIGNAL CODE

Cut Off Jct.

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

Texarkana

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

Big Sandy

Main Track	00
Passing Sliding	0 — 0
Transfer Track	0 — 0

T. & P. Junction

T. & P. Main track, either direction, eastward or westward	00
Wye track entering or leaving T. & P. Yard west of T. & N. O. crossing	0 — 0
Crossover from old T. & P. main track to Passing siding in either direction	00 — 0
Storage Track	0 — 0 — 0
T. & P. Track B-1	0 — 0
T. & P. Track B-2	0 — 0
T. & P. Track B-3	0 — 0
T. & P. Track B-4	0 — 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	0 —
Diverging Route	0 —

STREET AND HIGHWAY CROSSING SIGNALS

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

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

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

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

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

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

EASTERN DIVISION

Special Instructions

ALL SUB-DIVISIONS

MAXIMUM SPEEDSAlexandria 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. 120.0 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	35
Lobdell Jct.—Torrax Jct.	60	40
Latex Jct.—Hamburg	50	35
Mansura Jct.—Marksville—Longbridge	30	15
Longbridge—Bunkie	30	25
Melville—Latex Jct.	30	35
Melville—M.P. 20 Opelousas Branch	30	15
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. 325.8	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	
Relsor-Cypress via Pleasant Hill Branch	40	25
Cut Off Jct.—Marshall	70	60
Except:		
D-5 and D-9 Engines	30	25
D-10 Engines	50	50
G-1-B and G-1-C Engines	40	40
H-2 and I-1 Engines	60	

Dallas Sub-Division

Texarkana-Fort Worth	70	60
Except:		
Over Shreveport Sub-Division junction switch and on main track around curve Marshall passenger station	15	15
Around curve on siding Marshall passenger station	30	30
D-5 and D-9 Engines	30	30
D-10 Engines	50	50
G-1-B and G-1-C Engines	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	
Mile Post A-173—Ft. Worth	65	55
Except:		
D-5 and D-9 Engines	30	30
D-10 Engines	50	50
G-1-B and G-1-C Engines	40	40
H-2 and I-1 Engines	60	
MKT Engines 701 to 770, inclusive and 836 to 920 inclusive	45	35
Other MKT Engines		35

Texarkana Sub-Division

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

Sherman Jct.—Denison	35	25
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RAILROAD GRADE CROSSINGSAlexandria 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-133.4	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.	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-43.7	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-225.2	Y. & M. V. R. R.	(Shreveport)	25	15
M.P. B-323.3	L. & A. Ry.	(Automatic Interlocked)		

Pleasant Hill Branch

M.P. B-237.4	K. C. S. Ry.	(Interlocked)	25	15
M.P. B-312.9	T. & N. O. Ry.	(Automatic Interlocked)	15	15

Dallas Sub-Division

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

Big Sandy	St. L.-S. W. Ry.	(Interlocked)		
M.P. 136.9	M. K. T. R. R.	(Interlocked)		
Terrell	T. & N. O. R. R.	(Interlocked)		
M.P. 209.9	T. & N. O. R. R.	(Interlocked)		
M.P. 312.1	G. C. & S. F. Ry.	(Automatic Interlocked)	20	20

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

Bonham Sub-Division

Texarkana	St. L.-S. W. Ry. South End Yd.	(Interlocked)		
Texarkana	St. L.-S. W. Ry.	(Gate)		
Texarkana	K. C. S. Ry.	(Interlocked)		
M.P. A-91.7	{ G. C. & S. F. Ry. } { T. & N. O. Ry. }	(Automatic Interlocked)	30	30

Whitesboro Sub-Division

Bella	M. K. T. R. R.	(Interlocked)		
Sherman	T. & N. O. R. R.	(Interlocked)		
Sherman	M. K. T. R. R.	(Not Protected)		
M.P. A-238.1	St. L.-S. W. Ry.	(Automatic Interlocked)	30	30
Fort Worth	{ M. K. T. R. R. } { G. C. & S. F. Ry. }	(Interlocked)	10	10
Yard	{ 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

ALL SUB-DIVISIONS

NO. 16 TURN-OUTS

Maximum Speed 30 Miles Per Hour

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 underframes (except cabooses) will not exceed maximum speed of 45 miles per hour, but all speed restrictions of less than 45 miles per hour must be complied with.

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

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

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

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

Waggaman	B-12.3	1	End Drill Track
Johnson	B-39.4	1	End two main tracks
Vacherie	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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Dallas 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	14.8	1	East End Siding
Springdale	15.2	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	44.3	1	West End Siding
Jefferson	50.1	1	East End Siding
Jefferson	51.3	1	West End Siding
Woodlawn	57.9	1	East End Siding
Woodlawn	58.9	1	West End Siding
Marshall	65.6	1	East End Siding
Marshall	66.9	1	West End Siding
Quincy	70.0	1	East End Siding
Quincy	71.0	1	West End Siding
Keokuk	75.1	1	East End Siding
Keokuk	76.1	1	West End Siding
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
Orphans Home	206.5	1	East End Siding
Orphans Home	207.5	1	West End Siding
T. & P. Jet	209.2	1	East End Siding
T. & P. Jet	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

DRAW BRIDGES

Location	Name	Miles per hour	
		Passenger	Freight
M.P. B-85.5	Bayou Plaquemine	35	25
M.P. B-101.1	Grosse Tete Bayou	35	25
M.P. B-128.6	Melville	35	25
M.P. H-16.9	Bayou Lafourche-Napoleonville	6	6

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

STEAM WRECKING DERRICKS WITH BOOM IN

TRAILING POSITION

	Miles per hour	
	Straight Track	Curves
West Bridge Jct. to Cut Off Jct. via Natchitoches	35	30
Cut Off Jct. to Marshall	40	30
Texarkana to Ft. Worth, Dallas Sub-division	40	30
Texarkana to M.P. A-83, Bonham Sub-division	40	30
Mile Post A-83 to 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
White Castle	12	Thibodaux	16
Plaquemine	12	New Roads	15
Bunkie	25	Morganza	25
Cheneyville	25	Rayne	20
Lecompte	25	Crowley	6
Alexandria	25	Ville Platte	6
Natchitoches	25	Pleasant Hill	6
Shreveport	20	Grand Cane	25

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

Dallas Sub-Division

Gladewater	25	Forney	20
Mineola	20	Mesquite	30
Longview to Court St.	15	Dallas	12
Atlanta	20	Arlington	20
Grand Saline	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.

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

EASTERN DIVISION

Special Instructions

ALL SUB-DIVISIONS

SPRING SWITCHES

SPECIAL INSTRUCTIONS GOVERNING POWER-OPERATED SWITCHES.

Station	Mile Post	Location Track	Facing Point Direction	Normal Position
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Alexandria Sub-Division

Waggaman	12.3	End drill track	Eastward	Main track
Johnson	39.4	End two main tracks	Westward	Westward track
Addis	89.8	End two main tracks	Eastward	Eastward track
Alexandria Yard	190.3	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	194.6	West end passenger track	Eastward	Passenger track
Texmo Jct.	196.8	End two main tracks	Eastward	Eastward track
Texmo Jct.	196.8	Mo. Pac. Southward Main track	Westward	Main 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 track

Dallas Sub-Division

National	1.8	West End Siding	Eastward	Main Track
Marshall	66.2	East End Crossover	Westward	Main Track
Willow Springs	94.6	West End Siding	Eastward	Main Track
Gladewater	102.7	West End Siding	Eastward	Main Track
Hoard	120.6	West End Siding	Eastward	Main Track
Mineola Yard	137.5	Cross-over East End Yard	Westward	Main Track
Mineola Yard	138.9	West End Pull-out	Eastward	Main Track
Grand Saline	148.9	East End Siding	Westward	Main Track
Wills Point	166.7	East end siding	Westward	Main track
Wills Point	167.3	West End Siding	Eastward	Main Track
Elmo	176.7	East End Siding	Westward	Main Track
Elmo	176.7	West End Siding	Eastward	Main Track
Terrell	181.3	East End Siding	Westward	Main Track
Orphans Home	206.6	East End Siding	Westward	Main Track

Whitesboro Sub-Division

Fort Worth	A-243.3	End of two main tracks, Peach Street	Southward	Southward Main track
Hodge	239.3	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.

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. Northward main track Texmo Jct. and signals in connection therewith controlled by T&P Train Dispatcher, Alexandria.

Dallas 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. 90.1, and east end siding Willow Springs and the signals in connection therewith controlled by Operator Longview.

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

Power-operated switch west 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.

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

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

Whitesboro Sub-Division

Power-operated switch and 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.

FIRE PROTECTION

1. Loose fire-bricks removed from fire pan must be retained in the boat 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.

Special Instructions

ALL SUB-DIVISIONS

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

1. In the following designated territory trains and engines will be governed by block signals whose indications will supersede the superiority of trains as provided for in Rules 261 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-64.5, 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 East and West end siding Big Sandy.
- Between East and West end siding Terrell.
- Between T&P Jct. and east end siding Orphans Home.
- Between U.T. Jct. and east end siding Fort Worth Yard.
- Between North switch siding Hodge and end two main tracks Peach Street, Fort Worth.

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

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

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

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

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

(c). Yard engines leaving the main track at M&ET Yard and Darco Plant Marshall; 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.

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

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 Dallas 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 Terrell.

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:

Station	Location
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. 217.6
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.

Special Instructions

SHREVEPORT SUB-DIVISION

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

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

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

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

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

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

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 without train order authority, but will not enter these limits when it is known a first class train will be delayed.

Alexandria is register station for first class trains only.

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

Reisor is register station for Nos. 28 and 29 only.

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

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

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

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

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

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

Between Shreveport Jct. and Shreveport (Passenger Station.)

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

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

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

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

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

Dispatchers telephones located as follows:

End two main tracks, Shreveport Jct.

East end yard tracks, Shreveport Jct.

Between IC and KCS Interchange connections, near Culpepper Street.

TS&N Jct.

West end Passenger Shed near McNeil Street.

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

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

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

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

Other Passenger Train Flag Stops.

Trains	Stations	Mile Post
20-24-27	Zimmerman	B-211.7
20-27	Montrose	B-232-2
24	Armistead	N-37.3

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

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

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

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

Special Instructions

DALLAS SUB-DIVISION

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

Time at Dallas shown for information only.

Time at Grand Prairie and Arlington applies at Station.

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

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

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

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

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

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

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

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

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

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

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

Ft. Worth register station for first class trains and trains originating or terminating at that station only.

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

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

All trains and engines will run at REDUCED SPEED and not exceed a speed of 10 miles per hour through Interlocker and between Interlocker and crossover west end Passenger Station Ft. Worth.

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 Dallas 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 clear.

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

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

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

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

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

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

OTHER PASSENGER TRAIN FLAG STOPS

Train	Stations
No. 1.....	Atlanta: To discharge passengers from beyond Texarkana and to receive passengers for points where No. 1 stops Marshall and beyond. Terrell: to discharge passengers from points north of Texarkana.
No. 2.....	Terrell: to pick up passengers destined Texarkana and beyond. Grand Saline: to discharge passengers from Dallas and beyond, and to receive passengers for Marshall and beyond where scheduled to stop.
No. 4.....	Edgewood to discharge passengers from Dallas and beyond and to receive passengers for Marshall and beyond. Hawkins: to discharge passengers from El Paso and beyond and to receive passengers for St. Louis, Memphis or New Orleans and beyond. Angler: to discharge passengers from Dallas and beyond. Queen City: to discharge passengers from Longview and points west.
No. 6.....	Silver Lake: to handle parcel post. Crow: for passengers and mail. Anglers: On Friday, Saturday and Sundays to discharge passengers from Dallas and beyond. Jarvis College: to receive or discharge passengers to or from Texarkana, Shreveport, Dallas and beyond.
No. 7.....	Hallsville: to receive passengers for west of Longview. Jarvis College: to receive or discharge passengers to or from Texarkana, Shreveport, Dallas and beyond. Angler: On Saturdays, Sundays and Mondays to receive passengers for Dallas and beyond. Mesquite: on Thursdays for mail. Grand Prairie: to discharge passengers from Texarkana and east or from Shreveport and east.
No. 11.....	Hawkins: to discharge passengers from New Orleans and beyond and to receive passengers for El Paso and beyond. Angler: Mondays only to receive passengers Dallas and beyond. Grand Saline: to discharge passengers from Shreveport and beyond and to receive passengers for Dallas and beyond. Grand Prairie: to receive passengers destined beyond Ft. Worth and to discharge passengers from Shreveport and east.
No. 15.....	At non-scheduled stops to discharge passengers from points east of Texarkana, or from Shreveport and points beyond. Grand Prairie: To discharge passengers from points east of Dallas and from connections at Dallas. Arlington: to discharge passengers ticketed to Arlington from connecting lines and originating Texarkana and Shreveport and points east thereof.
No. 16.....	Terrell: reduce speed to permit exchange lock pouch U. S. Mail. Grand Saline: to discharge passengers from west of Ft. Worth only. Atlanta: to discharge passengers from points west of Ft. Worth.
No. 201.....	Atlanta and Jefferson: to receive passengers destined points on I-GN south of Longview.
No. 207.....	Lodi and Domino: to receive and discharge passengers. Queen City, Bivins, Kildare, and Lodi: to load or unload mail, parcel post or express.
No. 208.....	Hallsville: to discharge passengers from points on I-GN south of Longview and to receive passengers for points north of Marshall. Lodi and Domino: to receive and discharge passengers. Lodi, Kildare, Bivins and Queen City: to load or unload mail, parcel post or express.

EASTERN DIVISION

HOSPITAL

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

Marshall, Texas
Ft. Worth, Texas

TIME SERVICE

NATIONAL RAILWAY TIME SERVICE COMPANY

Chicago, Ill.

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. McRae	Longview
Dr. J. M. Lyons (Assoc.)	New Orleans	Dr. L. N. Markham	Longview
Dr. M. M. Odom	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		Dr. V. B. Cozby	Grand Saline
(Associate)	Donaldsonville	Dr. R. W. Cozby	
Dr. L. E. Meyer	Thibodaux	(Associate)	Grand Saline
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	Maringouin	Dr. G. H. Alexander	
Dr. Gordon Morgan	Melville	(Associate)	Terrell
Dr. K. A. Roy	Mansura	Dr. D. H. Hudgins	Forney
Dr. A. M. Abramson	Marksville	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. Littell	Ville Platte	Dr. F. L. Harvey	Arlington
Dr. P. B. Landry	Port Allen	Dr. W. C. Foster	Handley
Dr. J. C. Roberts	New Roads	Dr. J. F. McVeigh	Fort Worth
Dr. Charles A. Havard	Morrows	Dr. A. W. Butler	Fort Worth
Dr. H. C. Jones	Bunkie	Dr. A. D. Ladd	Fort Worth
Dr. M. J. Hair	Lecompte	Dr. J. W. Shoemaker	
Dr. B. C. Blake	Lecompte	(Associate)	North Fort Worth
Dr. R. B. Wallace	Alexandria	Dr. D. D. Smith	Hooks
Dr. Ralph Lampert	Alexandria	Dr. E. B. McGee	New Boston
Dr. S. S. Williams	Zimmerman	Dr. C. S. Crew	DeKalb
Dr. E. L. Wenk	Derry	Dr. R. W. Payne	Clarkeville
Dr. J. B. Glass	Robeline	Dr. H. R. Smith	Detroit
Dr. H. M. Prothro	Pleasant Hill	Dr. Elbert Goolsby	Paris
Dr. W. B. Hewitt	Mansfield	Dr. J. J. Cappleman	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. Jack Saunders	Bonham
Dr. H. M. Phelps	Natchitoches	Dr. H. I. Stoutt	Sherman
Dr. J. G. Yearwood	Gayles	Dr. D. C. Enloe (Assoc.)	Sherman
Dr. A. A. Herold	Shreveport	Dr. A. G. Sused	Denison
Dr. J. E. Heard (Assoc.)	"	Dr. G. W. Greer	Whitesboro
Dr. N. Judson Bender (Assoc.)	"	Dr. J. D. Harvey	Tloga
Dr. H. H. Vaughan	Waskom	Dr. W. C. Kimbrough	Denton
Dr. H. E. Murry	Texarkana	Dr. A. B. Bugg	Belcher
Dr. L. J. Kosminsky	Texarkana	Dr. T. E. Tooke	Belcher
Dr. Charles A. Smith	Texarkana	Dr. W. S. Siler	Ida
Dr. J. D. Nichols	Atlanta	Dr. Alfred Kellett	Doddridge
Dr. E. W. Grumbles	Atlanta		

OCULISTS

Dr. C. L. Brown (Ear, Nose & Throat)	New Orleans
Dr. Wm. B. 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

LOCAL WATCH INSPECTORS

NAME	HEADQUARTERS	TERRITORY
Wm. Frantz Co.	New Orleans	New Orleans to Bunkie, Thibodaux, New Roads, Opelousas, Avoyelles and Ville Platte Branches.
Babins Jewels	Algiers	Local.
R. G. Babin	Gretna	Local.
Sidney George	Thibodaux	Local.
Joseph Dechary	Plaquemine	Local.
W. T. Culpepper	Crowley	Local.
Bunkie Jewelry Store	Bunkie	Local.
C. A. Schnack Jewelry Co.	Alexandria	Boyce to Bunkie.
E. P. Griffin	Mansfield	Local.
Youngblood Jewelry Co.	Shreveport	Lena to Reisor via Shreveport, Texarkana Sub-Division and Pleasant Hill Branch.
J. F. Lenta	Marshall	Marshall
G. W. Haltom	Ft. Worth	Reisor to Marshall
Kay's Credit Jewelers	Texarkana	Local
McCarley's Jewelry Store	Longview	Longview
A. C. Flynt	Mineola	Mineola
Dallas Watch Co.	Dallas	Local
Johnny Chingingsmith	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. B. Rockwell	Denison	Sherman to Texarkana
Brannon's	Bonham	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		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Mins.	Sec.		Mins.	Sec.		Mins.	Sec.
6	10	0	31	1	56	51	1	10
8	7	30	32	1	52	52	1	9
10	6	0	33	1	49	53	1	7
12	5	0	34	1	45	54	1	6
15	4	0	35	1	42	55	1	5
16	3	45	36	1	40	56	1	4
17	3	31	37	1	37	57	1	3
18	3	20	38	1	34	58	1	2
19	3	9	39	1	33	59	1	1
20	3	0	40	1	30	60	1	0
21	2	51	41	1	27	61	0	59
22	2	43	42	1	25	62	0	58
23	2	36	43	1	23	63	0	57
24	2	30	44	1	21	64	0	56
25	2	24	45	1	20	65	0	55
26	2	18	46	1	18	67	0	54
27	2	13	47	1	16	68	0	53
28	2	8	48	1	15	69	0	52
29	2	4	49	1	13	70	0	51
30	2	0	50	1	12			

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

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

THE FOLLOWING IS PROHIBITED:

- (1) Going between moving cars or engines to couple, uncouple or adjust air hose, stop air leaks, or operate knuckle lock pins.
- (2) Lining or adjusting draw bars or opening draw bar knuckles with hand or foot while cars or engines are in motion.
- (3) Alighting from or boarding a moving engine or car from a position between the rails, or a rapidly moving train or engine.
- (4) Riding on foot board of engine between engine and cars when pushing cars, or when coupling engine to cars.
- (5) Riding on ends or inside of cars containing loads which are liable to shift from impact when coupling is made, or during ordinary train movement.
- (6) Riding on draw bars, ladders, hand holds, or any other appurtenances on the facing ends of cars when such cars are being pushed.
- (7)
 - (a) Giving signal to move an engine or cars and then crossing track in front of movement.
 - (b) Giving signal to move an engine or cars without first placing switch in proper position.
 - (c) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engine.
 - (d) Enginemen drifting down too close to switches that are to be thrown.
- (8) Staking or poling out cars when practicable to avoid it. When done, employe should follow the push pole.
- (9) Permitting any car with a defective or missing hand hold to be moved or set out without first notifying all employes on the train and making wire report to the Superintendent.
- (10) Pushing cars or backing engines over public crossings at grade without signal from member of crew on leading car, rear of engine tank, or on crossing. Crossings must be approached prepared to stop.
- (11) Leaving cars standing on tracks too near street or highway crossings. Cars must be left at least sixty (60) feet away from crossing where possible.
- (12) Hanging dope pails on hand holds, door guides, or side or end ladders of cars.
- (13) Hanging squirt hose over or through locomotive hand holds, or in gangways between engine and tender, except where brackets have been provided to retain in such a position it will not be mistaken for a hand hold.
- (14) Tightening packing nuts on lubricator glasses or water gauge glasses while there is any pressure within the glasses.
- (15) Opening blow off 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.

662 J
950-318 P

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
8 30PM				2 00PM	10 45PM			NEW ORLEANS		1 00PM		7 30AM				8 20AM
11 13PM				4 43PM	1 25AM			ADDIS		9 55AM		4 33AM				5 43AM
1 35AM				7 25PM 7 45PM	3 50AM 4 10AM	7 30AM		ALEXANDRIA		7 05AM 6 50AM	9 30PM	2 05AM 1 50AM				3 15AM
				11 20PM 11 50PM	7 15AM 7 30AM	12 10PM 3 15PM		SHREVEPORT		3 20AM 3 05AM	4 30PM 4 00PM	10 40PM 10 20PM				
	3 50PM	5 50AM	7 00AM	2 30AM		3 20PM	6 05AM	TEXARKANA	8 25PM	3 35AM		10 45PM	5 55PM	7 45PM	10 10AM	
	5 45PM 6 00PM	7 20AM		1 00AM 4 15AM	8 35AM 8 50AM	4 35PM 4 55PM	7 35AM	MASTHALL	6 50PM	1 40AM 1 15AM	2 35PM 2 15PM	9 10PM 8 55PM		6 05PM	7 55AM	
	6 40PM	8 05AM		5 00AM 5 15AM	9 30AM	5 30PM	8 10AM	LONGVIEW	6 15PM	12 40AM	1 35PM	8 25PM 8 05PM		5 30PM	7 10AM	
				8 30AM 8 50AM	12 30PM 12 45PM	9 15PM 9 40PM	11 10AM 11 20AM	DALLAS	3 30PM 3 20PM	8 10PM 8 30PM	9 30AM 9 00AM	5 15PM 5 05PM				
			3 30PM	9 45AM	1 40PM 2 10PM	10 40PM 11 20PM	12 10PM	FORT WORTH	2 30PM	7 30PM	8 00AM 7 25AM	4 15PM 3 30PM	9 00AM			
					5 50PM	2 55AM		OISCO			4 03AM	12 08PM				
					7 40PM	4 40AM 4 55AM		ABILENE			2 25AM	10 25AM				
					8 45PM	8 00AM 8 20AM		SWEETWATER			1 15AM 12 25AM	9 10AM				
					10 45PM 11 10PM	8 05AM 8 30AM		BIG SPRING			10 35PM 10 10PM	7 30AM 7 05AM				
					2 40AM	12 22PM		PECOS			6 25PM	3 42AM				
					9 15AM	7 30PM		EL PASO			12 30PM	10 25PM				